

old cars

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Inside 5 Hobby Businesses

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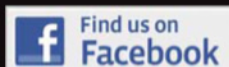
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What the Experts Say

For more than 10 years, *Old Cars*' second issue of the year has turned the spotlight onto some of the businesses that help support the hobby by supplying the much-needed parts and services that keep our old cars and trucks on the road, and often help support this publication by advertising those parts and services on its pages. Through the years of annually checking in with the businesses that are working to keep vintage vehicles rolling, trends and even a few truths become evident. After talking with several people who run these hobby businesses for this 2024 edition of *Old Cars*' "Meet the Industry" issue, and even some of the other stories in this issue — namely, B. Mitchell Carlson's auction report — I've come away with a few hobby thoughts going into the new year.

The hobby is not in danger of going away as longtime hobbyists "age out." As Rick Schmidt of National Depot noted, he's been such hearing doom-and-gloom stories about the hobby dying out since the 1970s, but here we are. The fact of the matter is, people rarely have the time and money to participate in the hobby until their careers are firmly established and their kids have flown the nest. In most cases, enthusiasts don't have the time or money to enter the old car hobby — which is a relatively expensive hobby — until they are in their 40s or 50s, at the earliest. This is a good reminder to myself, who entered the hobby "backwards": I started buying cheap old cars while I was still in school, and kept them, and didn't start a family until I was in my mid-to-late 30s. Now that I am shuttling kids to Boy Scout meetings, dance lessons and baseball and football practices, I can relate to the lack of time and money required to be an active hobby participant. And now that I've entered parenthood so late, I only hope I still have the energy to work on old cars once our youngest kids are on their own!

But will new generations want our 1955 Chevys, Model A Fords and 1970 Plymouth 'Cudas? Probably. Now that modern cars generally have an emphasis on aerodynamics rather than unique styling (ever notice how the front ends of newer cars cut the same profile?), and that complicated computer systems make it more difficult to repair, let alone restore, a modern vehicle, old cars will maintain their wide appeal. Even today, advertising and other media meant to appeal to younger generations still occasionally use vintage vehicles to get the attention of Gen X, Gen Y, Gen Z and all the rest. In his interview with *Old Cars* Editorial Director Brian Earnest, Darin Roberg alluded to this appeal of yesterday's "analog" vehicles versus today's computer-operated cars, as did Mr. Schmidt, who noted the cars that people can work on in their garages seem to maintain their appeal compared to those that require computers to keep operating.

Regardless of the nature of these truths, every hobbyist has a part to play in perpetuating the hobby. Even if we aren't out there reproducing parts, restoring vehicles or creating new parts or other services, we can extend the reach of our treasured hobby by exposing people of all generations to old cars. And that is simply done by getting our vehicles out to shows and cruises. We can even expose the hobby in our own driveways by taking the time to talk "old cars" with people of any age who stop to ask questions.

That sounds like a win-win to me.



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Yvette VanDerBrink says, "It's always fun to work with families to show them treasures that they have. There are so many people that don't realize what they have until often it's us, that's lets them know." One of these instances was the now infamous, Lambrecht Chevrolet auction in Pierce, NE in 2013. Yvette worked with the family, and what they thought was a "not a big deal" and became noted as the #3 Most Earth-Shattering Auction in the World. Over 20,000 people ventured to a soybean field in Nebraska for a chance to see New Chevrolet cars and trucks that had been squirreled away by Mr. Ray Lambrecht. It still is talked about among collectors to this day.

VanDerBrink Auctions in 2023, worked with many families to sell their collections. VanDerBrink Auctions saw strong prices on collector cars, Antique Tractors, Motorcycles, LAND in 2023. Several Thousand people flocked to Iowa for the Iowa Trans Am Hoard in Waverly, IA. Mr. Steely had nearly 75 Trans Ams and Firebirds along with hundreds of Trans Am parts hidden away and only to find light at auction sold by his Widow. Strong money for Pontiac Projects. The LangLitz Big Block Hoard in Idaho was featured in Hotrod Magazine and after his passing was sold in September 2023. Corvettes, Camaros, Chevilles, and 116 vehicles in total along with THOUSANDS

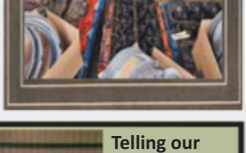
of Chevrolet Big Block Parts. Thousands of people ventured to Roy's place from all over the US and beyond for a piece of this collection. Corvettes that had sat for 25 Years, Many projects, and more. A 1967 Corvette Stingray that hadn't started for 25 years sold for \$231,000! A mystery 1970 Chevelle Project sold for \$48,000 and the high prices continued all day. Many LS5, LS6 motors, 4 speed transmission, Big Block heads, and anything to build that Chevrolet Muscle was sold over 2 days. Vintage Motorcycles were strong and continues to be strong. The Sorenson Collection in Iowa gained National attention and 100 Plus units sold in September in 103 degree heat in Iowa. The Soneff Master Garage had Many MOPARS and more tucked away in building in Denver, Colo. And finally sold to avid collectors.

VanDerBrink Auctions also sold Several farms in Minnesota. Farmland is in High demand and VanDerBrink Auctions proved again that proper marketing brings the results. Auction is the best way to liquidate a collection and determine value. It's also the fastest way to turn your assets to cash. Any auction that is well advertised, with active bidding, online, onsite, or live, will bring what the market will show that day in time. I understand how important of a decision it is to have an auction and what is involved. "It doesn't matter if your collection is in a field, museum, or scattered on a farm hidden in buildings, VanDerBrink Auctions, LLC wants to with you and your collection. We want to work with you.

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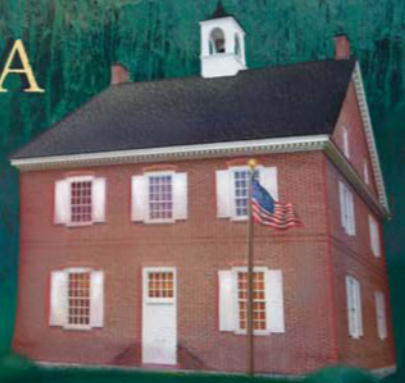
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Praise from a Hudson fan

Thank you for that story in the Dec. 1 issue of *Old Cars* featuring the 1951 Hudson Hornet convertible. It's amazing that Mr. Kennedy has had some 345 Hudsons over the years!

Our family only possessed four Hudsons: a '48 Commodore (like the car in the film "Driving Miss Daisy"); a '51 Hornet Club Coupe; a '51 Hornet convertible; and a Commodore 6 with Twin-H and Dual-Range Hydra-Matic.

I used to stop by the Miller Motors Hudson dealership in Ypsilanti, Mich., during the 2000s, while as Jack Miller was restoring a Texas Tan '53 Hornet Hollywood Club Coupe there; he said the museum would never sell it. However, when I called back later, they said it had been sold and was trailered off. Anyway, it was interesting to see that multi-year effort completed.

John Orfe, Schererville, Ind.

No hot air killed a Chevy deal

In 1959, I was 16 years old and encouraged by my father to find a car to drive to school. I went to several local car lots and found a bargain-priced car identical to the 1954 Chevrolet Bel Air recently featured in *Old Cars*. I was sure my dad, who was going with me to check out this deal, would laud my selective skills. But as my dad slipped into the passenger seat, he remarked, "Did you notice this car has no heater?" As a lifetime resident of Indiana, I had no idea cars were sold without heaters. That killed the deal, and my first car became a 1951 Ford Tudor, which was so good I have owned several Fords since then!

Jack Harlan, via email

'City cars' versus 'suburban trades'

The recent "Hop In" about the difference in buying cars from metro and suburban areas reminded me of few things.

My father was the sales manger of our local Dodge dealer from the early '60s to the mid '70s. Back then, the dealership was considered pretty far from Philadelphia, but not so much anymore with city expansion. The dealership always had city cars and local cars. Many times the used cars on the front line of the dealership had on the windshield "suburban trade" or "sold and serviced by us." People didn't want a car from the city as they were always a bit rougher with dings, etc.

There was a back row of cheaper "city cars" you could buy before they were disposed of. For a while, Dad had a North Carolina dealer coming up with a car carrier and buying all the rougher vehicles; for some reason, used cars were hard to get in the South at that time.

My point is, there was nothing like the clean, low-mileage local suburban cars back in the day, and they always brought top money. As a matter fact, people were waiting to buy another customer's old car when they traded it in. I remember Dad making calls when local trades came in. "Mr. Jones just traded in his '66 Dodge on a new 1968," and Mr. Smith would run right over and trade in his 1962 Dodge for Mr. Jones' 1966 trade in. And many times, someone was in line to buy Mr. Jones' '62, and that person was most likely me!

It has changed now with the mega dealers and big auctions; the small-town deals are long gone.

People today can't believe when I tell them I bought a rough 1963 Chevy II station wagon off that back row for \$15. Yep, it was a city car!

Ernie Tomlinson, via email



"I've never been into station wagons until we moved out to the country a couple of years ago," says Dave Kinkel, of Cary, Ill. "Then I told my wife that I've got the bug to get a wagon now. I saw the Fiesta [from an *Old Cars* article] at a Lemont, Ill., cruise night and thought it was perfect for me. I approached the nice owner and made him an offer, but he wasn't ready to part with it. Disappointed, the search went on. Then I found this '64 Buick LeSabre Estate Wagon; perfect for me since I already have a '64 Buick Wildcat convertible. This time the owner was willing to sell it. It's equipped with almost every option Buick offered, including a 425 dual-quad Super Wildcat V-8."

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The Scoop



Hobby News & Views

Corvair Foundation hoping to build new museum

GLENARM, Ill. — The Corvair Preservation Foundation (CPF) has launched a new capital campaign with a goal of raising funds for the construction of a new building for its National Corvair Museum. The CPF says it plans to “provide accommodations for our donated vehicles, engine displays, historical artifacts and production-related archives within the envisioned new facility.”

The current museum, located at 10041 Palm Rd. (Old Route 66) in Glenarm, is rented space and not large enough to display all of the group’s growing collection.

Anyone interested in making donations can contact Carl Jones at developmentdirector@nationalcorvairmuseum.org, or call 253-988-2275. For more information, visit www.nationalcorvairmuseum.org.

Museum’s 1903 Clement completes veteran car run

The JBS Collection’s 1903 Clément 12/16 HP rear-entrance tonneau, owned by Jack Boyd Smith Jr., of Elkhart, Ind., earned a completion medal at the annual London to Brighton Veteran Car Run — the longest-running motoring event in the world. The Veteran Car Run was established in 1897 to commemorate the Emancipa-



1903 Clement 12/16 HP rear-entrance tonneau

www.thejbscollection.com

tion Run of 1896, which celebrated the Locomotives on Highways Act that eased early motor vehicle laws in the United Kingdom.

The event gathers pre-1905 Edwardian-era vehicles to drive along a 54-mile course between London and Brighton, England. Participants, not allowed to exceed an average of

Reader Photo



Dan Bradshaw shared this great photo of his family, “likely taken in northern Utah in 1934. My great-grandmother is sitting on the bumper of the Hupmobile on the left. My mom and her sister on sitting on the fender, my mom would be 8 years old and is wearing the light dress.” The car next to the Hupp appears to be a ca.-1931 Oldsmobile.

20 mph during the run, drove along the old A23 road and to the eventual finish at Preston Park, a suburb of Brighton.

Vehicles that reached the finish before 4:30 p.m. were awarded a medal for successful completion of the course.

Carlisle Auctions' Florida sale canceled for 2024

LAKELAND, Fla. — Carlisle Auctions has canceled its Lakeland Winter Collector Car Auction scheduled for March 1-2 at the Sun 'n' Fun Expo Campus in Lakeland.

"The winter auction would typically take place in February, but due to date availability options during the scheduling process, March dates were selected for 2024," the company said in a press release. "Recently, a date conflict was identified when it was reported that the auction was scheduled for the same weekend as the popular Amelia Island Concours d'Elegance in northeast Florida. Out of respect for our automotive enthusiasts and our friends at Amelia Island, a one-year hiatus of the winter auction has been implemented, with a planned February 2025 return."

The company will continue in 2024 with its two Pennsylvania-based offerings: the Spring Carlisle Collector Car Auction (April 18-19) and the Fall Carlisle Collector Car Auction (Oct. 3-4). Both auctions are held at the Carlisle Expo Center. For more information, visit www.CarlisleEvents.com or www.CarlisleAuctions.com.

Pair of collector cars swiped from Ohio parking garage

ROCKY RIVER, Ohio — Police are on the lookout for a pair of collector cars that were recently stolen from a secured parking garage. Thieves made off with a 1966 Chevrolet Impala SS convertible and 1970 Pontiac GTO that belonged to the same family. The cars were under car covers and

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Wreck of the Week

This 1958 Ford Custom 300's driver fights a fire that started within the dashboard for no apparent reason. Ice-covered roads delayed the arrival of fire fighters, which was bad news for the car.



Rusty Herlihy collection

the Impala SS had been stored in the same location for more than 20 years, according to a story reported on www.Cleveland19.com. The family is offering a \$1,000 reward for information leading to the cars' recovery.

Springsteen's drummer Weinberg suing restorer in Florida

FORT LAUDERDALE, Fla. (AP) — Bruce Springsteen's drummer, Max Weinberg, is suing the owners of a Florida car restoration company, saying they stole \$125,000 by falsely promising him a like-new 1957 Mercedes-Benz and then using his money for personal expenses.

Weinberg is seeking \$375,000 from Arthur Siegle, members of his family and their Investment Automotive Group, Inc. in a lawsuit filed in Palm Beach County. The Mercedes-Benz 190SL roadster they claimed they could deliver had significant damage and rust, and they knew it could not be restored to like-new condition when they took Weinberg's \$125,000 deposit almost three years ago, according to the lawsuit.

A subsequent law enforcement investigation concluded that the Siegles used little or no money from Weinberg's deposit on restoring the car, but instead paid off credit cards and made deposits to personal accounts. No criminal charges have been filed.

Weinberg says he paid \$125,000, a down payment on the \$225,000 sale price. The balance was to be paid when the car was finished.

Within weeks, Weinberg became worried about the car and hired an expert to inspect it at the Siegles' shop. The inspector, Pierre Hedary, found significant rust, welds that had been improperly made, evidence that the car had been in accident and several other major problems. He said the car wasn't even a 1957 as the Siegles claimed, but a 1956.

When the Siegles refused to refund Weinberg's money, he filed a complaint with the Broward Sheriff's Office. The Broward State Attorney's Office said the case remains under review. **OC**

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

Weathered Wheels



"Even with faded paint, door dings and pine needles collecting on it, this 1966 four-door hardtop Imperial deserves a better fate than being left outside with winter coming on," reports Steve Isola. "Parked in a side yard in a small town north of Duluth, Minn., this solid, straight luxury car from Chrysler Corp. has all its glass, trim and wheel covers intact. With unique headlights and distinctive rear bumper/taillight treatment, these were smooth-riding, top-of-the-line offerings back in the mid-'60s, powered by a 440-cubic-inch V-8. Average gas mileage was estimated at (gulp) 9.5 mpg."



Low Ceilings?

Lift
Capacity
7,000 lbs.

Lifting
Height
48"

Lock
Positions
7

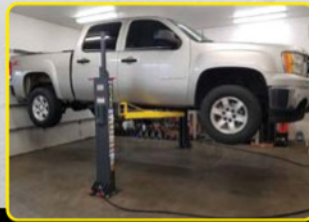
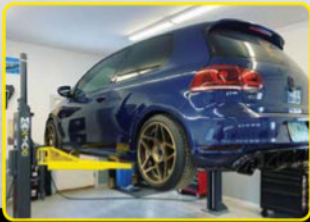
Min.
Height
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Quick bites from some top-notch car clubs ...

Almost every car club member you will ever meet has comments about the hobby. Here is a recent selection from several car club publications.

— Moon Car Club — “Another upgrade I made was to add the period-correct side trunk that I have seen in an old Moon picture” appearing in *The Silver Shell*, Jeff Buckley, editor (MoonCarClub@gmail.com).

— “The 1967 Mustang was much larger than previous models and featured a big-block V-8 engine.” Picture appearing in *The Gas Buggy Gazette*, Gettysburg Region, AACA, Angelica Yost, editor (gettysburgregionaaca@gmail.com).

— It’s back: “Cadillac is renting out space in Australian malls and will reportedly use the storefronts to sell the Lyriq, Optiq and Escalade IQ in their own high-end spaces ... planning a long-awaited return to the Australian market and will borrow a page



from Tesla’s playbook.” The make has been absent from points of sale in that land since 1969; news appearing in *FINZ*, Ron Melville, editor in New Zealand (ron.melville@eves.co.nz).

— Check with your sources for simple pieces (Fabricating Copper Core Spark Plus Wires) — “Tools and supplies are: a soldering iron, good rosin core solder, small screwdriver to bend the copper over in the terminal, Dremel or brush to clean brass terminals, dual wall heat shrink used for bare plug end terminals, wire strippers or a sharp knife to trim the insulation on the wire, and scissors,” says Brandon Wight in *Hudsonews*, Dixie Chapter, Hudson-Essex-Terraplane Club, Richard Low, editor (dicklow@bellsouth.net).

Listen to your club’s fellow members and you may grace your days with more wisdom and ideas! **OC**

Vintage ad of the week

By the *Old Cars* staff

You had us at “Ramrod”.

We’re suckers for all the great old Dodge “Scat Pack” advertisements, and we’re certainly suckers for the awesome 1968 Charger R/T. And we always dig that bumblee guy who’s seen burning rubber with his nose to the road. Throw it all together and scream “Ramrod” at us and we’re buying whatever you’re selling!

The driver in this ad is melting the F70 x 14 skins off a new green ‘68 Charger R/T with a 440 Magnum rated at an angry 375 hp.

They could have thrown a Super Bee, Coronet R/T or Dart GTS in the ad ... we don’t care. They were all hellacious muscle cars, and the great Dodge Fever marketing campaign produced a lot of great magazine ads.

RAMROD

DODGE CHARGER R/T

There you were with your plug wrench clutched in a set of badly battered knuckles, wiping the other paw on the back of your jeans, when this black maw of a grille attached to a wingless Mach 2 jet throbs up. “Ha,” you scoff. “Bet he has to beat it with a whip to even get it out of the garage.” With a snick that can only mean close-coupled four-speed and a howl that says 440 cubes

of mean, it disappears. Charger R/T just arrived. End of the road for the do-it-yourself kit, Charlie.

STANDARD R/T EQUIPMENT

- 440 CID, 375-HP (4-bbl.) V8 • Dual Exhausts
- HD Suspension Package • HD Brakes
- F70 x 14 Wide-Treads

OPTIONAL

- The Hemi—425 HP

DRIVE SAFELY. IT'S CONTAGIOUS.

Dodge

CHRYSLER
DIVISION

Dodge Scat Pack ... the cars with the Bumblebee stripes



Q. Regarding the Buick model car question from Robert Daly (Q&A Dec. 15), his car could be from a Hudson Miniatures Old Timers kit: 1911 Buick "Bug" since it looks similar. The model in this kit was 7.5 inches long and made of balsa wood with plastic parts and yellow plastic wheels. The size would help determine if it is from this kit.

I believe these kits were produced in the 1960s in Scranton, Pa., and consisted of about 15 models. I have about all the kits, and they are unbuilt in original boxes. I also have the brochure showing all the car kits. They were called the Historical Parade of Old Timers Antique Autos. They are worth more unbuilt than they are when built.

— Robert Reeves, Tucker, Ga.



A. Thank you. I'm pretty sure that the Model T Ford model that my father built was also a Hudson Miniatures kit. It looked exactly like this example that I found online. I'm quite certain that Dad built his model in the early 1950s.

Q. More than 20 years ago I found these pliers at the Fall Hershey show and flea market. I paid \$10 for them. Later I found a flier that listed different cars and Harvard, built in 1916, was one that was listed. I am curious if there are any Harvard cars still in existence and what information you have on this car.

I am a long-time subscriber to *Old Cars* and look forward to every issue.

— Russell Edgell, Cardington, Ohio



A. According to the late historian Beverly Rae Kimes, writing in the Krause Publications "Standard Catalog of American Cars 1805-1942," the Harvard car was built from 1915 to 1921. The history is complicated, involving Charles Herreshoff, who had earlier built a car in Detroit using his name. The Harvard was a new design for a light car, of which perhaps 80 were built in Hudson Falls, N.Y. Its distinctive feature was a covered compartment for a spare tire. A new Harvard Motor Car Company moved the operation to Hyattsville, Md., in 1919, but the venture was short-lived and ceased operation during the early-1920s depression.

That said, it's unlikely that any survive. Readers, have any of you seen one?

Q. Can you tell me why GM put overhead-valve engines in Chevrolets in the late 1910s with their inherent improvement over flathead engines, yet some of their other brands used flathead engines into the mid 1950s?

— Stephen Fields, via e-mail

A. I can't give you a definitive answer, but I think it has to do with the GM corporate structure. Unlike Ford, which was a one-man show into the 1940s and continued corporate engineering and styling after Henry Ford II took over in 1945, and Chrysler Corp., which hewed to the direction of Walter Chrysler, General Motors resulted from the assimilation of many individual companies. As a result, the (eventual) five car divisions each retained their own engineering departments. These departments had advocates for different engine designs, unlike styling, which was pretty well amalgamated company-wide in the 1930s. As a result, Louis Chevrolet was able to take his namesake car into overhead-valve territory in 1914, while Oakland, and later Pontiac, kept side valves until the 1950s. Oldsmobile and Cadillac capitulated sooner, with their OHV V-8s in 1949, but the two engines had noticeable differences. Remember, though, that Buick had used "valve-in-head" engines from the very beginning.

The division engineering system came to a head in 1977, with the Olds-Chevy engine scandal. Because Olds engines were sent mostly to California, due to emissions regulations, "49-state" Chevy engines were fitted to some Oldsmobiles destined for other states. This caused some Olds dealers to refuse warranty service. Not long afterwards, GM reorganized to produce "corporate engines" for all divisions. **OC**

To submit questions to Kit Foster, e-mail oldcars@aimmedia.com

Looking for a collector car? Or looking to sell your car?

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QUESTIONS FOR RICK SCHMIDT



OCALA, Fla. — Rick Schmidt is the vice-president and chief operating officer of Ocala, Fla.-based National Parts Depot (NPD), the hobby's giant restoration part and accessory resource for American-built cars and trucks. With four locations across the country, a dynamic website and 12 print catalogs of restoration parts, NPD has been a go-to source for collector car owners and restorers since 1976. The company's dozen catalog offerings cover 1965-'73 Ford Mustang; 1979-'93 Mustang; 1994-'04 Mustang; 1967-'81 Chevrolet Camaro; 1964-'87 Chevrolet Chevelle & El Camino; 1967-'81 Firebird; 1964-'72 Pontiac GTO; 1955-'57 Thunderbird; 1948-'79 Ford truck; 1980-'96 Ford truck; 1997-'04 Ford truck; 1966-'96 Ford Bronco; 1947-'98 Chevrolet truck; and 1967-'73 Mercury Cougar.

We gave Rick a call to ask him about his business and the hobby at large, and he filled us in on the state of hobby business as he sees it today, as well as trends he's spotted.

Q. OLD CARS: How would you describe your role?

A. Rick Schmidt: National Parts Depot is a family-owned company. My father is more or less retired and has been for several years now. Since 1995, I have had the title of vice-president and chief operating officer. That has been my role for three decades now, and in the last six to eight years, I've been making all aspects of decisions.

Q. OLD CARS: What are the most popular of the 12 catalogs of parts offered by National Parts Depot?

A. Rick Schmidt: Classic 1965-'73 Mustang is our most prolific line, but

that is not a surprise because of how many classic Mustangs that Ford built and sold, and how many exist today. That vehicle has long been the 800-pound gorilla of the restoration market. It's a big market share by virtue of sheer numbers.

Q. OLD CARS: Is there a catalog with growing interest?

A. Rick Schmidt: Both of our truck lines — we have a Ford truck catalog and a Chevy truck catalog — and both of those markets are growing strongly, and I think a lot of people are noticing through the hobby and collector vehicle auctions that the interest and value of vintage trucks are growing skyward. Our truck catalogs are definitely a growth segment. My father started the company selling 1955-'57 Thunderbird parts — that was his first catalog when he started the business in our family home — and oddly and ironically enough, our T-Bird catalog has been growing in sales significantly. I think it's just because there's a lot of our competitors who are kind of fading into the sunset as the owners don't have plans for their succession and are winding down. We are beginning to be one of the few left offering parts for those cars.

Q. OLD CARS: How have your customers changed over the decades?

A. Rick Schmidt: That demographic has remained pretty steady. People are always concerned and worried that the hobby is about to die and that everybody in it is aging and that young people are not going to succeed them. I have been hearing that since I was a kid, and I am 56 heading towards 57 now, and I have been hearing that all my life. Our customer demographic has always been weighted

heavily toward the 40-70 age range. This has always been a hobby for people who are established enough in their careers and have gotten far enough in their lives and they have the time and the wherewithal and the desire to play in this hobby. We also have young people ordering from us as well; our parts counters at our four locations are pretty busy and if you watch the people coming in and out, we do have younger customers coming into the hobby. It will always be that way: In your 20s and 30s, you probably don't have the time and money for [collecting vehicles] as you are building a family and a career.

Q. OLD CARS: What have been the biggest challenges to your business over the years?

A. Rick Schmidt: I think the first big challenge for most all of the businesses in our category was transitioning to computers in the early 1980s, and NPD was one of the first to accomplish that. In the beginning, every aspect of business was hand-written. So it was a big leap, and our biggest early challenge. Likewise, the second-biggest challenge was converting and adapting to doing business online. We are a customer-focused business so it was tough to convert to an ordering system where you remove the human element. Those two technological hurdles have been the biggest challenges for our business. The last is that few of our competitors have multiple locations, and the logistics from running four distribution houses across the country, that was a challenge that we have managed to perfect over the years.

All four of our locations are full-service and fully stocked with all of our product lines with one exception, and that is our

California location, because that is our smallest warehouse... we don't have the T-Bird line or Ford truck line out there. Otherwise, all of our warehouses are fully stocked. Our primary location is here in Ocala, Fla., with 360,000 square feet.

Q. OLD CARS: What has been your business's biggest success(es) over the years?

A. Rick Schmidt: Well, what do I attribute our success to? We were very early in getting computerized, but we were kind of late in dragging our feet to selling on the internet and that is because we are very, very customer service-oriented and online ordering by nature is a very customer-service-lacking process — customers are ordering parts online all by themselves, without the assistance of a knowledgeable sales representative. But I would attribute our successes to paying attention to all deliverables that are going to customers in this hobby. That is, not just having a good selection, but having the parts in stock, and that is why we have so many warehouses and have them fully stocked. We have been very successful in retaining good employees such that our employees are well-trained and customer-focused.

Q. OLD CARS: Where do you see the most potential for growing NPD's catalogs?

A. Rick Schmidt: I would point to the pickup trucks. That hobby is an ocean with an almost infinite depth. There are so many old farm trucks out there waiting to be discovered and saved and restored to original condition or being built into modified pickups. There's so much of what I call "inventory" out there — trucks that are empty canvases waiting to be painted. I would point to trucks, not cars. As you get to the '80s and '90s, cars become far more complex. The feasibility of making available so many of the electronic components they require makes it very difficult to make the business math work. Cars you would term as enthusiast vehicles, vehicles people are enthusiastic about, are fewer (as you get into the 1980s and 1990s). I think our society has gotten more boring and practical through the years. Cars that are exciting, like new Mustangs and Corvettes, are just about extinct today. I think our hobby will consistently perpetuate with the cars from

the '50s to the '80s and '90s, but that will bookend it, and those are the cars that people are nostalgic about and those are the cars people are able to rebuild in their home garages with basic tools.

Q. OLD CARS: What are people's biggest misconceptions about your business, if any?

A. Rick Schmidt: I think many hobbyists, particularly the people who are actively working on or fixing up a vehicle or restoring a vehicle, those hobbyists assume that all reproduction parts are the same, and they all come out of some generic factory in China, so it doesn't matter where you buy your parts from — that they are all the same — so you should go wherever you can get the cheapest parts. At NPD, we deal with over 1,000 manufacturers and distributors, so there is a lot of competition among them and a lot of variation with parts. So the supplier you chose really does matter as it pertains to their parts and with stocking as many parts as they possibly can.

Q. OLD CARS: Where are you currently receiving the most business leads? Word of mouth, social media, ads, etc.?

A. Rick Schmidt: I have always been a huge believer and proponent in word of mouth and I think what has been a huge key to our success is that we are very good with making our customers happy and they are happy to share their experiences with fellow hobbyists. Spending money on search engine optimization and money towards Google so that companies are prioritized when people search parts categories and that their company's website lands in the first three spots, that is very important. But I still very much rely on word of mouth, having the product in stock and having happy customers receiving their order within two to three days, and those parts fitting well and being of good quality. I think you get more of a stable business from taking care of your customer rather than throwing money at advertising — that is all hollow if you chase them off because your service and quality are terrible.

Q. OLD CARS: Where do you see your business in 10 years?

A. Rick Schmidt: The one ongoing change that I see happening, as I

said, is that many of the owners of the businesses in this industry are getting up in age and do not have succession plans or children eager to take over the company on the business on the retail side. I'm seeing retailers and manufacturers being bought by private equity groups and I don't see any of that changing, and that is not, in my opinion, a positive trend, but I also think that the hobby is very strong and very healthy and all the people reporting the hobby's doom and gloom are somewhat incorrect. I think it will continue to be very vibrant and strong in the next 10 years, and as the public is pushed towards hybrid or electric vehicles, more of the spotlight shines on classic cars and people wanting to purchase and restore them, so I think that dynamic is going to pour gasoline on the fire that keeps the hobby cooking, and I think the hobby will be good and steady. I don't think it will double or triple — I think it will be a good steady business over the next 10 years.

Q. OLD CARS: So, what kind of car do you prefer to drive to wipe away the stress after a hard day's work?

A. Rick Schmidt: The one that is not going to give me any issues between here and my house! We have such a variety of cars, from muscle cars to luxury cars, from prewar Classics and everything you can imagine in between. Rivas and Starfires and stuff like that. I love variety, so I would never be just a Mustang collector or just a Corvette collector. So I really, really enjoy taking something different each time around. I do enjoy unrestored survivors. It really is a very different and special experience. When I drive survivors home, the low-mileage cars, the driving experience is so impeccable and the cars drive down the road so beautifully without any rattles. So those are my favorites, the low-mileage survivors. It's like getting into a time machine, and you are driving a brand new vehicle from 1965 or 1961. I really get geeked out by the time-machine experience.

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See website or call to visit locations in Florida, North Carolina, Michigan and California

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QUESTIONS FOR Jewel Meetz



BRILLION, WIS. — Jewel's Body Shop in Brillion, Wis., has been restoring cars for more than 50 years, but founder Jewel Meetz has been restoring cars for even longer. Although he earlier worked in a Chevrolet garage, he's come to be known as the go-to man for 1955-'57 Ford Thunderbird parts and restoration. Meetz carries a large line of used parts, mostly for 1950s and '60s Fords, especially Thunderbirds, and over the years, he's also reproduced many hard-to-find 1950s Ford parts. Yet he works on Fords, Chevrolets, MoPars — whatever a customer may own.

At 80 years young, Meetz continues to restore and sell parts for cars of all types and sees no end to his fun. We asked him to share some insight into the business that keeps him young at heart.

Q. OLD CARS: When was your business started?

A. Jewel Meetz: In 1970. I am 80 years old and still working. I don't work as hard as I did back then — now I got guys that do the hard work.

Q. OLD CARS: How did the business start?

A. Jewel Meetz: I was working for a Chevrolet garage, doing body work, then I decided I couldn't make enough money there, so I decided I had to go out on my own.

Q. OLD CARS: What is your role at Jewel's Body Shop?

A. Jewel Meetz: I do the parts ordering and answering phones and stuff like that. I have macular degeneration, so I don't do the body work anymore.

Q. OLD CARS: What is your business's specialty?

A. Jewel Meetz: We do all restoration work on all old cars, but on a lot of T-Birds. We started out doing "Little 'Birds" (1955-'57 Thunderbirds) and got into the "Big 'Birds" (post-1957 four-seat Thunderbirds). People then would contact us to ask if we'd do their Mustang or their Chevrolet and I said, "Sure, they're the same, just with a different emblem on it." Body work is the same. So we do everything, but we currently have four to five "Little 'Birds" in here, and we have some "Big 'Birds" in here, too.

Q. OLD CARS: How has Jewel's Body Shop grown since it was started?

A. Jewel Meetz: Well, the labor rate changed a lot. I think it started out at \$12 an hour and now it's a lot more. Things change.

Q. OLD CARS: How have your customers changed?

A. Jewel Meetz: Probably just the older people (are customers). It doesn't seem that the younger people are into the older cars. They want the newer plastic cars — that is what it seems like.

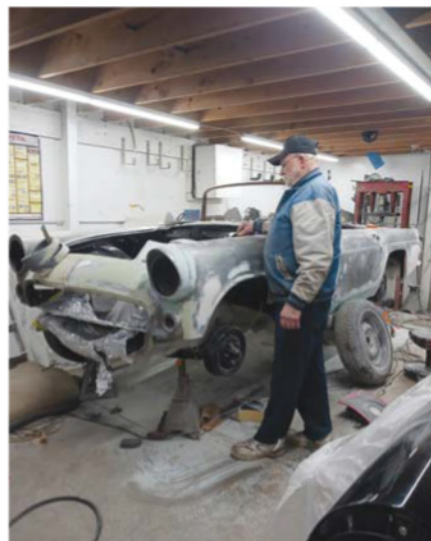
Q. OLD CARS: What are the youngest and newest vehicles you're restored?

A. Jewel Meetz: The oldest is probably a Ford Model T — we did several of those already. And then the newest I would say was in the 1960s, 1970s. With '80s and '90s coming on, sure, we'd do work on them, but right now it doesn't seem like anything needs a restoration.

They don't need a lot of work on them; they don't seem like they get driven a lot.

Q. OLD CARS: What have been the biggest challenges to your business over the years?

A. Jewel Meetz: Probably finding some parts once in a while, but usually we come up with them. We reproduce "Little 'Bird" convertible top frames; probably 30 years ago, we had molds made and we made all of the castings and had them poured at a local foundry, and we still make them today. Not as many, because I don't do it anymore, my guys do it, but they have other stuff to do. And we've made a lot of reproduction parts. We made the Ford Skyliner roof moldings for the retractable convertible hardtop, but the foundries are getting so expensive now to



Jewel Meetz has become famous for his early Thunderbird restorations.

have a piece made, and then you got to work it yourself, grinding and sanding, and then you got to take it to a plater and it gets very expensive.

Q. OLD CARS: Do you sell used parts or do any upholstery work?

A. Jewel Meetz: We do everything here. We have a guy who does upholstery for us, and we do convertible tops. All of the mechanical work is done here, in-house. The only time we have to send anything out is when an engine has to be bored. We send it to a machine shop then.

Q. OLD CARS: What has been your business's biggest success(es) over the years?

A. Jewel Meetz: Probably restoring the "Little 'Birds" Owners then come back for work if they need something done later on, like if they have a generator go wrong or need an engine rebuilt, or something else like that.

Q. OLD CARS: How many people work at Jewel's Body Shop?

A. Jewel Meetz: Right now, I have two full-time employees and an office person and myself.

Q. OLD CARS: Where do you see the most growth in your business?

A. Jewel Meetz: I think it is still in the '50s and '60s cars that I see come in.

Q. OLD CARS: Have the seen the number of people come in for restoration work increase or decrease, or has it remained steady?

A. Jewel Meetz: Pretty steady; we're usually busy all the time. We're booked out a year, at least a year. We take in smaller jobs in between them, if cars need some (minor) repair work or suspension work, we do that between the regular restoration jobs.

Q. OLD CARS: What are people's biggest misconceptions about your business, if any?

A. Jewel Meetz: If somebody has an old vehicle and they want to modernize it a little bit, maybe with a modern suspension with rack-and-pinion steering, or they want a newer motor and transmission, we do that. It helps with people who are up in age and they can't steer, then we modernize it.

Q. OLD CARS: How do you find new customers?

A. Jewel Meetz: Well, a lot of times it's advertising, and they will call us and ask us if we can do this or that. Other people tell other people about us, and a lot of times they will say, "I want my T-Bird done," and they say, "You got to take it to Jewel's." We also buy and sell T-birds. We pick them up, do some work and put them up for sale. We have like 12 or more rolling bodies and chassis with titles and tags that people can buy and either have us put it together, or do it themselves. Sometimes they might want a more modern engine in the car, so they might buy a rolling chassis so they can put the motor or whatever they want in it.

Q. OLD CARS: Where do you see Jewel's Body Shop in 10 years?

A. Jewel Meetz: Well, my wife wants me to retire, but I don't want to just sit there so I will probably still come to the shop as long as I am in good health.

Q. OLD CARS: What kind of car do prefer to drive to wipe away the stress after a hard day's work?

A. Jewel Meetz: Our turquoise '55 Thunderbird we bought around 1980. That's the one we probably drive around the most. We got a newer car also, but it's not like the old cars. Sure, it has all the modern stuff, but it doesn't sound like an old car should.

Q. OLD CARS: Is there anything people should know about Jewel's Body Shop that we maybe didn't talk about?

A. Jewel Meetz: Just that we have all kinds of parts for T-Birds. We bought a guy out in Florida last summer, and I think there's three semi loads of parts, a lot of rolling chassis and bodies. We got maybe 12 or more from him alone. The guy passed away and his wife contacted us and we bought all the parts from her. We also just picked up a whole bunch of parts in Milwaukee. We are going to restore his '65 Corvette so we got his whole parts collection. **OC**

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1971 Road Runner
383 V8, 4 SPD Trans, Posi Rear, Air
Grabber Car, Survivor Calif. Car,
\$36,975



1970 Duster
340 V8, 4 Spd, Posi
H-Code, Yellow Paint
\$19,975



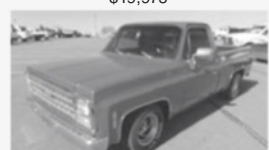
1972 Corvette
350, Auto, T-Tops,
Rally Wheels, Survivor
\$19,975



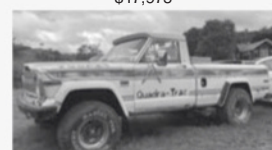
1985 Chevy Silverado
LS3 Conv., Lowered,
Auto Trans., White Paint, AZ Title
\$17,975



1979 VW Beetle Convertible
4CYL, 4 Spd,
Yellow Paint, Black Interior
\$14,975



1980 Chevy C-10
LS3 Conv., Lowered, Auto, 82K Miles,
Red Paint, AZ Title
\$12,975



1979 Jeep J-10 Honcho
8 Cyl, 4x4, rebuilt engine and trans,
extra hoods and transmission included
\$9,975

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DISASTER AVOIDANCE

Pre-purchase inspections can save heartache

STORY AND PHOTOS BY JIM VOLGARINO

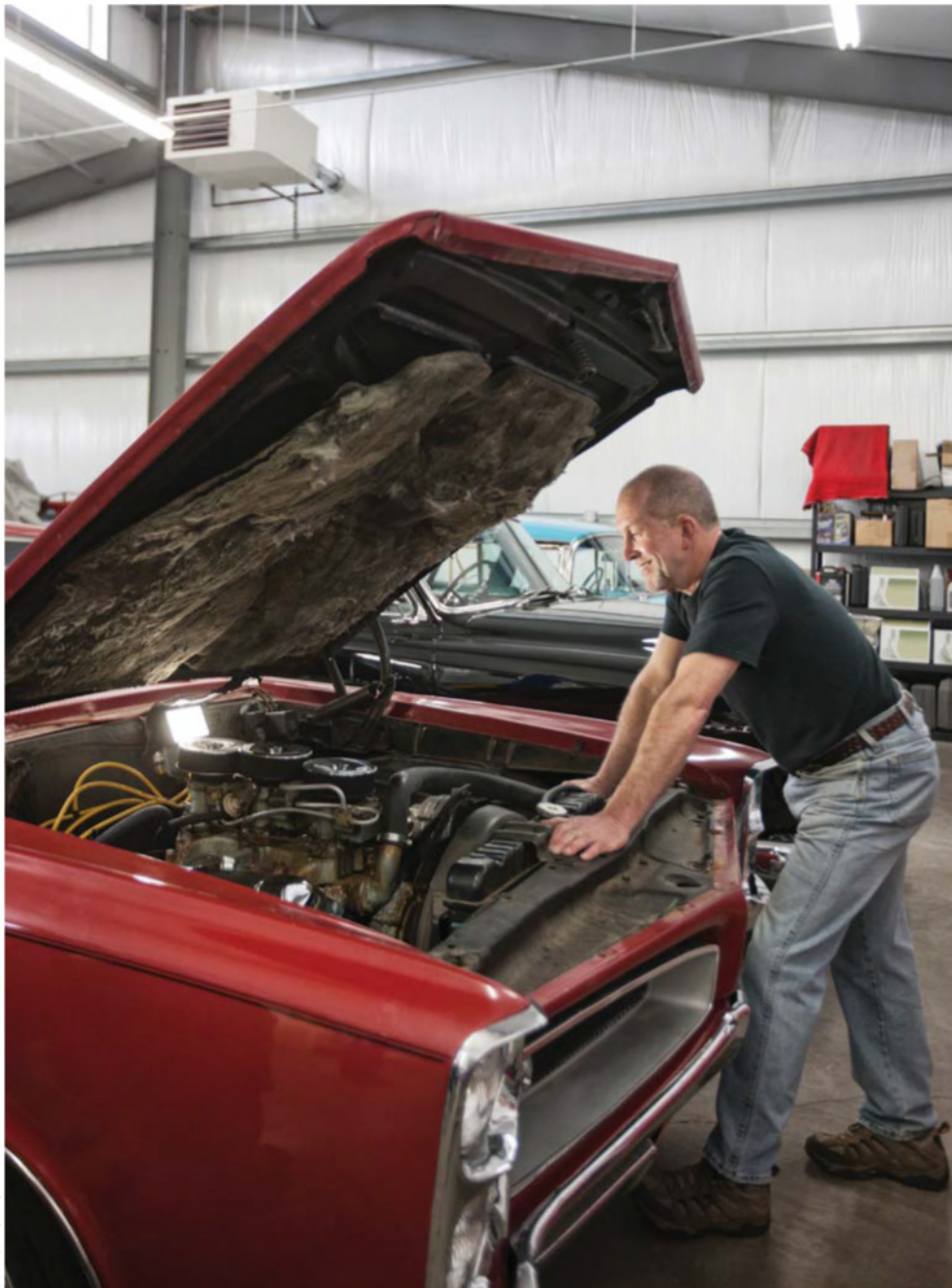


Photo by Getty Images

Bob and Carol talked for months about finding a car that matched the one they had when they dated during high school. Bob had regretted ever selling it, but the couple's marriage and subsequent family obligations pushed the two-door hardtop with bucket seats out of the garage to make room for a more family-oriented van.

The couple's best friends, Ted and Alice, had the same idea and found a vintage car they also wanted, and it was located within 50 miles of their home. Bob and Ted had gone to see it before Ted handed over the funds. The car was in fair condition, but Ted admitted there were some things he wished he would have discovered before bringing the car home. He was satisfied, and the couples made regular use of the car for runs to the local ice cream parlor and tours of the countryside.

Bob did find a car; however, it was located three states away and he struggled with buying something he couldn't see beforehand. Remembering Ted's experience, he asked lots of questions about body condition, rust issues, how the car ran and whether it needed anything important,

knowing there would be minor blemishes and issues that a vintage car might have.

Not having bought a car from afar, Bob was nervous, but he didn't have a budget that included a plane flight, a rental car and a couple of overnight stays in a hotel to see the car firsthand. It looked great online, and he and Carol were excited to find something so similar to their past transportation.

Bob went ahead and made the deal, getting questions answered that he believed would indicate the condition of the car. A couple weeks later, it arrived on a trailer right in front of his house. He and Carol called Ted and Alice to enjoy the delivery of their new vehicle. But it quickly turned to concern when the transport driver started the car and clouds of smoke erupted from the tail pipes, and the driver struggled to get the car in gear to back it off the trailer. He managed to get the car down the ramp, but all of them could hear the squeaking and clanking as the car settled onto the street. Bob was white as a sheet.

Why inspect a prospective purchase

This story regularly plays out when vintage vehicles are purchased by buyers who haven't been able to fully inspect a purchase ahead of delivery. The spreading interest in vintage vehicles, growing number of outlets available to buy those vehicles, and a market that appears friendly for investing in older vehicles despite rising prices is making the services of third-party inspections more important than ever.

Though a pre-purchase inspection might not have caught all the issues Bob found when his car arrived, an inspection might at the very least uncover issues a seller might not realize and provide some additional background so a buyer could make a more informed decision.

Finding an inspector qualified to carefully investigate a vehicle that has caught your eye might not always be an easy task, and following are some ideas to help potential buyers make a more informed decision in order to prevent a nightmare from being dropped off at their front door.

Today, we are fortunate to have an abundance of information available at our fingertips. A simple internet search for classic or vintage vehicle inspections and inspectors should get things started and provide an initial indication if this type of service is available near the vehicle being considered. A wide range of potential services are available from nationally based organizations that use a cadre of people across the country.

Most of the services provide some background information of expertise and advice related to avoiding scams, buying from private owners versus dealers, and how the organization provides its service. Some services will describe the use of checklists that are filled out by contracted inspectors who do the traveling and visual examination before turning the findings over to a centralized office where the report can be finalized.

Many will describe longtime experience with collectible cars, which can be an advantage if you are considering something that might be out of the ordinary. Some services are very selective, handling projects involving just exotics, imported vehicles or specific brands and models, and you'll want to read through each service's background information to see if they might fit what you need.

Cost is always a consideration, and you'll want to determine if the cost is based on the type of vehicle, its relative condition and how far away it is located from the inspector. Most inspection services will have an established fee plus possible travel costs, and many will offer additional services such as confirming vehicle factory markings or numbers, or providing more in-depth information about drivetrain components (with images) so you can determine if the vehicle retains some or all of its factory equipment. Costs appear to generally fall between \$250 to \$400 plus any travel expenses. Obviously, someone located far from the vehicle will cost more than someone close by.

You may want to consider some questions for the inspection service before making a final decision. Here are some potential questions.

- What is the experience or expertise of the service? Do they have third-party reviews you can see? How about certification? Has the inspector completed any training in appraisal fundamentals?
- How long does it take to produce a finished report? Is a sample report available for viewing?
- How long does the inspector spend with the vehicle, on average? Is video involved? How many images are provided? Is there additional cost to have more images? Does the inspector make certain the car is in good lighting? What areas of the car are included in the images? Would you like the vehicle to be located on a lift? Will that be an additional cost? If a list is not available, is the inspector equipped to get under the vehicle anyway?
- Are descriptions of each area included, and can the seller talk directly with the inspector? If you expect the inspector to drive the vehicle, does the service arrange that with the seller, or is that up to you to arrange? What should that test drive include?
- You may have very specific areas of concern. Will the inspector look for particular issues and present questions to the seller about the vehicle's history, any documentation or recently completed repairs or refinishing?

These questions cover many of the issues you may want considered as you send an inspector out to be your eyes and ears. You'll want to know if the vehicle starts hard, idles rough or makes strange noises when the transmission is engaged. You'll want to know if there are hidden blemishes or damage that might look presentable now, but may become more visible as the vehicle is driven or further ages.

Inspections can be completed using different approaches. Some are very straightforward and perfunctory, checking off items for operability or condition and offering little opinion on overall condition of a particular area, i.e., the exterior, interior, underhood, drivetrain, trunk, suspension, electrical, etc.

Many safety issues should be considered as well, so the inspector needs to be critical of all operating systems to ensure you aren't getting a vehicle that proves to be dangerous to you or your family. **OC**

11

QUESTIONS FOR NATIONAL Chevy



ST. PAUL, MINN. — National Chevy Association in St. Paul, Minn., has been a mainstay among Chevrolet owners whose cars are wedged between the initial post-World War II carryover models and the 1955 "Hot Ones." Chevrolets from the 1949-'54 period have a reputation as being attractive and rock-solid, pleasant-driving machines, giving them a large following among restorers and hot rodders alike. Founded in 1985 by Paul and Sharon Nimis, National Chevy Association actually began in the Nimis' kitchen as an association of 1949-'54 Chevy owners. The organization was complete with a newsletter, all done as part of a hobby. According to their granddaughter, Alyssa Hansen, who now works as National Chevy Association's daily business manager, Paul Nimis started selling 10 or 20 parts in the association publication, and from there the hobby morphed into a full-time business. Today, Hansen estimates there are 1,000 to 2,000 different part numbers in National Chevy Association's catalog.

These days, National Chevy Association employs seven people, with Paul continuing to lead the business and his wife and co-owner, Sharon Nimis, handling inventory and bookkeeping duties. We spoke with Paul and Alyssa for insight into their business that keeps the first generation of all-new postwar "Bow Ties" taught and on the road.

Q. OLD CARS: What is your business's specialty?

A. Alyssa Hansen: We specialize in 1949-1954 Chevrolet cars; we sell reproduction and used parts. We sell whatever we can get our hands on, so headlights and taillights, hood emblems, bezels, stainless moldings, grille parts. We are starting to get out of the glass and rubber gaskets business but sell full interiors, carpets, trunk kits, accessories, literature, etc. We don't do a ton in suspension anymore, but we have radiators, bumpers, gas tanks, metal panels, and many other parts for interior, exterior or mechanical. The stuff we can't get or is not reproduced we try to fill with our used parts as much as we can. If we get a used parts car in, we'll pull parts off of it. The owner, he

wants to have \$100,000 or \$200,000 used parts online in the next couple of months — that is a lot! He has a ton of parts so we are putting a ton on the website. He has got a big junkyard up north at their residence and they have been working on them and pulling stuff off.

Q. OLD CARS: How has National Chevy Association grown since it was started in 1985?

A. Alyssa Hansen: National Chevy started as an association, then shifted to selling parts. Over the years, our parts base has grown and grown. Now we sell over a million (dollars) in business a year. Our association newsletter still runs, but we've moved to a free online-only newsletter, when time permits.



National Chevy Association specializes in parts for 1949-'54 Chevrolets.

Q. OLD CARS: How have your customers changed through the last nearly 40 years?

A. Paul Nimis: Our customers have gotten older. It has been an interesting change through the years. We have started seeing some of the new, younger generation of car lovers. But still today, we mainly work with the same car enthusiasts who love a great nostalgic car that brings joy and memories from their wonder years.

Q. OLD CARS: What have been the biggest challenges to your business over the years?

A. Paul Nimis: The biggest challenge or struggle has always been finding parts to sell, or someone to reproduce parts we need. Keeping items in stock continues to be more challenging, as more and more parts are becoming hard to find.

Q. OLD CARS: What has been your business's biggest success(es) over the years?

A. Paul Nimis: Our interior department where we build interiors. We also produce our own sill plates, glass tracks,

door panel cardboards, trunk cardboards, kick panels, bullnose hood strips, bloomers, exhaust, 12-volt conversion kits and more.

Q. OLD CARS: Where do you see the most growth in your business?

A. Paul Nimis: The East and West Coasts. We are in the Heartland, and there is room for expansion and new customers the further we reach.

Q. OLD CARS: What are people's biggest misconceptions about your business, if any?

A. Alyssa Hansen: I find it humorous we sometimes get calls from individuals that assume we are a Chevrolet dealership. So they are looking for a modern day-oil change or need help with a broken key in the ignition, etc.!

Q. OLD CARS: How do you find new customers?

A. Paul Nimis: Advertising print ads and the internet.

Q. OLD CARS: Where are you currently receiving the most business leads? Word of mouth, social media, ads?

A. Alyssa Hansen: We currently do not have any ads running, so all of our current business leads are from word of mouth. It can come in waves, where we see a flock of new customers in a week. Especially around late spring, and the summer car shows.

Q. OLD CARS: Where do you see your business in 10 years?

A. Paul Nimis: Our interior department should continue to grow, along with the other items we produce internally here. We do some restructuring here and there, when needed. But we mainly just keep on keeping on. Some years are better than others.

Q. Paul Nimis: What kind of car do you prefer to drive to wipe away the stress after a hard day's work?

A. Paul Nimis: A 1953 Chevrolet, of course! I had one before I started this business, and I still do. But I haven't driven it in a while. **OC**

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10

QUESTIONS FOR DARIN ROBERG



GILBERT, Ariz. — Motorwerks Marketing might not be a name a lot of folks in the collector car hobby are familiar with. In a way, that's the way company founder and CEO Darin Roberg likes it.

Being discreet and unassuming can be a big asset in the world of high-end collector cars, and Roberg's company works with some serious high-rollers who don't invite unnecessary publicity. Roberg figured that out during his days working for Russo and Steele Auctions, and today he is running a thriving advertising/marketing/consulting business that helps him combine his business aspirations and passion for cars.

Old Cars recently caught up with Roberg for a "10 Questions with ..." interview.

Q. Old Cars: How and when did Motorwerks Marketing get started?

A. Darin Robert: Motorwerks was founded in late 2017, shortly after I had left my role as marketing and media VP at Russo and Steele Collector Automobile Auctions. I almost hate to say it, but it wasn't really like a planned type of situation. I had taken a month or so off after Russo and just kind of rolled out of bed one morning and started putting everything together. We created the website and we launched a few weeks later at SEMA in Vegas.

Q. Old Cars: What were the company's long-term goals or aspirations?

A. Darin Robert: When we first started, I don't particularly think we were thinking long-term. We just wanted to build something that was first and foremost fun for us to come to work and do every day, and secondly provided us an opportunity to help good people make their businesses better. I don't think it's really a secret to anybody who's involved in this industry, but there's a lot of great companies doing great work that have really, really bad marketing out there. From my perspective, it makes sense, too. If you've got a room full of Jaguar E-Types, or whatever, that are your primary focus, the rest of it rightfully becomes an afterthought. That's where we come in. I think our objective has always been to try and help companies like that to better tell their story, and that's pretty much what we're still doing today.

Q. Old Cars: Did you see a particular need in the collector car world that needed to be served?

A. Darin Robert: We just saw a lot of bad marketing out there from companies that we knew were capable and were doing

amazing things. We also saw a lot of larger, more one-size-fits-all-type agencies, with no concept of how the industry or hobby operated, that were massively overcharging and then badly under delivering for these companies. Thus, companies like ours were viewed a lot of times as being too expensive and ineffective, despite the need of the client to be helped by people like us. This seemed like a fairly straightforward bridge for us to gap, and to this point, that assumption has proven correct.

Darin Roberg runs Motorwerks Marketing, a public relations company that offers a wide range of services. "We like to say that we can offer basically any service that you can dream up (and a lot of stuff that you can't)," he says.

Q. Old Cars: In layman's terms, what are your bread-and-butter services? What keeps you the most busy?

A. Darin Robert: We are undoubtedly the biggest buyer, provider and creator of both in-house and sponsored e-mail marketing services in this industry. That's probably our busiest department, but we are a full-service agency and offer a full suite of products and services that you would find at any Fortune 500-level type of advertising agency. I have brilliant social media people, designers/artists, PR pros, consultants, etc., that can help solve virtually any problem that a specialty, classic or collector automotive business specifically might experience. We also have a lot of experience with events, street team marketing and that type of thing as well. We like to say that we can offer basically any service that you can dream up (and a lot of stuff that you can't), and I think that pretty accurately describes what we do over here.

Q. Old Cars: You have worked with some of the collector car hobby's biggest players. What has been the key to getting your foot in the door with such important companies?

A. Darin Robert: I think this really breaks down to a couple of things. First of all, we're very discreet and are very protective of how our clients identities are perceived in the marketplace. Obviously, this is a competitive industry and it's important for our clients to feel comfortable and know that we provide an environment where they can be open and straightforward with us. Secondly, our success rate is very high. Although it does happen, we very rarely fail at anything. Part of this is because I have a very talented team that is dedicated to being successful for our clients, but also we tend not to take on projects that we know won't work and we communicate that

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directly up front. We have a very deep understanding of this industry and that provides us with the knowledge and experience to know when somebody is coming at us with something that's likely going to be problematic for them and we're honest about that.

Q. Old Cars: How has the company changed as you've gone along? Have you had any big changes in course along the way?

A. Darin Robert: I think we've always had a pretty winning formula overall, but part of that is having the ability to change with an industry like this, which changes so quickly. I keep a small, tight team that communicates effectively not only with our clients, but within our walls and this gives us the ability to pivot in a way that larger companies simply cannot. For us, communication really is key and if we're communicating effectively with ourselves and with our clients, big changes don't really become a requirement.

Q. Old Cars: There is so much going on in the world today — hostilities in the Middle East, economic recession, continuous drama in Washington ... Overall how is the collector car hobby holding up? Are old car buyers more skittish these days?

A. Darin Robert: Obviously, we see waves of things moving in either direction based on what the news is and where it's coming from, but due to the nature of what this hobby is and who it primarily appeals to, we're fortunate enough to be above a lot of it. Things can certainly snowball and that can definitely create an ugly environment if improperly managed, but there's always things incoming and outgoing and as long as you stay on top of the market, understand its motivations and how it flows, you can do pretty well in this hobby despite what may be going on elsewhere. More sophisticated investors and collectors understand this and tend to evolve, rather than panic. Comparatively speaking, collector cars are still a very safe place overall, even if the world is a little crazier place than normal.

Q. Old Cars: Does anything in particular worry or concern you about the hobby these days?

A. Darin Robert: Probably my biggest real concern... is the consolidation towards the top of the hobby and outside corporate involvement coming out of that as a result. This business is very difficult to measure on spreadsheets, and because of the passion component, unless you're on the ground, a lot of what makes this business work may not make sense. I think it's certainly a good thing when outside interests come in looking to invest time and resources in what it is that we all love so much, but with that always comes the bottom line. That can certainly be a double-edged sword if misunderstood or taken advantage of past a certain degree.

Q. Old Cars: Any segments of the hobby really hot right now? Trucks have been rolling for quite a while. '70s and '80s vehicles are getting a lot more nostalgia love than they used to. Any other stuff that you've noticed is really doing well?

A. Darin Robert: Anything that could potentially be considered an end-of-era, analog-type car seems to be performing really solidly right now. Especially special edition and/or "in the wrapper" type examples. Obviously, we've seen some pretty impressive appreciation with '80s and '90s super and hypercars, but I think this trickles down through things like BMW M3, Ford

Mustang Fox, etc. Even C4 Corvettes seem to be garnering more attention than they have traditionally as of late. I think the one to watch right now, however, will not really start appearing until this January. If you're of a certain age, the car has always been the Nissan Skyline, and most specifically the R34 generation. Whether it be movies, video games, whatever, this vehicle represents kind of an unusual moment in the standard cycle of desire that most collectors have. Everybody knows about it, everybody wants one, but nobody is allowed to have one. All of this changes in January as 25 years ago, the first examples of the fabled R34 rolled off the assembly line and, as a result, will become post-gray law and finally within reach of what largely amounts to an entire generation of people that want them. I would expect an explosion in prices here, and if you're lucky enough to have a warehouse that you've been sitting on in Osaka that's full of these things, now is your time to shine.



Q. Old Cars: You write about this on your website (great piece by the way!), but what do you think are some of the really good bargain cars or areas still out there?

A. Darin Robert: I think traditionally the best bargains are found in one of two places and today is no exception: Think incoming and outgoing. Back to the last generations of analog cars from the early-mid 2000s, although again, they are still climbing most certainly, there's still deals to be had. Another one to consider in this category would be any of the late-model, high-horsepower American muscle cars from the last decade or so (Hellcat, GT500, ZL1, etc.). Although most of these are still considered to be used cars, they represent the last of a dying breed and the insane numbers they produce performance-wise will likely never be replicated again by internal-combustion engines. That ensures future collectability for certain. On the other side of things, if you're maybe a little less concerned with collectability and more concerned with the experience or preserving history, there's bargains to be had all over the place with American cars from the early '60s or prior. These are usable, capable, highly nostalgic cars, coming from a fascinating design era, that are fun to work on, easy to own and becoming more affordable all the time. You don't have to look far to find a deal in this segment right now, and I expect this won't change anytime soon.

Q. Old Cars: What are your goals for the future of Motorwerks Marketing?

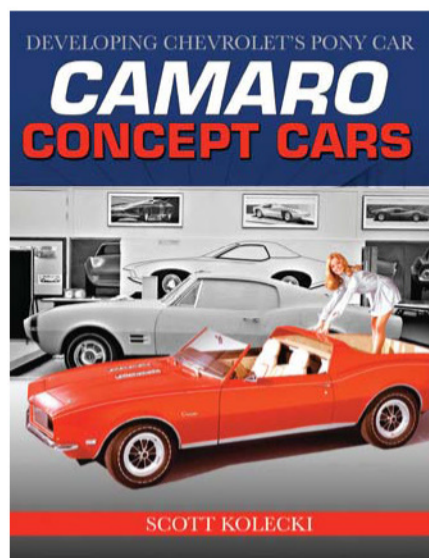
A. Darin Robert: Our future goals remain pretty consistent with the goals that we have right now. Do cool stuff, work with cool people and continue to win for all of the above. We have a couple of little pet objectives that I personally have on the side that I would like to further expand as we move down the line, but you'll have to wait and see on those!

Q. Old Cars: You get one car for the day. You can have any car in the world for a single day. You have to give it back at midnight. What car are you taking and why?

A. Darin Robert: I've actually kind of semi done this a lot of times in real life and already checked quite a few of my boxes, but I've never actually reached the top of the heap on it. For me, it's gotta be a short-wheelbase, covered-headlight Ferrari 250GT California. Not really sure where I would go, or what I would do (as I would probably be terrified of breaking it), but in theory, the idea is certainly a good one. **OC**

A Caribbean and Camaro Concept Cars

STORY AND PHOTOS BY THE OLD CARS STAFF



Developing Chevrolet's Pony Car: Camaro Concepts

What do Hot Wheels, panthers, Kammbacks and Nomads have in common? They're all names and features that were part of the prototype process and sometimes production results from the Chevrolet Camaro.

In "Developing Chevrolet's Pony Car: Camaro Concepts," author Scott Kolecki dives into the drawings, clay models, prototypes and show cars that were all part of the story of each generation of Chevrolet's beloved pony car coupe (and sometimes convertible). Kolecki is a huge GM F-Body fan, having owned multiple Camaros (and its Pontiac Firebird counterpart) and currently contributes to websites as as part of his involvement with

Chevrolet Corvettes. So, he knows the cars inside and out. It shines through in Kolecki's telling of the Camaro's story from the earliest prototypes to the end of the line of the Camaro after 2023, when GM canceled the sixth generation of Camaro.

To tell the story of the Camaro as it went from pony car to a Corvette with a back seat and back to a pony car, Kolecki relies on period GM images necessary to tell the story of the fascinating concept cars that influenced the production models or outright became them.

This new softbound, 176-page book contains 354 color and black-and-white images and is available for \$36.95 plus shipping and handling by calling publisher CarTech at 800-551-4754, or by going to www.carttechbooks.com/CT690.

Automodello 1954 Packard Caribbean

Of the four model years that Packard offered its top-of-the-line Caribbean sports models, the 1954 model seems to get lost between the first-year 1953 model and the heavily facelifted 1955 and '56 models. Finally, the 1954 Caribbean gets its due thanks to Automodello's new 1:43-scale resin model.

The Caribbean was available only as a convertible in 1954, and Automodello has crafted it with a separate convertible top and top boot so owners have a choice of how to display the model. Leaving the black top off exposes the authentic interior with pleated seats and door panels with smooth, buttoned black inserts on the seats. The door panels are similarly pleated with smooth black swaths, but have the addition of tiny silver trim pieces, switches and handles, just as on the full-scale Caribbean. Two particularly unusual and appreciated interior details not usually found in models of this size are the flocked carpet and truly ribbed trim along the bottom of the interior side upholstery panels. The instrument panels is likewise incredibly detailed with a tiny, 1:43 radio speaker cover and gauges that might just be legible with the right eyeglass prescription. The steering wheel also



doesn't disappoint, with a crisp, shiny silver horn ring with a Packard horn button at center.

The detail doesn't stop at the interior, and the Caribbean's exterior is just as detailed with all of the unique Caribbean trim that set the Caribbean a notch above the standard Packard convertible. The "Caribbean" script is present on the front fenders, trailed at the extreme rear of the fender edge by a "Packard" script. The grille is also an amazing bit in this scale, with all of the ribs in the grille bar with a little red Packard emblem on the top trim piece. Up front, the incredible detail continues with bumper bolts molded into the chrome-looking bumpers and clear headlamp lenses. At the rear, there are red taillamp lenses in silver bezels bracing the standard Caribbean continental kit.

Of all these details and others, it's not the tiny radio antenna or door han-



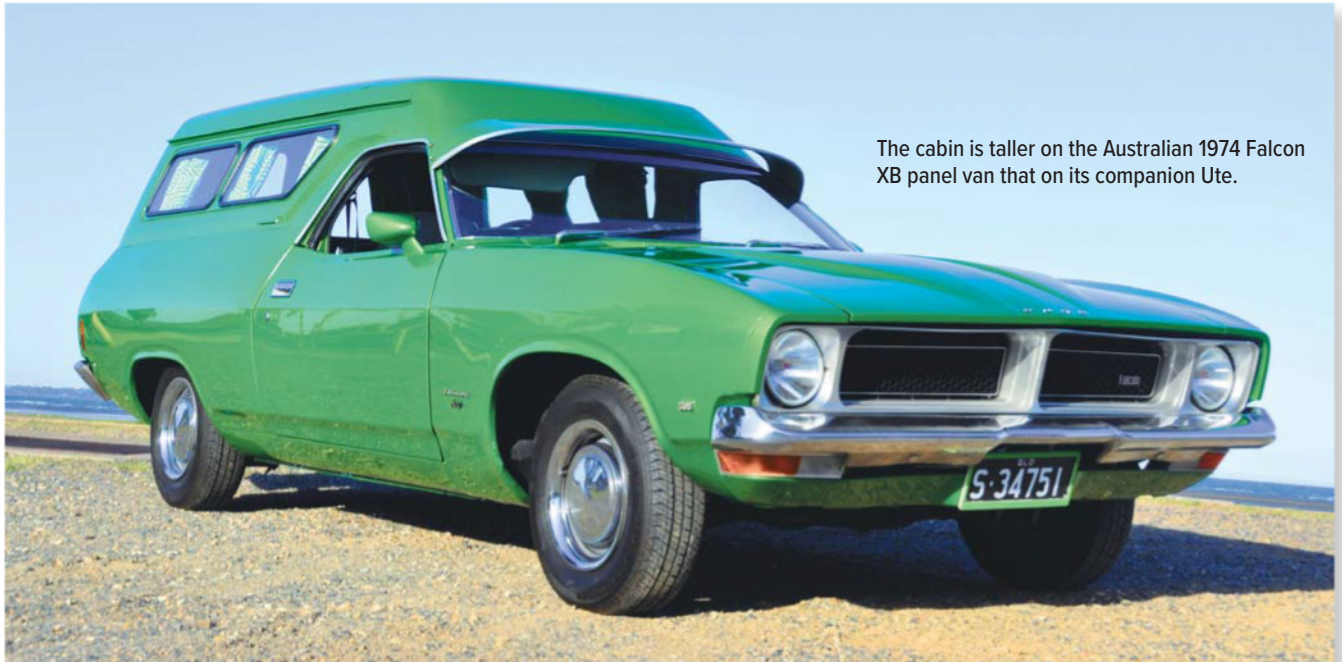
dles or fender-top trim that strikes the most, but the tiny wire wheels shod with rubber-looking tires. The spokes have incredible fidelity and radiate from tiny hubcaps with the red Packard hexagon to form the model's pièce de résistance.

All of this incredible detail would be for naught if it were affixed to an out-of-proportion or misshapen body, but that's not the case. The model has a just-right look from any angle, something not always found in scale models, and could surely be mistaken for Packard's own creation when viewed in photographs without context to give away its size.

Just 143 of these Packards were modeled by Automodello in Black and Sahara Sand (white) with a matching interior. At \$119.99, those 143 models will move faster than a Packard straight-eight backed by Ultramatic. Order today at www.diecastm.com or by calling 888-212-5160. **OC**



Down Under, But Not Down and Out



The cabin is taller on the Australian 1974 Falcon XB panel van than on its companion Ute.

When I saw the 1974 XB Falcon panel van owned by Kerri Underwood of Brisbane, Australia, I thought, “Why wasn’t this vehicle also made in America, or at least imported here?”

Underwood’s van is unlike the old driver-forward Volkswagen vans or American minivans, aka “mommy mobiles.” It’s definitely not a chunky and clumsy full-size van. The Australian panel van looks like a Falcon utility (aka pickup) with a truck bed cap, but without the bulkhead. Meanwhile, the interior is like a station wagon.

Underwood’s panel van was built as part of the third generation of Falcons. The first two generations were American Ford Falcons transplanted in Australia and modified to meet the needs “Down Under.” The third-generation Australian Ford Falcon was designed by Jack Telnack and engineered in-house for the Aussie home market at Ford’s headquarters in Campbellfield. The XA Falcon was available from 1972 to 1973 and the XB Falcon lasted from 1973 to 1976.

The 1974 XB Falcon is a slightly retouched copy of the XA model.

The clip, or nose, looks like a 1971 Mustang while the grille is reminiscent of the 1970 Plymouth Barracuda. The side has a Coke bottle-shaped mid-section. There is a full-body-side crease with the lower and upper section of sheet metal slightly bulging out and meeting at the crease. There is also a lower character line starting

at the front bumper and ending at the rear bumper, going over both wheel openings and the rocker panel.

The “B” pillar of the Falcon utility and van have the same shape as the 1966 Ranchero roofline, and the van’s front shape over the windshield slants at the same angle as the windshield. The sides are about a half-inch



Barn doors swing wide for cargo ease.

indented in from the beltline, and the C pillar is vertical. In the back are two barn doors with windows. The Falcon's hardtop-type doors are shared with the Falcon utility and panel van.

Life with an XB Falcon

"The van was first bought by a Mr. J. Sutton from T. Fossey Pty, in Tamworth, on 17th May, 1974," Underwood said. "My dad purchased her six months later at a dealership in Brisbane." When bought, there were blanked-out side panels to prevent curious eyes from viewing the cargo.

"My family enjoyed hunting and camping," Underwood said. "We'd go out to a friend's property in Tenterfield every fortnight (two weeks) rabbit shooting. Dad would throw a heavy canvas tarp over the van to make a lean-to. We camped rough, cooked over an open fire, but we loved it.

"As time went on and my sister Cathy came along, dad welded roof racks, bug catchers for the windscreens, a wind deflector across the back, and a bull-bar in front, which is essential in Australia. Dad popped in a XA limited-slip differential for traveling across the boggy paddocks.

"Dad always bathed the van in fish oil and old sump oil every six months, which seems to have kept her in really good condition," Underwood continued. "There was a serious lack of airflow. Eventually, dad installed a sliding window on the driver's side. I have vivid memories of sitting in the back through hot summers surrounded by the smell of wet dogs and fish oil.

"My sister and I were always on a mattress in the cargo van. But as years went on and seatbelt regulations got stricter, Dad bolted a set of bus seats to the rear floor. The seats were so high that all we saw was the hood lining."

"Mum continued to use the van as her daily driver in the '90s until 2000, when they decided to get a more fuel-efficient car. She hit a few kangaroos in her travels, but never been in any serious accidents. Dad put the van up on blocks, not wanting to part with her."

Choosing restoration

"We had a good friend of my dad's; he and his son had always planned to restore a car together, but when he



Spare "tyre" is hidden under rear doors.



Engine bay with the original 250-cid six-cylinder power plant.



Falcon XB headlamp bezel is reminiscent of the 1966 Studebaker while grille has shades of the Plymouth Barracuda; note its honeycomb grille texture.



Instrument cluster curves around in front of driver. The steering wheel is on the right side.



New "hood lining" (headliner) was installed.



Kerri Underwood next to her 1974 Falcon XB panel van.

passed away from cancer, the opportunity was lost. I decided that I was not going to let that happen to me.

"Dad is a great mechanic and always worked on the van. He knew her inside and out, and we spent every weekend working on her. My dad had a dance with prostate cancer — now gone — and double knee surgery. Dad and I removed the motor and sent it to our mechanic to be reconditioned, including pistons and rings. The water pump was seized and replaced. We put in a larger radiator.

"We stripped the car and had some rust to deal with. Our first panel person just sprayed an undercoat over the original paint. We lost the best part of a year. Our second choice was recommended, took ages, and we got a call to rescue the car as the business was going bankrupt! The paint isn't perfect, but its shiny and workable."

There is a new roof liner that runs the length of the van. The bench seat is black cloth, but was originally vinyl.

"All Car Interiors in Windsor did that work," Underwood said. "We got Brisbane Auto Glass to install all the glass for us. There was time-consuming work that Dad and I did, such as the fuel tank, and plastic welding the grille. Called Russell and Chris from Majestic Vanners for great advice."

Underwood's van has a 250-cid, six-cylinder engine that produces 155 hp and is mated to a three-on-the-tree manual transmission.

"The car is easy to steer and turn when moving," she adds. "Everyone looks at you, because you are driving a big green lump! Her paint is the original Tropicana Green.

"She has a heater, but no air conditioner, which can be a bit hard during the summer when we get 115 degrees Fahrenheit."

Although the XB Falcon had a hard life and isn't the most comfortable vehicle, there was no chance Underwood's family was going to sell it.

"A guy knocked on dad's door and offered him \$2,000 for the van, as is. Dad might have \$2,000 in his pocket today, but the time we spent together restoring her is something we both treasure. I've



Kerri Underwood at age 13 next to her van and horse.



Underwood's dad camping with the panel van during the early '80s.

kept bumps in the rear wheel arches on the inside for sentimental reasons."

The XB Falcon looks great today, but the process to bring it back to beautiful condition wasn't always easy.

"It's been a rough ride," Underwood said. "I've been ripped off and needed police intervention to reclaim my parts."

Now Kerri, her husband, their two daughters, and her father and mother, all enjoy the van together, just as they did when it entered their lives. **OC**

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14

QUESTIONS FOR

Hydro-E-Lectric



PUNTA GORDA, FLA. — If it weren't for a 1953 Oldsmobile Ninety-Eight Holiday coupe, there might not be a Hydro-E-Lectric — and thousands upon thousands of postwar convertibles might still be stuck with their tops down.

Hydro-E-Lectric of Punta Gorda, Fla., was founded in 1976 by Paul Wiesman after he had to repair the hydraulically operated windows of his 1953 Oldsmobile. His experience repairing his Olds led him to rebuild hydraulic window lifts and then hydraulic convertible top components for others, and eventually manufacturing new parts. The business grew by adding other related parts to its offerings, such as electric top motors, electric switches, interior trim parts, weatherstripping, convertible tops, and carpet and floor mats, among other parts.

Today, Weisman's granddaughter, Amanda Smith, is a co-owner of Hydro-E-Lectric and runs many of its daily operations. She sat down to give us insight into the well-known and established company that has helped many vintage car owners, and not just those with tops that drop.

Q. OLD CARS: How did the business start with a 1953 Oldsmobile Ninety-Eight Holiday, and is the car still in the family?

A. Amanda Smith: Unfortunately, it got sold recently, but [my grandfather] did have it up until last year. He is 87 and they are trying to get rid of stuff, so it just got sold last year. That car had power windows, and one of them was leaking and he brought it to someone he knew to repair it,

and that is how the business started. They started rebuilding other people's original window cylinders and then they started manufacturing them and the top cylinders.

Q. OLD CARS: Hydro-E-Lectric offers interior trim parts, weatherstripping, electric motors and hydraulics, convertible tops, power window parts and carpet and floor mats — which of these are the most popular items you sell?

A. Amanda Smith: Convertible top and power window parts. Our specialty is the hydraulic parts, the hydraulic power windows.

Q. OLD CARS: How has Hydro-E-Lectric grown since it was started in 1976?

A. Amanda Smith: We started out just rebuilding parts and now we manufacture a lot of those parts. Then we branched out from just the convertible top operations to all of the convertible parts, to the weatherstripping and to the tops, and we're adding new parts all the time.

Q. OLD CARS: How do you determine which parts to add to your product line?

A. Amanda Smith: That is tricky. Some of it is that we will notice there is a hole or gap, and if we can find that it's already being manufactured with a vendor of ours or another vendor, we'll pick it up. Or, we can have it made. A lot of it is trial and error, and we'll pick up a new part and realize, nope, it's not for us. We usually

have someone looking for new parts — that is a full-time role in the company — finding or adding existing product lines.

Q. OLD CARS: How have your customers changed in the last nearly 50 years?

A. Amanda Smith: A lot of our customers have been customers for a really long time. We do get new people, and we sell on three levels: wholesale, we sell to automotive trade shops and we sell retail. Our business kind of goes by word of mouth. "This shop told me to call," or, "I got your number from a friend who has used you for 20 years." Our demographic hasn't changed, but it has grown. As we have grown into newer cars, some of those are people's everyday daily drivers. So it has shifted into a little bit of a younger crowd, but our core hobbyists have been the same the whole time.

Q. OLD CARS: What have been the biggest challenges to your business over the years?

A. Amanda Smith: Foreign competition with poor quality flooding the industry. It has also kind of stabilized pricing of things. You can have things made overseas and have them be made of very good quality, and we've done that. It takes testing and time on our part to make sure it is a quality part. However, our hydraulic parts are manufactured in the USA. But there is a lot of foreign competition and it is cheap, cheap, cheap stuff, and it is poor quality. A lot of people come back to us

after buying those cheap foreign parts. They were enticed by the pricing (of cheap foreign parts). Sometimes when you're on eBay or Amazon, you don't realize what you are buying, and if something is half the price compared to everyone else's parts, that is a big sign it's a low-quality part. [Foreign competition] has been a big disrupter and challenge to overcome.

Q. OLD CARS: When American car manufacturers stopped building convertibles between the mid 1970s and early to mid 1980s, did you notice a period of slow-down? Did it affect your business at all?

A. Amanda Smith: We are recession-proof, and we are always stable, even with that dip. Our biggest product section, I would say, is 1971-'76 full-size GM, when they had stopped making convertibles until Ford started making Mustang convertibles again, and [Chevrolet built] Cavalier convertibles. That (1971-'76 GM convertibles) is our biggest single type that we sell our products for. We have a cylinder that says it fits 1949-'53 GM and we always thought, "Eventually, we are not going to need more of those," and that is not the case at all. There were so many convertibles from the late 1940s to the 1970s that we still sell as many 1955-'57 Chevy cylinders as we do Mustang cylinders—the 1940s, '50s, '60s are huge.

Some of our biggest customers are in Sweden and Germany, and they are huge, huge customers of ours, and they mainly do '60s GM full-size cars. That's all they do and that's a big part of it.

We also rebuild parts — we rebuild top switches; they had big firewall melting pots and we rebuild those units. Expanding our business just past the hydraulics, we also sell carpets. The same people that make carpets for the convertibles, they also build it for the hardtop. So when there was a gap in making convertibles, with all the other products and services we offer, it didn't really affect us.

Q. OLD CARS: With being so well-known for offering convertible top parts, what are some parts or services that customers may not be aware that you provide?

A. Amanda Smith: People who have been customers for 20 years, sometimes they think we only sell convertible

top parts, and they will be looking up a power door lock switch or a dome light lens on eBay and a listing pops up with our name, and they call us up and they say, "I didn't know you sell that." The internet helps that, too — if you Google it, it comes up. The biggest misconception is that we only sell convertible top parts.

Q. OLD CARS: How do you find new customers?

A. Amanda Smith: We do we still do a lot of print and online advertising, and we've been in every *Hemmings*, and *Old Cars*. And a lot of word of mouth. People give out our cards and things like that, and also through trade shows — we have been going to Carlisle for years — things like that.

Q. OLD CARS: What has been your business's biggest success(es) over the years?

A. Amanda Smith: Knowing our products inside and out. We offer tech support for our customers and we pride ourselves on our customer service. We feel we have the best customer service out of any of our competitors, and you can call us and we can trouble shoot any of your convertible top issues, whether it's our product or not.

Q. OLD CARS: With customers being able to ask questions through your website or by calling, what are the most common questions you receive?

A. Amanda Smith: We get a lot of questions. It's mostly technical questions, such as how to bleed their system when they are installing hydraulic window (lifts) and convertible tops, and, "What kind of fluid to I use?" It's on everything we sell, but we still get calls everyday asking what kind of fluid they should use.

Q. OLD CARS: Since you get that question a lot, maybe we can answer it here once and for all: What type of fluid should people use on their hydraulic convertible top and window systems?

A. Amanda Smith: They started to switch from brake fluid to automatic transmission fluid (ATF) in the mid-1960s. Early '60s and back, generally, it was brake fluid; mid '60s forward, it was ATF, and in the new, new stuff, it varies,

depending on whether it's German or American.


Q. OLD CARS: Where do you see your business in 10 years?

A. Amanda Smith: We are in a growth mode. We are really focused on maybe manufacturing more new products. We used to manufacture a lot of new stuff, but that slowed down with the pandemic, but definitely ramping back up on new products that aren't available and adding new product lines, so growth.


Q. OLD CARS: What kind of car do prefer to drive to wipe away the stress after a hard day's work?

A. Amanda Smith: I am a "large SUV" girl. I like large and comfortable SUVs. **OC**

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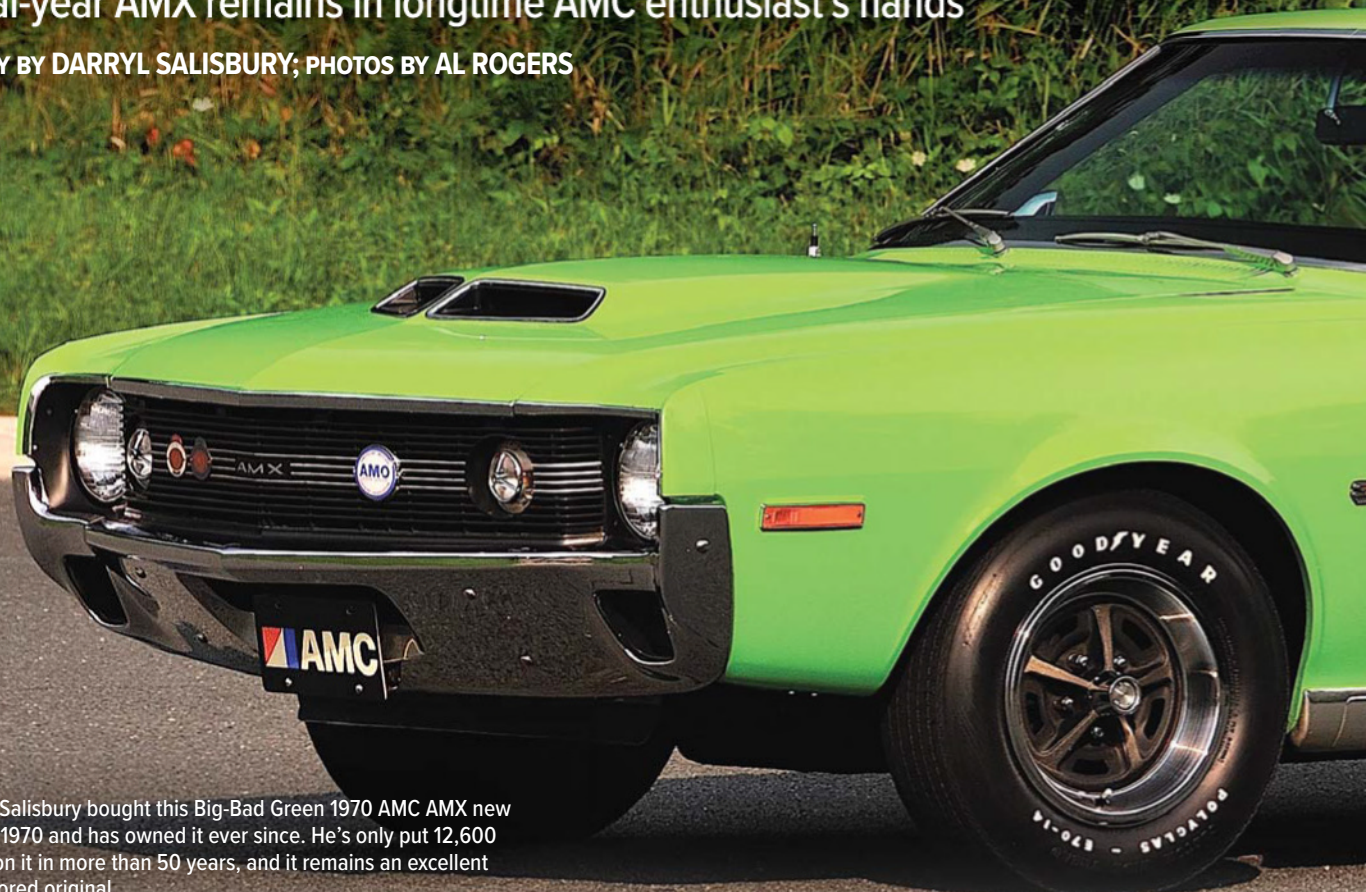
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NEVER LET GO

Final-year AMX remains in longtime AMC enthusiast's hands

STORY BY DARRYL SALISBURY; PHOTOS BY AL ROGERS



Darryl Salisbury bought this Big-Bad Green 1970 AMC AMX new in late 1970 and has owned it ever since. He's only put 12,600 miles on it in more than 50 years, and it remains an excellent unrestored original.

It was May 1968, and I had just gotten out of the U.S. Air Force plus a year in Rhodesia (now Zimbabwe). I had been gone from the United States basically for about five years, and while I was gone, the “pony car” era had begun and was well underway. Coming home to the Kalamazoo, Mich., area was like arriving in a foreign country as far as the cars were concerned, as I had missed the introduction of all of the cars over the past half decade.

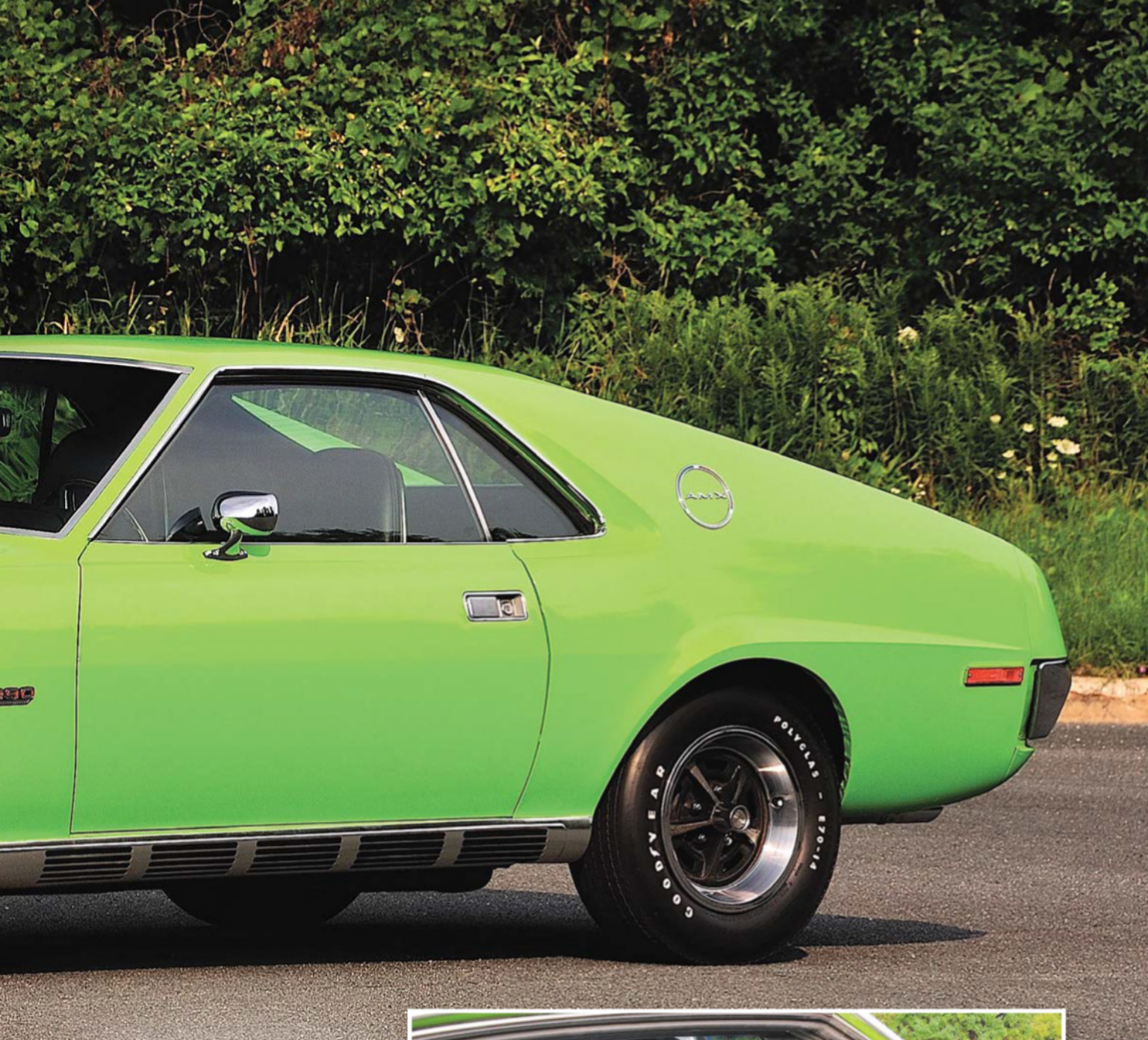
Anxious to get a car and a job to ready myself for continuation in college, Dad took me over to our local AMC dealer. Dad had been a Hudson man in his earlier years, and had transitioned

over to AMC when that change was made. As I looked over what AMC had come up with in my absence, I became fascinated with both the new Javelin and the new AMX. Being somewhat practical (the AMX lacked a back seat), I opted for the 1968 Javelin upon which the AMX was based. My Javelin was equipped with a 343-cid V-8, a four-speed manual transmission and Scarab Gold paint with a black vinyl top.

As I headed back to finish my degree, I found that I could buy a used car, clean it up, put new tires on it and sell it for a slight profit. So, this is what I did for the next two years of college. The AMC dealer wanted me to work for him, but it

was a bit too far away. He just sat back and watched as I worked with used cars to supplement my income for college.

In September 1970, I took delivery of my new 1971 Hornet SC/360. What a car! Somehow, the clutch had failed that fall, and while it was being repaired, the dealer, Zantello Ramber in Allegan, Mich., gave me a new 1970 AMX to drive. Wow! Another exciting car! When the Hornet was ready to go, he called and asked about the AMX. I wanted it! I did the necessary paperwork and kept the car. Based on my past practices of buying and selling cars almost monthly, he asked, “And how long do you think you’ll keep this car?” My immediate response was, “Forever!”



And here we are, in early 2024, 53 years later and well into that “forever” statement. While the AMX is basically original, I did some things to it over its earlier years. The original carpet went bad early on and that was replaced. Both the headliner and the dash crash pad deteriorated and were replaced.

The AMX was originally optioned with the 390-cid V-8 (a 290-hp 360-cid V-8 was standard); a fully synchronized four-speed transmission; power steering; tinted glass; and the light group. It was painted Big-Bad Green, and green is my favorite color! The AMX's base price in 1970 was \$3,395, and with my car's \$600.20



The fully synchronized four-speed manual transmission and vinyl bucket seats were no-charge on the 1970 AMX, as was the instrument panel with a tachometer and sports steering wheel.



When AMC launched the sporty four-passenger Javelin in 1968, it also created the shortened-wheelbase, two-seat AMX as a full-on muscle car that lacked a back seat. In 1970, the final year of its initial run, the AMX remained a two-seater with a carpeted rear.

Only the headliner and carpet have been replaced on this low-mileage survivor.

in options and the \$28 transportation charge, the sticker price was \$4,023.20.

Eventually I added some factory options which I would have opted for had I ordered the car: tilt wheel; passenger-side rearview mirror; remote-control driver's side mirror; center armrest; AM/FM radio with rear speakers and a fader switch; heated rear window; clock; an ultra-rare rally pak; and an AMC Group 19 Performance part: a stainless-steel front underbody spoiler.

I redid the engine compartment at

about seven years, and the car still has its original Goodyear raised white-letter E70x14 tires, which are in excellent shape. The odometer reads just over 12,600 miles. While the AMX was driven to shows early on, it is now trailered.

This special AMX is proudly on exhibit at the Gilmore Car Museum in Hickory Corners, Mich., in two-year increments. It is then rotated with my 1969 blue/white/red factory promotional AMX.

Much to the chagrin of AMC Vice President of Styling Richard A. Teague, a 1971 AMX was not to be, even though

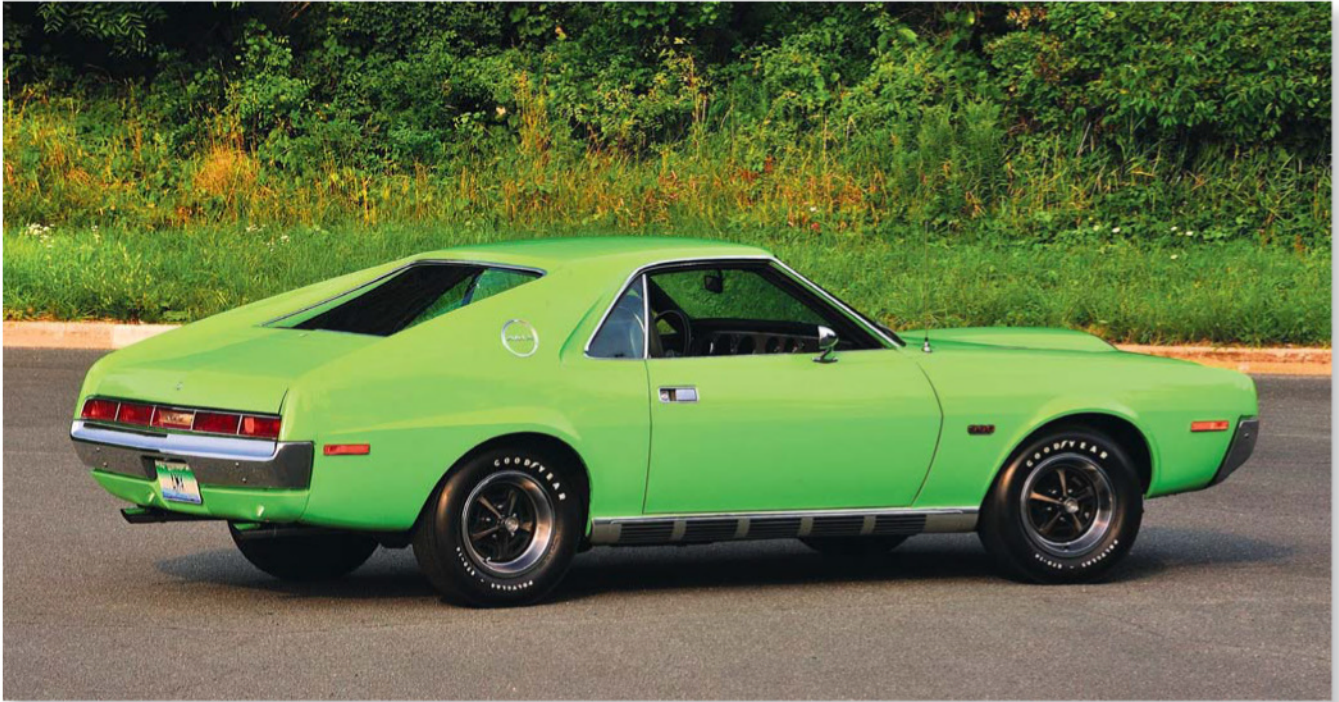
he had designed and built a prototype to show how one could be done with minimal expense. As a late-June build, this became one of the very last AMXes to be built, thus making it more desirable.

I have carefully kept a record of this car's history in a three-ring binder, which accompanies it wherever it goes. This AMX has been such a pleasure to own. It is definitely my favorite AMX of all time, and I have owned more than 30. I look forward to sharing it at various car shows in the future, letting people know about the car and why it is so special to me. **OC**



The 325-hp 390-cid V-8 was a \$371.45 option on the AMX that also included front disc brakes, a heavy-duty clutch and E70 white-letter tires. Of the 4,116 AMX coupes built in 1970, 1,632 of them were 390-cid four-speed cars like this one.

An Introduction to the AMO



The 1970 AMX had a 97-inch wheelbase compared to the 109.9-inch wheelbase of the Javelin upon which it was based, making the two-seat AMX about a foot shorter than the back seat-equipped Javelin.

“American Motors Owners Association, Inc., (AMO), is a Wisconsin chartered, non-profit organization, which exists expressly for the purpose of aiding and encouraging the use, enjoyment, preservation, and restoration of vehicles built by American Motors Corporation between the 1958 and 1988 model years. Ownership of an AMC vehicle is not required for membership in the club.” So states *American Motoring*, the AMO’s publication, in its opening remarks.

In May 1968, and I had just returned home to the Kalamazoo, Mich., area after having served five years in the United States Air Force (the last three of which were in Germany), and spending one year in Rhodesia (now Zimbabwe) where I traveled and worked for Rhodesian Railways. As the dates suggest, I had totally missed the introduction of the new breed of automobile – the muscle car. Having been a car enthusiast all my life, I was anxious to get to know all about this new class of car. And having grown up in a Hudson family, my likely move forward would be in the AMC realm (Nash Kelvinator Corp. merged with Hudson Motor Car Co. to form AMC on May 1, 1954).

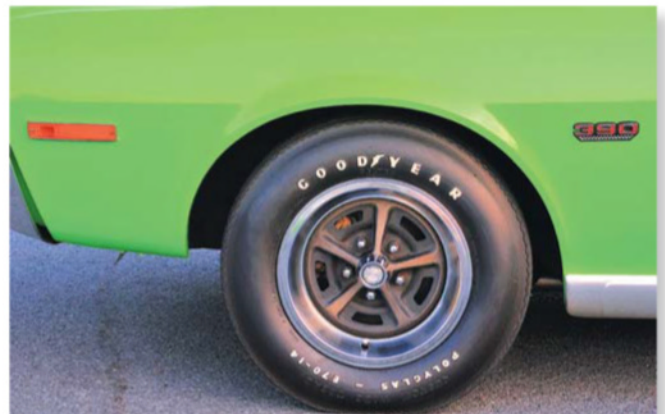
That idea came to fruition with my purchase of a new 1968 Javelin SST. Over the next two years, I bought and sold a variety of AMC muscle cars, ending up purchasing one of the very last AMXes produced for the 1970 model year, which I still own. As time passed, I went through a variety of AMC cars and many part-time jobs in an effort to pay for my college education. It was during the mid ’70s that I met some fellow AMC enthusiasts and struck up some cherished friendships.

As we moved forward, we began searching for an AMC car club. We finally found an AMX club (now defunct) in Wisconsin. We immediately joined and avidly followed the club activities through its periodic newsletter. It was early 1977, and we had found information on an upcoming car show wherein the

AMX club and the Nash club were combining resources in an effort to entice owners of these cars to come to Kenosha, Wis., to participate. The event took place that August in Kenosha, the birth place of our beloved AMC cars.

Time couldn’t pass quickly enough and before we knew it, we were on our way on a four-hour trek which took us through Chicago. Once at the event, we quickly learned of a fledgling AMC car club (AMO), which had also been invited there to participate. Again, we quickly joined this organization as well. We had finally found not only one but two AMC car clubs through which to interact and participate.

AMO came about as a result of the dwindling status of the American Motors Owners Association based in southern California and another AMC car club, American Motors Car Club of Chicago. A couple of individuals in the southeast Wisconsin area learned of this and combined efforts, result-



The 1970 AMX is trailered on its original Goodyear Polyglas 14-inch tires mounted to its original-issue “Mag Styled Wheels” that were standard.



Slotted rocker panels give the illusion of side exhaust, an option on some Midyear Corvettes.



AMC was big into the red, white and blue theme during the muscle car era, and it appears in the AMX's badges on the cars' broad fastback sail panels.

ing in the rebirth of AMO. This was the likely place to begin such an organization as the cars were being produced there. And, for the first decade or so, the annual AMO International Conventions were held there. This location allowed for factory tours and support from the upper echelon of people who were responsible for the ideas, development and production of the many unique vehicles from AMC.

As a result of my enthusiasm for things in which I get involved, I was appointed to fill a vacancy on the board of directors. This took place during my first year of membership (1978). Shortly thereafter, the AMO president, Don

Loper, opted to retire from that position. The vice-president, Jim Krueger, took over the presidency and I was voted in as the new vice-president. Officers were elected for two-year terms and at the regular election the following year, I was elected president.

It was at this point that I really started my intense involvement. When I first joined AMO, its membership base was just short of 500. This just didn't seem right to me. There had to be more AMC enthusiasts out there who would be excited to join a unique AMC car club. My first step was to contact our AMC vendors, such as Kennedy American, and ask to be supplied with names and

addresses of their parts purchasers. All were very open to my idea and happily supplied me with the needed data. I immediately set out to accomplish my goal of greatly increasing the membership. I wrote personal letters on my typewriter (no computers then) to each individual on each list. Within two years, we were approaching the magic number of 2,000 members. What a challenge that was! But it did contribute to a much larger organization, and it grew as a result.

During this time period, I noticed that AMO did not have an official constitution. I began writing one and it was approved and put into effect in 1979. Since then, it has been updated to meet the needs of the growing organization.

Parallel to all of this, we were officially sponsoring an annual car show. As such, we needed classes and judging guidelines. 1978 saw AMO's first sponsorship of an AMC car show. Three awards were presented. 1979 brought about more participation and the presentation of six awards. By 1980, the show had really taken off and six individual classes were formed, resulting in the presentation of 12 awards. As time passed, the event rapidly grew, with new additions to meet the needs of the event. Bronze-, Silver- and Gold-level awards were created to make the competition more equitable. That meant a car was judged on a scale on its own merit, not in competition with other cars in the same class. Car classes expanded to accommodate the cars which participated. Eventually, both Junior and Senior Divisions were created. The next step was to create Best of Show awards for each individual class. Once that level was achieved, the car would move into what was called the American Cup Class—a competitive class which placed car against car for the top award. Another step in this class creation was where "stock" versus "non-stock" divisions were created to respect the type of vehicle an owner wanted to have and to compete. During the building era of this aspect of the club—probably the first decade or so of the event—I was instrumental in writing and revising the AMO Concours Rules.

During the mid '80s, we lost our newsletter editor. Not finding one within a reasonable amount of time, I volunteered to take over this responsibility as well. Again, in a pre-computer world,



For 1970, the parking lamps/turn signals were moved from the bumper to the grille of the AMX, giving the muscle car a more menacing look.

I typed out each article and glued the articles together on a larger sheet of paper, which our printer photographed, reduced to standard size and printed. This project ended up lasting six years, until we could locate another editor.

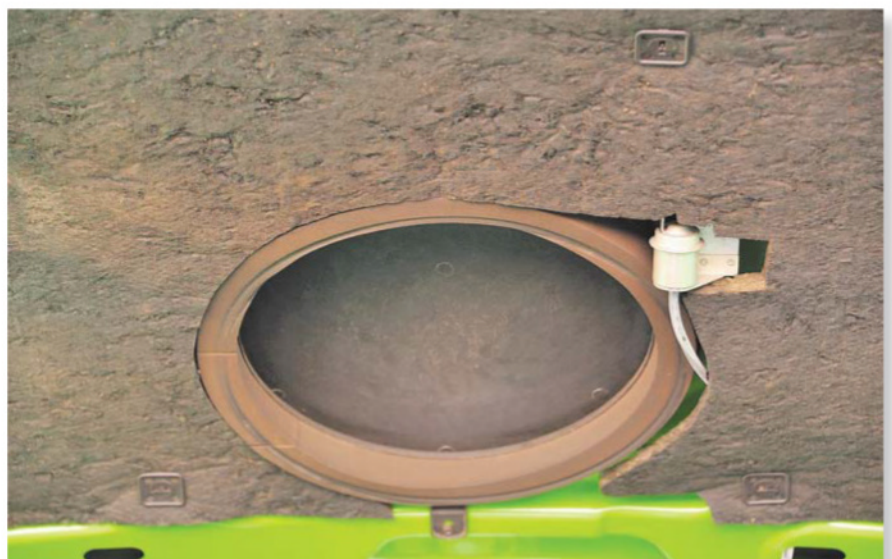
My presidency lasted for 28 years (we could not find anyone who wanted to replace me). Once we did find that individual, I was voted into the position of chairman of the board of directors for another six years. Finally, in 2013, I was able to retire from all of those positions and other responsibilities of the club. Shortly thereafter, I was presented with an honorary life membership in recognition of my extensive contributions to AMO.

What are my connections to the AMC hobby and AMO personally? I own six AMC cars, two of which are prototypes, two of which are one-of-a-kind, and two of which were built at the end of their runs (one of which, my 1970 AMX, is featured here). I have a model car collection, including promotional models and all other model company-produced AMC models; I have an extensive AMC literature

collection, both from the factory and the showroom floor; I have a library full of AMC reference materials; and I have a large collection of factory-produced publications detailing parts, repair, replacement, etc.

I now participate in local and international events when possible. Addition-

ally, I support the current newsletter editor, Ian Webb, through editing and writing various articles. And, after 46 years in the AMC hobby and participating in AMO, it has been a great honor to be a part of the growth and development of AMO, the world's foremost AMC hobby organization. **OC**



Rubber gasket on the bottom of the hood sealed to the air cleaner to provide Ram Air via the hood ducts to the four-barrel carburetor.

Vendor Vehicles of HERSHEY



A 1946 Spartan Manor, rescued from a junkyard 35 years ago, shows the mid-century approach to streamlining. To a driver following it down the road in 1946, the Spartan Manor might have appeared to be a bus or trolley car.

Cool campers hidden in the Hershey flea market

STORY AND PHOTOS BY BOB TOMAINE

Some of the most interesting vehicles at Hershey aren't on the show field, aren't for sale and might or might not be easily spotted, but they're appreciated.

1946 Spartan Manor

"I bring it down here," said Jim Armstrong, of Rome, N.Y., "and it gets packed in amongst the other vehicles and a lot of people don't see it. But as the show dwindles down, as people start moving out, then a lot of people notice it."

What they're noticing is the 1946 Spartan Manor trailer tucked into his flea market space, which says a lot about both the trailer and Armstrong himself.

"It was built by the Spartan Aircraft Company after World War II," he explained. "The government had a con-

tract with them to produce these to house the GIs when they came home. They're built just like an airplane fuselage; there are aluminum trusses all the way around. It's skinned, very similar to an airplane....

"I found it in a junkyard. I kicked out the raccoons that were living in it and we've been bringing it to Hershey ever since."

"Ever since" means the 35 years that he's owned it, but restoration required more than evicting its tenants. Mechanically, the 26-foot Spartan needed only new tires and a change from six-volt to 12-volt electric brakes, but other work included rewiring, insulation and new mahogany paneling, as well as removal of the partitions as the trailer now provides space for cots and a basic kitchen in addi-

tion to transporting flea market wares. Armstrong has the original floorplan and before making the modifications, he documented the factory interior.

"We had it polished 20 years ago," he said. "We buffed it and it looked beautiful, but I didn't have anyplace to put it inside, so it (dulled) over the years. But now I've got a new garage, so we're going to buff it again and keep it inside so it'll stay polished."

Even in its non-buffed state, the Spartan gets its share of attention on the road.

"Oh, all the time," Armstrong said. "I get the thumbs-up."

And it's actually not invisible at Hershey, as the vendor in an adjacent space — apparently tired of inquiries — erected

a sign reading “this is not my trailer!” above an arrow pointing to the Spartan.

1955 Zollinger Va-Ka-Shun-Ette

Smaller but equally eye-catching was the 1955 Zollinger Va-Ka-Shun-Ette owned by Tom Holter of Berryville, Va. He bought it about eight years ago from a seller who had been acquiring little-used trailers for resale. It had been neglected and needed help, but it had potential.

“The roof was sagging because they’d kept piling goo on there to keep it from leaking,” Holter explained, “but it was a little late. The wood had rotted. I replaced the two aluminum panels on the roof, but the rest of the other sheet metal’s original and I replaced the two inside panels.

“In the back, below the window, it was all rotted out, and I replaced the inside panel back there. A little sketchy trying to bend it up around there, I thought it was going to crack, but ‘got to do it.’ Then I steam-bent 3/4-inch oak that goes all the way around there.”

The interior, he said, is mostly original, and the exterior skin was buffed only to remove corrosion, and in about a year and a half, the Va-Ka-Shun-Ette was ready. Its main use has been flea marketing, and Holter said that its relatively small size encourages thoughtful packing and no non-essentials. It also encourages many who see it to take a closer look.

“More people have been paying attention to this than to my parts,” Holter said, “but I still did well. But a lot of people love it. A lady was just taking a video all the way around it.”

They might love it, but few can identify it.

“There’s probably been a handful of people who recognized it as a Zollinger Va-Ka-Shun-Ette and even a couple of people who had them,” Holter said, “but not that many ... Everybody thinks it’s an Airstream. When they see an aluminum trailer, that’s the first thing.”

1974 Airstream Overlander

That the Va-Ka-Shun-Ette isn’t an Airstream would have been instantly obvious if Holter’s space had been alongside that of Alan Murphy, the Methuen, Mass., owner of a 1974 Airstream Overlander. His trailer, Murphy said, had been at a lake in Vermont when its roof was badly damaged by a falling tree. It was sold, but the buyer realized that the necessary repairs were beyond his skill, so about six years ago, Murphy bought it



Although it’s doubtful that many rode in it and the view for those who did would likely have been less than inspiring, the 1946 Spartan Manor has a windshield.



Rounded rather than streamlined, this 1955 Zollinger Va-Ka-Shun-Ette had suffered water damage before its current owner bought it and replaced several of its aluminum panels.



A short trailer with a long name, this 1955 Zollinger Va-Ka-Shun-Ette has most of its original interior.



This 1974 Airstream Overlander is enjoying a life that probably seemed impossible when it was damaged by a tree falling on it.

and, with a friend, began repairs.

"We literally split it in half, repaired it and riveted it back together," he recalled. "It was about 2,200 rivets we had to put into it. I used to repair bus bodies, so I was familiar with the techniques."

The plan was to use the Airstream for flea-marketing, at least initially, Murphy said, so it gets to Hershey. And since he's president of the ATCA Granite State Chapter, it's a place to stay at that show.

"That's pretty much all I'm using it for right now," he explained. "Eventually, I want to do some traveling with it, but for now, that's the basic use I have for it."

"They're comfortable, you just can't beat them ... We totally enjoy it and kind of camping in general. Especially here where you have no hookups, it is kind of primitive, so you have to have something that's nice and comfortable. You can stay a week without getting on everybody's nerves."

He has no plans to sell it, which is good news for a select group of his fellow vendors.

"These guys won't let me sell it," Murphy admitted. "They have no place to stay if I give it up."

1973 GMC motorhome

Staying in comfort is a given in the 1973 GMC motorhome owned by Bill Godisak and Jerry Klobucher and seen at Hershey for some 15 years.

"My role," explained Mark Smucker, "was that I had a warehouse that they could store it in. It turns out that fell through last year, so I can't even store it. I'm doing nothing active, actually, to help this project along right now, but it has been quite an interesting ride."

Smucker said the GMC's life with its current owners has included several minor fires, one being very recent.

"Now it's just a week before we come here," Smucker said, "and (Bill) and his wife and several others spend the week cleaning this gook out of it."

There've been other headaches — it is, after all, 50 years old and not a show vehicle — but they've been dealt with on the road and the GMC has generally been reliable. What might have been a water pump problem caused some anguish this year and needed to be diagnosed and addressed before the return trip, but Smucker cited the motorhome's track record of almost always reaching its destination. He recalled a successful roadside repair after leaving Hershey several years ago.

"We did, after two days, make it to my place in northern Indiana," he said. "They're from Michigan, not far, like 30 miles away."

The vehicle's perfect streak to and from Hershey was broken only once, Smucker said, when it stopped not far into the trip, and rather than make a major repair, they chose to continue in a rented modern motorhome. It was not a pleasant experience.

"Man, that was junk compared to this," Smucker recalled, "the wind blowing through it, the noise."

As well built as they are, the GMCs have a cult following today that's obvious from the condition of many still in use. Although not the only example in the flea market, Smucker agreed, its presence has become almost expected, and he said Hershey regulars often tell him that they've been noticing it for years. On the other hand, that's not always a plus.

"When I sit here, watching the shop for these guys," Smucker observed, "nobody asks me about the parts. Everybody asks me about the motorhome."

1970 Dodge Xplorer

If any motorhome could be seen as the opposite of the GMC, it might be the 1970 Dodge Xplorer owned by Tony Concepcion of Carlisle, Pa. Based on the Dodge A-108 van, the conversion by Frank Industries was the first Class B motorhome.

"They made 247 of them total," Concepcion said, "and there seem to be about 50 or 60 of them left. About five or six have their original camper interiors and this is one of them."

He bought it 12 years ago following 10 years of hunting. He'd test-driven a used one when he was in college, he recalled, although he knew he couldn't justify buying it at the time. When he was able to afford it, he began searching



GMC motorhomes like this 1973 model are large and comfortable. Anyone who was at Hershey this year probably envied its occupants for its awning.



While it might go unnoticed by the casual observer as anything more than a Dodge van, the 1970 Xplorer is unusual enough that, even at night, flea market visitors stop to look it over and occasionally peek into the interior.

and discovered how few were built, but the wait was worthwhile.

"I bought it from the second owner," he said, "so it was nice, because I was able to get the original paperwork that they got from the first owner ... The second owner was able to pass on to me that the first owner had driven this to Alaska, to Mexico, to Newfoundland."

When it was travelling North America, it was just one more camper on the road, but today, he said, those who see it react to it.

"It's constant," he said, "pictures, people wanting to look inside it and it doesn't matter, whatever show, people wanting to know if they can buy it. I wrote 'not for sale' on it years ago just because I got tired of answering that question."

Sleeping in the Xplorer at Hershey has shown him that, even at night, it attracts attention.

"They're trying to peer in the windows," he said. "It's a little weird sometimes, but you kind of have to expect it. It's just the way it is."

1967 Dodge A-108

By comparison, Burroughs Timberman's Dodge might seem unlikely to draw even a second glance, but his 1967 A-108 window van generates questions.

"Most of them," he said, "ask, 'VW?'"

Others want to know whether it's for sale (it's not), and he knows that finding this one was a lucky break. Its first owner, he said, was Atlantic City, N.J., which used it as a surveying vehicle and office with counters installed in the cargo area. The Dodge was then sold

to an auction company, which removed the windows and used it as an office. He bought it when it was auctioned in 2012.

"It didn't run," Timberman recalled, "but overall, it was basically how you see it here. I did new tires, a different fuel tank, the typical stuff."

"It was originally a 170 (six) and then the 170 seized up within the first month I had it, and it has a 225 in it now. It was a pretty simple swap and the 225 was all rebuilt."

The trip from his home in Elmer, N.J., was uneventful, and a leisurely cruising speed gave drivers a chance to notice the Dodge.

"They definitely slow down," he said. "Fifty-five is all it's going to do. Down the highway, that's all it wants to do, 60 going downhill. Coming up the turnpike, I was doing 50 to 55 because of the hills."



A 1967 Dodge A-108 window van is about as basic as possible, but still draws attention in the flea market.



This 1965 Chevy Sportvan Custom isn't big and that's a plus for its owner since it means it can carry fewer parts to be packed and unpacked.

That's enough because the Dodge's role is hauling, as Timberman said he loads it to the windows and it does more than just the Hershey flea market. He said that in 2014, it carried a Triumph motorcycle on a 14-hour trip to Ohio, and its utility means it's not going anywhere.

"I won't find another one," Timberman said. "It's extremely reliable. It's a three-speed on the tree, simple to drive, I put a new clutch in it and it's a Slant Six that was rebuilt, so it really should run forever."

1965 Chevrolet Sportvan Custom

A few streets away, Doug Johnson had the Dodge's GM counterpart, a 1965 Chevy Sportvan Custom, at his flea market space. Johnson bought it about nine years ago and said that he was looking for a van of that era with no preference as to make.

"I looked at a lot of rust buckets," he recalled. "I found this one. It was bought new and owned by the same family until I got it. They had a grocery store and deli out in Fairmont, West Virginia, so it was constantly stored either in the garage or in the warehouse."

The 125-mile trip from his Glen Burnie, Md., home was slow — the 250-cid. six isn't a big upgrade from the original 235 — and like Timberman's Dodge, the Chevy's comfortable at about 55 mph and is sometimes mistaken for a Volkswagen. It's anything but invisible, both in traffic and at Hershey, but most importantly for Johnson, it does what he needs it to do in the flea market.

"It works for me as a vendor," he explained, "because I wanted to downsize from a motorhome. It forces me to bring less stuff, which is less stuff that I have to deal with."

Despite its fairly small size, the van is difficult to miss, parked as it is right at the street. Johnson said it starts conversations.

"When I do Carlisle," he said, "it's hidden. We set tents up out there, so it's hidden behind that, but there are people who'll catch it and walk up and say, 'Who owns that van back there?' I said 'I do.' 'Man, that's really nice.'"

Trailing a T

At least one vendor, though, was using a vehicle specifically for the attention it attracts. George Akin, of Knoxville, Tenn., was camping in a popup trailer with a difference.

"That's my individual plan," he said. "I researched that by looking at campers, vintage campers. I looked at the features of all of them and I picked the features that I liked best and then I designed that for a 2019 tour."

That event recreated a 1919 tour through the West, all with vintage vehicles. Akin's trailer participated successfully, later toured in Washington, Wisconsin and Michigan, and even had some off-road adventures. While Hershey was a vacation for it in a sense, it was there for a reason.

"I use it here as a camper," Akin said, "but also to show it, because my goal here is to encourage other people to build their campers and enjoy camping with their Model Ts. We've done it for years...."

"People notice it. Here, a lot of people stop and look at it, and a lot of people will bring their tape measures and their cameras out and take pictures. There are at least two people who are actually building campers based on what they've seen here."

The camper looks like a Model T depot hack, because that's what he used for a pattern as to its measurements and



Built to participate in a 2019 tour, this popup resembles a Model T Ford depot hack because that provided some of the dimensions and patterns used in its construction. A 1914 Model T is its regular tow vehicle.



design. Modern fabric for the upper tent section provides better weather-resistance, and mosquito netting is part of the package.

"We've camped in a lot of places where the bugs are terrible and that makes it tolerable," Akin said. "It's designed to really be used."

"I tow it with a 1914 Model T. You don't even know it's there. My little '14 T will tow it on flat land, out west or something like that, at speeds of almost 40 miles an hour. You don't feel it, it doesn't do anything, you don't even know it's there ... It was here last year and it went to Manhattan, Kansas, in the summer. I pulled it out to Kansas and back."

Whether it's for sale is the most frequent question, followed by the availability of plans to build it. He might draw them up, he said, because he'd like to see others have one and enjoy it the way he enjoys it.

"I can tell you that having that and doing that has really made a big difference to me," Akin said, "and I have had more fun doing that than just going on a tour. People come up, they look at it, they talk to you about it, they sit around and we eat with them. I have an outback oven and I'll bake brownies or something like that. It draws people in." **OC**

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Low risk, big reward!

Lincoln lover
hits the jackpot
with his slick
'39 Zephyr

STORY AND PHOTOS BY BRIAN EARNEST

Wally Messner knew he didn't have much to lose when he decided to buy his 1939 Lincoln-Zephyr sight-unseen, halfway across the country, off some sketchy internet website.

Even if the car needed quite a bit of work to be drivable and look good, he was sure there wasn't much risk in buying it. And it's hard to argue with his logic.

"Like [my wife Lynn] always tells me, if you keep looking, you're going to find something. I'm always looking," jokes Messner, a resident of Fond du Lac, Wis. "At the time I had the '34 [Lincoln], and I'm a big Lincoln fan. That was probably 20 years ago now ... It was just on some obscure website.

Normally you think of eBay and standard places where you look for old cars, but this was some website I'd never heard of in Nevada. A guy had this car for sale that he bought out of an estate, partially restored.

"I probably shouldn't even say this, but I only paid \$6,500 for it. Obviously, the guy was only trying to make a little more than he paid the estate for it. I bought it sight-unseen. I just figured, for that price, if everything he says about the car is even halfway true, the car was such a deal!"

The good news was that the body was rust-free and had been repainted. The seats had been reupholstered, and the 12-cylinder engine had been rebuilt. And the car started and ran.

The bad news was that it needed a lot of interior work, it didn't run right, it was missing a bunch of parts, and it needed a lot of cleaning and TLC. Finishing the restoration that a previous owner had started was a daunting enough job that it took Messner about 10 years to finally dive into.

"I finally said, 'This is the year that the car is not going to sit anymore!'" Messner joked. "It took me about 2-1/2 years from start to finish to get it done. I still have to finish the interior of the trunk. I'm not done with that yet, but that's about all I have left."

Even if it's really only about 98 percent done, Messner's four-door sedan is a stunning machine that he is more than happy to show off at local car shows. The Zephyr coupes might be a little more coveted among collectors than their four-door siblings, but Messner's four-door is a show-stopper and a rare machine that most old car lovers rarely see.

"When I was looking for a Zephyr, I had looked at a '37 a few years before that that actually needed more work than this one," he says. "But if I had a choice, '39 would have been my choice. They are the epitome of the style, I think."

1936: A Star is Born

The Lincoln-Zephyr debuted for the 1936 model year and was one of the most revolutionary cars of its time. The Zephyr found a home occupying the vast space between Ford's V-8 DeLuxe and Lincoln's glorious Model K luxury lineup. Its streamlined styling, teardrop headlamps, sloping rear deck, curved side window corners and handsome grille

all contributed to an undeniably beautiful overall package that helped propel automotive design into the future.

Inside was fancy pleated upholstery in taupe broadcloth or tan Bedford cord, with leather on the options list. The Zephyr also used integrated body-frame construction and featured an all-steel roof, which was a first for Ford Motor Co.

The solid front and rear axles used transverse springs to soften the ride. Power was supplied by a V-12 Ford Motor Co. developed in-house that was basically a 75-degree version of the Ford V-8, plus four more cylinders. Steel-alloy pistons churned inside aluminum cylinder heads, and twin water pumps were used for cooling. A single downdraft carburetor fed the 267.3-cid/110-hp powerplant.

The Zephyr was originally offered as a four-door or two-door sedan, with a coupe and limousine arriving a year later in 1937. A major restyling was unveiled in 1938, with all-new sheet metal and fenders and a longer 125-inch wheelbase. The grille was divided and utilized thin vertical chrome bars. The back end also became even more streamlined with longer, flowing fenders. Two open models, a convertible coupe and convertible sedan, were added to the lineup for 1938, bringing the number of body styles up to six.

For 1939, the addition of hydraulic brakes was perhaps the biggest news for the Zephyr lineup. A voltage regulator also became standard equipment. The option list included upgrades such as wind wings, radio, heater, leather upholstery, whitewall tires and custom luggage.



It took Wally Messner, of Fond du Lac, Wis., more than a decade to tackle the restoration on his 1939 Lincoln-Zephyr. The car had been partially restored by a previous owner, but needed a new interior, it wasn't running right, and hadn't been roadworthy in many years.



The Zephyr had so many styling details and subtle cues that all seemed to fit together. The front end was a tapestry of curves, points and edges, with headlamps integrated into the fenders, a narrow hood over the 12-cylinder engine, and a classic split grille with vertical spears. On the back end was a stylish ID plate located below the sloping trunk lid.

By far, the four-door sedans continued to be the most popular version with the buying public in 1939, as 16,663 examples were built compared to 2,500 for the six-passenger coupe, which was a distant second in popularity. Less than 1,000 open cars were constructed.

The base price for a six-person sedan such as Messner's was about \$1,360, which was a far cry from the grand Model K series that still occupied Lincoln's top tier and carried prices between \$4,800 and \$7,100 — a king's ransom at a time when the U.S. was finally starting to emerge from the suffocating Great Depression.

The Zephyr nameplate soldiered on until 1942, when Ford turned its attention to war-time production. By then, the 172,000 beautiful examples that had left Ford's assembly lines had more than secured the Zephyr a lofty place in U.S. automaking history.

Smooth Sailing

Messner insists that one of the best things about his 1939 Lincoln when he purchased it was that the engine had already been rebuilt. He could focus on finding missing pieces and figuring out how to replace the interior. Except that there was one little problem with the carburetor, which didn't take him long to discover.

"Somebody had the wrong carburetor on it. If you work on Lincolns, you know that the throttle linkage on Lincolns is backward from the throttle linkage on Fords. So when I started the engine up, it immediately went up to full throttle. The engine just started racing!" he recalled with a laugh. "That's then I realized that it was the wrong carburetor."

"The seats were reupholstered, but the whole rest of the inside was missing or tattered. The interior went to United



Auto in Fond du Lac. They do really nice upholstery work. He did the door panels. I bought a new wiring harness and strung the harness myself. All the mechanicals, short of the engine, which was done, I did myself. I took the radiator out, had the whole dash out...."

All things considered, Messner says that getting his Zephyr back in one piece and driving as good as it looks was surprisingly not that difficult. He had a solid car to start with, managed to find all the parts he needed and found plenty of folks willing to offer advice in the Lincoln-Zephyr Owners Club (www.lzoc.org).

"About the only thing that ever held me up was my own time to get at things," he says. "Out of all the cars I've done, this one was pretty easy, and I met a lot of really good people that had parts and could help me out ... Not all clubs are as friendly as the Zephyr Club. The Zephyr Club is just really full of nice people."



Eight cylinders just isn't enough sometimes for a luxury machine that is trying to make a statement, so Ford supplied the Zephyr with a V-12 that produced 110 hp.



The front seat area is cozier than you might think. The Art Deco steering wheel is a little reminiscent of the Packards of the era. Perhaps the most unique thing about the cabin is the huge, round speedometer mounted in the middle of the dash, a very art deco touch.

"I redid the brake cylinders ... the interior ... got the paint buffed out... It's not 100 percent, but it's pretty good. The grille was missing, the headlights were missing. When you are in the club, you wind up finding different sources for parts, so it was not that difficult to find the window cranks and the door handles, and things like that. The grille was a little harder to get, and any grille you get is going to need to be re-chromed. Really, it was mostly a matter of putting it up on the lift out in the shop and cleaning it up."

Messner has never been able to find out much history about his car, other than it was last titled in California and somehow made its way to Nevada, where he purchased it. It has now become one of the jewels of the Messners' collection that also includes a 1934 Lincoln K and 1967 Lincoln four-door convertible; three Jaguars; a 1935 Ford pickup; and 1935 Hupmobile—the latter two of which are both projects still in progress.

Other than finishing up some panels in the trunk and installing a new ashtray in the backseat, Messner says his

only goal with the Zephyr is to take care of it and have some fun. Unlike some of the other cars in the fleet, even Lynn enjoys piloting the '39 Zephyr.

"I don't mind driving it! It's actually fun to drive," she says. "When you drive that '34, that's so big it's like driving a monster, but this is one is nice to drive. But you aren't just riding in the car, you are a participant. You really have to drive it."

It doesn't take much convincing to get Messner to fire up the Zephyr up and take it for spin through the Wisconsin countryside. The optional Columbia two-speed rear end makes the car more than capable of handling speeds north of 50 mph without much trouble.

"For being a car from the 1930s it's really road-worthy," he says. "You can travel pretty much at highway speed with that two-speed rear end. I don't know what the car would be like if it didn't have that. They were available both ways."

"The more I drive it, the less I worry about it. It's proven itself to be pretty reliable ... I do tend to have a little

white-knuckle syndrome with it. But I'd say I don't fret much over it. I want to be able to use my cars. I don't want to be worried about ever driving one somewhere. No offense to any people that do cars like that, but that's not my approach to the hobby. I'd rather have a car I can jump in and go somewhere." **OC**



Sometimes, it pays to take a chance. Wally Messner bought his Zephyr without ever seeing it in person, and today this restored beauty is a show-stopper wherever it goes.

THE 1955 CHEVROLET DESIGN STORY



This promotional photo of the 1955 Nomad shows the car in Cashmere Blue and India Ivory. This model was not a top-seller at 8,386 sales, but it brought additional publicity, thus extra showroom traffic to Chevrolet dealerships. (GM Media Archive)

Part 3: The ‘Hot One’ gets looks to match its hot new V-8

STORY BY DAVID TEMPLE

—values that exceeded people’s greatest expectations of a car of Chevrolet’s class... As a result... Chevrolet is by far the most beautiful, most enjoyable, and finest performing Chevrolet ever built.” Those were bold words, and many buyers of cars in the low-price class evidently agreed that Chevrolet was offering them a very good automobile for their money.

In the December 1954 issue of *Motor Trend*, the new 1955 models were detailed by Walt Woron. His introductory comments regarding the 1955 Chevrolet revealed the stark contrast between the early-1950s models and the new car: “Seldom has there been a car that year in and year out has been described in the same monotonous style:

‘Not a car of high performance
‘Continues to provide good, economical transportation’

‘A car that won’t set the connoisseurs aflame with desire’

‘Who said this about what car? We did—about the Chevrolets of model years 1950 through 1954—and justly so. Now, there could be no one happier to announce that we can junk all these old phrases.’

Woron attributed the change to “mostly a new philosophy in thinking about their product and its relation to

The previous two issues of *Old Cars* covered the development of the 1955 Chevrolet chassis and small-block V-8. Part three concludes with the design story of the iconic car.

An all-new body design was in the works concurrently with the Chevrolet’s new engine and chassis. Three years were expended in the 1955 Chevrolet design, and it was a major achievement in automotive his-

tory owing to all the features included in what was classed as a low-priced car. The introduction to the 1955 Chevrolet “Fingertip Facts” informational book for dealers said of the new car, “It’s a completely new concept of low-cost motoring — without parallel in automotive history. Starting with a clean slate, Chevrolet first found out, through exhaustive research, exactly what people want in a car of lowest cost; then developed—in one compact design



Members of the Chevrolet personnel involved in the design of the 1955 Chevy included (from left to right, standing: unknown engineer, designer Bob Caderet, modeler Bob Diebold, chief modeler Jack Park, designer Sparky Bohnstedt, and designer Bill Beuchler; left to right, seated: designer Don Schumer, assistant chief designer Joe Schemansky, chief designer Clare MacKichan, and chief studio engineer Hans Hierta. (GM Media Archive)

the competition. The Engineering Dept., headed up by Ed Cole, has come out with a machine that's not only going to give fits to the other members of the Low-Priced Three, but is going to keep the other divisions of General Motors hopping to stay out of the Chevy's way."

Those who wrote Chevrolet's advertising for the 1955 models made many claims, such as the car was "for the young in spirit" and "Here's Chevrolet's new show car styling at its beautiful best... New look! New life! New everything!" Some promotional material featured the slogan "Motoramic Chevrolet" which, along with the phrase "new show car styling," were references to the dream cars shown at the GM Motorama, the traveling General Motors exhibition. The best-known today of all the catchphrases, though, is "The Hot One." All of their boasts had merit. The wraparound, or "Sweep-Sight," windshield, planned from the start of the styling process for the 1955 models, was a styling touch lifted from the GM *Le Sabre* and Buick *XP-300* concept cars, both completed in 1951, and included in the 1953 GM Motorama show circuit. The wraparound windshield went into use for three production models starting with the 1953 model year; all of the cars with the innovative windshield were limited-production models: the Cadillac Eldorado, the Oldsmobile Fiesta and the Corvette. By 1955, all of GM's new models, including its trucks, had the wraparound windshield.

While the wraparound windshield was planned from the start (though initially as a two-piece affair), other aspects of the car's innovative styling underwent some changes along the way. Indeed, just one change resulted in a domino effect in regard to the car's styling. The early design process included having the hood line low between the front fenders, with the fender line continuing into the front door where it would subtly dip at the A-pillar (windshield post). From there, the body line continued straight back. As the engine design progressed, it simply became too high to fit under the low hood, leading, of course, to a higher hood line. That, in turn, caused the fender height to be raised to maintain the recessed hood. This change forced the dip to be much greater than in its previous form, resulting in an ungainly appearance. The changed height of the hood and fend-



An early sample body from Fisher Body is shown here inside the Argonaut Building's 11th floor auditorium. Early bodies and chassis were combined for testing at GM's Milford, Mich., proving grounds. Deliveries of early bodies began in February 1954. (GM Media Archive)



This 1955 Chevrolet sedan styling proposal shows a more conventional full-width grille. Also note the looping rear side trim. (GM Media Archive)



This Fisher Body-built convertible was used for testing at GM's Milford, Mich., proving grounds. Early cars such as this one were not fully trimmed, but had all major hardware installed. Note parking lamp openings were covered with plates. (GM Media Archive)

ers also altered the proportions of the car, giving it a tall, narrow look. Finally, the recessed hood concept was abandoned and was essentially raised to fender height. (As it was, an air cleaner for the six-cylinder had to be designed to fit underneath the hood, which necessitated a small revision to the carburetor main metering jet to compensate for the slight increase in restriction caused by the side-mounted air cleaner.) The fender line continued almost through the door, then dipped near the C-pillar, just as on other GM passenger cars, except for station wagon models



LEFT TOP: An Executive Coupe was proposed for the 1955 Chevy lineup, but was ultimately rejected for production. The idea emerged again for 1956, but was rejected yet again.

(Photo courtesy GM Media Archive)

LEFT MIDDLE: The two-door Nomad station wagon was inspired by the Corvette-based 1954 *Nomad* show car exhibited at the GM Motorama and other venues. Its roofline was adapted to the full-size passenger-car body. This clay mock-up wears Corvette wheel covers. (GM Media Archive)



LEFT BOTTOM: This promotional photo of a 1955 Bel Air convertible not only shows the car's all-new styling, but suggests it comfortably sits three side-by-side. It also clearly shows the Gypsy Red and India Ivory two-tone paint scheme, one of many possible two-tone possibilities offered for the Bel Air. Note the "V" emblem under each taillamp indicating the car was equipped with one of the optional small-block 265-cid V-8s. (GM Media Archive)



a new grille was in the process of being designed for the '55. However, the public soon warmed up to, or at least learned to live with, the Ferrari-style grille and sales took off. Even so, a full-width grille was included on the 1956s.

The 1955 Chevrolets had styling that made them appear to be lower, longer and wider. In reality, the look was partly an illusion; the car was indeed lower (about 6 inches for wagons and more than 2 inches for other models), but was actually around 1 inch shorter and 1 inch narrower than in 1954. The lower height, in combination with a hood line nearly flush with the top of the front fenders, helped in obtaining the desired effect.

Other styling highlights included flush-fitting rear fenders, a first for Chevrolet. (The bulging rear fenders used through 1954 dated back to the 1949.) A vast number of two-tone paint schemes for the 1955 Bel Air and Two-Ten lines were available. Furthermore, a twin-cowl dash and instrument panel very similar to that of the Corvette (a sports car that went into production during 1953) gave the interior a sporty appearance. A decorative panel on the instrument panel of Bel Air models had 987 "Chevy bowties" cut into it. The idea for this decorative panel was probably inspired by the external panel also with the logo cut into it at the rear exterior of the 1954 Chevrolet *Corvair* show car displayed during that year's GM Motorama and other venues.

The two-tone color schemes were not limited to the exterior. The so-called "Coloramic interior" was offered in 30

that had a straight line from pillar post to pillar post.

The grille for the 1955 Chevy actually arrived late in the styling process. Earlier proposals for the grille continued with the general look of those for 1953 and 1954, none of which suited the vice president of GM Styling, Harley Earl. During Earl's annual trip to the European auto shows in the fall of 1953, the egg-crate grille of a Ferrari on display gave him

inspiration. He decided an adaptation of the Ferrari grille was exactly the look the new Chevrolet needed. When the new Chevrolets were introduced in October of 1954, though, the grille design appeared to have been a major mistake. Dealers did not like it, just as they hadn't of Harley Earl's tailfin on the 1948 Cadillac, and the public also seemed to have some resistance to it. People were used to seeing a full-width grille and, for a time, such



LEFT: The Chevrolet dealer's showroom album provided overlays to illustrate all the possible color combinations available for all passenger car models. Shown is a Coral and Shadow Gray Bel Air Sport Coupe in the early "closed car" two-tone scheme. Shortly after the 1955 Chevrolet's introduction, the roof color of two-tone cars could also be painted on the rear deck lid and upper rear quarter panels, as on the convertible. (Another mid-1955 change was the addition of the Two-Ten Sport Coupe.) Below are the five standard Bel Air upholstery color combinations offered.

BELOW: This newspaper ad highlighted a number of external features of the new 1955 Chevrolet. Among them were the high-level air intake, a wraparound "Sweep-Sight" windshield, beltline dip, two-tone paint, etc.

distinct arrangements of color-coordinated, two-tone patterns consisting of fabric and vinyl. The seats for the Bel Air and Two-Ten models were decorated with chromed moldings along the front seat end panels. Furthermore, these two lines of cars had, as standard equipment, automatic interior lamps that illuminated when any door was opened. The One-Fifty line had its own distinctive upholstery pattern. The Del-ray offered a more attractive interior than other members of the Two-Ten series.

The Chevrolets that followed for 1956 and 1957 were, of course, built upon the foundation of the 1955 model. Under the fresh, modern styling of all these models were multiple and popular innovative features uncommonly found in a low-priced automobile, albeit a number of the features were optional at extra-cost. Ultimately, the combination of styling and performance offered by the 1955-1957 models led to one of the most successful and important Chevrolet generations in automotive history. Chevrolet sales, which were the best ever, easily exceeded those of archrival Ford, which also offered new styling for 1955 (though it retained its 1952 inner structure). Ford also had its best sales year up to that point. GM had half of the overall car market in 1955, with the Chevrolet Division accounting for about half of those sales. Today, the 1955-1957 Chevrolets are at least as captivating as they were nearly seven decades ago, thus they have remained among the most sought automobiles among collectors. **OC**

There's even more to Chevrolet styling than meets the eye!

This is beauty with a bonus... for Chevrolet styling is designed to add safety and comfort while you drive, and to return greater value when you trade.

Truly modern lines are shaped by aerodynamics. You can see what we mean in the deep crystal curve of Chevrolet's Sweep-Sight windshield... a dramatic style note, certainly, but one that stems from the need for wider, safer vision. Or take highest tailights—they add to the impressive length of line... but they are up there where they can be seen for safety's sake, and so convenient guides in parking. So, too, with the jutting grille over the headlights. The smart buyers notice the headliner's just decoration... they catch the inside for the High-Level ventilation system for cleaner, fresher air. And the whole shape of the body—in between, the dipped belt line—is merely a reflection of a lowered center of gravity, the added stability.

This is truly functional styling that serves you better every mile, and gives you its value against the dollars you spend when you trade. This is body by Fisher—another Chevrolet exclusive in the low-price field. Guess it's not too dramatic that the new Chevrolet is just as exciting to drive as to look at!

motoramic Chevrolet

Stealing the thunder from the high-priced cars!

1. Flooded headlights
2. Leveled High-Level air intake
3. Sweep-Sight windshield
4. Distinctive dip in belt line
5. Fender-high tailights
6. Tasteful two-tone color styling

COMPLETE and OFFICIAL figures show that again in 1954—for the 19th straight year—**MORE PEOPLE BOUGHT CHEVROLETS THAN ANY OTHER CAR!**
SEE YOUR CHEVROLET DEALER



It wasn't used in the original TV series, but this 1978 Lincoln Continental-based Batmobile replica was very good and topped all sellers in Branson at \$140,000.

35 years and counting, Branson sale rolls on

B. MITCHELL CARLSON REPORTING

Since the first Branson Auction was conducted by Mark Trimble 41 years ago, the event has become a spring and fall staple for the Branson, Mo., area. This year, Jim and Kathy Cox celebrated their 35th year of owning and running the auction. After being conducted at several venues and their parking lots, it was further entrenched as a local fixture when it became the first reoccurring event held at the Branson Convention Center when the facility opened in 2007. The auction has remained there ever since. The three-plus decades of the Coxes' leadership of the Branson Auction is something of a bedrock in the industry. While there are auction houses that have been around longer, far more have now folded. The Branson Auction and the Coxes bring a sense of stability that a host of their customers—both consignors and bidders—find assuring.

The fall 2023 edition found even Mother Nature being cooperative, with highs in the lower 80s on both days the auction was conducted. While this was most appreciated for the Friday lots, which were staged in the parking lot next to the Convention Center (since Saturday lots are staged inside), not having weather concerns in mid-October always helps to bring in more customers.

Even with pleasant weather, consignments were down by 14 lots compared to the spring auction. Yet when all was said and done, 140 cars were declared sold—exactly the same as in the spring. However, the gross sales were down by slightly

more than \$236,000 from last spring. It all again proved that finding consignments and finding new homes for them versus having them go back to the same homes again is a delicate balance. That is specially true in today's auction landscape with so many live and virtual venues, plus an overall market cooling after three years of exceedingly strong sales.

Leading all sales in Branson by a significant amount was a replica of the 1960s TV series Batmobile, fashioned upon a 1978 Lincoln Continental chassis and driveline. This copy of the "Caped Crusader's" cruiser copped a cool \$140,000, besting the second-place 1963 Ford Galaxie 500 XL 427-powered fastback by \$64,000. Between those and the car that sold for the least amount of money — a 1949 Kaiser Manhattan sedan that was part of a 19-car no-reserve collection that fetched \$1,250 — there was something on the docket for just about anyone's taste and pocketbook.

Just like the leaves returning to the trees in the spring, we look forward to another season of the Branson Auction in 2024, with their next event on April 19-20.

Following are a few representative lots from the auction:

1978 Lincoln Continental Town Coupe

Futura-era Batmobile replica, 2-dr roadster. **Condition #3, Sold for \$140,000.** The high seller of the auction. Sold with the title in transit. Built upon the chassis and powertrain of a 1978 Continental Town Coupe, with the standard 400-cid

V-8 and C-6 3-speed automatic. Fitted with a first-generation Batmobile body (the one based on the Lincoln Futura show car) from Doug Hines, who made molds from George Barris' #3 Batmobile. Conversion work started in 2003 and completed in 2008. The black paint still looks good, but the Day-Glo orange accents are already fading. Otherwise shows minimal wear and is faithful to the TV series-era Batmobile. As such, the driver's door is signed by Adam West (the TV Batman) and the passenger's door is signed by Bart Ward (the TV series Robin). Propane-fed turbine outlet in the back. The engine has a host of modifications; some to make things work in the lower body, some for minor performance improvements. Considering what it would take to make a TV series Batmobile, this high sale of the whole auction was not all that bad of a deal—if you're into Batmobiles.

1976 MG B

2-dr convertible. **Condition #3, Sold for \$6,600.** Although this didn't sell during the regularly scheduled two days of the auction, it was a noteworthy sale regardless. It was offered on Thursday night during the VIP clients' gala as one of 19 lots that were sold to benefit The Branson Auction's partner charity, the Taney County 100 Club, for families of First Responders who die in the line of duty. As such, all proceeds



went to the foundation, and there was no buyer's premium.

As for the car, it has a good older repaint. The plastic bumper extrusions have some UV fade, and buried within the front is a grille

badge (these cars do have a grille underneath all that plastic). It's fitted with dealer accessory trunk rack and aftermarket running boards. It has some small door dings on the sides and a large dent in the driver's door. Jim Cox stated that his local restoration shop would repair the dent at no additional charge. Further, he stated that the buyer would have the option to sell it again at the next auction in the spring at no charge. As the proceeds benefit a charitable organization, relative values go out the window, yet all things considered, it was still a good deal for all involved, and we'll see if it reappears in April.

1962 Studebaker Lark Cruiser

4-dr sedan. **Condition #3, Sold for \$3,700.** At best, the older repaint is a "5-footer." Look closer and you'll see the finish is starting to dull, the mediocre masking around most major trim pieces, and flaking paint at those masking lines. OK original bright trim. Aftermarket stainless and rubber gravel



guards on all four wheel wells. Doors rattle when closed. Seats and door panels were redone in modern textured aqua vinyl. Door panels are also wavy from water exposure. Heavier crazing of the fake wood dash. Oil and temp lights stay on after the car is shut off. This had the double whammy of not only a degrading repaint, but as also as the first car to cross the block. Even if this was the top-spec Lark for 1962, the "two doors too many" mindset of dealers kept this one quite affordable. If you don't mind the paint, it wasn't all that bad of a buy. Try finding any late-model used four-door sedan today for less money that actually runs, and if you wanted to, just drive the wheels off of it.

1966 Ford Mustang

2-dr hardtop. **Condition #3, Sold for \$14,000.** Factory painted Candyapple Red, but repainted a while back in more of a generic Resale Red. Windshield trim and drip rails were masked off, older replacement windshield. Good solid door fit, even if the

gaps are slightly off. Banged-up stock wheel covers, dull 2019-vintage radials. The block and heads on the stock 200-cid inline six were painted black while the valve cover and



air cleaner is in the original Ford Corporate Blue. The fuel pump, hoses, and oil filter were replaced recently, with the rest of the engine compartment having a lot of road spray grime. Newer replacement seats, door panels and dash pad. Carpet is rather dingy and worn. Fitted with an aftermarket steering wheel with an afterthought horn button on the steering column held on with black electrical tape. Modern sound system cut into the dashboard. Light pitting on the stock automatic transmission shifter. Initially a no-sale across the block at \$8,000 (about right for a scruffy six-cylinder hardtop five years ago), but a post-block deal was done before the end of the weekend (which is about right for a scruffy six-cylinder hardtop today).

1972 Chevrolet Monte Carlo

2-dr HT. **Condition #3, Sold for \$25,000.** Factory optional air conditioning in this final-year first-generation Monte Carlo.

Good trim-off base/clear repaint within the decade, with a few light brush touched-ups on nicks and scratches, mostly on the front and rear. Replated bumpers, with mostly professionally polished trim. OK door fit and gaps. Excellent seat and door panel



vinyl; carpet and seat belts have some wear and discoloration. The dash has been cut to accept a modern DIN-mount Bluetooth sound system. Aftermarket chromed 15-inch Rallye wheels with newer radials. Freshly applied spray can undercoating, with lots of overspray on the dual exhaust system and fuel tank. Nowadays, Monte Carlos are bringing more than the Chevelle Malibus that they are based upon, so this sale is market-correct.

1989 Chevrolet K-1500 Silverado

2-dr SWB stepside 4x4 pickup. **Condition #3, Sold for \$9,750.** Options include the 5.7L V-8, air conditioning, alloy wheels, tilt steering column and towing package. Fitted with aftermarket driving lights, smoked plastic bug deflector, vinyl tonneau cover, Auto Meter tachometer attached to the side of the dashboard and Alpine sound system (replacing the stock radio). Good factory-applied paint, although the tailgate is missing the “CHEVROLET” trim banner, so that could be resprayed. Light scuffing and occasional rock chips or panel edge chips on the rest of the bodywork. Vacuum-plated chrome on the outside mirrors is flaking off. The original interior has very little wear for the 184,090 miles on the odometer. That’s the thing with these GMT-400 pickups (from 1988 through 1999): it seems like you really can’t kill them unless you try (or live in the Salt Belt where they rust out from beneath you). We now have a whole generation of budding enthusiast who now think of these as their (fill-in-the-blank relative)’s truck, who ran it forever and it still looked halfway decent. That is what’s been driving the market for the last five years and likely for the foreseeable future, so this was a pretty decent buy for a work-it-if-you-want-to pickup.



1971 GMC Sprint

1971 GMC Sprint

2-dr coupe pickup. **Condition #3, Sold for \$14,750.** This was from the first year of Sprint production. Most car folks forget (or younger car folks don’t know) that, from 1971 to 1987, GMC also made and marketed its own version of the El Camino. After 1978 (when they were downsized) until all GM coupe pickups were discontinued in 1987, it was the GMC Caballero. This Sprint has aftermarket 14-inch wire wheels on



radial tires. Average-quality trim-off repaint. Spray-on black cargo bed liner in the pickup box. Non-stock rebuilt 350-cid V-8, going to a column-shift automatic. Non-stock chambered dual exhaust system, with lots of overspray when the rattle-can undercoating was applied recently. Its custom diamond-pleated vinyl interior shows what happens when you hit the wall after trying to find correct reproduction trim for a very obscure vehicle—even by GM standards. You just give up and make up any old custom interior. Initially failed to sell on the block against a \$15,000 high bid; post-event results show this later sold. Sold well enough, since most folks would still rather pay more for a “Bow Tie” emblem.

1979 Chevrolet Corvette

2-dr T-top coupe. **Condition #3, Sold for \$14,750.** Equipped with four-speed manual transmission, alloy wheels, power windows, tilt/telescoping steering column, rear defroster, leather seating, and AM/FM/cassette stereo with power antenna. Wears an OK repaint with some sloppy masking. VIN etched into the windshield and backlight. Doors need some effort to latch properly, but when latched have good gaps. Light surface cracking on the seats. Aftermarket alarm system with the keylock switch below the left side of the dash. Recent spray-can undercoating job. 1979 was the largest production year in the history of Corvette, with 53,807 built. This example was certainly popular here, as not only did it get bid to the \$14,250 reserve, but got two more bids before it hammered sold.



1962 Cadillac Coupe deVille

2-dr hardtop. **Condition #3, Sold for \$15,500.** Optional air conditioning, standard power windows and front seat. Stated that it’s a two-owner car, and believed by some that the 46,598 miles indicated are actual from new. Good older repaint. Mostly original plating and stainless trim. “Coupe” portion of the “Coupe deVille” script on the left rear quarter panel is broken off. Front bumper canted slightly rearward. Light pitting on the rear bumper, mostly near the exhaust outlets. That exhaust has a bit more of a robust tone that one would expect, but far from obnoxious. Both vent windows are delaminating along the edges. 2023 Missouri inspection sticker on the windshield. Light (pushing moderate) wear on the black-and-white vinyl and nylon seats.



Seam split on the driver's seatback. Dull interior trim. Two-year-old radials on the stock wheels. Met the \$14,000 reserve and continued on for several more bids. A good enough buy that a dealer took it home, but knowing him, it'll be re-listed once it's a better car.

1970 Dodge Dart Swinger 340

2-dr hardtop. **Condition #3, Sold for \$25,750.** Original 340-cid V-8 with a column-shift automatic. This was the sportiest Dart that was available in 1970, since the GT was discontinued after 1969



and the Demon didn't arrive until 1971. It was all a bit odd, since the rest of the Dodge catalog was loaded with a plethora of muscle car choices. On this car, about

the only option that the original owner specified was power steering. Later-production MoPar Rally wheels and radials. Repainted about a decade ago over some mediocre body work. OK door fit. Replated bumpers. The badges that did get put back on are original, yet they didn't put the emblems back on the trunk lid after the repaint—it doesn't even have the mounting holes anymore (or the trunk lid was replaced). Generally well detailed and clean under the hood, but it's not a show pony. All reproduction interior soft trim, expertly installed and showing minimal wear. It would've been well enough sold if the bidding ended once the reserve was met at \$21,000. However, it continued to be bid for another \$4,750, making it a good payday for the consignor.

1975 Ford F-100 Ranger

2-dr SWB 1/2-ton pickup. **Condition #3, Sold for \$14,000.** The 1973-'79 Ford F-series pickups are among the hottest vehicles in the collector car market, and this one was built



from the factory with the features most of today's buyers like. Optional 390 -cid V-8, automatic, air conditioning, power steering

and power brakes. Aftermarket wheels, tonneau cover, steering wheel, and sound system. They took the trim off for the repaint, and did some light refurbishment of it while off the truck. While that repaint looks pretty decent at first glance, it doesn't take long to see a lot of overspray under the hood, on the rear springs, in the door jambs, and even scraped off the glass. Newer chrome rear bumper has a crease on the driver's side corner. Aftermarket windshield wiper blades are disintegrating. Aside from the overspray, the engine bay is quite dingy. Showing that these F-100s are still doing well, this one was bid past its \$13,000 reserve.

1953 Mercury Monterey

2-dr hardtop, modified. **Condition #3, Sold for \$22,000.** Factory-optional Merc-O-Matic automatic transmission. While the restoration looks stock on the outside, opening the hood reveals a host of period speed equipment items bolted to the original 255-cid V-8 (as 1953 was Mercury's final year of using the famed flathead). Mods include Offen-



hauser heads, dual Stromberg 97 carburetor induction, tube headers and modern power steering. However, the engine bay is getting a bit dingy, to include the stock radiator looking like it has

leak issues. Interior has been redone, with the seats having generic pleats. High-quality body prep and paint installation. Most of the chrome was replated. Fresh wide-whitewall bias-ply tires. With all the engine mods, it wouldn't be easy to take it back to stock. Most of those types won't even bother to bid. On the other hand, most potential bidders who like street rods or modified cars will find this cosmetically boring. As such, it was well enough sold.

1980 Mercedes-Benz 450SLC

2-dr hardtop. **Condition #3, Sold for \$12,000.** There's a bit more to an SLC than having a fixed roof on an SL. While still part of the R107 platform, an SLC has a 14-inch-longer wheelbase to accommodate something that can actually be considered a rear seat. It also has more overall structural integrity, as the roof is an integral part of the unibody. It was claimed that the

34,887 miles showing on the odometer are actual and the car is largely original. While the factory-applied paint is still decent (despite some light overall



scratching plus dullness and cracking on the roof), there's other things that are deteriorating more than even a high-miler. On the rear window, about 4 inches of the bottom has delaminated and is clouded. Original inspection decal in the windshield is heavily sunbaked. Seat leather is dry and stiff, with some light surface cracking and seam splitting. Optional power sunroof and Becker Mexico AM/FM/cassette stereo. On the block, it was a no-sale at an appropriate \$7,500 offer, but by the end of the day, it was listed as a post-block sale.

1956 Ford Thunderbird

2-dr convertible. **Condition #3, Sold for \$25,500.** Our "Pick of the Sale." Equipped with both types of tops, with the newer

cloth soft-top in black. Optional engine dress-up kit and wire wheel covers. The car was restored several decades ago. Paintwork from back then is still presentable, but showing its age in places. Paint worn off at the bottom rear corners of the door jambs. Door seals are worn and are crumbling. Chrome is light on the headlight and taillamp bezels in particular. Classic Thunderbird Club



Int'l grille badge. Old engine bay detailing, now getting oily and dingy. Fitted with a modern compressor for the non-stock air conditioning. 1990s AM/FM/cassette

stereo fitted where the stock radio was. Good replacement seat and door panels, worn original carpeting. Moderate wear and cracking on the steering wheel. Craze gauge bezels. The 1955-'57 two-seat T-bird is one of those cars that, apart from higher-quality restorations of rarer variants, never seems to move up much in value. Nor does it go down much. While this one is an unwinding example, it's a decent cruiser. For someone who always wanted to scratch this itch, this a decent price, with a little room for a profit if you improve the car even a little bit. Even if you drive it into the ground, it won't be worth a whole lot less. As such, it was one of the best deals here.

1956 Oldsmobile Super 88

Holiday 2-dr hardtop, modified. **Condition #3, Sold for \$19,750.** High-quality non-stock repaint in a pearl white and candied dark-blue metallic. Good door fit. Aftermarket stainless-steel vent window deflector. Bumpers were replated and trim was refurbished to a high shine. Seats reupholstered with a modern perforated white vinyl and solid blue vinyl. Also fitted with modern blue seat belts. Heavily yellowed original steering wheel. Three aftermarket gauges mounted below the dashboard plus a tachometer clamped to the steering column at 12 o'clock.

Aftermarket rear speakers and third brake light. Engine repainted to match the exterior blue, and fitted with an aftermarket chromed GM alternator and aluminum radiator.



Factory-optional power steering. With the various deviations from stock, but none glaringly so, I still have to categorize this as a "modified." While it sold for low retail—if it was stock—it does show that once you modify a car, you have a smaller pool of potential buyers who share the same tastes in modifications. As such, this sold well enough.

1940 Buick Special

2-dr sedan. **Condition #4, Sold for \$4,000.** One of 19 cars from the Josh Laurent collection, all of which had been in storage and were project cars at some level. While this looks rather disheveled, to use the real-estate saying, the bones are good.

Original paint is heavily faded, cracking off, and sunbaked. Where the paint has flaked off, surface rust has taken hold, but there's no rot-through—either on the surface or beneath. Very dull and moderately pitted chrome throughout. Dry-rotted window seals. While all this is fine and dandy for those who like the "patina look," one thing that will need to be redone is the glass, as all of it has delaminated to the point of needing to be replaced. Has an entry pass for the 2013 Daytona Turkey Run event. While the engine bay is dingy, the motor starts right up and runs quite well. The interior was redone at some time, so while the headliner, door panels, and back seat are in OK shape, the seat is heavily cracked. Heavy dashboard surface rust and heavily cracked steering wheel. For someone looking for a cosmetic restoration project, or for someone keen on a cruiser with real patina, this was a pretty good buy. I almost called it the "Pick of the Sale."



1949 Frazer Manhattan

4-dr sedan. **Condition #5, Sold for \$1,250.** Behold, the car that sold for the least amount of money during the event. Another car from the Laurent collection, this one looks like some restorative work was started, but stopped and the car parked for some time. Like,

decades. Older two-tone repaint, but now the doors have a few heavier scratches and chipping. The headlight trim rings, antenna mast and windshield

wipers are missing. The rest of the stainless and chrome is very dull. Heavy rust on the bottom row of the grille—almost like it was submerged under water. Window seals are falling apart. Somebody stole grandma's paisley curtains to redo the seats several decades ago. Filthy engine compartment, and the motor barely runs and smells like old gas. Old bias-ply tires have a set of Porta-Walls that are falling apart. A project car that needs just about everything. As dealers like to say, "has two doors too many," so it brought all the money that it deserves. **OC**



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. Polo Field at WestWorld of Scottsdale. FCCS. Barrett-Jackson.com.

Jan 27 AZ, Sahuarita. 29th Annual Sahuarita Classics Car Show. Veterans Municipal Park. 8am-3pm. www.carnuts.org/event-5136595

Mar 15-17 AZ, Scottsdale. Goodguys 14th FiTech Fuel Injection Spring Nationals presented by Grundy Insurance. WestWorld of Scottsdale - 16601 North Pima Road. www.good-guys.com/sn.

CALIFORNIA

Feb 2-4 CA, Pomona. 84th annual O'Reilly Auto Parts Grand National Roadster Show. Pomona Fairplex - 1101 W McKinley Ave. Feb. 2: 12-8pm, Feb. 3: 10am-8pm, Feb. 4: 10am-6pm. www.rodshows.com/gnrs

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

Apr 5-7 CA, Del Mar. Goodguys 23rd Meguiar's Del Mar Nationals. Del Mar Fairgrounds- 2260 Jimmy Durante Blvd. www.good-guys.com/dmn.

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.vintage trucks fl.com Facebook: Vintage Trucks of Florida. 352-457-1557

Feb 17 FL, Hawthorne. Third Annual Classic/Muscle/Antique Car/Truck and Motorcycle Show. The American Legion Post 230. 8am-1pm. 8am-1pm. Ken Krug 954-646-1717

Feb 23-Mar 3 FL, Coral Gables. RM Sotheby's Moda Miami. www.modamiami.com/

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

ILLINOIS

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

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

NEW JERSEY

Apr 27 NJ, Roebling. 2024 14th Annual Roebling Museum Car Show. Roebling Museum - 100 Second Ave. 9am to 3pm, For 1920 & earlier stock cars. Bobbi 215-752-0484, 215-820-3276. or www.movinonkruzers.com. I movin'onkruzers@inbox.com Registration closes at noon.

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/ncn

PENNSYLVANIA

Jan 19-24 PA, Allentown. Auto Mania. Allentown Fairgrounds - 302 N. 17th St. Fri. 12-9pm, Sat. 9am-6pm, Sun. 9am-3pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

Apr 17-21 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Wed-Sat 7am-6pm, Sun 7am-12pm. www.carlisletickets.com

May 4 PA, Ivyland. 11th Annual Tony's Place Car Show. 1297 Greeley Ave @ Bristol Rd Ivyland pa 18974 Hosted & judged by Movin' On KruZers Car Club. 9am-3pm

May 10-11 PA, Carlisle. Carlisle Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. 7am-6pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

May 26 PA, Bristol. 9th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center - 1222 New Rodgers Road (Rt. 413 one light south of I-95 interchange). 9am-3pm. Hosted & judged by Movin' On KruZers Car Club. 215-752-0484, (C) 215-820-3276, www.movinonkruzers.com movin'onkruzers@inbox.com. Registration closes at noon.

May 31-Jun 2 PA, Carlisle. Carlisle Ford Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Fri & Sat 7am-6pm, Sun 7am-12pm. www.carlisleevents.com, discount tickets online at www.carlisletickets.com

32nd Annual

Buick, Olds, Pontiac, Cadillac Swap Meet and Car Corral

 **February 18, 2024** 
8 AM to 2 PM

Kane County Fairgrounds
525 S. Randall Rd., St. Charles, IL

\$8 public admission • \$45 Vendor Spots
Vendor setup Feb. 17 & Feb. 18
Large, Heated Building.
Outdoor Spots too - \$30.

Contact Tony
847-521-3130
Email: bopcswap@gmail.com
Website: www.bopcswap.com

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

TENNESSEE

May 17-19 TN, Lebanon. Goodguys 18th BASF Nashville Nationals. Nashville Superspeedway - 4847-F McCrary Road. www.goodguys.com/nvn.

TEXAS

Apr 26-28 TX, Fort Worth. Goodguys 14th LMC Truck Spring Lone Star Nationals presented by TREMEC. Texas Motor Speedway - 3545 Lone Star Circle. www.good-guys.com/slsn.

WISCONSIN

Apr 26-27 WI, Jefferson. Spring Jefferson 47th Annual Swap Meet, Jefferson County Fair Park 503 N Jackson Ave. Jefferson, Wisconsin (Hwy 18 just 6 mi. south of I-94). Auto Swap Meet /Cars for Sale Corral & Show Cars Featuring Mopars, LL makes/models welcome. Spectator hours 4/26 9am-4pm, 4/27-6am-4pm. 608-244-8416, www.madisonclassics.com

AUCTIONS

JANUARY

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

Jan 20-28 AZ, Scottsdale. Barrett-Jackson Scottsdale Auction. Westward of Scottsdale. www.Barrett-Jackson.com

Jan 25-27 AZ, Fort McDowell. MAG Auctions Classic Car Auction. We-Ko-Pa Casino Resort - 10438 Wekopa Way. 888-330-0749, www.motorsportauctiongroup.com

FEBRUARY

Feb 1 France, Paris. Grandes Marques du Monde à Paris' Sale. BonhamsCars.com

Feb 2 FL, Naples. Naples Motorcar Auction. <https://www.saratogaautoauction.org/>

CHICKASHA

SWAP MEET

May 9, 10, 11, 2024

Rain or Shine Outside Event

- Parts • Classics • Antiques
- Street Rods • Muscle Cars

For info Call: **405-224-6552**
Chickashaauto@sbcglobal.net
www.chickashaautoswapmeet.com
712 East Choctaw, Chickasha, OK

APRIL

Apr 18-19 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Expo Center - 100 K St. Thur/Fri 12 noon. www.carlisleauctions.com

CRUISES

YEAR ROUND

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

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

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. www.myoldtownusa.com/events/wednesday-night-car-show/

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

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 Manokeek 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/

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 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.

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. gallojm1@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.

Last Saturday of Month CA, North Hollywood. Pep Boys Speed Shop Cars & Coffee. 6065 Lankershim, Blvd. 8-noon

Second Sunday of every month FL, Kissimmee. Car & Truck Show. Promenade at Sunset Walk. 11am-2pm. www.sunsetwalk.com/events/monthly-car-and-truck-show/

Second and Fourth Sunday MD, Poolesville. Potomac Cars and Coffee. 19701 Fisher Avenue. 9-11am. www.cruisein.us or email inex01@verizon.net

Sundays CA, Northridge. Classic Cars & Coffee. Carbon Ave. & Tampa Ave. 6-10am. www.facebook.com/groups/carscoffeebags, carscoffeebags@yahoo.com

Sundays Year Round MD, Burnsville. Church of the Holy Donut Cruise-In. Intersection of route 198 and route 29, in the parking lot of the new shopping center. 7-10am

Sundays Year Round MD, Rockville. Shady Grove Cruise-in. (The McDonald's Parking Lot) - 16701 Crabbs Branch Way. 9am-1pm

Sundays MD, Clarksburg. Clarksburg Cruise-in. Harris Teeter Shopping Center - 22700 Sweetshrub Drive. 8am-10am

Sundays MD, Gambrels. Asphalt Angels Car Club of Maryland Cruise-In. Krispy Kreme - 1149 Md-3 North. 8am.

Sundays CA, Northridge. Classic Cars & Coffee. Suppressing Shopping Center - 19500 Plummer Street. 6-10am. carscoffeebags@yahoo.com



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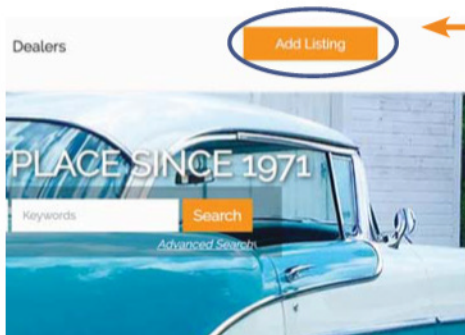
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9040 ANNOUCEMENTS & EVENTS

FEBRUARY 25th, 2024
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DUPAGE COUNTY FAIRGROUNDS,
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WHEATON, IL. 60187 9AM-2PM,
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12 YRS: WITH ADULTS FREE
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1974 Cadillac Eldorado Moloney Superfly Only 36,000 miles runs great, recently drove 350 miles round trip no problems not a show car but a decent driver original paint Victorian Amber built by Moloney Coach-builders limousine company from Illinois I've owned car 3 years. I purchased it from a friend BIG chrome hood cap rechromed front fender extensions Coker 4 inch bias ply gangster whitewalls Rocket aluminum wheels rear air shocks curb feelers trunk hump with ELDORADO bling letters new starter new battery velour interior power sunroof works great power windows locks tilt telescopic landau bars Limousine style rear window opera lamps power trunk gets a lot of attention and thumbs up whenever I drive siren with switch a great driver, not perfect some scratches and dents almost 50 years old not many Pimpmobiles left asking \$25,000 or best reasonable offer call or text or email anytime Scranton Pennsylvania 201-355-6578 Orestes84272@gmail.com oc3398

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9180 CORVETTE CARS

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WANTED: JAGUAR XKE S-I, S-II, S-III coupe and convertible; XK-120, 140, 150, MK-II, MK-IV, MK-V, SS; any year, any model, any condition, top dollar paid. We will pick up from anywhere in the US. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970607

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

9300 LINCOLN CARS FOR SALE

WANTED: LINCOLN from 1900 to 1957, any model, 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 3970652

9310 MG CARS

WANTED: MG-A, TA, VA, TD, TC, TF and any other classic British car, any condition, any MG s 1900-1962; top dollar paid. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970612

WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC8177198

9320 MERCEDES CARS

WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039402

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WANTED: MUSTANGS from 1965 to 1970, fastbacks and convertibles, in any condition; top dollar paid, serious buyer, will pick up from anywhere in the US, please call. Alex Manos, 877-356-2365, CA: Email: continental5000@gmail.com FWC8039420

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9370 OLDSMOBILE CARS FOR SALE

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9380 PACKARD CARS FOR SALE

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9405 PIERCE ARROW

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WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, 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 FWC8041803

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WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, & V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970636

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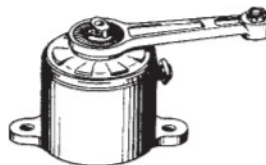
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WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970673

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WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

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WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

WANTED: Lamborghini, Miura, Espada, Jarama, Countach, all other Lamborghini; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834

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