

Old Cars

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When a Honda crashes, a Camaro door opens

If you've been reading my recent editorials in "Hop In," you've probably noticed that I've had a busy fall. If not, here's a quick recount of some of the events that I've already mentioned: Since the AACA fall meet in Hershey, Pa., my stepson totaled my wife's daily driver just months after getting his driver's license (and before we found a car for him to drive). Then we drove four hours to buy a flying saucer (a 1997 Acura CL) so he and I had a car to drive this winter. And, if you've seen my advertisements in *Old Cars*, you know I just started selling my self-published book.

What I haven't yet mentioned is that our 6-year-old twins recently had their tonsils removed, and we've been preparing our previous home for the real estate market (we planned to move back into it when we were ready to downsize in about a decade, but found we don't have the time to be landlords until then). There's probably more, but among the most important happenings is that we bought a quasi-muscle car again.

Between her tears of joy(?)

upon learning we were adding twins to our family seven years ago, my wife declared, "We're not moving from our house and we're not selling the Camaro!" Well, for obvious reasons, our 2011 Camaro went down the road about six months after the twins were



born. Meanwhile, our family of seven tested the limits of the walls to our little 1941 Cape Cod for another five years before the dream of staying in it became as unrealistic as having a Camaro with five kids.

Since we have to permanently part with the beloved home in which we raised our children, we recently placated ourselves by replacing the 2011 Camaro coupe we sold so many years ago with another Camaro. After my stepson totalled my wife's Honda, she made the decision it was time for another Chevy pony car — child seats be damned. Our latest Camaro is one year newer but with a few less options than our 2011 Camaro 1LT. I overlooked this 2012 Camaro LS's lack of fog lamps and factory aluminum wheels since the car looked good on paper and in person. Most importantly, the new-to-us 2012 Camaro is another six-speed manual with the 300-somehp V-6. (Is it wrong to want to thank my stepson for crashing that Honda?)

Since it has about 100,000 miles and some "day two" mods, the 2012 Camaro needs some attention to make it "ours." It begs for fog lamps and stock wheels, and its aftermarket spoiler has got to go. When I have time — and I can pry my wife from the driver's seat — I'll get the car where I want it to be. Until then, it's just nice to be rowing the gears of a Camaro again, even if it isn't a first-generation model with a truly muscular V-8 engine. And maybe, just maybe, in 10 years or so we'll be able to park it in our old driveway again.

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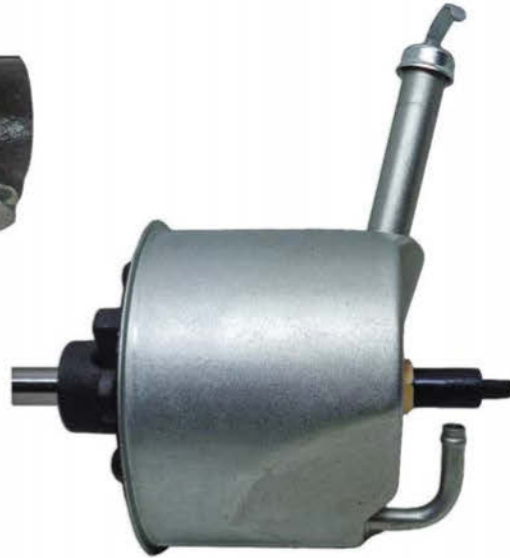
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Somers' T-bird a '56, not a '57

I was just reading the Dec. 1 issue of *Old Cars*, and in the "Q&A" section is a picture from the movie "American Graffiti" of Suzanne Somers in her "1957" Thunderbird. The car that Somers' character drives in the film is actually a 1956 T-bird. Someone isn't an American Graffiti fan.

Tom Maruska, Duluth, Minn.

Editor's note: Before anyone blames Kit Foster, I must take the blame for the typo. Indeed, the Thunderbird in the film is a 1956, not a 1957. For the record, I have watched the movie several times and have several collectibles associated with it, which makes the typo even more embarrassing.

How to draw serious buyers

In Angelo Van Bogart's Dec. 1 editorial, he mentions some excellent ways to prevent a rushed auto purchase. One thing to consider is eliminating the four-hour drive to see a car. Whenever I have a car to sell, I advertise it out of town (at least an hour and a half away). This does a couple of things. First, it eliminates the local buyer who wants to walk around the car for 30 minutes and leave because he was just shopping. Secondly, if someone from out of town inquires about the car and decides to make the long-distance drive, he has pretty much decided he's going to buy it.

My advice is shop closer to home next time.

Don Schneider, via email

Properly pronouncing Daimler

I'd like to point out a minor error I made in my recent "Foreign Favorites" column on Daimler cars. A British lady friend recently informed me that the proper pronunciation of the marque's name is "Dame-ler," similar but different enough

from the pronunciation I grew up with: "Damm-ler."

Sorry for the error, Old Bean.

Patrick Foster, via email

An Englishman's perspective

I enjoyed the Nov. 15 issue and, of course, as an Englishman, I was drawn to Mr. Foster's piece about Daimlers.

Certainly my German and Austrian friends pronounce Daimler as "Daim-ler," as Mr. Foster says. But "Damm-ler?" Not to be critical of an excellent article, but I've never heard any English person use that pronunciation. Ever. We say "Dame-ler," as in, 'There is nothin' like a Dame...' And we call the later "badge-engineered" cars "Daimler-Jags." Do you use that term in the United States?

What I *do* sometimes hear in the UK is folk pronouncing the Dutch coachbuilder Vanden Plas in the French style as "Vanden Plah." How do you say that in the 'States, I wonder?

As a historic racer and collector of European and American cars, I continue to learn so much about the U.S. scene from your excellent publication.

Richard McCann, MBA PhD., London, England

Editor's note: Thank you for writing from afar! Pat Foster caught his error before we received your note, but we truly appreciate your perspective. As for the pronunciation of Vanden Plas, I've always read it in my head as "Vanden Plaus," but growing up in the upper Midwest of the United States where Vanden Plas-bodied cars are rare, I haven't had the occasion to hear how others pronounce it.

Department of Corrections

The *Old Cars* staff provided the incorrect date with the Raleigh Classic Car Auctions' spring sale results in the Nov. 15 issue and apologizes for the error. **OC**

Reader Wheels

Chris Quay, of Colorado Springs, Colo., is the second owner of this awesome 1965 Thunderbird. He purchased the 'Bird from the estate of the original owner in Ohio during 2021. At the time, the car had just 18,501 miles on the odometer.



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The Scoop



Hobby News & Views

George Foreman car collection up for bids

TRAVERSE CITY, Mich. — Retired boxing legend George Foreman is putting more than 50 cars from his collection up for bids. The cars, spanning every decade of production from the 1930s through present, are now available for online auction through Hagerty Marketplace. The auction lots will close between Dec. 11-21 with multiple cars ending each weekday.

Foreman is an Olympic gold medalist and two-time heavyweight champion and Boxing Hall of Famer. Outside of the ring, he struck gold with his George Foreman Grill, which has sold more than 100 million units worldwide. His automobile collection ranges from a 1931 Ford Model A Cabriolet A400 to a 2005 Ford GT. The group up for bids includes examples from Chevrolet, Chrysler, Ferrari, Dodge, Plymouth, BMW, Porsche, Rolls-Royce, Bentley, and Volkswagen. For more information, visit www.hagerty.com.

Hershey museum launches muscle car display

HERSHEY, Pa. — The AACAMuseum, Inc. — America's Transportation Experience recently launched a new

exhibit billed as "Muscle Cars: Past and Present." Prepared by museum curator Stan Sipko, the exhibit showcases legendary cars and modern-day examples including GTOs, Road Runners, Mustangs, Camaros, Challengers, Chargers and more.

To coincide with the new featured exhibit, the museum is presenting its first "legacy" series display in the Members 1st Gallery. Called "Challenger Then & Now," the exhibit contrasts 1970 and 2019 Dodge Challengers showing the "original" and a modern example.

Other developments at the museum include a new exhibit in the Williams-Clyne Showroom Gallery featuring cars from the Austin-Healey Sports and Touring Club.

For more information, visit www.aacamuseum.org.

Northwood launches automotive leadership degree

MIDLAND, Mich. — Northwood University has announced a new master's degree program for automotive professionals. The degree will be part of the Master of Science in Organizational Leadership (MSOL) program.



Reader Photo

Wendy Hainlin, of Monterey, Calif., shares this photo of a glorious open car and three happy folks who look like they are ready to go for a breezy ride.

We love asking our readers to see if they can guess the make and model of cars in old photos, so here's another one. If you can identify this early automobile, email us at oldcars@aimmedia.com.



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The school says a flexible online format will allow professionals to complete the coursework in 24 months. For information, visit www.devos.northwood.edu.

Florida dealership facing long list of charges and lawsuits

EUSTIS, Fla. — A dealer of classic cars and hot rods is under criminal investigation and facing multiple lawsuits from former customers claiming they were swindled by the company. FSD Hot Rod Ranch bought and sold vintage vehicles until it recently closed without notice.

According to scores of complaints and lawsuits against the company, FSD arranged to sell cars for owners, but never paid the owners. Many buyers also claim they never received titles for their purchased vehicles.

According to a story at www.clickorlando.com, federal investigators have opened an investigation into potential criminal activity that may include fraud and financial crimes. The website also reported the Eustis Police Department confirmed it is also conducting an ongoing criminal investigation into the auto dealer. Fifteen lawsuits have been filed against FSD Hot Rod Ranch, Phelps and other company employees in Lake

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Wreck of the Week

This shined, polished and pinstriped VW probably was enjoying “Happy Motoring” prior to this mishap. The fender bender doesn’t look too serious, but it definitely clogged this intersection. The good news is that there is a garage only a few yards away, so the cars might not have far to go for repairs. It appears like the Bug was tangled up with a 1963 Oldsmobile F-85 sedan. The ambulance on the scene is an interesting 1960s International CarryAll, although it’s difficult to pinpoint its model year.



Rusty Herlihy collection

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Soviet time machine ...



Weatherford Vintage Car Museum photo

A piece of Soviet history will be on display at the Weatherford Vintage Car Museum in Texas. The museum will be displaying a 1985 ZIL limousine, thought to be used by Russian heads of state, including the Mikhail Gorbachev administration. Only a small number of the vehicles — perhaps as few as three — were built each year for government dignitaries. The car on display is 21 feet long with a 7.0-liter V-8 engine, black interior, leopard carpet and intricate woodwork. For information, visit www.facebook.com/CarsandCoffeeWeatherfordTexas.

County Circuit Court since May, records show. Two of those cases were later dismissed by the plaintiffs, but the others remain open.

The auto dealer's website indicates the company is now closed. **OC**

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SHOW US YOUR WHEELS!!

Got a cool car? E-mail us some photos at oldcars@aimmedia.com

Weathered Wheels



Mike LaFalce found this 1968 Camaro parked next to a barn in Lockport, N.Y., and brought it home to Michigan. The numbers-matching ragtop Camaro is a 327 V-8 car with Powerglide. He says it's going to need new floor pans, and the trunk sheet metal needs to be replaced. The convertible is obviously going to need a new top and probably an entirely new interior. "I'm hoping to have the vehicle completed in a few years," LaFalce says.





The best car clubs know how to keep things fun!

It takes much work to make a car club successful, but it takes a lot of fun activities to make it memorable and enjoyable. How is “fun” added to that blend? Part of the additive is humor.

Bow-Tie Bulletin (by the Jersey Lakeland Region VCCA, Ron Panicucci, editor, rp@lan-nj.com) recently was brimming with goodies. Here’s one: A man came to a pharmacy for some cough syrup. None could be found, so the assistant “sold him a bottle of laxative instead.” Horrified, the pharmacist said, “You can’t treat a cough with laxatives!” The reply: “Of course you can,” said the assistant. “Look at him” leaning against the wall. “He’s far too scared to cough.”

Conundrums often bring smiles. Here are a few examples from the same newsletter. “Why do psychics have to ask you for your name?” Also, “If at first you don’t succeed, destroy all evidence that you tried.” Or, “A conclusion is the place where you got tired of think-

ing.” Lastly, “If at first you don’t succeed, skydiving is not for you.” Drive an old car instead!



Newsletters can have a nice human element with enjoyable insights beyond humor. In *Airhorn* (Chicagoland Corvair Enthusiasts, a CORSA chapter, Charley Biddle, editor (CLBiddle@comcast.net), insightful witticism and advice recently were included in candidate statements for club positions. One candidate concluded that “a lot of friendly faces” over the years have kept him active in leadership and became “a major part of my social life.” Another candidate noted that his impetus beyond regular club activities was to hold “technical ses-

sions, activities with other clubs and a new emphasis on getting our members’ cars running and out on the road.”

Car clubs are much more of a human experience than a mechanical challenge. **OC**



Vintage ad of the week

By the Old Cars staff

Good ‘ol “Jim” was riding in style when he showed up with his family at his folks’ house for the holidays. As Mom checked on the turkey and Dad waited patiently at the window, Jim was pulling in with his circa-1947 Plymouth.

It’s an illustration that would make Norman Rockwell proud. We can almost smell the goodness of mom’s cooking! It all made for a sweet, wholesome holiday ad.

A lot of buyers enjoyed new Plymouths that year. Plymouth cranked out more than 382,000 as post-war production picked up momentum. A straight-six powerplant displacing 217.8 cubic inches supplied the propulsion. Prices for a new Plymouth that year ranged from \$1,140 to \$1,765.





Q. I just opened my Nov. 15 issue of *Old Cars* and had a look at the old picture on page 17 of a young couple in a brass-era touring car. Your guess as to the make was a Cadillac Thirty. I don't think so; the car seems too short for a Cadillac.



I contend that it is a 1911 Buick Model 33. Note the fully elliptic rear springs that are in view. Several Buick models at the time, including the 1911 33, had full-elliptics in the rear. The Cadillac Thirty had a different rear spring design known as "platform springs." A platform spring set consists of two semi-elliptics that attach to the frame ahead of the axle in the conventional manner, and at the rear are attached to one transverse spring that is supported at the back center of the car. Cadillacs also had a full-floating rear axle, while the Buick had a semi-floating rear end. The rear hubs would have been bigger in a Cadillac.



The Buick Model 33 had a 165-cubic-inch valve-in-head engine, a carryover from the popular, yet discontinued, 1910 Buick Model 10. The cylinders were cast in pairs, and the heads were not removable. The valves lived in things called "valve cages,"

round devices that were individually removable by unscrewing a retaining nut and pulling the valve, spring and cage out from the top. Rocker arms and push rods operated out in the open, and had to be oiled regularly.

That would be a nice brass-era car to have today!

— David Hagberg, Sterling, Mass.

A. Your diagnosis reminds me of an adage frequently offered by the late British historian Bryan Goodman, a mentor of mine in identifying early cars: "Look at the suspension!" Indeed, car radiators and hoods looked very much alike in those days, and fender contours often varied from model to model of a given make, even between body styles. Generally, though, most manufacturers used consistent chassis and suspension types in a given era. Moreover, the suspension is most often out in the open and easy to see, even in photos.

I've come across Cadillac's platform rear suspension before, so I should have noted that the full-elliptics on this car ruled out that make. I agree that the car very much resembles the 1911 Buick 33, with the exception of the front fender contour (and as I wrote in the least paragraph, it's not definitive evidence). Thanks for the correction.

Q. I need a 1960 Chevrolet wagon gas tank. Many times you have had in your magazine a full- or half-page ad for a very large junkyard somewhere out west. I looked through many back issues, but can't find it. I believe it has three names in the name. Also, I didn't keep any of the yards you spotlight in your stories. If you can figure out the name of the yard I am trying to find, that would be great. The tank is only for a nine-passenger wagon; the six-passenger is mounted differently.

— Steve Gale, Pompano Beach, Fla.

A. Editor Angelo van Bogart replies: "I believe the salvage yard you were looking for is French Lake Auto Parts in Minnesota. They occasionally advertise in *Old Cars*. You can reach French Lake Auto Parts at 320-274-8497."

If you strike out at French Lake Auto Parts, I recommend trying Nobody Else's Auto in Kansas at 620-786-4428. **OC**

To submit questions to Kit Foster,
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New Car Fever



Reader photos of show-stopping '50s cars

EDITED BY THE OLD CARS STAFF

Are you old enough to remember thrill of new car introduction season in the 1950s? As summer wound down and the new school season wound up, car dealers unveiled their latest offerings, and the local car dealerships were the talk of the town. People would gather around the dealership windows, trying to sneak a peak of the latest offerings from Detroit and South Bend and Kenosha. The manufacturers and dealers added to the drama by painting over their windows and covering the new cars until their official unveiling.

Reader Dennis Gordon's family appears to have been among those car-craved families that checked out the latest cars whenever they could and even photographed some of them. These photographs from his family albums show new cars at auto shows, at the manufacturer headquarters and even a new Packard on display in a hotel. And if you weren't alive in the 1950s to remember the new-car hype, Gordon's family photos offer a glimpse of that exciting period.



Pictured at the General Motors headquarters building in Detroit during 1955 is Dennis Gordon in the driver's seat of a new Oldsmobile Ninety-Eight Starfire convertible. Note the new Corvette behind it. Oddly, this top-of-the-line display piece at GM's headquarters does not have the optional deluxe wheel covers with spinner-type centers.

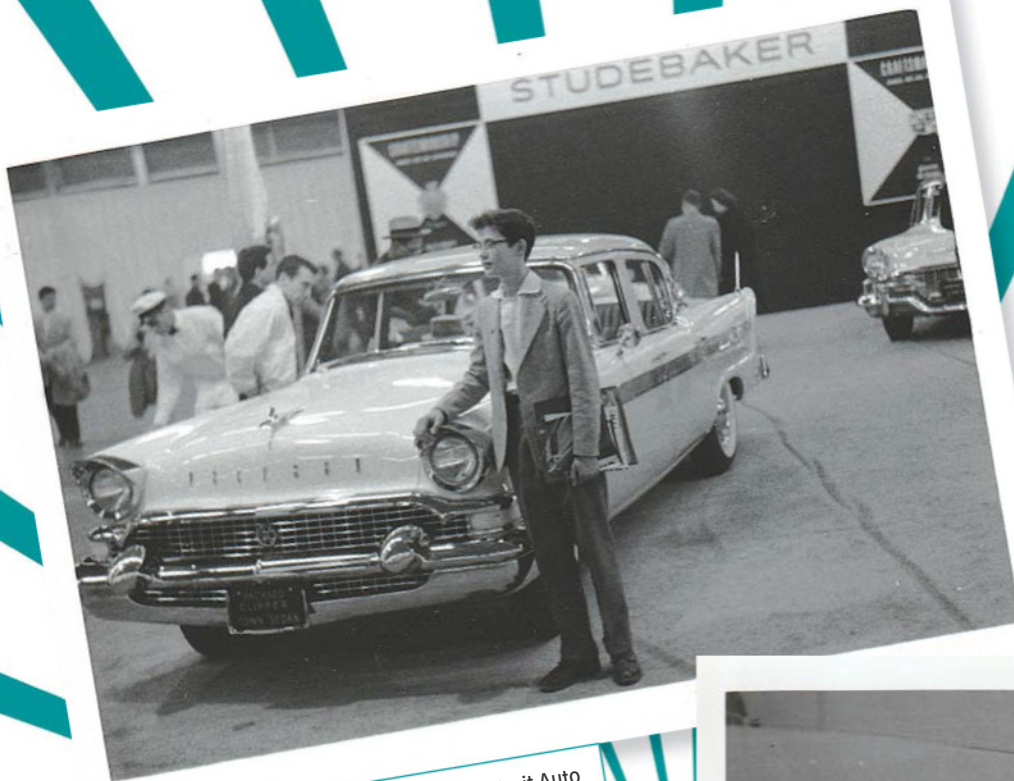
OPPOSITE TOP: *Old Cars* reader Dennis Gordon with a very special 1953 Lincoln Capri convertible show car at what's labeled on the back of the photo as the "the Lincoln-Mercury auto show." The Lincoln show car was built as part of Ford Motor Co.'s golden anniversary and was named the Anniversary. The Anniversary was said to be valued at \$50,000, with \$4,000 of that dollar amount attributed to the car's extensive 14-karat gold plating on its bumpers, grille and trim. The Anniversary also appears to have had a pearl-white paint job and unique interior as one of Ford Motor Co.'s "paint and trim" cars. The 1953 Lincoln Anniversary was recently pictured in the June 1, 2022, issue of *Old Cars* while displayed at the 1953 Chicago Auto Show.



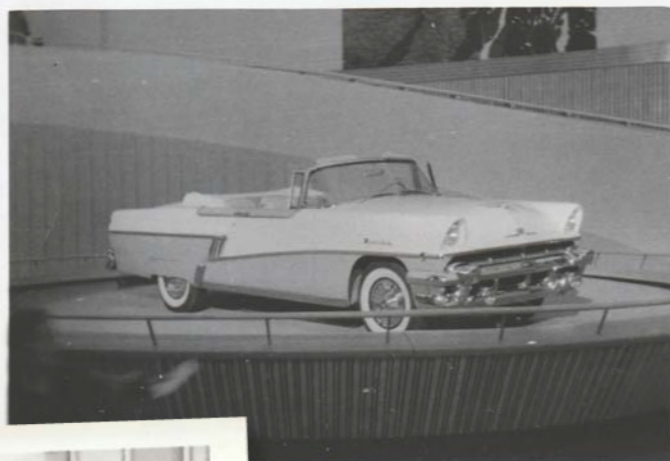
ABOVE: A new Clipper by Packard in the lobby of the Whittier Hotel in Detroit around March of 1955. "Just like ours" is written on the back, a reference to the Gordon family's Clipper, which had the slightly different paint scheme seen in the adjacent photo.



Dennis Gordon is pictured washing the family's 1955 Clipper in their Detroit driveway during late 1956. Gordon said he learned to drive on this car.



A new 1957 Packard at the January 1957 Detroit Auto Show at the Artillery Armory located on Eight-Mile Road. That's Dennis Gordon with his hand on one fender and new-car brochures in the other hand.



Pictured in the Ford Rotunda once located in Dearborn, Mich., during the latter part of 1955 is a new 1956 Mercury Montclair convertible on a pedestal. The Rotunda burned in 1962 and was destroyed.



Dennis in front of a new 1958 Packard Hawk at an unnamed auto show in January 1958. Note the "Studebaker-Packard" sign in the background, which did much to explain the Packard Hawk's roots. This would be the last show season a Packard automobile would be displayed.



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Mecum photo

1971 Plymouth Hemi 'Cudas don't show up very often at auctions. This one will cross the Mecum stage in Kissimmee, Fla.

JANUARY AUCTIONS

PREVIEW

Collector car hobby's premier sellers will again head south for a big week of live sales

MECUM KISSIMMEE: Jan. 2-14

KISSIMMEE, Fla. — Mecum Auctions will return to Osceola Heritage Park in Kissimmee for the 25th annual edition of the world's largest collector car auction. More than 1,600 cars and trucks have already been consigned to the sale at press time.

Among the highlights will be the Northwest Shelby Collection, which includes an impressive selection of Shelys ranging from vintage to modern, led by a selection of 1967 to 1970 GT350s. Among them: a Dark Moss Green 1967 fastback powered by the Shelby-modified 289 V-8 and four-speed; a 1969 fastback, one of just 143 in Gulfstream Aqua paint; a 1968 GT350 convertible in Candy Apple Red; and a 1-of-57 1970 GT350. Other stars

of the collection include a 1968 GT500 in a special yellow paint finish, and a Pastel Gray 1970 GT500 powered by Ford's hot Ram Air 428 Cobra Jet V-8.

Other marquee cars scheduled to cross the block from the massive Kissimmee lineup:

- 1966 Ford GT40 MkI road car
- 1993 Jaguar XJ220
- 1963 Ferrari 400 Superamerica Coupe Aerodinamico
- 1971 Plymouth Hemi 'Cuda
- 1953 Chevrolet Corvette roadster.

For more information, visit www.mecum.com.

BARRETT-JACKSON SCOTTSDALE: Jan. 20-28

SCOTTSDALE, Ariz. — Barrett-Jackson will return to WestWorld of Scottsdale for its annual flagship sale. Saturday

and Sunday will be preview days with bidding on automobilia starting Monday through Friday at 8:30 a.m. Collector car lots are scheduled to begin crossing the block every day at 10 a.m.

Among the collector cars set to cross the block with no reserve:

- Rocker Sammy Hagar's 1-of-1 2015 Ferrari LaFerrari
- Captain "Wild" Bill Wichrowski's 1972 Chevrolet K5 Blazer custom

- 1969 Chevrolet Chevelle COPO 427
- 1953 Chevrolet Corvette roadster
- 1958 Chevrolet Corvette custom convertible
- 1969 Chevrolet Camaro Z/28 RS
- 1931 Auburn 8-98A Cabriolet
- 1933 Auburn 8-105 Salon four-door phaeton
- 1940 Packard 120 convertible
- 1953 Buick Skylark convertible
- Two 1964 Pontiac GTO convertibles

Also on the docket will be a large assortment of other customs, Mustangs, trucks and muscle cars.

For more information, visit www.barrett-jackson.com.

RM SOTHEBY'S PHOENIX: Jan. 25

PHOENIX _ RM Sotheby's returns to the grounds of the Arizona Biltmore Resort & Spa for its annual Arizona sale. The auction will feature a selection of top-quality vehicles, from prewar Full Classics to contemporary supercars.

As always, the RM Sotheby's sale will not be short on cars that big bring money. Among them:

- 1963 Ferrari 250 GT/L Berlinetta Lusso by Scaglietti
- 1965 Lamborghini 350 GT by Touring
- 1967 Shelby GT500
- 1967 Iso Grifo GL Series I by Bertone
- 1975 Porsche 911 Carrera
- 1962 Amphicar 770
- 1931 Marmon Sixteen convertible sedan by LeBaron

A public preview will be held beginning at 10 a.m. on Wednesday. Bidding will begin Thursday at 2 p.m.

For more information, visit www.rmsothebys.com or call 519-352-4575.

BONHAM'S SCOTTSDALE: Jan. 25

SCOTTSDALE, Ariz. _ Bonham's Annual Scottsdale Auction returns to the Westin Kierland Resort & Spa. An impressive array of blue-chip American and foreign collector cars will be on the menu. Among the top early consignments:

- The ex-John Moir 1930 Cadillac Series 452 Roadster
- 1970 Maserati Ghibli 4.7 Spyder
- 1956 Talbot-Lago T14 Sport 2500
- 1936 Packard Twelve Series 1407 Convertible Coupe

Roadster

- 1968 Jaguar E-Type Series 1 1/2 4.2 Roadster
- 1931 Hudson Greater Eight Series T boattail roadster

For times and additional schedule information, visit www.bonhams.com.

MAG AUCTIONS PEORIA: Jan. 27-28

FORT MCDOWELL, Ariz. _ MAG Auctions will return to the We-Ko-Pa Casino Resort for its expanded three-day sale. Gates will open all three days at 9 a.m. with bidding starting with memorabilia at 10 a.m. and vehicles at 11 a.m.



Mecum photo

Among the headliners at Mecum's huge Kissimmee Auction will be this first-year 1953 Corvette.



RM Sotheby's Corey Escobar

A 1963 Ferrari 250 GT/L Berlinetta will likely draw plenty of interest and be a top seller at RM Sotheby's sale.



Bonhams photo

This spectacular and rare 1930 Cadillac Series 452 roadster with coachwork by Fleetwood will be up for bids at Bonham's Scottsdale sale.

Early consignments include:

- 1941 Ford Super Deluxe convertible
- 1955 Chevrolet Bel Air convertible
- 1963 Chevrolet Corvette "split window" resto-mod
- 1965 Ford Mustang GT350 fastback
- 1967 Chevrolet Camaro SS convertible
- 1968 Jaguar XKE coupe
- 1961 Chrysler 300-G convertible
- 1968 Chevrolet Chevelle SS coupe
- 1970 Pontiac GTO 455

Visit www.motorsportauctiongroup.com to see a list of consignments, or call 888-330-0749. **OC**



Stuck on a '74

Charger SE has been a 50-year dream machine for original owner

STORY AND PHOTOS BY BRIAN EARNEST

Steven Mastey is glad he was stubborn enough back when he was 20 years old to order the exact car he wanted, regardless of what anybody else thought.

Forty-nine years later, he still has his black 1974 Dodge Charger SE, and he still feels the same way.

"I was 20 and I saw a '73 [Charger] in the area — black and white — so that's what I wanted. It wasn't decked out like this one. It was the only one I've seen since then — his and this one. I even went to MoPar Nationals and there were no black-and-white ones."

Even his uncle, who sold cars at a local dealership, tried to talk Mastey out of his purchase.

"I went to a Pulaski [Wis.] dealership, and it's my uncle Jim [who works there], and I told him what I wanted and he said, 'I've got two Chargers in the showroom, why don't you take one of them? I said, 'Well, they're not black and white.' And he said, 'I haven't sold a black car in 10 years.' I said, 'Well, today you're going to ... And I

want a four-speed.' He said, 'I haven't sold a four-speed car in 10 years, either.' He was selling 318 automatics, that's what people told him they wanted."

So Mastey got his '74 SE in black with a flashy Aztec interior, white vinyl top, four-speed and 400 four-barrel V-8. The final bill was more than \$4,700. He hasn't regretted it for one day or any of the 96,400 miles the car has traveled over the past 49 years. "If you were going to spend \$5,000 on a car in that era, you got what you wanted," he chuckles. "That's the way I looked at it."



Mastey drove the '74 year-round for two decades, then parked it for another two decades while he got ready to restore it. The project languished for months and Mastey finally had to change restorers. "I had a guy who started on it to do a complete, frame-off restoration," he says. "He got, like, a year

into it and got divorced and sold his business and gave me the car back, in pieces!

“But I got it done and I’m glad I did. I plan on driving it and I’m glad I got it done before I couldn’t drive it – before I got too old!,” he laughs.

Generation 3: Charging ahead

In 1974, the iconic Charger was in the fourth and final year of its third generation. It was no longer the awesome muscle machine of years past, but then no other former American muscle monsters were, either. But the handsome Dodge was certainly still an attractive, popular car in 1974. The SE, with a base price of \$3,742, was the fanciest and most expensive of the Chargers, with its louver-ish rear quarter windows, vinyl roof treatment and other upscale goodies. Of the 74,376 Chargers built for 1974, 30,957 were SE models, with all carrying V-8 power.

The Hemi, 440 and R/T Chargers had been retired after 1971, but there was still a nice list of options and engine choices available to Charger buyers. The standard Charger continued as the base trim level and included all federally mandated safety and pollution equipment; 225-cid Slant Six (or 318-cid V-8) engine; cigarette lighter; dual horns; color-keyed carpeting; inside day/night mirror; roof drip rail and wheelwell moldings; and two-speed windshield wipers. Option boxes that frequently got checked included power steering, power disc brakes, tinted glass, air conditioning, vinyl roof, two-tone paint, AM radio, AM/FM radio, buckets seats and a console. A sunroof was also available.

Along with plenty of options, there were also plenty of colors available to Charger buyers. Customers had their choice of Dark Frost, Powder Blue, Lucerne Blue, Starlight Blue, Bright Red, Frosty Green, Deep Sherwood, Avocado Gold, Parchment, Aztec Gold, Dark Moonstone, Sienna, Dark Chestnut, Eggshell White, Black, Top Banana (yellow), Golden Fawn, Yellow Blaze, Golden, Dark Gold, Bahama Yellow, Orange and Rally Green.

The Charger Rallye option included all the standard Charger features plus front and rear sway bars; F70-14 raised white-letter black sidewall tires; power bulge hood; Rallye instrument cluster; body tape stripes; hood pins; and special exterior ornamentation.

The Charger SE had been an option package on 1969-’70 Chargers, but became a separate model for 1971. It had the Landau vinyl top with six opera windows; electric clock; concealed headlamps; inside hood release; belt and rear hood moldings; front stone shield molding; Deluxe wheel covers; front bench seat with folding center armrests; Light Group; Rallye instrument cluster; and F78-14 black sidewall tires.

The pedestrian 150-horse 318 was the base engine for 1974, but two- and four-barrel 360-cid V-8s were popular choices. They were rated at 200 and 245 hp, respectively. A 400-cid two-barrel (205 hp), 400-cid four-barrel (250 hp) and four-barrel 440 V-8 (275) hp were also available for those who weren’t looking to conserve gas.



Steven Mastey has rolled up more than 96,000 miles on his 1974 Dodge Charger SE, which was his first new car back when he was 20 years old. What was once his daily driver is now his splendidly restored weekend hobby machine that still gets plenty of vigorous exercise.



The Charger's days as a true muscle machine had come and gone by 1974, but it was still a very stylish and desirable ride. The SE was the fanciest version, complete with special badging, louvered rear quarter windows and vinyl roof. A 150-hp 318 V-8 was standard, but Mastey opted for the friskier 400 V-8 with a four-barrel.



The 340 was dropped for 1974, and there were a few other minor changes to the SEs. The interior grains and patterns were slightly altered, and the rubber bumper tips were enlarged, but the '73s and '74s were still hard to tell apart. A three-speed manual transmission was standard, but a four-speed pistol-grip Hurst unit was on the options list. The Torsion-Quiet Ride suspension setup introduced in 1973 returned for '74, and disc brakes were standard on the front.

20 on, 20 off!

Mastey fixed a few things over the years when his Charger was still his daily driver. He replaced a front fender when it began to rust out. Ditto on the trunk lid, which also suffered the ravages of Wisconsin winters. But he says the interior was in great shape and he never had any mechanical problems.

Eventually, though, he decided to put his beloved Dodge into semi-retirement and make some tough decisions. "It had about 80,000 miles on it and I decided to park it, and that's when I started going to car shows and looking for parts to restore it," he says. "So for 20 years it sat in my brother's shed. Of course, a tornado went through and took the shed down, and it dropped a pole on the front fender, on the

driver's side. It was just a fender, so it wasn't that bad. But I wished it had been the passenger side because I had replaced the one on the driver's side once before!"

After his first restorer fell through, Mastey had to find somebody he was sure could do a complete job and see the project to the end. He found one in Big 3 Performance in nearby Green Bay, Wis. "I talked to him and he gave me the impression right off the bat that he wanted to do the car. It wasn't just going to be a job. So I went with them and they did a fantastic job."

In addition to getting bodywork, new paint, a new vinyl top and another cosmetic goodies he could manage to replace, Mastey also decided to replace the flashy Aztec interior. It's certainly one of the most unique aspects of the car, and even though the original upholstery was still nice, Mastey wanted the car to look new again inside and out.

"I found out that the '74 is not the most wanted, so the aftermarket doesn't make a lot of parts," he noted. "Like the '71, you can build a car with aftermarket parts, but not this one. So I had to find used parts, and that was interesting."

He said new fenders, doors and rearview mirrors were particularly hard to find.



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The Special Edition Charger was Code E5 and included cloth and vinyl bucket seats with center cushion and folding armrest. This one came with the flashy Aztec upholstery.



The car still carries the AM/FM radio, power steering and tachometer that were all optional when Mastey bought the car new. He had the thin white racing stripes re-done when the car was repainted. “The only thing that’s different on it from the day I drove it home from the dealership is it’s got air conditioning in it now — Vintage Air,” he says. “Otherwise, it’s identical to when I got it.”

Mastey isn’t kidding when he says he restored the ’74 SE to drive it and have fun. He drove it 1,200 miles round trip a year ago to a national meet in Columbus, Ohio. He says it was smooth sailing all the way.

“You can let go of the steering wheel and it will go straight. It drives excellent,” he says. “My son was also

going to Ohio. He’s got a 2010 Challenger. He said, ‘You going to be able to run 80 mph?’ And I said, ‘I don’t think I want to...’ So he says, ‘You just leave a day earlier.’ And so that’s what I did. That way I could run my speed, and he could run his.”

Mastey knows the ’74s might never get the same attention and adoration as the earlier Chargers. He’s just fine with that.

“When I go to a car show, it’s inevitable a ’68, ’69 or ’70 will park next to me,” he laughs. “That’s what people are looking for, and those are beautiful cars,” he says.

“But that was before my time. I didn’t have the cash and I was still in school!” **OC**



“The only thing that’s different on it from the day I drove it home from the dealership is it’s got air conditioning in it now — Vintage Air. Otherwise it’s identical to when I got it.”

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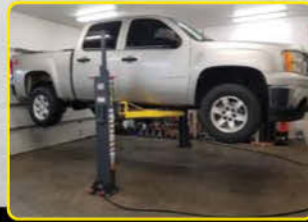


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Bodies on the Bank

A rare view of a river riprap at a secret location

STORY AND PHOTOS BY ROTTEN RODNEY BAUMAN

Here, at a secret location along the banks of some river (if you know, please keep it on the down-low), there are hundreds, or perhaps thousands, of old-car bodies doing their parts to stave erosion. For old car enthusiasts like us, this is an intriguing sight.

Through the 1950s, old-car bodies were commonly used for this purpose. In this particular instance, many are still preserving properties. Intermittent gaps seem to suggest that others may have dislodged and drifted away.

According to resident historian Mel Colby, “area wrecking yard owners came together to help riverfront land owners with their ongoing erosion problems. At the same time, the collaboration was helpful for the wrecking yard owners, as there wasn’t yet a scrap-recycling business near enough to conveniently dispose of processed bodies and frames.”

As we hear it from the locals, there was a big flood in 1964. That flooding affected businesses and residences in a number of small towns along the river. Sure, you probably had to be there, but

we’d like to think that the riverbanks fared a little better than they might have without their wrecking yard riprap.

Over time, many bodies have become completely exposed. Many more are completely submerged, upside-down or on their sides. On an earlier excursion, from a kayak just above, I had a good chuckle as I witnessed a small fish swimming through the open gas door of a ’55 Chevy One-Fifty two-door. That’s a desirable classic today, but here along the river, nothing is cherry.



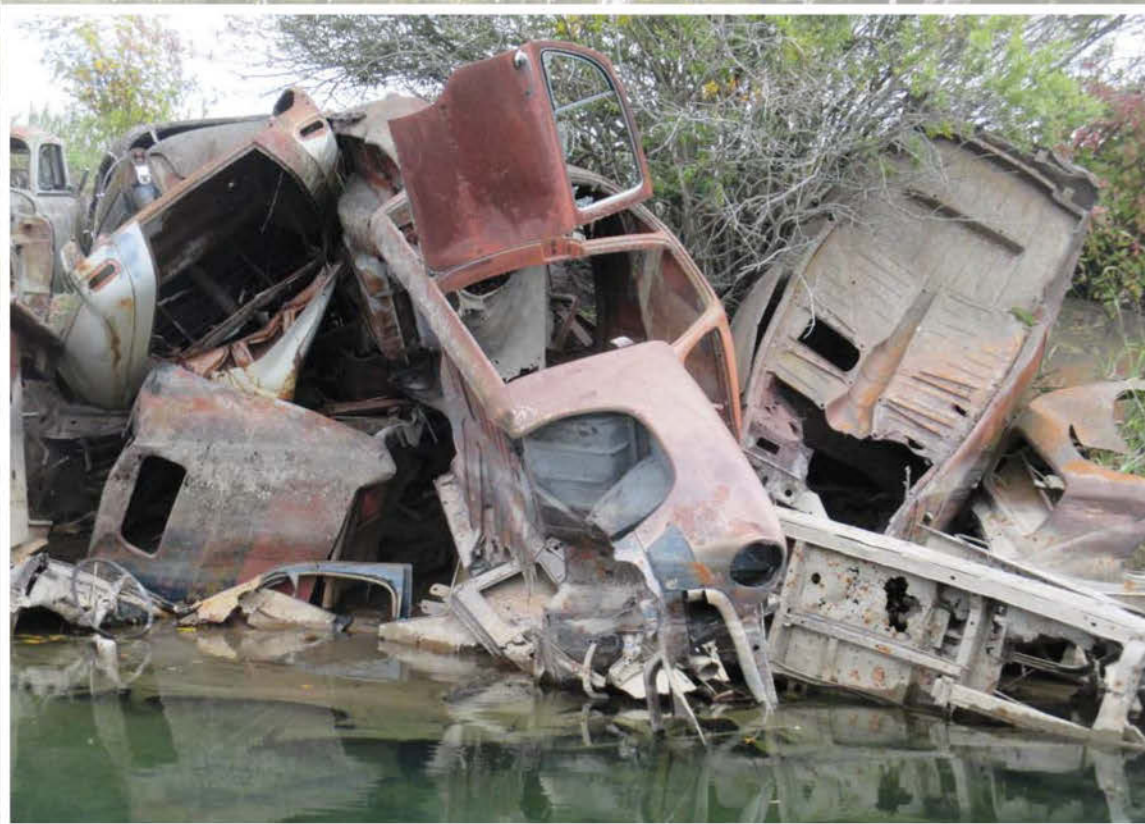
The banks of this river are iron-rich like this for miles. Over on the other side, there are several similar stretches as well.

As you might imagine, moving water takes a toll on automotive sheet metal. In fact, many of these bodies' panels are transparently see-through. For the most part, these miles of wrecking yard riprap are just intriguing arrangements of junk.

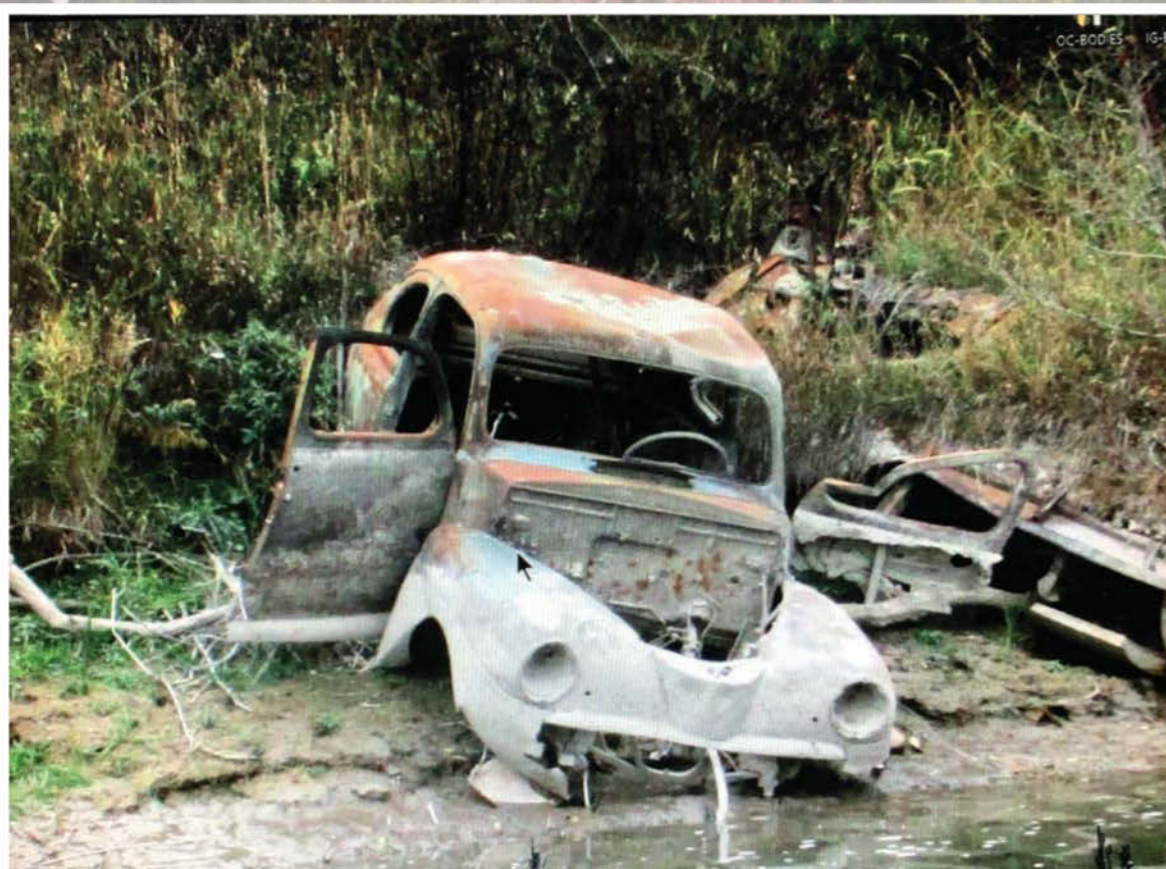
So, about our location, really, we'd rather not divulge. As we understand this, the old-car bodies are the property of riverfront property owners. Wherever a body might be partially buried in the bank, it's still doing an unfinished job. For that reason, this situation is "Look, but don't take." Playing by those rules, it'll be OK to just take a look. **OC**



Here's a '41 Ford, but on its side in the background, the other Ford has a colorful story. With jalopy-style nerf bars, it's obviously an early circle-track racecar.



At the center of this heap we have a shoebox Ford. Judging by its right-rear door handle and the outline of its mostly missing grille, it'd likely be a '50.



Back in better days, this '41 Ford coupe was somebody's attempt at mild customizing. Now what kind of grille might have fit that elongated opening?



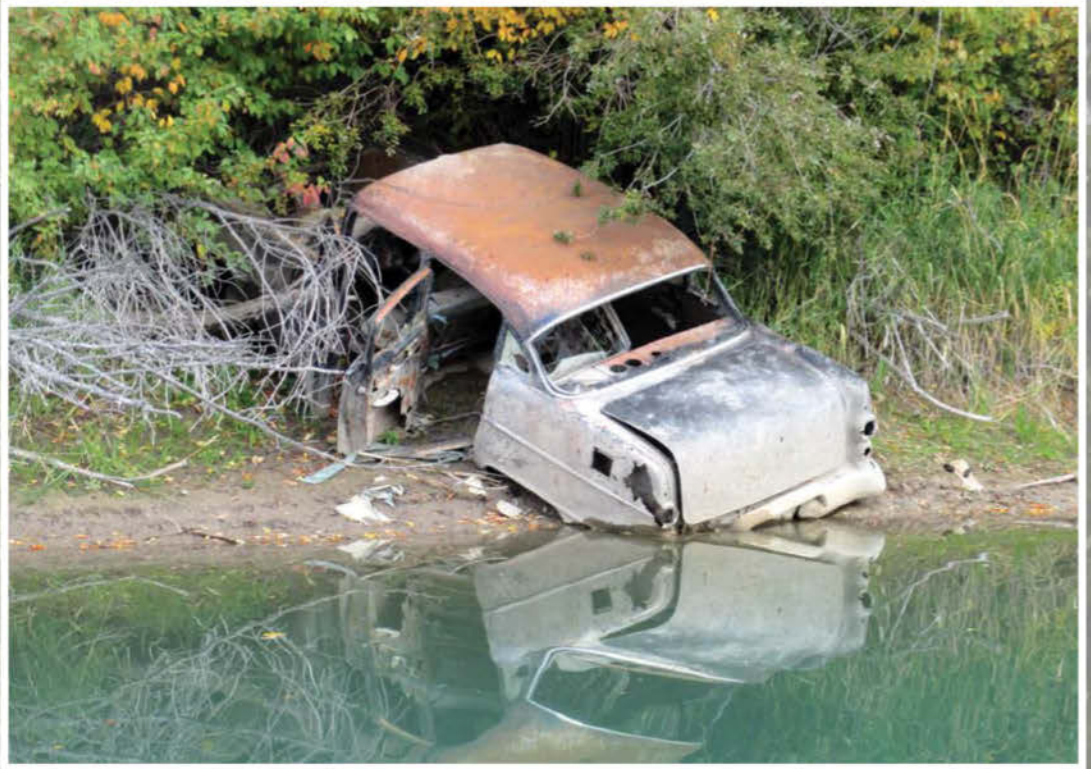
Underwater iron and steel can be difficult to identify. Here we have a twisted mixture of parts and panels. See the shiny grille? What is that?

For restorers and rodders alike, it's tough to imagine how a '34 Ford Tudor wound up as riprap on the riverbank. In the water nearby, there's also a five-window coupe.



Among some other less-familiar shapes, does anyone else here see a '50 Chevy coupe? How about a '47 Plymouth two-door sedan?

This poor '55 Pontiac four-door sedan seems lonely on its own. With its bumper stuck in muck, it's well anchored. Here we can't help but wonder if others have drifted away.



At the far left we see a '57 Ford. From this angle, it appears to have the tall-style tailfin, but the trunk and gas door give it away — it's a retractable-hardtop Skyliner.



This stretch of riprap is a graveyard for a host of different makes and models.



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When Chrysler Went Sporty

Recently, I visited Chrysler's webpage and found that its lineup is comprised of just three vehicles: The Pacifica minivan, the hybrid Pacifica and the 300 sedan. It would seem that Chrysler, a proud name with a long and interesting history, has become merely a minor star in the Stellantis constellation.

I won't pretend to guess what the future may hold for the company that Walter P. Chrysler founded nearly a century ago. The "Malaise Machines" column is more of a rose-tinted rear-view mirror than a crystal ball. And peering into it back to the mid 1980s, I see a reinvigorated Chrysler Corp. that, under the leadership of cigar-chomping, limelight-loving Lee Iacocca, had narrowly escaped death and was thriving. The government-guaranteed private capital loans that had buoyed the company through its darkest moments had been repaid with interest by 1983. Chrysler was doing so well that, in 1987, it bought AMC.

A potential car buyer visiting a Chrysler showroom in the mid-to-late 1980s would find a vehicle to suit their needs, unless it was a truck or minivan. Dodge and Plymouth covered the utility vehicle market, and posh Chrysler



A revitalized Chrysler went sporty in the 1980s by offering the fastback Laser.

Town & Country minivans wouldn't hit showrooms until 1989 as 1990 models. Luxury cars such as the LeBaron and New Yorker were front and center, but Chrysler had edged into a more youthful market segment with cars such as the sporty LeBaron GTS sedan and Laser sports coupe.

The Laser is especially interesting in retrospect. With the Laser, Chrysler was fielding what amounted to a pony

car. Chrysler was a "senior" nameplate, and as such, its products tended to skew toward the mature customer. Even the high-performance "Letter Cars" of the '50s and '60s were banker's expresses — big and expensive. The Laser, by contrast, might appeal to the banker's kid. Perhaps it's not so surprising when considered in light of Iacocca's involvement in bringing the original Ford Mustang to market.

The Chrysler Laser debuted in 1984, as did its sister car, the Dodge Daytona. Yes, they were K-car derivatives. No, they were not K-cars. To build the sporty duo, Chrysler took the versatile K platform and deducted 3 inches from the wheelbase to arrive at a stubby 97 inches between the axle centerlines. The firm's solvency may have seemed stable by this point, but the economies of developing the new models from an existing platform couldn't be overlooked. Still, the new, so-called "G-24" coupes had their own glass and sheet metal. Pure K-cars shared everything from the A-pillar forward and much else besides.

The Daytona and Laser are a master class in 1980s sporty coupe styling. The rectangular quad headlamps and chiseled droop-snoot front-end




This 1986 Chrysler Laser was purchased new at Fred Frederick Chrysler, and that first buyer still owns it. Today, the car has fewer than 34,000 miles.



Quadruple rectangular headlamps were standard fare for most makes and models during the 1980s — from sports cars to luxury sedans — but the sloped nose was relatively uncommon and reserved for sporting cars, such as the Chrysler Laser.

A vintage black and white photograph of a 1914 Simplex car. A man in a cap is driving, and three children are in the back seat. The car is parked in front of a stone building. The license plate reads "OE 467".

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Sam Rudy is the 1914 Simplex on the way to winning the 1952 Roger American Rally. This Simplex was later acquired by the Briggs Cunningham Collection, and currently resides in the Collier Collection. Sam Rudy was Jim Grundy's grandfather.

recall Camaros of the era, while the glasshouse and sharply raked B-pillar evoke various front-engined Porsches. Some might call it *pastiche*, but I think it works very well from an aesthetic standpoint. It was also functional; the cars had a 0.35 drag coefficient.

Chrysler turned up the wick as high as it could on the MacPherson strut front and flex-beam rear suspension systems inherited from the K-car. Engineers significantly stiffened the springs, and grippier tires were bolted on along with a fast-ratio steering rack that gave 2.5 turns lock-to-lock. Motive power was courtesy of the corporate 2.2-liter OHC four-cylinder, either with or without turbocharging. The naturally aspirated 2.2-liter mill was good for 97 hp; the turbo gave a respectable-for-the-period 146 hp, along with a useful 170 lb.-ft. of torque. A 100-hp 2.5-liter four-cylinder engine was available later in the production run. Five-speed manual or three-speed automatic transaxles sent power to the front wheels.

Interior ambiance was perfectly in tune with the car's sports coupe design brief. Deep, well-bolstered, low-mounted bucket seats helped locate front seat occupants during aggressive cornering, while a pair of "plus two" perches, better suited to a briefcase or small dog, catered to tagalongs. The dashboard and center stack were replete with a high-tech graph-paper-grid motif meant to suggest digital sophistication. A digital instrument cluster could be had, and it was one of the better ones. Another option so redolent of the early digital age was Electronic Voice Alert (EVA), a digitally synthesized voice that kept drivers informed about important information, such as engine temperature and fuel level.

A one-owner Laser

Chrysler's youthful offering caught the eye of a Maryland MoPar enthusiast. He ordered this 1986 Laser from Fred Frederick Chrysler in Laurel, Md.

"I was about 30 and thought we needed something sporty to drive beside the minivan we had," he says. "I didn't want a digital dash and I didn't want my car to talk to me, so I ordered a base model and added all the options," he explains. This is why the black car has turbo power, leather seats and alloy wheels while technically being a base model.

After nearly 40 years in the same hands, the car has mellowed nicely. The black paint has worn thin in spots after repeated polishing, and the black leather upholstery has acquired a few dignified creases, but there's not a speck of rust to be seen. Its custodian explains that he often drove minivans in preference to the Laser, keeping it preserved. To date, it has covered less than 34,000 miles.

"It's been very reliable," he says, "I only had to replace a few ignition components early on, but other than that, nothing," he says. "People told me I'd have trouble with the turbo."



The turbocharged 2.2-liter four-cylinder has remained reliable for its owner over the last three and a half decades.

If it didn't say "Chrysler" on the rear hatch, most might think this racy fastback was a Dodge or Plymouth model.



The engine was one of the first on the market with water-cooled turbo bearings, which no doubt contributed to its reliability. This particular car also has a slightly larger oil filter than standard.

"The threads are the same as a [Chrysler] V-8, but the filter is bigger, so I get a little more oil capacity," the owner says. The grille on the hood is functional, directing air downward toward the turbocharger. However, this version of the engine doesn't have the intercooler that would be used on later Chrysler turbo fours.

When the Laser does get driven, it's the car's road manners that captivate. "I like the way it handles; it really grips the road," the owner enthuses. But, he laments that he "can't see anything in traffic," a consequence of the Laser's low build and roads that are, today, populated with overly tall station wagons called SUVs.

Today's Perspective

It's very easy, in retrospect, to sniff at a four-cylinder, front-wheel-drive pony car. But, to dismiss the Laser and its Dodge Daytona counterpart as merely a compromise forced on Chrysler by the economy of relying on a K platform derivative isn't giving them their due.

Gas shortages were still fresh in public memory and the days of V-8-powered passenger cars were seen as numbered. The Camaro and Mustang had been offered with four-cylinder engines (turbocharged in the Mustang), and most Japanese sports coupes were four-cylinder-powered. While it's true that many sports coupes remained rear-wheel drive, it was understood that front-drive models would probably replace them in time. The G-24 coupes were perfectly in tune with their time.

In speaking of the virtues of front-wheel drive and turbo fours, Ricardo Montalban summed it up best in advertisements when he mellifluously intoned: "Once you drive it, you'll never go back to a V-8 again." As an example of the breed, the Chrysler Laser remains a convincing argument to enjoy performance and style — efficiently. **OC**



The original owner didn't want a digital, so he ordered a base Laser and then loaded it with the turbocharged engine and leather interior. Note this Laser also has the manual transaxle for added driving enjoyment.

Metal Box of Memories



1976 Volkswagen van patiently waits in its original owner's driveway, awaiting its next adventure. Like a jewelry box of revered trinkets, this VW holds many special memories for its family.

This “Tales From the Garage” is about friends. Some of us have many friends, some a few and, unfortunately, some have none. The most valuable friend is the one who shares your history and sticks with you. Sometimes, that friend is a 1976 VW van or, as Volkswagen called it at the time, a station wagon.

In the car world, a one-owner-since-new vehicle is rare. “One owner since new” and “never off the road in 47 years” is even more rare. The reciprocal arrangement between car and owner is unspoken. Essentially, *I’ll take care of your mechanical needs and you will take care of my transportation needs*. Both sides have to give 100 percent. When this happens over a long period of time, it is rare and wonderful.

Steve was just out of graduate school and starting his first adult job in 1976, and that required some commuting. His original college VW Beetle was wearing thin on the Los Angeles freeways. This, coupled with his love of camping with his girlfriend (now wife), made the Beetle a poor choice as he started his post-school life.

Like most people who exit school with student debt, there was no money to fund a new car. Steve knew just the car he wanted, but its \$5,637 price tag was a serious obstacle.

Solutions appear in many forms and, in this case, Steve’s father agreed to co-sign a loan from the local credit union. Steve’s van life was about to begin.

What you see here is dead stock, just the way Steve took delivery in 1976. It’s never been restored, only repaired and



A lifetime of service is evident on the gentle weathering of the VW’s interior; a fire extinguisher was kept at the ready while carrying the family’s children and their friends.

cared for year after year. Sure, Steve's long-term ownership of the van shows various life scars. The missing front bumper occurred when Steve's wife had a low-speed accident when she rear ended the car in front. The highway patrol arrived and helpfully tossed the dislodged bumper over the guardrail into the weeds, never to be seen again. Times have changed in that regard. In truth, the real bumper is actually a structural part of the car and the white bumper cover was only decoration.

The white wires holding closed the vent windows were more of a makeshift security measure – simple, but effective. The glove box lock repair was handled with half-a-dozen pop rivets. Steve's trouble backing up with the VW was solved with the addition of a large rearview spotlight mounted above the rear window. The "VW" logo missing from the front was a dream realized for a youthful vandal.

The true trusted member of the family later accepted Steve's two children, and with them came the car pools, Boy Scout camping gear and sports equipment. The car understood its role in this family. Countless hours-long holiday trips to see the grandparents welded this family's history to their vehicle, much stronger than the welds on that long-missing front bumper.

The van now sits comfortably in the garage of the empty nest. It's still regularly driven, with Steve's occasional thought of restoration becoming a real possibility as his dream of retirement inches toward reality.

Each scar, dent, scrape and piece of shrinking plastic trim act as a photo in this Metal Box of Memories.

Want more "Garage Tales?" Rodney Kemerer's new book, "Tales From the Garage," is an illustrated collection of his best essays and is now available from Amazon. Go to Talesfromthegarage.com for more information.



The original VW nose logo became a prize for a thief.



When not carrying Boy Scouts or a sports team, the rear seats could be folded for camping duty.



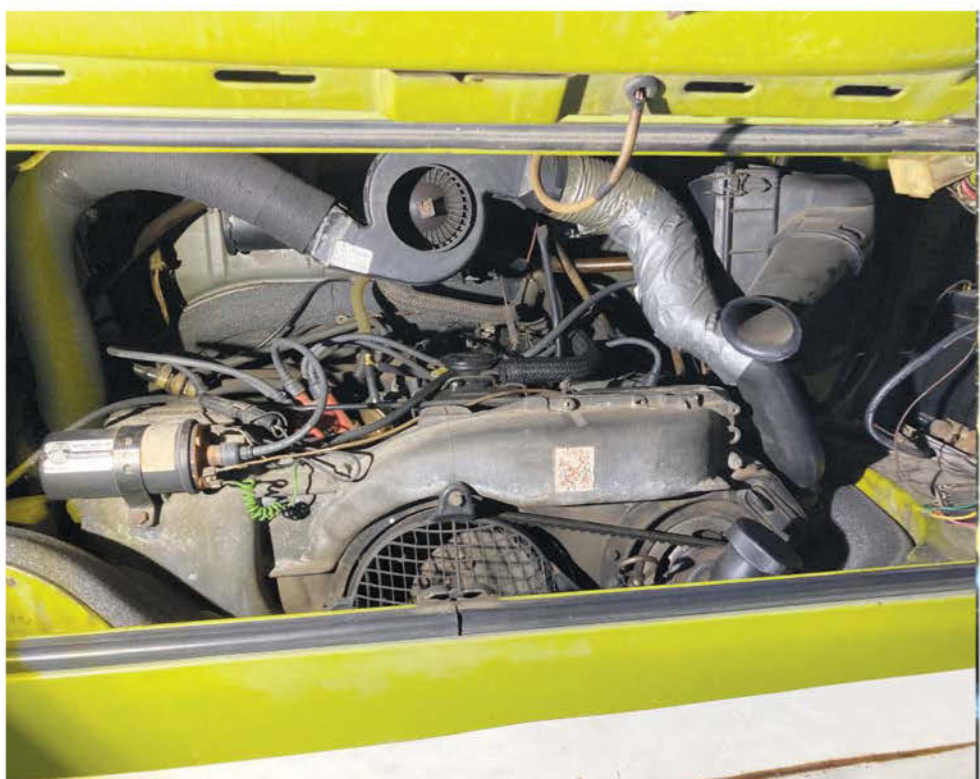
Rear window decals tell a story of camping travels for this VW and its family.



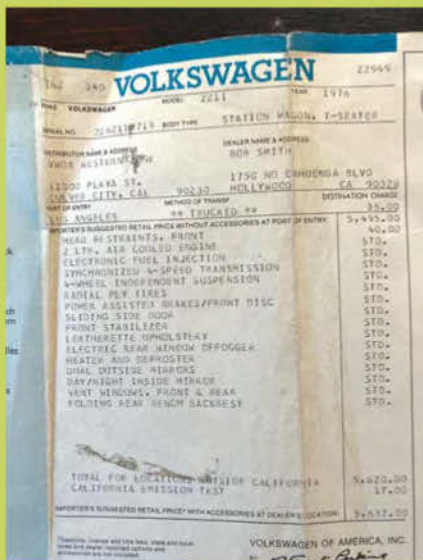
Built long before backup cameras, owner Steve once installed this spotlight to aid his view while driving the VW in reverse.



47 years on the road wasn't accomplished without some love under the hood, as this mountain of paperwork proves.



The original 2-liter air-cooled engine continues to propel this VW on its adventures with its original owner.



Only-owner Steve retains the VW's window sticker, which shows a price of \$5,637; the only option was its \$40 front head restraints.



Rivets were installed many years ago to repair the glove box door.

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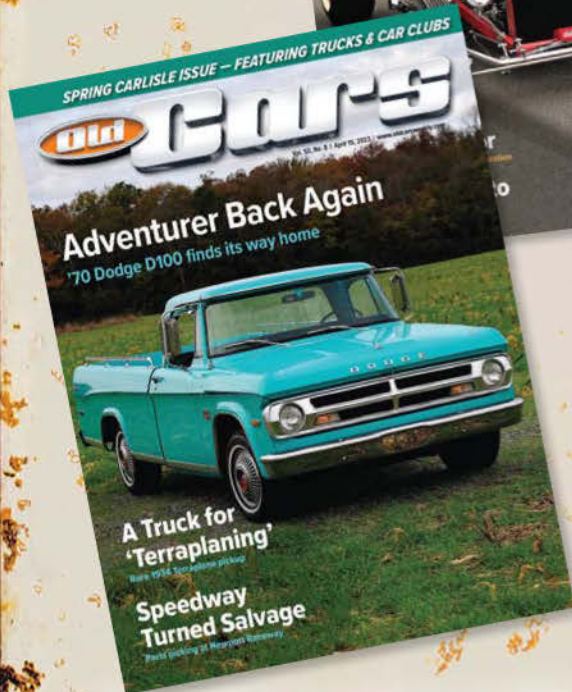
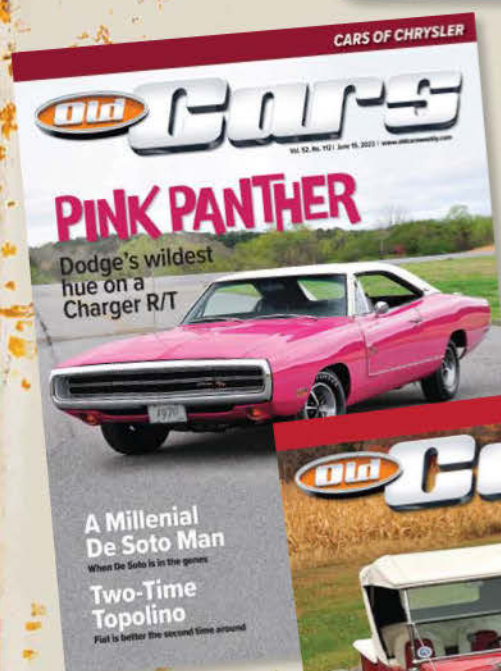
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Take 2



Actor David Sullivan has his father's '68 Torino GT restored

STORY AND PHOTOS BY AL ROGERS

In the spring of 1968, Billy Ray Sullivan walked into Pegues/Hurst Motor Co. in Longview, Texas, to place an order for a new Ford Torino GT. Billy Ray was greeted by a salesperson and the two stepped into an office and methodically checked off boxes on an order form to ensure Billy Ray would get the exact 1968 Torino GT his heart was set upon.

Billy Ray's plan was to equip the Torino GT with high-performance options cloaked beneath an unassuming hardtop exterior. The car he would create would be a one-of-a-kind Ford that

would fly under the radar.

Ford Motor Co. had recently introduced the high-performance R-Code 428-4V Cobra Jet engine with a factory rating of 335 hp, and Billy Ray made sure his '68 Torino GT was equipped with the new power plant. His paint color of choice for the body was Raven Black which he had mated with a luxurious-looking black vinyl roof and red interior. His order additionally included the C-6 automatic transmission, the 3.91 Traction-Lok rear axle and power disc brake options. It was obvious this Torino GT was purposely ordered from the fac-

tory with a great deal of thought going into how the owner would use it once he received it.

Billy Ray had been stashing funds from his job working for the State of Texas to save enough money to buy the car of his dreams in that spring of 1968. He was 33 years old at the time and feeling good about the opportunity to finally own a muscle car. This was his first new car, and everything about it had to be spot-on.

The factory fulfilled Billy Ray's dream on May 4, 1968, when the car was built at Ford's Atlanta Assembly



Plant, with Billy Ray taking delivery on June 14. Billy Ray wasted no time taking his new Torino GT to the local drag strips around his hometown of Longview, and he and his “sleeper” Torino GT soon earned a reputation on the street racing scene as being fast. Locals knew the car was quick, but out-of-towners usually found out the hard way. They’d see Billy Ray’s stealthy Torino GT pull up next to them at a stop light, they’d share a momentary glance, then a nod, and then they’d square off when the light turned green. More times than not, Billy Ray and his

Ford would leap off the line, leaving the unsuspecting opponent in the dust to gaze upon the Torino’s fading square taillamps and round GT deck lid emblem as it pulled away.

In 1971, Billy Ray met Jean, his future wife, on a date in San Antonio. Their friends had arranged for the two of them to meet, and of course Billy Ray arrived in his black ’68 Torino GT. Jean thought it was a pretty car, but Billy Ray, unassuming in his own way, didn’t share much about it. Not long after, Jean had an opportunity to get behind the wheel and drive the Torino GT herself.

“I goosed it — gave it some gas — and realized it had a lot of power, and realized Billy’s Ford was something special,” she recalled from her first drive.

Billy Ray and Jean hit it off and things became serious. They were married in 1973. Several years later — in late 1977 or early 1978 — the Torino GT’s engine developed an issue. Apparently something let go in the engine and the car was permanently idled.

According to Jean, Billy Ray parked the Torino GT soon after the engine was blown and essentially moved on. The couple had recently welcomed their third



Rather than opt for the fastback Torino, Billy Ray Sullivan ordered the more formal-looking hardtop body style for his Torino GT sleeper.

child, David, and besides, it was time to start looking for a car that was more family-oriented. With a recently enlarged family, the couple had new priorities and had to make sacrifices to make ends meet. The '68 Torino GT was no longer practical, but for Billy Ray, it remained his pride and joy, even in its idled state. But he never made getting the car running an issue and, for the most part, never complained about it being inoperative. One thing was certain, though — he never wanted to see it leave his family. It was special to Billy Ray, and over the decades it was parked, the “old Ford” evolved into a family heirloom, especially for their youngest son, David.

As evidence the Torino GT remained out of sight but not out of mind, Billy Ray reached out to the selection committee at Chip Foose’s “Overhaulin’” TV show in hopes of having his beloved Ford restored. To Billy Ray’s disappointment, his car was not chosen for a make-over by the show’s selection team, and the car continued to sit idle for decades.

In 2005, Billy Ray’s youngest son, David, decided he was going to start the



The GT came standard with wide-oval tires; the GT’s standard styled steel wheels were painted a reflective silver paint. Note the “428” fender badge happens to match the GT rocker stripe.

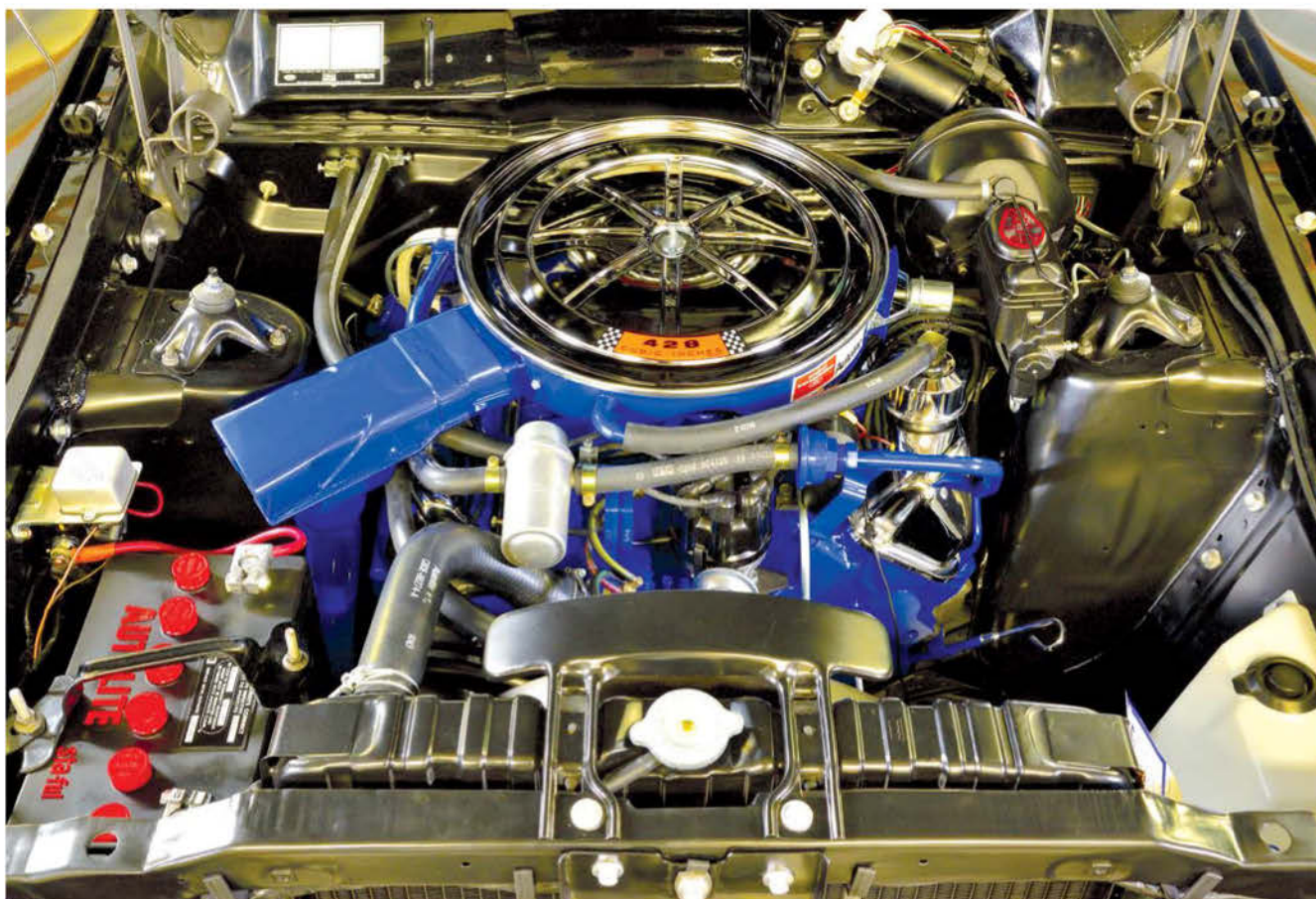
process of restoring the car. He disassembled the Torino GT, but then realized he was in over his head. The car was then parked again, awaiting rescue from the pasture where the landscape eventually overtook it.

David didn’t just lack the skills of a

professional restorer, he lacked the time needed to acquire those skills in order to properly restore his father’s Torino GT. The year before he tore into disassembling the Torino GT, David won the 2004 Grand Jury Prize at the Sundance Film Festival for his acting role in the

RIGHT ABOVE: The front-fender “428” badge was subtle, especially if you weren’t looking for it.

BELOW: The R-code 1968 428-cid V-8 with a single four-venturi carburetor had a factory rating of 335 hp.



film “Primer.” With an opportunity to kick his acting career into a higher gear, David relocated to Hollywood, the acting capital of the world, to pursue work in motion pictures and television productions. But in the back of his mind, the thought of fulfilling his father’s dream to restore the 1968 Torino GT continued to resonate — especially after his father’s 2013 passing.

One day, while searching various Ford Fairlane and Torino posts on social media, David stumbled onto a Facebook group that had connections to Marty Burke, head judge for the Fairlane Club of America (fca.clubexpress.com). David

reached out to the group with his story about the 1968 Torino GT that his father had bought new and received Marty Burke’s contact information. David sent Marty a text message and Marty quickly responded. The two then had a lengthy phone conversation in which David indicated his dream to have the Torino properly restored. Marty told David the project would be costly — not just in dollars, but in time — yet David remained adamant about making it happen and said he would do everything required to support the project from start to finish.

After numerous conversations, Marty invited David to see his

personal collection of Fords and Mercurys. It was during this visit and laying eyes on Marty’s 1969 Mercury Cyclone Spoiler Dan Gurney Special that David asked if Marty would be interested in restoring the 1968 Ford Torino GT R-Code hardtop his father had bought new. David shared his family’s history with the car and how it was now David’s dream to get it restored and looking the way it would have looked the day his father picked it up at Pegues/Hurst Motor Co.

Marty informed David that he wasn’t the one who restored his ’69 Dan Gurney Special.



LEFT TOP: Four pods held the Torino's vital gauges. Note this Torino GT has a column-mounted gear shift handle. Ford was sure to note the energy-absorbing steering column and steering wheel for safety.



LEFT MIDDLE: Bucket seats were standard in the Torino GT, but this full-width bench seat was optional. Silver door panel badges stated "Grand Touring" on the Torino GT.

"I can't take credit for this one," Marty told him. "It was done by Billups Classic Cars in Colcord, Oklahoma."

Marty went on to tell David that if he was serious about having his '68 Torino GT restored to the same world-class standards, he'd connect David with Jason Billups, owner of the restoration shop. Marty added that Jason and his team would be the only ones he'd recommend for a restoration of this magnitude.

The 1968 Torino GT's journey to look new began on March 13, 2021, when David and his mother and her partner, Jeff, delivered the car to Marty's home in Texas. It was the first time Marty had seen the car in person. He knew it would be rough, but as the saying goes, seeing is believing.

"Wow, this is going to be a big project," Marty told David. "It's going to need more than a makeover."



The gas cap (left) carried the GT emblem, while the hardtop's C pillar bore the Torino crest (above).

Basically, the project essentially started with the skeletal shell of the 1968 Ford Torino GT. Spending decades parked in a field near Longview had also taken a toll on the car. Adding insult to injury were the years since the car was disassembled, during which time parts had gone missing. But after seeing it in person and evaluating its overall condition, Marty knew that Billups' exceptionally talented team of highly skilled technicians could give this Ford a new life by restoring it to better-than-factory standards.

Marty's role in the restoration project was to evaluate the Torino, take an inventory of what remained and what was salvageable, and then start sourcing parts until Jason Billups could pick it up. The Torino was stowed at Marty's home until Sept. 22, 2022, when Jason and Casey Kelly arrived to transport it to Billups Classic Cars for the start of the restoration. Upon arrival, Jason and Casey were also surprised by how little they had to start with. This was going to be a huge undertaking and challenge, but one they welcomed.

Adding to the challenge was that the Torino had to be restored and ready to "day-view" during an official unveiling ceremony at the Muscle Car & Corvette Nationals (MCACN) on Nov. 18, 2023 — just a little over a year away. This was not the first MCACN unveiling for the team at Billups Classic Cars; they've experienced a handful of MCACN unveilings over the years, with the most recent being "The Green Hornet" Shelby GT500 EXP coupe in 2018. Billups' team knows the amount of time and effort that goes into the process to make everything come together for that special day at MCACN when the cover comes off and the world sees their finished restoration for the first time.

Working against the calendar, they loaded the Torino into their enclosed trailer and hauled it to their shop in order to dive into an in-depth evaluation and restoration.

The restoration started during early 2023 and required three different '68 Torino donor cars to acquire enough usable body panels to complete the rebuild of the body shell. Hard-to-find components, such as fenders, doors, a hood, a trunk lid and many of the under pinnings, were removed from the donor cars and used to restore the '68 Torino GT.

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Actor David Sullivan (black shirt) following the MCACN unveiling of the restored 1968 Ford Torino GT with his mother, Jean (second from left), sister, Jennifer (left), and brother, Steve (right).

Marty has spent decades collecting hard-to-find, new-old-stock (NOS) Torino parts. His collection of ultra-rare parts were vital during the project.

"When I started collecting these parts nearly 40 years ago, I intended to have them available for my own personal collection," Marty said. "But once I met David, heard the story about his father's Torino GT, and felt his passion to get the car restored, I decided to make them available for the restoration project. These Torino parts are rare, with most of them not being reproduced; it was going to take something special to get them from me, and this project was the perfect fit."

On Saturday, Nov. 18, 2023, with the work of Marty Burke and Jason Billups, Billy Ray Sullivan's dream to have his 1968 Torino GT restored was fulfilled. Under the lights of the Donald E. Stephens Convention Center in Rosemont, Ill., the cover was lifted off the Torino GT during MCACN to reveal the factory-new-looking car. It was the first time David's family and friends had seen the car looking as it did in 1968, and all were delighted, notably his mother, Jean, his sister, Jennifer, and his brother, Steve.



An emotional David Sullivan sees his father's 1968 Torino GT in restored condition for the first time just weeks before its MCACN unveiling.

After allowing everyone to take in the glimmering black car, a proud and emotional David Sullivan shared the fascinating story about the 1968 Torino GT that his father bought new and the incredible journey it's taken during its lifetime. He went on to say he feels a newfound con-

nection to the car and understands why it meant so much to his father.

"When I saw this car in finished form, I could feel my father's presence in my heart," David said. "Restoring it was what he wanted, and I'm grateful to the people who helped make it hap-



Casey Kelly (left) and Jason Billups of Billups Classic Cars with the 1968 Ford Torino GT before tearing into its restoration.



David Sullivan and his mother, Jean, with the Torino GT when it was pulled from the pasture where it was parked for many years.



Fairlane Club of America Head Judge Marty Burke evaluates the 1968 Ford Torino GT prior to its trip to Billups Classic Cars in Colcord, Okla.

pen and really humbled by this once-in-a-lifetime opportunity. I can still feel his presence, even now, and know he's proud of how the car turned out and to see his dream fulfilled."

The appreciation was mutually shared by other members of David's family.

"Seeing the car restored during the unveiling sent butterflies through my stomach," Jean said. "I felt a tidal wave of emotions. It was electrifying, something I've never felt before, and I didn't expect it. I know it's going to be in good hands and in a good place. I'm so happy for David and looking forward to seeing the Torino GT at other events around the country

next year. His father would be so proud.

"I also want to thank everyone who had a role in making this happen," Jean added. "Without them, none of this would have been possible!"

The day after the restored car's unveiling at MCACN, David and the '68 Torino GT received the prestigious Concours Gold and Platinum Judge's Pick award during the 2023 MCACN awards ceremony. It was a fitting conclusion to a rewarding experience for all of those involved in bringing back Billy Ray Sullivan's Torino GT to June 14, 1968 — the day he drove it home for the first time. **OC**

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California Dreaming



Famed Art Center designer Strother MacMinn penned the sleek Le Mans Coupe, and *Road & Track* editor/founder John Bond was the engineer. It was Corvette V-8-powered, sleek and fast, and MacMinn hoped the car could compete at Le Mans and still be streetable.

Hot rodders, independent builders, and new materials sparked fresh American midcentury designs

In the 1950s, many exciting American cars sprang from small independent builders. Their common denominator was a new miracle composite called fiberglass. And several soon-to-be-famous hot rodders were right in the midst of it all. The 2023 Pebble Beach Concours d'Elegance in August featured a class of these provocative cars, to the delight of concours attendees. Here's the story behind the concours' "Dream Cars of the 1950's" class.

Automobile manufacturing was in full swing in the 1950s, and the desire for more sporting cars was on the rise. Many British and European firms offered expressive, sporty models across a broad pricing spectrum. But new cars built immediately after the war in the United States were often larger and less sporting. Production offerings eventually included

the Chevrolet Corvette, the Ford Thunderbird, and the Kaiser-Darrin KD-161. Several start-ups produced a few semi-custom cars, but then failed — most often due to lack of funding and sales volume.

Not everyone could afford a new sports or personal luxury car, but a few

individuals wanted something different and personal, and they had the imagination and the skill to do something about it on a budget. Many of them were World War II veterans who had learned mechanical skills while in the service. Most of these talented mechanics fixed



With its Jaguaresque fadeaway fenders, this big, bold boattailed speedster is a 1952 Maverick. Designer-entrepreneur H. Sterling "Smoke" Gladwin called it a "Land-Bound Pegasus." It stretched more than 16 feet in length and had an impressively long hood and deck, a tiny cockpit and a rakishly low-split windshield. Just seven Mavericks were made.

up old cars and customized them. Luckily for many other enthusiasts, the methodology had changed. With the advent of new media like fiberglass, a lack of metalworking ability was no longer a barrier to entry – and new shapes could be achieved. This resulted in many unique automobiles that owed little to conventional models.

Writing in the November 1951 issue of *Motor Trend*, Editor Walt Woron declared, “There’s something great taking place in the automotive world today, but too few people... recognize it. There’s an active group of individuals, imaginative designers and experimenters... who look at their cars as more than just transportation, and they are therefore seeking ways to improve their design – whether mechanical or aesthetic... This group is pointing the way to a truly American design.”

At the time, the lavish Motoramas of General Motors were crisscrossing the country, displaying fantastic, futuristic concept cars such as the series of three GM *Firebirds*, which showcased sleek, aircraft-inspired fiberglass bodies, advanced gas turbine power plants and hypothetical electronic guidance systems to give showgoers a glimpse of tomorrow, while urging them to buy this year’s new models.

But there was another series of Motoramas, initiated in 1953 by Robert E. Petersen and Petersen Publishing Co., owners of *Motor Trend*, *Hot Rod Magazine*, *Car Craft* and a host of other automotive monthlies. Held at the Pan Pacific Auditorium in Los



Dr. Mark Brinker/McCullough Photography

Ray Fageol’s one-off 1952 Pataray roadster was a *Mechanix Illustrated* cover car. Built on the chassis of the radical Fageol Supersonic coupe, it was powered by a modified 300-hp Fageol Twin Coach bus engine. Ray’s dad was Lou Fageol, whose offshore boat-racing escapades were legendary, as were his experiments with twin-engine cars. Just restored, the Pataray has not been seen in decades. That’s Ray, age 91, in the car.

Angeles, the same location used by General Motors for its traveling shows, the Petersen Motoramas invited customizers, home-based car builders, hot rodders, speed merchants and racers to showcase their creations.

Geoff Hacker, whose popular Undiscovered Classics website (undiscoveredclassics.com) has introduced many people to this once-popular 1950s phenomenon, says the Petersen Motorama was “the flip side” of the GM Motorama.

“The only difference,” Hacker explains, “was that the Petersen Motorama allowed the American public (to be) on both sides of the show experience.”



Influenced by the GM *LeSabre* show car, inspired by a jet fighter plane and designed by two North American Aviation engineers, the 1951 Manta Ray starred on the cover of *Motor Trend* two years later. Largely original and owned by Don Lacer, it’s powered by a Studebaker V-8.

Many of the world’s first fiberglass cars debuted at the Petersen Motorama. In 1951, showgoers gawked at sleek sports cars such as Eric Irwin’s Lancer and Bill Tritt’s Brooks Boxer, which was later called the Glasspar G2. Other

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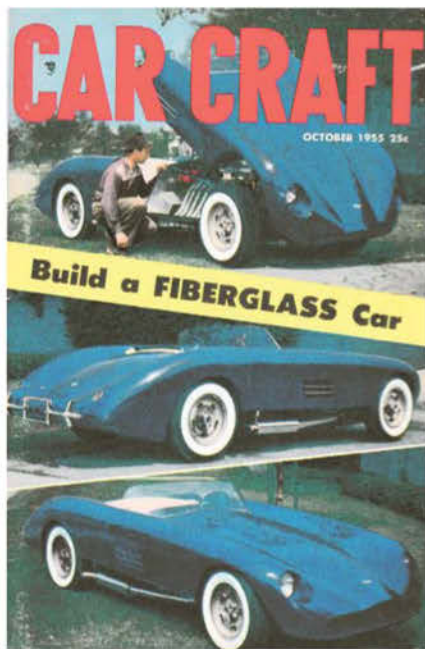
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The later fiberglass version of the Kurtis Sorrell starred on the cover of *Car Craft* in October 1955. Built on a Kurtis Indy 500 racer chassis with a bored out 302 “Jimmy” six and a Howard 12-port head with six sidedraft carburetors, the SR-100 was just as much “go” as “show.”

fiberglass carmakers were John Willis and Ralph Roberts, who showed their diminutive Wasp and Skorpion sports roadsters.

Fiberglass wasn’t completely new. Henry Ford had built a fiberglass prototype sedan in 1941. William Stout and Howard “Dutch” Darrin followed suit in 1946, and in that same year, Paul Omohundro proposed the first production fiberglass body on a car he called the “Comet.” Later, Paul Omohundro worked with Frank Kurtis to produce fiberglass body panels for the 1949-1950 Kurtis Sports cars. But the Petersen Motorama was the first time that the general public could see fiberglass cars on display — and have the opportunity to buy a ’glass body and build their own car, or order a completed car from one of the pioneers working with this new medium.

This was just the beginning. Writing in *Nation’s Business* in July 1953, author Richard Tregaskis talked about a tight-knit coterie of fledgling carmakers in Costa Mesa, calling the enclave “California’s Little Detroit.” He visited Glasspar Corp., where 95 men worked in a small factory that was “the size of a suburban movie theatre.” Their main



Dennis Kazmerowski photo

Strother MacMinn’s timeless design for his Le Mans GT still turns heads — people think it’s a modern design. Corvette-powered, low and streamlined, it is one of just five built (one was lost in a spectacular accident on a Los Angeles mountain road). Dennis Kazmerowski restored the MacMinn Le Mans GT. He spent 3,000 hours restoring the car, painstakingly refinishing its fiberglass body.

output, the G2 roadster, was only 3 feet high at the cowl and the body weighed just 200 lbs.

“When powered by a standard Detroit engine,” Tregaskis enthused, “it goes like a bomb and takes the curves like a snake.”

By that time, Glasspar had already built more than 100 fiberglass bodies. They were also building the roadster bodies for Dutch Darrin’s Kaiser-Darrin, and producing body shells for another flashy sports roadster, the Woodill Wildfire. A year later, *Time* magazine

ran a cover story on the “Do it Yourself” fad sweeping the country and noted the popularity of home-built Fiberglass-bodied sports cars. It was just a matter of time before additional talented backyard builders discovered they could work with Fiberglass to design and build custom bodies in their own garages. (It would take years before builders such as Dee Wescott offered fiberglass ’32 Ford bodies, but the seeds had been sown).

Jules “J.” Heumann, the Pebble Beach Concours d’Elegance’s longtime co-chairman, with Lorin Tryon, built a



Here’s the snazzy 1955 Debonnaire roadster, designed by Phillip Egan of the Tucker design team. It was built on a 1950 Ford chassis and powered by a Ford Motor Co. Continental V-8 with Creamsicle paint. It’s owned by Dr. Paul Sable and has been out of sight for more than 60 years.

unique fiberglass-bodied special that was featured in the *Custom Car 1958 Annual*. Beginning in 1953, they used a chassis and engine from a wrecked Singer SM 1500 to build their special. Heumann told Hacker that he built the car because there was little choice and little inventory of sports cars available in California in the early 1950s; if you wanted a sports car, you designed and built it yourself. By the end of the decade, there was an abundance of choices of used foreign sports cars, so Heumann sold his special and bought a 1948 Jaguar Mark IV drop-head. Sadly, Heumann's special has long since disappeared.

Magazine covers in the 1950s featured more of these hand-built individual efforts than Corvettes and T-birds combined, says Hacker. "These cars weren't hidden from the public; the public came to see them and did so across the country at the biggest shows."

Early Fiberglass cars often showcased styling trends and cues that were then uniquely American, inspiring noted GM designer Wayne Kady, among others. Kady was responsible for some of the most significant Cadillac styling in the 1960s.

A large number of noted future designers initially worked for fiberglass companies in the Los Angeles area. They included Bob Gurr, whose popular book "Automotive Design" became an early collectable classic; Hugh Jorgensen, designer of the Victress S1; and Chuck Pelly, who designed the Scarab for Lance Reventlow and went on to head BMW's Design Center in Los Angeles.

It's fair to say that these '50s dream cars influenced Detroit and were, in turn, influenced by the work of the Big Three designers and engineers.

Hot Rod Magazine often featured home-built sports cars such as Richard Bosley's Bosley Mk1, a sleek Fiberglass take-off on a Vignale Ferrari powered by a multi-carb Chrysler Hemi. The Troy Indy Special was an late-'50s *HRM* feature car, and a Sorrell roadster was a *Car Craft* cover feature in October 1955.

Long forgotten, many of these cars have now surfaced and are being restored. The Pebble Beach Concours d'Elegance hosted a class of Sports Customs in 2012 and Dream Cars of



The 1948 Kurtis Omohundro Comet was built by racecar builder Frank Kurtis on a Mercury chassis with a Cadillac flathead V-8. Lost for more than 50 years, this car and a sister roadster were found by the Undiscovered Classics team and carefully restored.

the 1960s in 2017. They've gone even farther back in time with this year's special class, celebrating one-off and very limited-production cars from the 1950s. The cars were conceived and built by many remarkable individuals, including several hot rodders whose stories are as interesting as their cars.

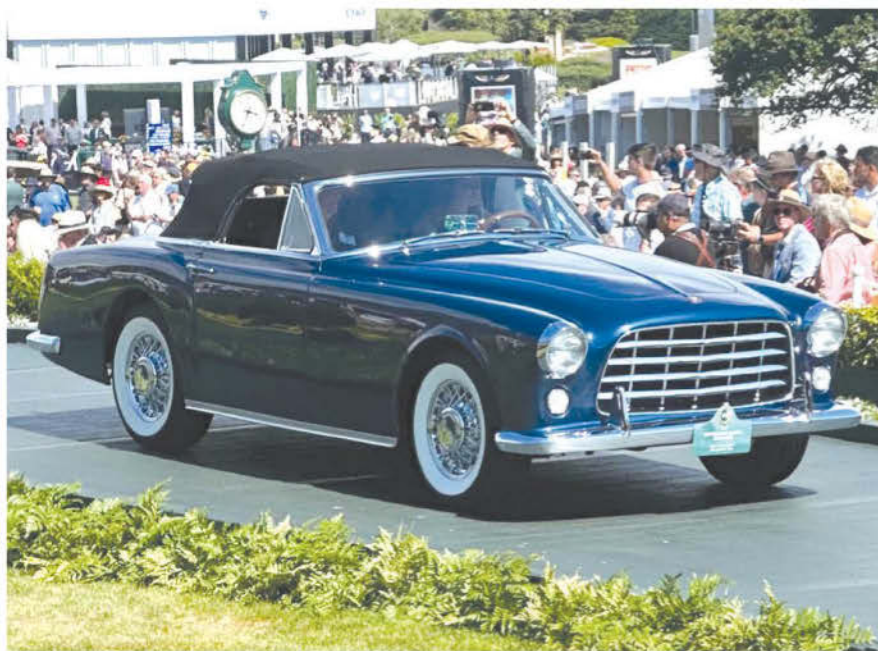
H. Sterling "Smoke" Gladwin was one of these people. His 1952 Maverick was a big, bold two-seater with Jaguar-esque fadeaway fenders, a dramatic boattail and Cadillac V-8 power. He called his car the "Land-based Pegasus." It stretched more than 16 feet in

length, with an impressively long hood and deck, a tiny cockpit and a rakish split windshield. Buyers had their choice of one, two or no doors at all. Some seven Mavericks were made.

Famed designer, beloved Art Center College of Design instructor and longtime Pebble Beach Concours d'Elegance Chief Honorary Judge Strother MacMinn's sleek 1958 Le Mans Coupe starred on the cover of *Road & Track* in August 1960 and was featured in Mac's book "Sports Cars of the Future." This Corvette V-8-powered car was conceived by MacMinn along



The alloy body of the 1953 Kurtis Sorrell SR-100 at Pebble Beach opens like an aluminum clamshell. Powered by a six-carburetor GMC I-6, this sleek roadster resembled a streamlined Bonneville racer with a windscreen. Haibrand wheels accentuate the car's racing theme.



This 1954 Edwards America Cabriolet took second in class and the Briggs Cunningham Trophy. Built on a Henry J chassis with an Oldsmobile Rocket V-8, it was designed by Norman Timbs and built by Sterling Edwards and Phil Remington. It's owned by Gary and Cathy Edwards (no relation to Sterling) and was restored by Wayne Carini.

with his friend John Bond, the engineer/editor of *Road & Track*. Just five were built. Writing in *Sports Car Guide* magazine, Robert Cumberland called it "the most exciting sports car design constructed in the USA in years" — and people still mistake it for new today.

The one-off 1952 Pataray roadster was built by Ray Fageol. A *Mechanix Illustrated* cover car, it was built on the original chassis of the radical Fageol Supersonic coupe and powered by a modified 300-hp Fageol bus engine. Its name combines those of Ray Fageol and his wife, Pat. Ray was the son of Lou Fageol, whose offshore boat racing escapades were legendary, as were his experiments with twin-engine cars. Prior to its 2023 Pebble Beach appearance, the Pataray had not been seen in decades.

Featuring a sleek aluminum roadster body by California Metal Shaping and Bob Sorrell, the 1953 Kurtis Sorrell SR-100 prototype debuted at the Petersen Motorama of the same year. Built on an Indy 500 Kurtis racing chassis, it's powered by a 302-cubic-inch GMC I-6 bored to 328 cubic inches with a Howard 12-port head and six carburetors. The Pebble Beach feature car

is the only example with an alloy body. As a concession to cost, a few others were made with fiberglass shells, including the one seen on *Car Craft*'s cover. Its Pebble Beach debut was its first public appearance in 70 years.

Arguably inspired by the General Motors *LeSabre* Motorama car, the rakish 1951 Manta Ray roadster still turns heads. And it remains largely original; its fiberglass body has not been restored. Built by Glen Hire and Vernon Antoine of North American Aviation, who wanted to incorporate the sleek lines of a fighter jet into a production car, it was a *Motor Trend* cover car in July 1953. Powered by a Studebaker V-8, this car is just one of one.

Designed by Phillip Egan, who was on an early Tucker design team with Alex Tremulis, the 1955 Debonnaire convertible was built on a 1950 Ford chassis with independent front suspension. (A few examples used a 1941-'48 Ford chassis.) All had a dramatically styled fiberglass body. Built by Val deOloqui, the owner and president of Replac (a major Fiberglass company) and powered by a Ford Motor Co. Continental V-8, it was also called the "Venture." It's believed just six were built. Completed

just days before its showing, it was presented by Dr. Paul Sable.

The 1954 Edwards America convertible was designed by race car engineer Norman Timbs and built by Sterling Edwards and noted hot rodder (and later Carroll Shelby race engineer) Phil Remington. Just a few years prior, Edwards was instrumental in founding the Pebble Beach Road Races and Concours d'Elegance. This convertible has a Henry J chassis, an Oldsmobile Rocket V-8 engine and a fiberglass body. One of just five Edwards cars, this is the first production model. And it was restored by popular TV personality Wayne Carini.

Famed industrial designer Brooks Stevens penned the 1959 Scimitar hardtop coupe, and Reutter Coachworks of Stuttgart, Germany, built its all-aluminum body on a Chrysler New Yorker chassis. Olin Aluminum commissioned the car to showcase the advantages of alloy bodies, and it was launched at the 1959 Geneva International Auto Show. Owned by the Petersen Automotive Museum, the display car at Pebble was one of just three examples. Its massive hardtop can be retracted into the trunk.

The "Dream Cars of the 1950's" were rare, unusual, sporty and innovative for their era. Concours competition was very close. My team consisted of restorer David Grant, the author of a book on Gene Winfield, and Jay Ward, the Pixar Cars franchise director, keen hot rodder and co-founder of Billet-Proof. The impeccably restored 1953 Kurtis-Sorrell SR-100 roadster won first in class; the 1954 Edwards America Convertible won second and the Briggs Cunningham trophy for "The Most Exciting Open Car," and the 1952 Fageol Pataray Roadster was third. Ray Fageol, who's now 91 years young and the craftsman who built the Pataray 70 years ago, was on hand to take a bow. Fageol said it was one of the more exciting days of his life.

There wasn't much going on in the automotive scene in the 1950s that didn't involve hot rodgers and customizers. The unique cars presented in the "Dream Cars of the 1950's" class impressed everyone. Now that we've done 1950s and 1960s dream cars, can a class of 1940s custom creations be far behind? **OC**

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MUSCLING GOOD MILEAGE



A 1979 Trans Am was a harder sell than it should have been in the '70s

STORY AND PHOTOS BY BOB TOMAINE

The Trans Am's basic body dated back almost a decade in 1979 and it still looked good.

The reasons might run the gamut from the first car to the worst car, but almost every driver can recall a vehicle that stands out clearly in his memory. Sometimes, that memorable vehicle is not even one that he actually owned.

"I was at a local car show," recalled Steve Kunze, whose 1979 Pontiac Trans Am is featured here, "and I noticed this guy kind of hawking my car, hawking my car. After the show

was over, a couple of my buddies and I stopped at a tavern and he pulled in with this Riviera.

"The bartender said, 'This guy wants to talk to you,' so he asked me whether I had any paperwork. We went out to the car and I showed him the window sticker and when he saw the warranty card, he kept walking around the car and walking around the car."

The Trans Am, he told Kunze, had been his demonstrator when he was

a salesman at what was then Sellars Pontiac-Buick-Cadillac-Oldsmobile in Owego, N.Y., not far from Kunze's home in Endicott, and it still wears the dealer decal. That explained — sort of — some of the information that came with the car when Kunze had bought it from its original owner in 2001.

"When I got the car home," he recalled, "I found the window sticker and the warranty work and there were Pontiac warranty papers in there that said 'sold

All of the plumbing necessary to meet federally mandated emissions regulations mostly hides the 301.



While it has a late-1970s look, the Trans Am's dashboard is laid out well with everything important in front of the driver.



November 9, 1979, 4200 miles.' I said, 'This must've been a demonstrator, and I was thinking that possibly because of the 301, they couldn't move the car.'"

It was a good guess, as he said that the 301 was capable of just 150 hp and 240 lbs.-ft. of torque. While the late 1970s were not a time fondly remembered by performance-car enthusiasts, those numbers were almost painful when compared to the muscle cars of a decade earlier. Even the fact that 1979 horsepower was reported in net figures and would thus automatically be lower than the gross figures used in the late 1960s provided little comfort.

Kunze's car could have been ordered with a 185-hp 403 providing 320 lbs.-ft. of torque or a 400 good for 220 hp and 320 lbs.-ft. of torque, but even in either of those forms, it really wouldn't have been much of a match for the inaugural Trans Am of 10 years earlier with its 400 HO at 335 hp and 430 lbs.-ft. of torque, or the Ram Air version that pushed the horsepower to 345. It would, of course, have been far more impressive than it was with the 301, and the salesman who'd used the car told Kunze that his speculation was correct.

"He said, 'Yeah,'" Kunze recalled, "we couldn't (sell it)."

Not surprisingly, that was good news for the first owner and Kunze recounted the salesman's explanation.

"He told me the story," Kunze said. "[A man named] Dave came in to buy

that car, he and another guy. Nobody paid any attention to them, they got mad and they left. They got in his buddy's '67 'Vette and pulled into the parking lot with that and all of a sudden, the salesmen paid attention. And he had a bag of cash, so we gave him a smokin' deal, because we wanted to get it off the lot.' So I connected the dots, which was kind of cool."

He never found out why it was ordered with what had to be the least-desirable engine available, but it must not have mattered to Dave since he kept the Pontiac for more than two decades. In fact, neither his decision to sell it nor Kunze's decision to buy it was without its bumps.

Kunze learned of the car's existence while house-hunting, noticing it under a tarp in the four-car garage as he talked to the property's owner. He negotiated on the house and eventually offered to meet the asking price with the condition that the Trans Am was part of the deal. He said the seller refused to include the car and moved to Florida, but after several years had passed, he learned that things changed.

"I worked with his brother," Kunze continued. "Five years later, he said, 'Do you want to buy Dave's car?' I said, 'Well, he's in Florida and I really don't want to go to Florida.' He said, 'It's at my house. Come and look at it.' It had almost 69,000 miles on it, so I bought it."

Dave's initial reluctance to sell the Trans Am is a good indication of the car's condition when he finally let it go. Kunze said that the paint needed some touch-ups and he detailed the engine, but beyond new tires, the mechanical work included little more than a new water pump, alternator, rear calipers and exhaust system. He drives the Pontiac about 2,500 miles each year, and while the 301 isn't up for street racing, the car has plenty of other points in its favor.

"It's got the heavy-duty springs, the 8-inch-(wide) snowflake wheels, bigger sway bars, four-wheel-disc brake package," Kunze said. "That's the handling package. It's highly optioned: cruise, air, light group, electric windows, electric door locks. And the cruise still works...."

"It's lighter in the front end than either the 400 or the 403 car, so it handles fantastic. I was really impressed. I drove some of my buddies' cars back when these came out and I just thought this was the best-handling American car that I'd ever driven. I liked it better than a Corvette. It wasn't so stiff."

Assuming he didn't accidentally check the wrong box on the form to get the 301, whoever actually ordered the car might well have had long-distance runs in mind. And not just because of the handling package and the options.

"It's got a 2.73 10-bolt in it," Kunze said. "I checked it once going to a show in Williamsport (Pa.) and on the way down, I got 21 (mpg), and on the way back, I got 19. I was babying it. I was trying to drive for gas mileage."

The 2.73 rear certainly helps, but it's unlikely that even the most delicate throttle foot could have matched the miles-per-gallon if a 400 or 403 had been under the hood. To someone with the right outlook, though, the 301 is interesting for more than its relatively good fuel economy.

"It is different," Kunze observed. "I almost didn't buy it because of that, but I said, 'Beggars can't be choosers. This car is in too nice a shape and the price is right.'"

"I always thought that if the motor ever gives up the ghost, I'll just pull it out. If I ever sell the car, 'Well, if you really want that boat anchor...' I actually have a spare 301."

He advertised the extra engine on a Pontiac forum because if the original fails, he's going to upgrade, but keep the factory 301.

"I listed the spare for 100 bucks," Kunze recalled, "and I didn't get a taker. Then I put it in there for free and I never got one e-mail



Decals from the muscle car's heyday were still "in" a decade after they started appearing on muscle cars.



Pontiac's Firebird decal on the hood was a winner, and if one was good, more were better.



The dealer's decal to the left of the "Trans Am" decal led to some information on the car's past.

or one telephone call. 'I refuse to ship it, but come and get it and it's yours.' No takers."

It might be less a matter of nobody wanting it than nobody needing it.

"Everybody who had one that I've talked to," Kunze explained, "said, 'It wasn't fast, but it ran forever.'"

It can also serve as a good test of knowledge among Pontiac fans, as he said the 301 fools more than a few of those who look his car over at shows. Those who really do know Pontiacs figure out what it is, but for those who don't, the answer is right in front of them.

"On the window sticker," Kunze noted, "it says '6.6, 403,' but they don't look over in the column for the \$179 delete for the wheezy 301." **OC**

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THE 1955 CHEVROLET DESIGN STORY



A 1955 Bel Air four-door sedan equipped with air conditioning was displayed in a dealership showroom. Lettering across the rear window of the car says, "Air Conditioning by Frigidaire," as GM's Frigidaire division had developed the system. (GM Media Archive)

Part 2: All that was new under the skin

STORY BY DAVID W. TEMPLE

[In this second part of a three-part series on the innovative 1955 Chevrolet, David Temple looks at the chassis development of the all-new '55 Chevrolet.]

In the last issue, *Old Cars* detailed the development of Chevrolet's small-block V-8. Part 2 continues the 1955 Chevrolet design story by detailing the development of the car's chassis and additional electro-mechanical features.

In addition to a modern, optional V-8, Chevrolet developed a new chassis that marketing described as "Quadra-Poise Ride" through a "Glide-Ride Front Suspension," and "Outrigger

Rear Suspension." The "Fingertip Facts" booklet for the 1955 Chevrolet explained the features of the new chassis this way: "From the new Glide-Ride Front Suspension to the location and construction of the seats... from the softer-riding tubeless tires, to the new Outrigger Rear Suspension, new designs and features have been incorporated... to assure better riding comfort, better roadability, and even greater stability. Its lower center of gravity, well-distributed weight, and wider tread combine to give a safer, road-hugging ride." Everything was designed with weight as an important

consideration, though function and reliability were, of course, foremost in the minds of the engineers. Ed Cole noted, "The whole concept of the car was built around lighter components. We started, in other words, to get away from the heavier torque-tube drive and went to the Hotchkiss type. We went to a Salisbury-type axle instead of the banjo-type. And then we went to a ball-joint front suspension for weight savings and to a tubular frame." It all added up to the best chassis design to date for Chevrolet.

Harry Barr, who was deeply involved in the engineering of the V-8,

also participated in designing the chassis. Also involved in its development was Maurice Olley, recognized as one of the most knowledgeable suspension engineers. Working under Olley, starting about mid-1953, was Zora Arkus-Duntov, who later made his mark in automotive history through his work on the Corvette. Others included Al Kolbe and Don McPherson, an assistant to Kolbe. Russell Sanders, a mechanical engineer, was yet another member of the chassis development team.

A new frame and suspension

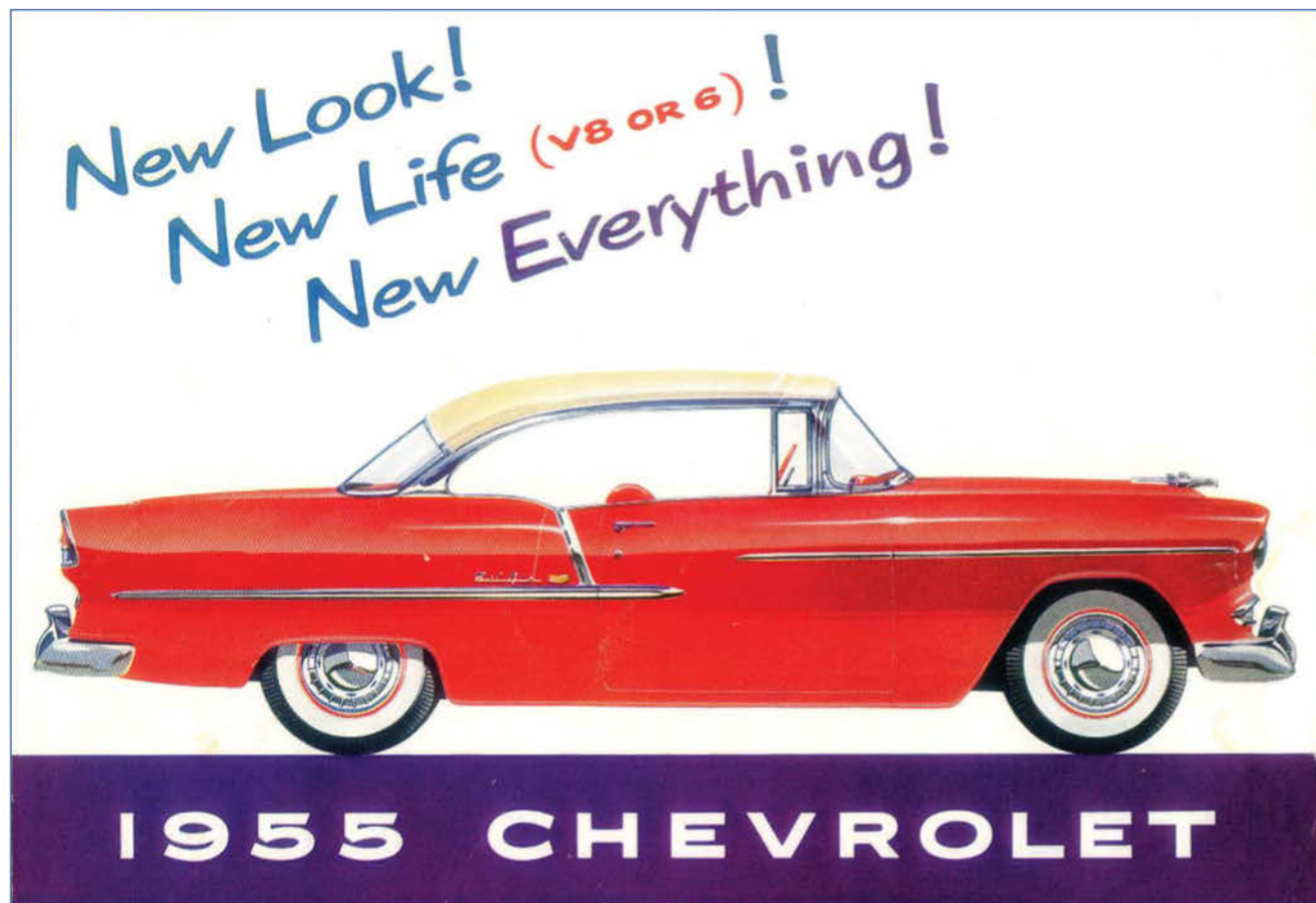
The new Chevrolet frame side rails were a square-tube type with consistent wall thickness and greater cross-sectional area, thus providing an 18 percent improvement in strength over the prior design, as well as an increased resistance to twisting. Convertibles had an added X-member fabricated from I-beams. While the side members for closed models were rolled and welded square tubing made from flat steel stock, those of the convert-

ible were made from stamped channels — one slightly narrower than the other — joined by overlapping them slightly, then welded together to form a rigid unit. Both the convertible and the hardtop bodies had extra body mounts. Rather than a cross member for rear engine support, an engine support bracket was welded to each inner surface of the side rails.

Integrating the front cross member into the frame structure also contributed to the rigidity of the frame. The previous design had the front cross member as an assembly with the front suspension and attached with eight bolts per side to the bottom flanges of the frame side members. Structurally integrating the frame-to-front cross member allowed the frame side member to form part of the coil spring tower and made the provision for the mounting of the rebound control bumper.

In regard to the front suspension, the book “1955 Chevrolet Engineering Features” stated, “Chevrolet’s Knee-Action suspension, time-tested by millions of

owners, incorporates important new design features for 1955 and an innovation exclusive to Chevrolet — braking dive control.” Their new front suspension retained the short-and-long-arm, parallel-link principle of independent suspension, but all of its components were newly designed. Among the innovative components were lightweight spherical joints with non-metallic (phenolic impregnated fabric laminations) concave bearing surfaces; rubber-mounted control arms that required no lubrication and reduced the transmission of road shock and vibration; and diagonally mounted coil springs and shock absorbers. The advantage of the non-metallic bearing surfaces included improved durability, was less affected by infrequent lubrication compared to metal-to-metal bearings, and was less sensitive to foreign matter. Mounting the coil springs and shocks diagonally positioned them nearly tangent to the lower control arm arc of travel, thus minimizing distortion of the springs and providing a nearly constant deflection



The slogan, “New Look, New Life (V-8 or 6), New Everything,” printed on the front cover of this 1955 Chevrolet brochure, was the epitome of truth in advertising.



Shown is a prototype 1955 chassis with the complete drivetrain. The front-upper driver's side frame rail has either "16860" or "16960" stenciled in place. Chevy's new chassis design, which marketing described as "Quadra-Poise Ride," contributed to a lower center of gravity, improved weight distribution, and a wider tread, all of which combined "to give a safer, road-hugging ride."

rate for the suspension. Furthermore, the spherical joints, in combination with the front suspension geometry, reduced braking dive by 45 percent.

The Outrigger Rear Suspension allowed for a lower vehicle profile as well as improved handling, ride quality, and smoother drive train reactions to torque and braking application. Its leaf springs were nine inches longer and a 1/4-inch wider than in 1954, which reduced their deflection rate and increasing their durability; they were spaced farther apart by 3/4-inch and mounted outboard of the frame, too, improving roll stability. Sedans and coupes had four leaves while station wagon models received five. Hotchkiss, or open drive was employed rather than torque-tube drive. (Torque-tube drive has the driveshaft enclosed in a tube filled with oil and utilizes only one U-joint, which is

mounted at the transmission end.) The setup gave greater durability and higher torque capacity, and also eliminated the oil seal assembly problems associated with torque-tube drive. More rigid pinion shaft supports, cast Armasteel differential housing, higher-capacity differential bearings, heavier axle shafts, integral bearings and wheel seals, and a more rigid axle housing were included in the design.

Tubeless tires were now standard equipment on all models; a new tread design provided a quieter ride. Because of the use of tubeless tires, extra quality control for the wheels was necessary, but other than having four stamped lugs on the outer horizontal portion of the rim for more secure attachment of the wheel covers, the wheels were little changed.

In the December 1954 issue of *Motor Trend*, test driver Walt Woron had high

praise for the new chassis: "The way it performed around the winding, twisting, asphalt handling road at GM Proving Grounds, I wouldn't be afraid to stack it up against many of the so-called sports cars. The long, outrigger rear springs, lowered center of gravity and good weight distribution all add up to a car that stays where you put it in corners. If you take it too fast, it'll break, as it should. But, all you need do is to punch the throttle and you're out of trouble."

New, too, between body and chassis

Chevrolet switched to a 12-volt electrical system for 1955, thus making all of GM's passenger car divisions uniform in this respect. The 12-V system provided improved starting capability for the V-8, more efficient generator output, and allowed for smaller-gauge wiring and cabling.

While there were many resources given to the V-8 project, Chevrolet's engineers did not ignore the six-cylinder engine. It received a new, side-mounted air cleaner to fit under the new, lower hood contour; an improved water pump with a larger impeller; larger cooling fan; redesigned oil pump with a floating-type pickup; and grooveless main bearings. An oil pan baffle was added to reduce oil surging upon hard stops. Furthermore, several design changes reduced its overall dimensions to adapt it for installation in the new chassis. Output was now rated at 136 hp at 4,200 rpm with Powerglide and 123 hp at 3,800 rpm with the three-speed manual transmission.

Both the V-8 and the six, when coupled to the manual transmission, could also be had with the newly optional overdrive unit made by Borg-Warner. The "Touch Down" overdrive option cost an extra \$108. It had a 0.7:1 ratio, cut in at about 31 mph, and reduced engine speed by 22 percent.

The three-speed manual transmission was modified to provide increased torque-transmitting capacity and greater durability. Improvements consisted of a larger diameter mainshaft, more intensive



Test car 5203 (note stencil on rear frame cross member) was thoroughly photographed inside the GM Proving Grounds garage prior to the car's 25,000-mile test run.

surface treatment of the gears, a sliding spline with a better fit, and wide-spread mounting centers for a more rigid attachment to the clutch housing. Another improvement associated with the manual transmission was actually both a cosmetic and mechanical one — the concentric

gearshift control. It gave a new look to the steering column and reduced rattles associated with the old design.

The Powerglide transmission was extensively redesigned for 1955 to give smoother operation, increased durability, and easier servicing. A greatly sim-

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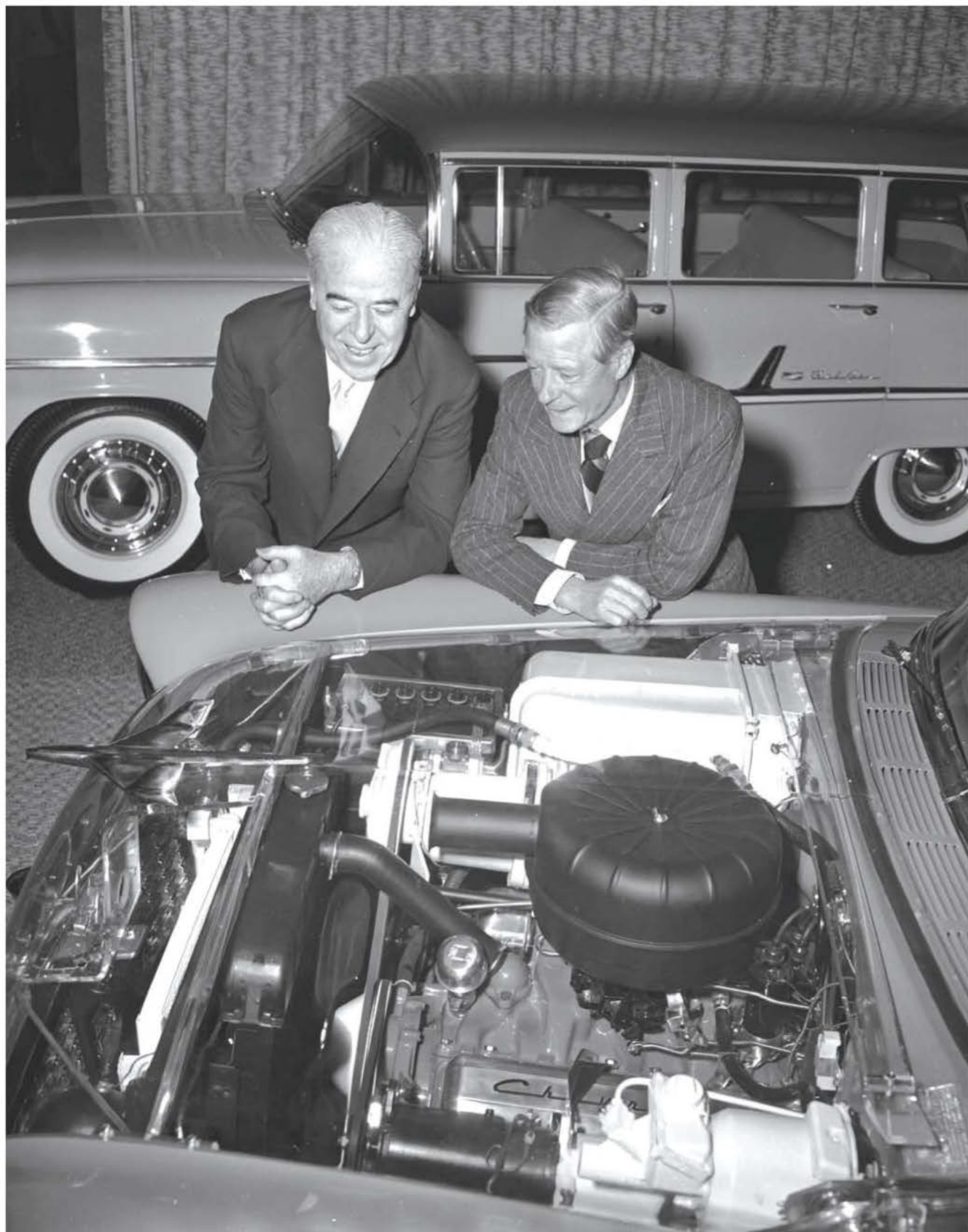


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GM Media Archive

A Plexiglas hood was installed on this 1955 Bel Air show car for display at that year's GM Motorama and allowed not only a view of the new V-8, but also a look at the optional new air conditioning system contained entirely under the hood.

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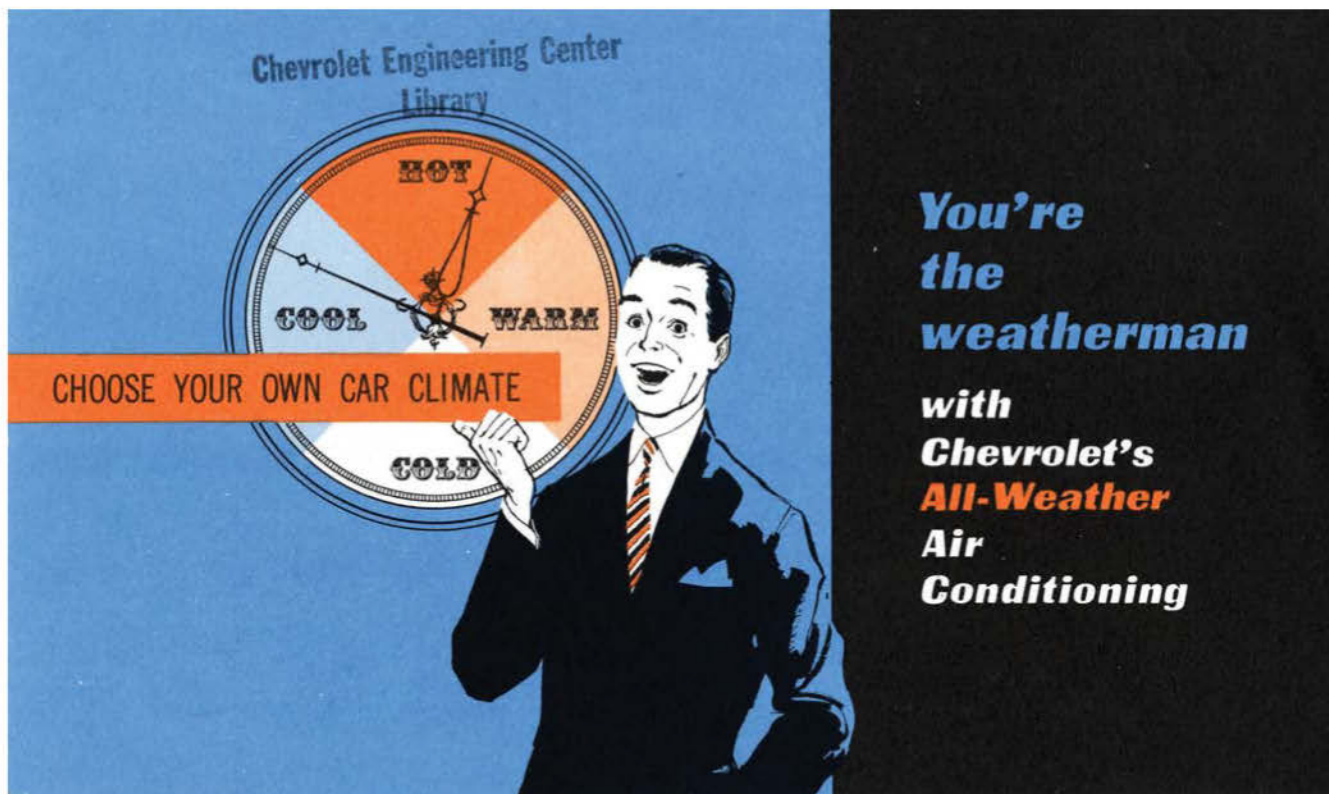
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A brochure was produced to promote the new optional air conditioning system offered for the 1955 Chevrolet. The option was expensive, so few 1955 Chevrolets were equipped with it, but air conditioning was a first in the low-priced field of cars.

plified hydraulic system resulting from a double-wrap low band was the most significant change. The improved brake band was composed of three circular segments providing greater holding power and faster and more positive disengagement of the band. Since it had up to four times more holding power than the previous single-strap band, it could be operated with lower main line pressure. The vacuum modulator, the primary and secondary clutch valves, and high-clutch low-servo valve were no longer required as a result of the lower pressures. Other changes were made to adapt the Powerglide to the Hotchkiss drive and the new small-block.

Power steering, an option costing \$91.50, was redesigned to give more efficient operation and greater driving comfort. Key components were relocated to increase their effectiveness, and a longer pitman arm reduced the overall steering ratio to 23.1:1 from 25.7:1. A vane-type hydraulic pressure supply pump similar to the one used for 1954 was used, but the pump was mounted on the rear of a special generator and was driven by a splined extension of the armature shaft. A

hydraulic fluid reservoir was placed in a concentric arrangement around the pump. Also, the non-power steering system incorporated the recirculating ball-and-nut principle formerly only available with power steering. The recirculating ball-and-nut steering gear transferred rotating force into a linear force through many free-rolling balls that performed like threads in a bolt acting against a nut. Because a ball rolls with very little friction, the recirculating ball-and-nut steering gear provided very efficient, smooth operation.

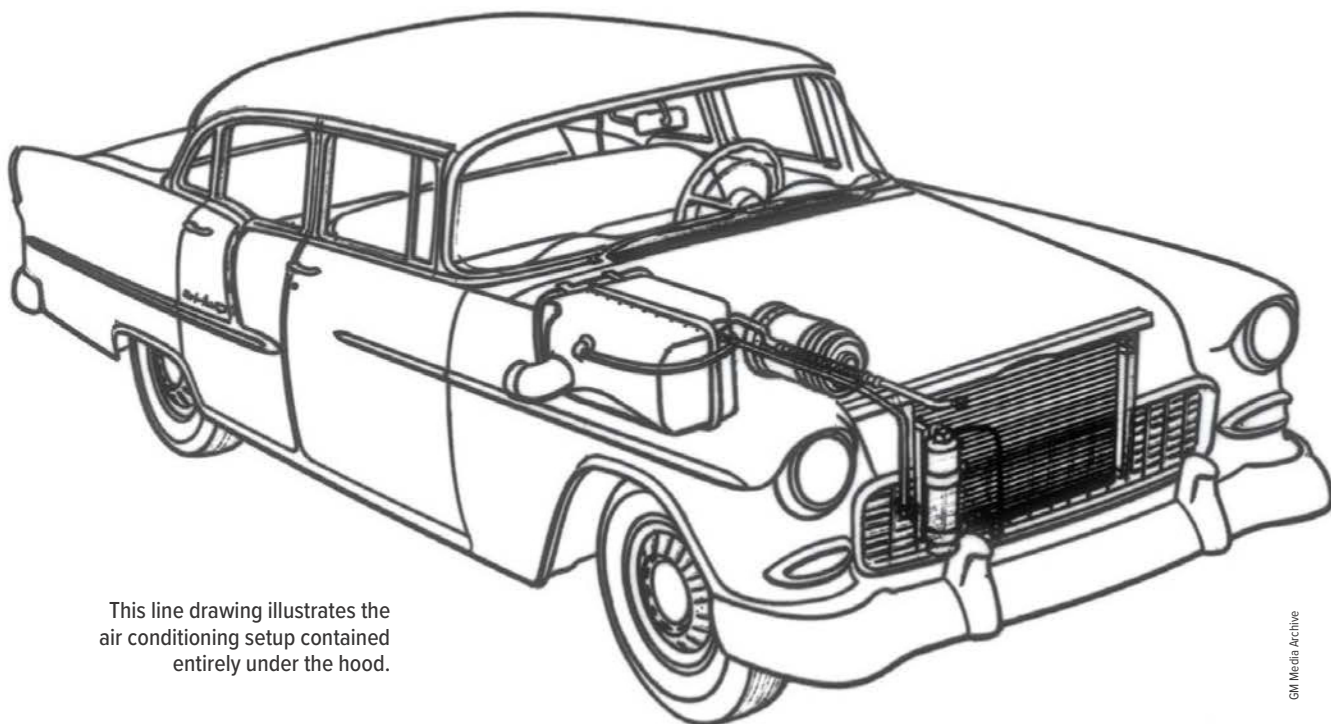
Also improved was the power brake system, which was now available on all Chevrolet models. The pedal mechanical ratio was changed to 1.55:1 from 1:1. This change was said to reduce the pedal effort under power-off conditions by one-third.

At mid-year, revised optics to the headlamp lens resulted in an increase in the low-beam visibility by as much as 80 feet.

Chevy gets cool

During the early part of the design phase of the 1955 Chevrolet, the decision was made to include factory-

installed air conditioning in the Bel Air (except the convertible) and Two-Ten series; the purchase of a V-8 was required with either series in order to order factory air. The option, which became available about two months into the model year, was quite expensive, thus it was not commonly ordered. Still, the new air conditioning system was a first in the low-priced field. (While it was a new and innovative option for Chevrolet, it was not new in automotive use, having first been introduced by Packard for 1940.) At the time, no other car air conditioning system paralleled the system's ease and accuracy of controlling humidity. The entire assembly, designed by the Chevrolet and Frigidaire divisions of GM, was installed completely within the engine compartment, which differed from other systems of the day that took up a portion of the trunk space. The air conditioning system was built as a ready-to-drop-in unit at the Frigidaire plant in Dayton, Ohio. There, it was pre-charged and placed on a pallet for shipment to the assembly plant. While on the assembly line, the car was fitted with the air distribution system,



This line drawing illustrates the air conditioning setup contained entirely under the hood.

GM Media Archive

controls, and mounting brackets. Once it reached the end of the assembly line, the car was taken to an open area where the air conditioning system was lowered into the engine compartment and bolted in place. This was followed by connecting the wiring harness and heater hoses to complete the process.

The assembly of the air conditioning system was performed by placing the individual components on a processing rack where the refrigerant hose was connected to the fittings on the compressor, condenser, and evaporator. Then the components were placed on the rack in the same positional relationship as they would be when installed inside the car's engine compartment. This procedure kept the refrigerant hose from being twisted or stressed as the unit was lowered into the car at the assembly plant.

The unit was a package-type combining cooling and heating capabilities and was a first of its kind. Early automotive air conditioning systems consisted of multiple sub-assemblies installed in, or on, the car prior to the final assembly operations. Oldsmobile, Buick, and Cadillac were the first GM brands to get factory air conditioning as an option (1953). Frigidaire's unit, which supplied both cooled

and heated air for all-year comfort, consisted of just three major components: compressor, evaporator, and condenser-receiver-dehydrator-filter assemblies. The systems for the higher echelon GM cars consisted of a compressor, condenser, receiver, dehydrator-filter, evaporator and blower assembly, and the refrigerant lines and fittings. These were installed independently of each other, such as the installation of the compressor on the engine, the condenser to the radiator, the evaporator and blower assembly in the trunk, etc. These components were then connected by approximately 10 sections of copper tubing. Not surprisingly, this type of air conditioning system was more complicated to test, as each component had to be leak-tested prior to installation, plus it created problems in handling and assembly operations. Frigidaire's air conditioner was completely fabricated, assembled, evacuated, charged, and leak-tested prior to shipment to a Chevrolet assembly plant.

The package-type design was made possible through two very critical features in combination with other important, but less challenging, ones to develop. These two crucial factors were, the creation of the flexible hose

for use with Freon 12 to replace the copper refrigerant lines used on previous systems, thus providing the needed flexibility between the major A/C components; and the development of a thin condenser permitting ease of installation between the radiator and the grille. Other contributing factors were the use of cowl intake vents to bring outside air into a front-mounted evaporator, which negated the need for expensive ducts, and combining multiple components into one assembly (condenser, receiver, dehydrator, and filter). To combine the cooling and heating capabilities into a single system, a hot water coil was added to the downstream side of the evaporator.

The system was said to be the equivalent of 24 household refrigerator compressors, was capable of draining a gallon and a half of water out of the air in one hour, could drop the temperature in the passenger compartment to 15 degrees below the outside temperature in 5 minutes, and could hold the inside temperature to 20 degrees below the outside temperature for as long as desired. **OC**

{Watch for Part 3 of "The Chevrolet Design Story" covering the body design of the 1955 Chevrolet passenger car line in an upcoming issue of Old Cars.}

MCACN'S

Barn Finds & Hidden Gems

Surveying the dusty and sometimes rusty muscle treasures at MCACN 2023

STORY AND PHOTOS
BY THE *OLD CARS* STAFF

With a rotating set of themes, there's always one constant at the Muscle Car And Corvette Nationals in Rosemont, Ill., each November — a wildly diverse display of forlorn muscle car treasures. Since the display changes each year as previous participants get restored and new muscle cars are unearthed, there's always a new selection of off-the-hook performance machines to ponder.

The Barn Finds & Hidden Gems display returns year after year because it's also a spectator fave; once the doors open to the Donald E. Stephens Convention Center each morning for MCACN, the Barn Finds & Hidden Gems display fills to the gills with guys and gals who see the potential and dream of discovering their own hidden pavement pounders from the past. Until they — and potentially you — uncover that next dream machine, we present this survey of the newly discovered dream muscle machines of MCACN this past Nov. 18-19.

To see freshly uncovered muscle car gold at next year's MCACN, mark your calendar for Nov. 23-24 and get the full lowdown at mcacn.com. Until then, watch *Old Cars* for more scenes and stars from MCACN 2023.



In the shadow of the Dodge Super Bee and Charger is the Coronet R/T, which had just as much muscle as either of its B-body kin. This 1969 Coronet/ R/T sat in the shadows of a storage unit from the mid 1980s until 2023, when the original owner finally parted with it. The R/T is a numbers-matching 426-cid Hemi V-8 car with a 727 automatic transmission, Y2 Yellow paint and a console among its options. This R/T was ordered without the Scat Pack stripe, so it has die-cast R/T emblems on its rear fenders.



Hard to believe, but there are still Shelybs from the 1960s to be found. This 1968 Shelby GT500 retains its born-with 428-cid V-8 and four-speed transmission, as well as much of its original Lime Gold finish. Mopars 5150 displayed the Shelby and noted it was discovered with a 1970 Plymouth Superbird, both of which had been off the road for many years.



Panther Pink was rare in 1970, when the color officially became available on a Dodge, but you're looking at something even rarer — the only known 1969 Dodge, Plymouth or Chrysler that was originally painted pink. The Super Bee carries a "999" special-order paint code and was bought new at Jim Southars Dodge in Barstow, Calif., according to Mopars 5150, which displayed the car at MCACN. (Part of an original 1970 Dodge Super Bee fender painted Panther Pink was displayed with the car, and the '70 color appeared darker than the pink remnants on the 1969 Dodge Super Bee.) Mopars 5150 said the car was purchased new by Bill McConnell, and they purchased it from his son. The car originally had a white interior and still carries its original 383-cid V-8 and four-speed manual transmission and is a stripe-delete Bee. We're looking forward to seeing this unique Bee restored back to its surely striking original body and interior color combination.



The ultimate muscle car to many Buick fans — and other knowledgeable gear heads — is the 1970 Buick GS 455 with the factory Stage 1 upgrade to a factory-rated 360 hp, plus a four-speed transmission, and this hardtop checked each of those boxes. Although covered in surface rust with a homemade grille from the scrap pile, the GS 455 was relatively solid overall and will hopefully reappear at MCACN in restored condition one day soon.

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Real-deal Buick GSXes with concours-quality restorations are easily six-figure cars, so it's surprising to see one not-yet restored, but it's downright shocking to see one in daily use. This rough Saturn Yellow Buick GSX is one of just 491 built in this color of 678 total 1970 GSXes, and it isn't exactly a barn find, but a daily driver deserving of some love. Even its base 350-hp Gran Sport 455-cid V-8 with 510-lb.-ft. of torque probably makes this GSX too much fun to take off the road to restore — and the mere fact that this rare and desirable car remains in unrestored condition surely makes it an attention getter.



Recently featured in *Old Cars* was the one-off 1970 Hurst/Olds "proposal car" recently discovered in the Pennsylvania brush by Bob Moyer. The car was built by Hurst using a loaded, formal-roofed Cutlass Supreme to which a sunroof and gold stripes and Hurst/Olds emblems were added. The special car was built as a possible Hurst/Olds for the 1970 model year, but Oldsmobile didn't bite, probably due to Dr. Oldsmobile's already extensive lineup of muscular W-Machines that model year. Just as Moyer told *Old Cars*, this proposal car is very rough; the frame appears bent on the passenger side and even the cowl has damage on that side of the car. Rust holes were evident where a vinyl roof once covered the C pillar. The unique metal spoiler is rusty and damaged. Unfortunately, restoring the car would probably be like restoring George Washington's hammer with a new handle and head, which is why the owner expected to leave it in as-found condition.



It may be unrestored, but this one-of-859-built 1969 Mustang Boss 429 already has a happy ending. The Candy Apple Red "Boss 9" raced in Pennsylvania early in its life, but was found by Mopars 5150 in Houston, Texas. The car had last been registered in 1972 and somewhere along the line, its original engine ended up in Wisconsin. At this year's MCACN, the owners of the Mustang solidified a three-year negotiation with the owners of the 429 engine to permanently reunite the two.



Another solid, highly desirable MoPar muscle car brought by Mopars 5150 to the barn find section of this year's MCACN was this 1970 Plymouth Superbird. Although its paint looks close to Plymouth's Petty Blue color, the car was originally painted FY1 Lemon Twist with a black interior. It was one of 408 Superbirds originally built with a 440-cid V-8 and 727 automatic transmission shifted on the column out of about 2,000 total Superbirds. Despite the ravages of time to its body, the car retains its original window sticker and broadcast sheet. This Superbird was found near Clemson, S.C., along with the 1968 Shelby GT500 that Mopars 5150 brought to this year's MCACN barn find display.

Muscle wasn't dead in 1972, at least not at Pontiac. It was still building high-output versions of its 455-cid V-8, and this example was one of them.

The WW5-optioned GTO (Ram Air 455 H.O.) was one of 290 built with either an automatic or manual transmission, this one having the four-speed manual. Although it has areas of blue paint where it isn't covered by gray primer, the GTO was originally painted Sundance Orange.



Purchased new from Don Allen Chevrolet in New York City by the current owner's uncle, this 1959 Corvette has traveled just 59,000 miles. It was used as a daily driver until the early 1970s, when it was parked by original owner Jack Alberti shortly before he passed away. Vandals stole the wheel covers and hardtop and damaged the glass before Alberti's family could store it for safe keeping, and it's been garage-parked ever since.



Dusty and rock-solid-looking 1968 Dodge Charger R/T owned by Don Colbbert appeared to wear its original dark-green paint and period Torque-Thrust mags. It packed the R/T's base 440 Magnum. Dodge built 96,000 or so Chargers in 1968, of which 17,584 were R/T (Road and Track) models.



Clearly built to party, Gary Hayungs' 1971 Dodge Challenger R/T had it all for a good time. Big-block? Check. High Impact color? Check. Clutch-kicking capabilities? Yes. The FY1 Banana yellow R/T with a V6X black sport stripe was built with the E87 440 Six Pack engine good for 385 hp, the D21 four-speed transmission, N41 dual exhaust with N42 bright exhaust tips, the N96 Shaker hood scoop and the A33 Tack Pak Dana 3.54 rear with H6X9 high-back bucket seats and the rear deck spoiler. The car's presence in the Barn Finds & Hidden Gems display implies it's been off the road for some time, yet the R/T looks like it's ready to rock and roll with just a little detailing.





Earning its place in the “Barn Finds & Hidden Gems” display at MCACN was this 1968 Camaro RS 396 car. Weathered and missing some parts, the car had many trappings of a street warrior’s past: wide rear tires, fender flares, a fiberglass hood scoop... the list goes on. It needed everything, but this rare Camaro deserves all of it. There were 40,977 Camaros built with the Rally Sport package in 1968, but there’s no breakdown on how many were built with a six-cylinder or this car’s top dog 396-cid V-8. The car was last licensed in 1982, and is now owned by Kurt Burdick and John Zigler.



Gordy Long brought this 1969 Plymouth GTX with a factory 426 Hemi engine to MCACN, and aside from some surface rust on the top of the fenders, it looked ready for the Wednesday night cruise-in. The GTX is reportedly one of just 99 GTXes built with the dual-carburetor “Elephant” engine in 1969. While it had plenty of “go,” it lacked “stop” action with its standard manual brakes.



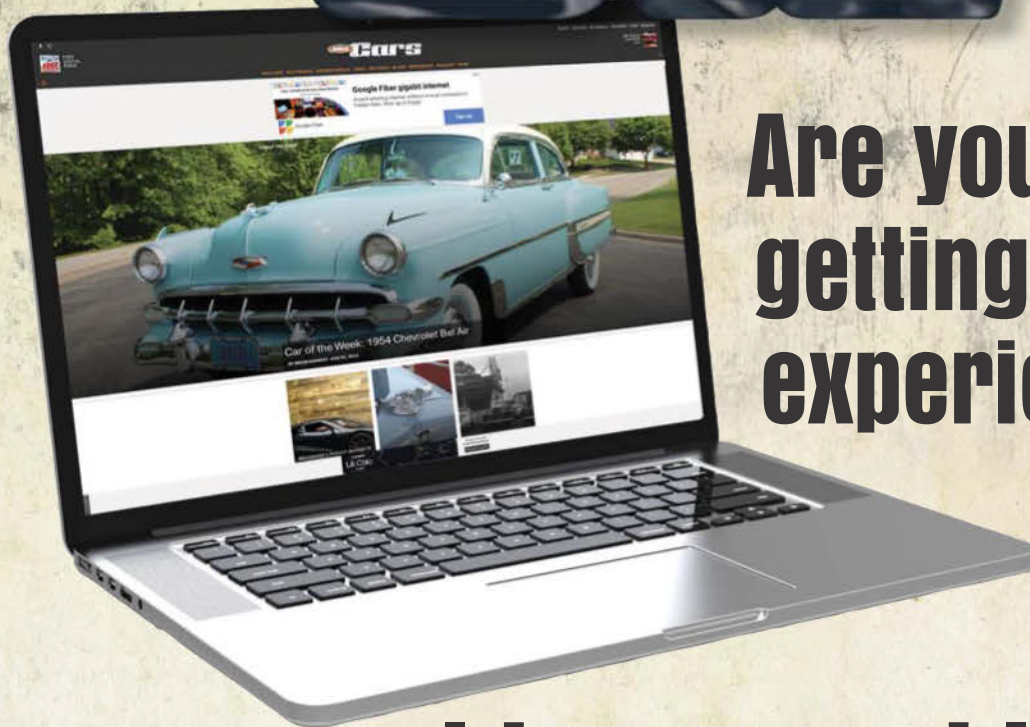
It might look solid in photos, but this 1969 AMC Hurst SC/Rambler had lots of rust issues, but with just 1,512 built for the model year, you’re not likely to find another one, let alone an unrestored and intact example. This SC/Rambler wears the “A” paint scheme and has been hopped up with a cross-ram intake and dual carburetors atop its 390-cid V-8, which might be why the hood’s original “mailbox” is now missing from its top side. Martin Metz brought this wicked gem all the way from New Jersey to MCACN.



You’re looking at the first 1970 Plymouth ‘Cuda built with the 390-hp 440-cid Six Barrel at the Los Angeles Assembly plant. As a pilot car constructed to test assembly line procedures, the options were piled on it: a four-speed transmission, black bucket seats and vinyl top, the light package, 3.54 Track Pac Dana rear-end, power disc brakes, Rallye instrument cluster, left and right chrome sport mirrors, hood tie-down pins, fender turn signals, drip rail and body sill moldings, deck lid molding, bright exhaust tips, tachometer, Shaker hood, black hockey strip and more. The car was painted the High Impact FY1 Lemon Twist yellow color, and as part of its unique nature, its fender tag stated it was also to have a code Y91 “show car finish.”



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This hot 1969 Charger R/T SE has a long list of options and a few understated modern updates. It took \$99,000 to buy it at the Cruisin' The Coast Auction.

Vicari covers all the bases in Biloxi

B. MITCHELL CARLSON REPORTING

BILOXI, Miss. — The Cruisin' The Coast car show has been markedly growing over its 27 years. Now the largest special event of any kind in the state of Mississippi (they even market state lottery tickets with it), the week-long car show is something akin to a Southern version of the Woodward Dream Cruise, as it takes place along a stretch of highway. For Cruisin' the Coast, that road is US Highway 90 from the Louisiana border to the Alabama border, with a host of small events associated with it in every city that is along the route. Held during the first full week of October, this year saw the event set record vehicle attendance when, for the first time, it had more than 10,000 pre-1990 cars registered.

One of the larger events tied to Cruisin' the Coast is the Vicari Auction that is conducted at the Mississippi Coast Coliseum and Convention Center in Biloxi. Pete Vicari has been instrumental in building up Cruisin' to the Coast and has conducted an auction there for 26 years. This year, his Harvey, La.-based auction company attracted 441 automotive consignments for the three days of car sales. While billed as a four-day auction, the first day was exclusively for collectibles and automobilia. While the focus was on the sub-\$200,000 market, there was a wide variety of vehicles to choose from.

With muscle cars, trucks, street rods and resto-mods, Vicari pretty much had something for everyone.

Leading all sales was a 1968 Shelby GT-500KR convertible, hammering at \$191,000. It was a Shelby 1-2 punch for the top sales, with the other example of Carroll Shelby's genius being the next highest sale, a 1967 GT-500 fastback, fetching \$176,000. While initially called a post-block sale at an erroneously stated \$200,000 on the block, a factory-fresh 2023 Dodge Challenger Hellcat Redeye Black Ghost Edition coupe did sell post-block, but at a corrected \$160,000, making it the third-highest sale. Just over half of the automotive lots (229 vehicles) were declared sold over the course of the auction. This was a very consistent sales ratio for each day, with none of the three days of car auctions being more or less dominant for sell-through than the others.

Vicari's next auction will also be in Biloxi, on April 19-20, 2024. Next year's Cruisin' The Coast is scheduled for Oct. 9-12, with a Vicari Auction being a part of it as certain as the tides in the Gulf of Mexico.

The following are representative examples of vehicles that sold at this year's auction:

1969 Dodge Charger R/T SE

2-dr fastback hardtop. **Condition #2, sold for \$99,000.** Factory-installed options, per the fender tag, include power brakes, center console, tinted windshield, remote-control driver's door mirror, fender-top turn signal confirmation lamps, and AM/FM radio. Since it was redone, it now has Rallye instrumentation, modern air conditioning and power brakes. While the car is an actual R/T with SE package and built with a 440-cid V8, it wasn't the 440 that's now in the car. This one is heavily modified with a host of aftermarket performance components, cleanly executed and expertly installed. Stock-style aftermarket steel wheels with wider rims and fitted with radials. Expert bare-body base/clear repaint. Well-fitted replacement vinyl roof. The reproduction seat covers are starting to show wear and surface wrinkling. Poorly repaired crack in the faded steering wheel rim. If the car still had its born-with engine, this would've been a spot-on, market-correct sale, even with the same mods done to it. However, it's not too far out of line, and can best be called full retail for someone who didn't care about matching numbers and wanted a nice B5 Blue Charger.

1965 Ford Fairlane 500 Sport Coupe

2-dr hardtop. **Condition #3, sold for \$14,000.** This example is from the last year of the Sport Coupe trim, introduced along with the all-new mid-sized Fairlane of 1962. Repainted in a non-stock pearl white instead of its original Wimbledon White acrylic enamel. Red simulated carbon fiber-wrapped roof that wasn't trimmed well. Good door fit. Most chrome and trim was refurbished while off the car. Repowered with a crate 347-cid small-block V-8, backed by a center console-mounted shifter automatic transmission. Well-fitted reproduction seats,



door panels, carpet and dash pad. Aftermarket brake light on the rear parcel shelf, molded kick panels with integral speakers and steering wheel cover. American

can Racing 15-inch alloy wheels, which replicate Magnum 500s. When it crossed the block, it failed to sell, but a deal was completed by the end of the weekend. Smart move for the consignor, as finding someone who'd pay more for these mods would not be easy.

1976 Chevrolet Monte Carlo

Custom Cloud conversion, 2-dr coupe. **Condition #2, sold for \$15,750.** The Custom Cloud was the brainchild of Floridian Jon Tedesco. It was squashed by Rolls-Royce due to copyright infringement after less than 100 Monte Carlos were converted. Stated that the 18,575 miles indicated are actual and the car is in all-original condition. Only a few light panel edge chips on the paint applied as part of the original conversion in 1976. Good original bright trim. The

sole modification as part of the conversion to the red velour split-bench seat interior is the four-spoke steering wheel. Factory optional air conditioning, tilt steering column and AM/FM/8-track/CB radio system (appropriately with an Elvis tape in place). More recently applied undercoating from spray cans. Newer wide whitewall radial tires on Zenith wire wheels. A somewhat important



car for Neo-Classics enthusiasts, it crossed the line on what companies such as Rolls-Royce would and wouldn't tolerate as copies. Its originality made this something of a good buy for the few who would truly appreciate it.

1984 Nissan 300ZX GL

2-dr T-top fastback hatchback. **Condition #3, sold for \$14,000.** Well equipped with power windows, power seats, climate control, tilt steering column and cruise control. Decent original paint, with some light gravel chips up front. Moderately scuffed and muted alloy and chrome trim. Smoked glass T-top panels. Sun fade on bumpers sprayed with protectant to make them look darker and glossy. Right headlight is out. Leather seating is glossy from wear. After-



market carpeted dash pad and DIN-mount CD sound system. Heavier wear and discoloration on the 5-speed manual shift knob, E-brake handle and carpet.

Older off-brand tires on dull stock wheels. The first-year of the second-generation Z-car has doubled in value over the last decade, even for driver-grade used cars such as this one.

1969 Dodge Coronet Super Bee

2-dr coupe. **Condition #3, sold for \$68,500.** I had to chuckle a bit when I read the first line of the windshield description: "Dodge Big Block Super Bee..." since all Super Bees were equipped with big-blocks. Thing is, this original 383 car now has a built-up NOM 440 Six-Pack under the Six-Pack lift-off hood. Also fitted with a 4-speed, two-tone blue bench seat, Rally gauges and AM radio. Good base/clear repaint. Replacement roof vinyl well fitted. Modern replacement windshield. National B-Body Club decal in the right rear quarter window. Well-fitted replacement interior. VIN tag sprayed over when the dashboard was refurbished. Reproduction Magnum 500-style wheels. Aftermarket chambered mufflers. Not all that bad of a cruiser, at the upper range of a



condition #3, but not quite there for a low condition #2. Yet with the engine swap, that's all it's really worth — even if Six-Pack

cars are starting to upstage Hemis in the market.

1953 MG TD

2-dr roadster. **Condition #3, sold for \$9,000.** Stated that the car had a “3/4 frame-off restoration.” What? That doesn't even make sense. Perhaps partially refurbished would be more accurate. And at that, it certainly wasn't recently done — maybe not even two or three decades ago. The repaint is heavily cracking on the fenders, and to a lesser extent on the body, but more around the door openings. Overspray on the unpainted sides of the fuel tank, plus polishing compound on the bumper bracket aprons. The bumpers may have been replated a few decades ago, but the bumper guards weren't and they're rusty. Dull grille shell. Newer repaint of the silver knock-off wire

wheels, fitted with modern radials. Upgraded to front disc brakes. Lighter replacement beige seats than the tan door panels and dash-



board. Newer replacement top. Engine bay is getting dull and dingy, with a large electric fuel pump attached to the cowl. The only thing that makes sense about this car is that the price was right if the buyer is a painter and can knock out a respray during the off-season that's good enough to make it look better as the driver it is.

1967 Shelby GT-500

2-dr fastback. **Condition #2, sold for \$176,000.** Copies of the Shelby Research Group report and an Elite Marti Report show the car was restored in recent years to generally match its original configuration. Fitted with the 355-hp 428 Police Interceptor engine with dual four-barrel carburetors, power steering, power disc brakes, shoulder harnesses, fold-down rear seat, AM radio and 10-spoke alloy wheels. The one big exception is that it was made with a C-6 automatic transmission, but now has a 4-speed manual. Excellent repaint, including the blue over-the-top stripes. Typical for '67 Shelybs, the fiberglass hood doesn't fit all that well. Replated bumpers plus reproduction bright trim and emblems. Well-fitted replacement seats, door panels, dash pad and carpeting. Signed by Carroll Shelby on the dashboard over the glove box. Show-quality detailing under the hood, authenti-

cally restored undercarriage, but now a bit dusty. Changed hands as the No. 2 seller here for factory 4-speed money, so call it well sold.



1967 Chevrolet Camaro

Replica SS, 2-dr hardtop. **Condition #3, sold for \$31,000.** The VIN is for a standard trim 6-cylinder, but the body tag is for a Bolero Red with red standard bucket seat V-8 hardtop. At least both tags are from the Los Angeles Assembly Plant. Now fitted with a partially built-up NOM 350-cid V-8, power steering, power front disc brakes, and 4-speed automatic transmission. Haphazard fitment under the hood, but at least its not a greaseball. Average old repaint with painted-on, over-the-top stripe. Wide white pinstripe added on top of the body character line on each side. Replated bumpers plus all repro-

duction badging. Seats and door panels redone in white, with an added stock-style center console



incorporating a modern production grab-bar shifter with a 4-speed auto quadrant. C3-era Corvette steering wheel. Rusting out at the top of the dashboard at the base of the windshield. Modern mag wheels on radials. While this may seem like it was a decent buy, this was probably a car to avoid. No wonder it was offered at no-reserve.

1987 Mercedes-Benz 560SL

2-dr convertible. **Condition #3, sold for \$14,000.** Equipped with both types of tops and chrome-plated alloy wheels. Aftermarket sound system replaces the stock radio. Stated that the fuel system was just serviced, but referred all other maintenance to what was on CarFax about the car.

Wears pretty good, mostly original paint. Its greatest distress is a gouge in the center-mounted stop-lamp pod on the driver's side. Used-car level of dingy



under the hood and under the bodywork. Seats are just starting to develop some light surface cracking, but are

not busting through. High-gloss from wear on the steering wheel. All in all, in pretty decent shape for having 131,120 miles. And before the Mercedes faithful start chiming in that those are barely break-in miles, there's only truth in that statement if the car has been regularly maintained. Not catching up to deferred maintenance, but regular upkeep by folks who know their way around these cars, by those who are willing to spend the money to keep them in shape. Otherwise, you'll spend a lot to just keep it hobbling along. This example seems to be closer to the former than the latter, but don't confuse the white paint as a sign of purity in upkeep. Well enough sold.

1979 Dodge Li'l Red Express

2-dr SWB step-side half-ton pickup. **Condition #4, sold for \$15,000.** Mostly original paint and graphics, which are somewhat distressed with scratches and edge lifting, respectively — not so much that it doesn't look decent from 10 feet, but it's not a patina truck, either. Tailgate is the most heavily worn body part. All of the wood has not seen a can of varnish since the truck left the factory. Aftermarket chrome double-tube rear bumper. Doors don't fit or shut all that well, even for a 1970s pickup. The bench seat was redone in a non-stock red and black vinyl. Aftermarket steering wheel and floor-mounted ratchet shifter for the automatic transmission. The nub for the



stock column shift lever is still in place. Modern DIN-mount sound system cut into where the stock radio used to be. Dingy but mostly stock under the hood. If

there was a poster truck for the 1970s, the 1978-'79 Li'l Red Express would be it. For over the last decade, they have been the top of the 1972-'80 Dodge pickup food chain for pricing. While there has been some cooling off on their prices, it's not by much, and this is actually full retail market correct for this one — scratched paint, weathered wood, warts and all. At least the new owner can run it hard guilt-free.

1965 Chevrolet Corvette

2-dr. convertible. **Condition #3, sold for \$75,000.** Powered by the standard 250-hp 327-cid V-8 with optional 4-speed manual transmission and AM/FM radio. Reproduction knock-off alloy wheels fitted with modern radials. Good quality base/clear color change repaint from the original Glen Green. The interior soft trim has been expertly replaced in black, rather than the original green. Also fitted with an older Hurst shifter. The engine had a spray-can repaint a few years back, all ancillaries fitted when painted, with a host of overspray. At least the stock air cleaner was taken off the motor when it was repainted. The wheel wells have some filler added, but at least they weren't shaved down for



tire clearance (although the right rear is quite close). OK fitment of the replacement top. Initially failed to sell with a \$60,000 high bid., but before

the next lot ended, it was announced that this car had sold. Well sold for a small-block color-changed driver.

1966 Ford Mustang

2-dr hardtop. **Condition #3, sold for \$16,750.** 200-cid six-cylinder with automatic transmission. Newer economy-grade color-change repaint from the original Medium Sage Metallic. At about the same time, roof vinyl was redone in white, but wasn't well fitted at the C-pillar trim and is curling up. Good, solid door fit. Mostly original bright trim. New seats, door panels, carpet and dashboard pad in the stock black. Fitted with a 1990s AM/FM/cassette deck and period accessory air conditioning (which must have taxed the inline six-banger to the max if it was going up a hill). The engine has been resprayed at least twice, previously in a lighter-than-stock blue (including the air filter housing) and recently in correct darker blue (including the oil filter), as 1966 was the first year for Ford Corporate Blue for all engines in all Ford, Lincoln and Mercury vehicles. The under-carriage has plenty of red and primer



gray overspray. Within the last two years, even six-banger Mustang hardtops — traditionally the bottom peg of pony car desirability — have essentially doubled in price. As such, this was actually a market-correct sale for this done-on-the-cheap driver.

1967 Pontiac GTO

2-dr hardtop. **Condition #4, sold for \$33,500.** Despite stating that there was documentation confirming this car as it is from Pontiac Historical Services, none was displayed. Why not display a copy of it? More prudent, the Fisher Body tag confirms it's a GTO hardtop. OK trim. Masked-off repaint, in more of a light blue that the original Silverglaze. The repaint is almost identical to the correct Pontiac light-blue metallic on the WT-code 335 HP entry-level 400-cid engine. Backed by a 4-speed manual, which matches the engine code as correct for it. Dull and scuffed trim and chrome. Fitted with a hood tach, with a heavily fogged bezel with overspray. Older roof redo, with a non-stock type of vinyl over rust blisters on the C-pillars. Generally



clean engine bay, but the missing heater hoses are not connected to the open heater core. Tattered hood insulation. Splotch finish on the seats and dash

top. Hurst shifter poking out of the stock console. Sloppy aftermarket gauge fitment below the dash. Across the block, the reserve was met at \$30,000, getting several more bids for more money that it really deserved.

1957 Oldsmobile Super 88 Holiday

2-dr hardtop. **Condition #3, sold for \$52,500.** Optional J2 triple two-barrel-carburetor induction, but now fitted with aftermarket small individual chrome air cleaners. Also has non-stock modern wire wheels with 1970s Olds Rocket logo caps on the tri-bar spinner centers, fitted with modern wide whitewall radials. Good color-change trim-off repaint from the original black and



red, with plenty of overspray on the chassis. Most bright trim was refurbished while off the car for the repaint. Aftermarket antenna mounted so it slants outboard. Blue-dots fitted into the tail lights. Cleaned-up undercarriage, with hood hinges painted gold (not fake cad plate). Most of the interior was redyed, including the seat, which has some of the dye worn off the pipping. When it came up onto the auction block, it was bid to \$52,500, but initially failed to sell. However, one lot later, it was announced from the block that the bid was accepted and sold.

1961 Studebaker Hawk

2-dr sedan. **Condition #3, sold for \$13,500.** Nobody was able to unlatch the hood, so it stayed that way. High-quality trim-off repaint. While off the car, all the external chrome and stainless was professionally refurbished. As for the inside trim, not so much. However, the upholstery work is quite good, to include the door panels and dash pad. New carpeting. Modern custom-upholstered cup and phone holder between the front bucket seats. Stock 3-on-the-tree manual transmission. Varying degrees of fading of the original woven seat belts. OK door gaps and fitment. Sloppy and lightly applied spray-can undercoating, with overspray on the dual exhaust. You see a lot more GT Hawks from the early 1960s than these Hawks. However, this was Studebaker's sole model above the Lark in 1960 and 1961. The Hawks of these two years were only available in this body style, and only in 1961 saw an optional 225-hp 289-cid V-8. This example has the standard 210-hp 289, so we're told. It's easy to see that more was spent to get it here, but they didn't go all the way on it, so this was a somewhat good buy — especially if you know how to get that hood open. **OC**



With a hammer price of \$13,500, this 1961 Studebaker Hawk looked like a pretty good bargain in Biloxi.

Old Cars Calendar

NOTE: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Calendar, email us at oldcars@aimmedia.com

SHOWS

ARIZONA

Jan 21 AZ, Scottsdale. Barrett-Jackson Future Collector Car Show (FCCS) presented by Meguiar's. Polo Field at WestWorld of Scottsdale. FCCS. Barrett-Jackson.com.

CALIFORNIA

Mar 23-24 CA, Pleasanton. Goodguys 40th Grundy Insurance All American Get-Together. Alameda County Fairgrounds. www.good-guys.com/aagt.

Apr 19-21, CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

FLORIDA

Jan 19-20 FL, Bushnell. Vintage Trucks of Florida 11th Annual Winter National Truck Show. Sumter County Fairgrounds. 8am-5pm. All trucks welcome. www.vintagetrucksfl.com
Facebook: Vintage Trucks of Florida. 352-457-1557

Feb 29-Mar 3 FL, Amelia Island. The Amelia - Amelia Concours d'Elegance. www.ameliaconcours.com

ILLINOIS

Dec 10 IL, Tinley Park. Tinley Park Annual Holiday Show. Tinley Park High School - 6111 West 175th Street. 10am-2pm. www.uniqueeventsshow.com/shows-1/tinley-park-annual-holiday-show

Feb 25 IL, Wheaton. 83rd Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds. 9am-2pm. Past-Time Hobbies Inc. 630-969-1847

INDIANA

Dec 7-9 IN, Indianapolis. Indiana Performance and Racing Industry Show (PRI). Indianapolis Convention Center. 1-949-499-5413. mail@performanceracing.com, www.performanceracing.com/

IOWA

Feb 24-25 IA, Monticello. 55th Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center, 766

N. Maple St. Sat. 11am-10pm, Sun. 8am-7pm. Galen Muller, 319-465-5119. www.rodandcustomcarshow.com

MARYLAND

Mar 23-24 MD, Westminster. The Sugarloaf Mountain Region of the Antique Automobile Club of America 54th Annual PARTS & SWAP Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. 8am-4pm. www.smraaca.com or Jack Gallagher 301-674-5431 to register

NORTH CAROLINA

Apr 19-21 NC, Raleigh. Goodguys 9th Griot's Garage North Carolina Nationals. North Carolina State Fairgrounds-1025 Blue Ridge Blvd. www.good-guys.com/mcn

SOUTH DAKOTA

Feb 16-18 SD, Rapid City. 24th Annual Counts Car & Cycle Show. The Monument. Fri. 5-9pm, Sat. 9am-9pm, Sun. 9am-3pm. www.countscarclub.com

WISCONSIN

Dec 3 WI, Waukesha. Milwaukee Miniature Motors Show. Waukesha Exposition Center. 10am-2pm. www.uniqueeventsshow.com/shows-1/milwaukee-miniature-motors-show-

AUCTIONS

DECEMBER

Dec 8 UK, London. The Bond Street Sale. bonhams.com

JANUARY 2024

Jan 2-14 2024 FL, Kissimmee. Mecum Winter Kissimmee Sale. www.mecum.com

FEBRUARY

Feb 2 FL, Naples. Naples Motorcar Auction. www.saratoga-autoauction.org/

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In. 15151 North Cleveland Ave. 4-7pm.

Tuesdays CA, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

Tuesdays IN, Michigan City. Great Lakers Auto Club Tuesday Night Cruise-In. Al's Super Market - 421 South Franklin Street. Darrell M Stahoviak 219-785-4530



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Second and fourth Tuesdays, WI, Oconto. Cruise with The Rev. Second and fourth Tuesdays. Leaves from former Koehn Auto on South Main St. Assorted destinations. Starts 4pm.

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30pm

Wednesdays FL, Kissimmee. Old Town Kissimmee Themed Car Shows. 5pm. myoldtownusa.com/events/wednesday-night-car-show/

Wednesdays MD, Upper Marlboro. PAR-A-DIGM Presents High Heels & Corvettes Sophistication Meets Power. 5010 Brown Station Road. Randy 240-354-4752

Wednesday Nights WI, Howard. Duck Creek A & W Cruise Nites. Velp Ave. Every Wednesday night. 4 pm-dark.

Wednesday Nights PA, Morgantown. Cruise-In Car Show. Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA (behind McDonald's and Holiday Inn) 4-8pm. 610-901-3804

Wednesday Nights WI, Slinger. Raceway Wednesday Night Car Show. Raceway Bar & Grill - 711 E. Washington. 5-9pm 1-262-297-1700 or 1-262-388-3570.

Wednesdays MI, Hickory Corners. Weekly Gilmore Wednesday Night Cruise-In. Gilmore Car Museum. 5-8pm. www.gilmorecarmuseum.org

Second Wednesday of the month IL, New Lenox. American Legion Post 1977 Cars & Stripes Cruise Nights - 14412 Ford Drive. 5pm.

First Thursday of the month through November, CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm. 5-8pm, www.sactomfo.com/calendar

First and third Thursdays, WI, Oconto. Oldies with The Rev. Shake-A-Burger. 107 Brazeau Ave. Starts 4 pm. 929-834-6200.

Second Thursday of each month PA, Altoon. BCAAC Monthly Meeting. Bavarian Aid Society, 7pm, 814-937-1890

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869

Thursdays FL, Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm-7pm. 239-995-3999 www.shellfactory.com

Thursdays East Coast Drifters Cruise-In, MD, Accokeek. Wendy's in Mannoek Shopping Center - W. 228 Accokeek. 6-9pm. Bobby 240-682-6432

Last Thursday of every month, CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. 7-9pm.

Fridays FL, Kissimmee. Old Town Kissimmee Muscle Car Show & Cruise. 3pm. www.myoldtownusa.com/events/wednesday-night-car-show/

Fridays Year Round MD, Laytonsville. Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. Members meet in Italian restaurant during bad weather, 5-8pm

Friday, MD, Glen Burnie. Friday Cruise Nights. 6711 Ritchie Hwy, Tom 443-838-0948

First Friday of the Month, NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8am. Hosted by Cadillac DropTops. Hal Sheaks halscars@cox.net 702-203-0035

Friday Nights CA, Northridge. Cruise Night. Bob's Big Boy - 8876 Corbin Ave. 4pm

Friday Nights CA, Burbank. Valley Cruise Nights. Fosters Freeze - 201 South Glenn Oaks Blvd. 7-9pm

Friday Nights CA, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

Friday Evenings MD, Laytonsville. (Year Round Cruise-in): Laytonsville Cruise-In Members meet in Italian restaurant during poor weather conditions. 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or email inex01@verizon.net

Saturdays NJ, Branchville. Wanderers Car Club Saturday Cruise-In. 3pm till close. JumboLand Diner- 438 Route 206 North

Saturdays FL, Kissimmee. Old Town Kissimmee Classic Car Show & Cruise. 1pm. www.myoldtownusa.com/events/wednesday-night-car-show/

Saturdays FL, Kissimmee. Show Car Saturday Nights. Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights

Saturdays VA, Sterling. Potomac Falls Cars and Coffee. Calvary Temple - 50214 Triple Seven Road. 7-9am. 703-430-7307, www.calvarytemple.org

First Saturday of the month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure - 550 Deep Valley Road. 7-9pm. www.pvconcoors.org

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am.

Saturdays MD, Brookville. Silo Cars N Coffee. 19501 Georgia Avenue. 9am-noon

Saturdays MD, Damascus. Cars & Coffee. By the Dunkin Donuts in the Safeway shopping center off Main Street. 7:30-10:30am until cold.

Saturdays MD, Bethesda. Cars N Coffee. Corner Bakery - 10327 Westlake Drive. 8-10am

First Saturday of each month NV, Las Vegas. Sonic Drive-In Cruise nights at 6455 W. Sahara (at Torrey Pines) 3-7pm. Cadillac Drop Tops Chapter. halscars@cox.net

Saturdays CA, Santa Clarita. Saturday Night Sleds - Walmart Parking Lot - Carl Boyer Drive. 5-8pm.

Saturday Nights IN, Central Indiana. Vintage Vehicles Cruise In. Noblesville Courthouse Square. 4:30-8:30pm. Dave Shank 317-674-8045, Larry Grabb 317-710-2585, www.civv.club.com

Saturday Nights IN, Noblesville. Courthouse Square. 4:30pm to 8:30pm. Hosted by Central Indiana Vintage Vehicles. Dave Shank 317-674-8045, Larry Grabb 317-710-2585. www.civv.club.com.

First Saturday of each month FL, Englewood. Cruise-In Dearborn. Downtown Englewood. 4-8pm. Contact tom Brooks 941-815-6204

Second Saturday of month CA, Chatsworth. So Cal Cruising' The Munch Box. 21532 Devonshire St. 5-9pm. All Cars Welcome

Third Saturday of the Month, TX, Georgetown. "Pistons on the Square" Cruise-In. 8-10am., www.facebook.com/pistonsonthesquare

3rd Saturday CA, Grand Terrace. Blue Mountain in City Terrace Cars & Coffee. 22365 Barton Road. 8-10am. galloj1m@outlook.com, Facebook at: www.facebook.com/GTCarsAndCoffee or on Instagram at: www.instagram.com/grandterracecarsandcoffee

May - October last Saturday of month. All Gateway Classic locations. Cruise into Gateway Classic All makes and models welcome. 9am-noon.

Last Saturday of the month CA, Winnetka. Cupid's Cruise. 20030 Vanowen St. 4-8pm. www.cupidshotdogs.net, cupid-shotdogs@gmail.com, cupidshotdogs@gmail.com

Last Saturday of each month CA, Winnetka. Cruising' Cupids Hot Dogs - 20030 Vanowen Street at Quakertown Ave. 4-8 p.m.



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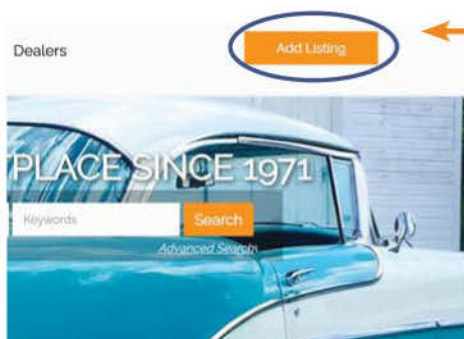
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WANTED: SUNBEAM from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

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WANTED: CORVETTES 1953-1969, will pick up from anywhere in the USA, top price paid in any condition please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039379

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9270 JAGUAR CARS

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WANTED: JAGUARS, all XKEs, E-types and XK 120, XK 140, XK 150s, all roadsters and coupes, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039416

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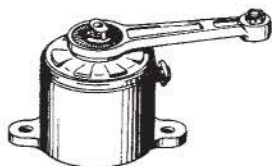
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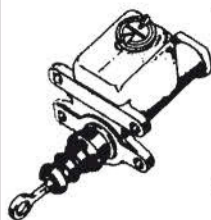
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