

Old Cars

Vol. 53, No. 4 | February 15, 2024 | www.oldcarsweekly.com

'74 'Day 2'

Dart Sport

*One-owner Dart Sport
Rallye back to its
'day two' groove*



Chi-Town Memories

A look back at the '74 Chicago Auto Show

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Abandoning a First Love

After three decades, three body men and three parts cars, we've thrown in the towel and decided not to restore the first car I bought, a 1955 Cadillac Coupe deVille purchased in February 1993 when I was 16 years old. It was a tough decision, but the body is just too far gone with external and internal rust particularly in the trunk and inner and outer quarter panels and rocker panels. Those first three body men I approached about metal repair probably knew it was too rusty to feasibly repair, but they likely didn't have the heart to tell me. And that's probably why their offer to start repairing the sheet metal vanished after seeing the rusty car in person.

Rick Payton is far more direct. For years he told me to forget about restoring that rusty old '55 Cadillac, and having restored multiple 1955 Cadillacs through the years, he would know. As a friend, he flat out refused to work on that car in his shop, and often reminded me that I could buy a driver-quality 1955 Cadillac for what I'd have in the metal work alone on my first car. I knew that, as that's how my father and I came to purchase our yellow-and-black 1955 Cadillac Series 62 coupe, but that Series 62 coupe wasn't my first car, and it wasn't a Coupe deVille painted Cadillac's turquoise Wedgewood like my first car. I'd remind Rick that the rusty Cadillac was my first car, how well it ran, and how beautiful it would be again when it was repainted that Coupe deVille-only Wedgewood with a matching interior. Certainly it was a stunning combination worthy of restoration. Rick wasn't buying what I was selling, and on a couple occasions, our phone calls ended abruptly over the matter.

This fall, Rick and I came together when I found in an *Old Cars* e-newsletter a twin to my first 1955 Cadillac located about 45 minutes from his shop in Chippewa Falls, Wis. The car was offered in an online auction that would end while I was at the Eastern Fall Meet hosted by the Antique Automobile Club of America's Hershey (Pa.) Region. The car looked good in the pictures and was filled with desirable parts we didn't need — parts that could be resold to help pay for the car — and Rick agreed to check it out. He found it to be very restorable, and surrounded by millions of parts and thousands of cars at a flea market in Pennsylvania, I became the high bidder on a car back in Wisconsin.

Once Rick picked up the car for me and took it back to his shop, I had to figure out the next step with the purchase. That's when I started talking Rick into having his business restore the body. Heck, it was already parked in his shop! For the body work of my first 1955 Cadillac, I had planned to approach a couple businesses that have been featured and advertise in *Old Cars*, but the arrangement with Rick on this twin car can't get any better. I already talk "Cadillac" with Rick on a regular basis, he's expertly restored multiple 1955 Cadillacs, the car is located between my father and me, and my neighbor regularly travels to Chippewa Falls with a truck and has offered to deliver parts to Rick. It's almost like it was meant to be.

So, what will become of my first love, that rusty old 1955 Coupe deVille? She's become a parts car for her twin, so at least a few parts will make it onto the new belle. I still can't bear to part with her — it would be like tearing up and throwing away an old photo of a first girlfriend — so she'll get backed into a corner of the barn, perhaps offering another part here or there. I have always admired the art of body work, and that first 1955 Cadillac might just make the perfect car to use as a learning tool. After all, I can't make it worse.



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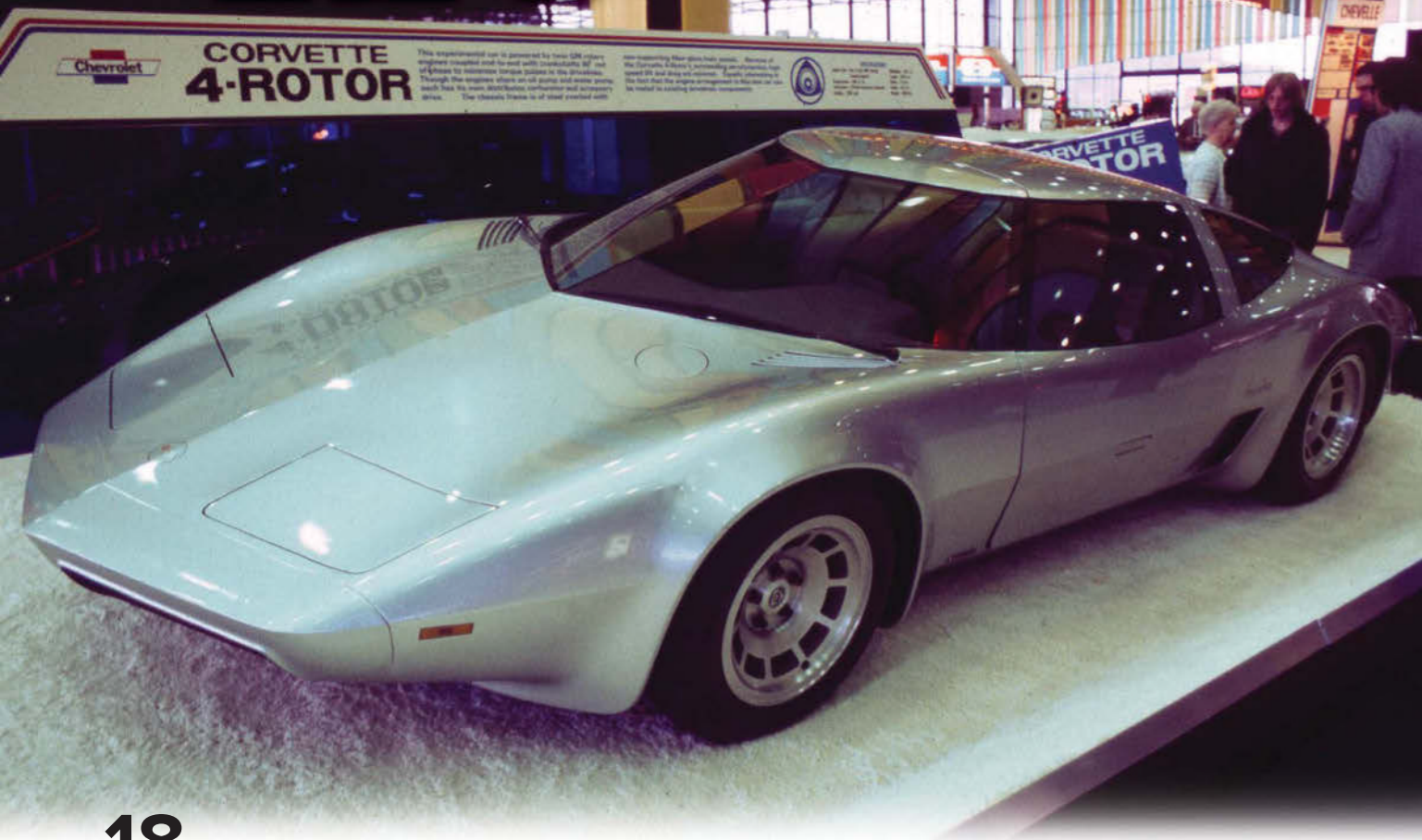


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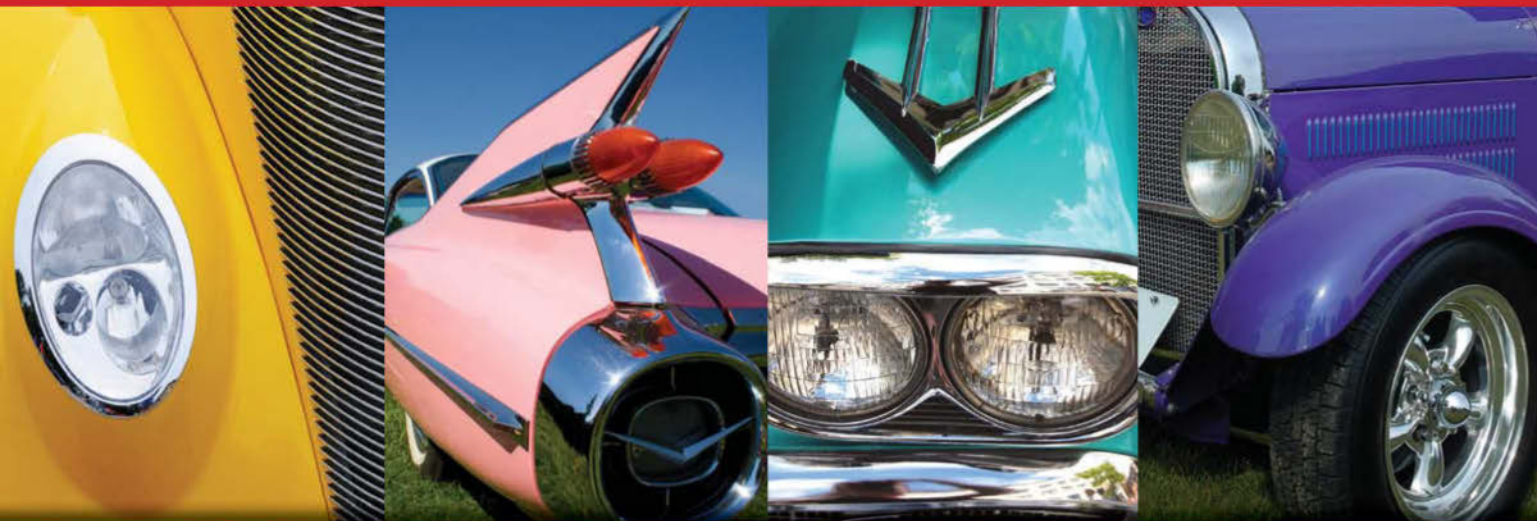
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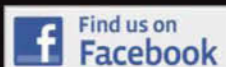
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Experiencing a new '55 Chevy

I read the feature article on the 1955 Chevrolet development in the December and January issues of *Old Cars*. I remember when they were first in the showroom. Being from a Ford family, I thought it was a great leap forward for Chevrolet. I had a distant relative who owned a 1955 two-door coupe. It was two-tone gray and was an eye-catcher. The forward clutch gave out so it was driven in low range. Flat out, it would go 55 mph. This is the way he drove it. He was not one to falsify a story, so I took him at his word. He drove that car 10,000 miles before the engine gave up. I would guess that the Chevrolet engineers never put one on the test track and put it through that ordeal!

I have been a subscriber to *Old Cars* for many years. I like the format and, of course, the stories. Keep it up.

Cletus Pollack, Rochester, Minn.

Mystery motorhome



I came across these old photos taken in the '50s or so and thought it might be a good quiz for people. I certainly have no idea who built a motorhome such as this. Peeking out from behind it, in the left side shot, appears to be a 1947 or '48 Chevrolet. I see "Field Office" stenciled on the side, but I can't quite

make out the logo.

Thank you and your staff for continuing to produce my favorite magazine in the old car world.

Dan Bower, Burton, Mich.

Can you identify the pedal car?

Angelo Van Bogart's recent editorials concerning his used Acura's design resembling the futuristic "Jetson's" transport reminded me of another modern-for-its-time conveyance. In this case, it's a child's pedal toy I've struggled to identify.

The accompanying two photos each have "July 1947" written on the back. The pedal toy appears new (birthday gift?), and logos on each hubcap that are too small to make out in the images suggest mass production rather than home built.

Modern components include a motorcycle-type sprung saddle seat and half-moon-shaped steering wheel with a circular item (horn?) attached.

The smiling young rider appears to be enjoying his well-built ride, the origin of which remains a mystery. Reader help in identifying this pedal toy would be greatly appreciated.

Ron Kowalke, Iola, Wis.



Reader Wheels

O.H. Ginn, Jr. bought his 1964 Pontiac LeMans new in Dayton, Ohio, during 1964. The car has traveled from coast to coast and was shipped by the U.S. Air Force to England and back when he was stationed there from 1972-1976. The LeMans has a 326-cid V-8, aftermarket air conditioner and power brakes. It's had bodywork and new paint and a new interior put in. The engine has been rebuilt with electronic ignition and fuel injection. Ginn installed a collapsible steering column with power steering and replaced the single driver-side mirror with remote adjustable mirrors from a mid-1960s Buick. He also installed Pontiac side marker lights on the rear sides, behind the LeMans badge.





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The Scoop



Hobby News & Views

Muscle will flex at Iola 2024

IOLA, Wis. — The theme for the 2024 Iola Car Show, set for July 11-13, will be “The Meeting of the Muscle.” Among the nameplates the show hopes to display are Pontiac GTO; Chevelle SS; Z/28 Camaro; Plymouth Road Runner, GTX, and AAR ‘Cuda; Ford Boss 302 and 429 Mustang; AMC Javelin and AMX models; all MoPar Hemi and Wedge 426 and 340/440 Six Pack cars; Dodge Charger, Super Bee and Challenger; and Ford Fairlane GT and Thunderbolt.



Heading the list of celebrity guests this year are Henry Winkler, Donny Most and Anson Williams of “Happy Days” fame. Other celebrities scheduled to attend are Jon Provost of “Lassie,” Stan Livingston of “My Three Sons,” Derek Bieri of “Vice Grip Garage” and “Roadworthy Rescues,” Emily Reeves of “Flying Sparks Garage,” Von Hot Rod and Jo Coddington.

The show will again feature 4,000 swap spaces, 2,400 show cars, 1,600 camping sites and 400 car corral spaces. For information, visit www.iolaoldcarshow.com.

Stolen cars found, chop shop busted in Ohio

ROCKY RIVER, Ohio — A 1966 Chevy Impala and parts

of a 1970 Pontiac GTO that went missing Nov. 26 have been recovered by police.

The two collector cars were stolen from a Rocky River parking garage where they had been in long-term storage. According to a story reported at www.cleveland19.com, Rocky River police, Cleveland police, the Westshore Enforcement Bureau and other authorities executed three search warrants on W. 31st Street in Cleveland on Dec. 14. The Impala was found covered and hidden in the backyard of one of the houses. According to the Cleveland19 story, several parts, including the engine, doors, fenders, seats and other interior items, and the rear axle from the GTO, were also found.

Police said the cars had likely been swiped as part of a “chop shop” operation that was also discovered at the residence, along with several other vehicles and vehicle parts.

At press time, charges were pending and the investigation was ongoing.

Racing Porsche among stars of Broad Arrow lineup

Broad Arrow Auctions will be selling a historic 1959 Porsche 718 RSK Spyder “Lucybelles III,” chassis 718-024, at its Amelia Island Auction March 1-2 at the Amelia Island Ritz Carlton. The Porsche 718 RSK Spyder has an impressive period history having been sold new to American race car driver and former Le Mans winner Ed Hugus. Hugus raced 718-024 in the instantly recognizable “Lucybelles III” livery at the 1959 24 Hours of Le Mans, and in subsequent years, the Porsche was raced in both USAC and SCCA.



Reader Photo

“Here is a photo of my brother-in-law’s mother, Rena Blackburn. She is standing on the running board of her older sister’s Ford Model A,” reports Howdy Hoover, of Sacramento, Calif. “The photo was taken in the early 1930s in Los Angeles.”

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events, as well as at the Pikes Peak Hillclimb in 1962 where it finished fourth in its class.

The 718 RSK was recently restored and returned to its original specification and period-correct “Lucybelles III” livery as raced in the 1959 24 Hours of Le Mans. The RSK has been shown extensively, having starred at the Pebble Beach Concours d’Elegance where it won a class award, and the Audrain Newport Concours d’Elegance where it won a First in Class.



Simeone Museum sets Demo Days lineup for 2024

PHILADELPHIA — The Simeone Museum has announced its 2024 Demo Day calendar. Each month, the museum holds a day of events and driving demonstrations to “celebrate the art, history, and engineering of classic automobiles.” Each Demo Day will offer an immersive experience with expert talks, live demonstrations and opportunities to get up close and personal with fabulous automobiles from the collection.

The first 2024 Demo Day is scheduled for Jan. 27 and is billed as “Defining the Sports Car.” It will feature a 1928 Stutz BB Blackhawk Speedster, 1929 Alfa Romeo 6C 1750 SS, 1933 Squire Roadster and 1936 Aston Martin Le Mans. For more information, visit www.simeonemuseum.org.

British car business in PA destroyed in Christmas Day fire

ARMAGH, Pa. — The Roadster Factory, a well-known Pennsylvania classic car business, was gutted from a Christmas morning fire that took more than 100 firefighters to extinguish. More than a dozen fire companies from

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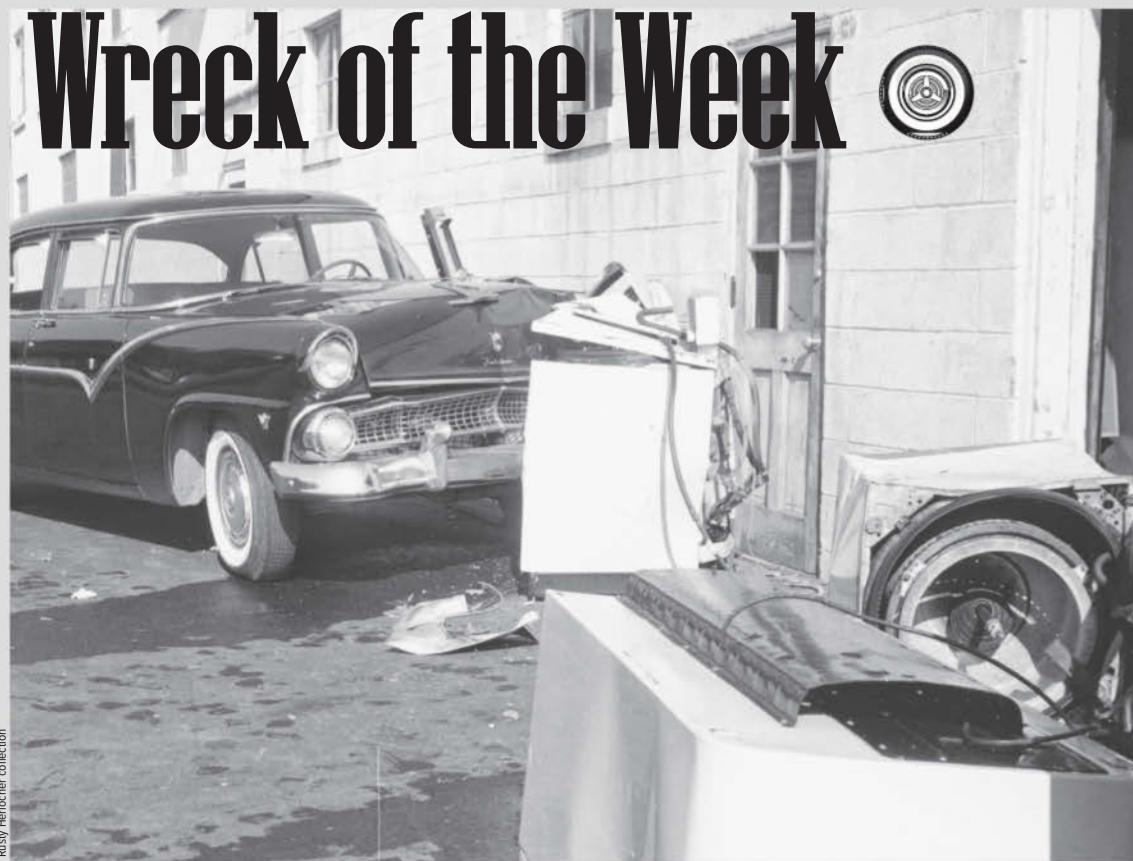
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Wreck of the Week



Here's something you don't see every day—a 1955 Ford Fairlane Town Sedan four-door involved in a head-on collision with a washing machine. The Maytag was a total washout, while the Ford, although agitated, was only slightly damaged in this accident in the Pennsylvania area.

Rusty Herliocher collection

Government Quiz

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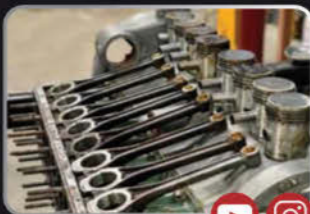
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two counties were called out around 1 a.m. for what officials described as a total-loss, commercial structure fire.

The roughly 48,000-sq.-ft. facility had been used to manufacture and supply parts for classic British sports cars. The company was an important source of parts for MG and Triumph restorers, in particular. Initial reports noted that a few cars were pulled from the showroom and survived, but at least two were burned and left in the rubble.

At press time, the company's website remained offline and there had been no public statements made about the company's future.

Bah Humbug! Model A Ford goes missing on Christmas Eve

GRAND TOWER, ILL. – Police are still on the lookout for a yellow 1930 Ford Model A street rod that was reported stolen on Christmas Eve morning. Grand Tower Police say the theft happened on Dec. 24, at around 4:30 a.m., in the Grand Tower area.

Braswell said there was also security footage of the vehicle leaving the area. Anyone with information is urged to contact the Grand Tower Police Department at 618-684-2177.

Sixth-generation Camaro production ends, future unknown

DETROIT – The final modern Chevy Camaro rolled off the assembly line on Dec. 14, marking the end—at least for now—of the storied Camaro nameplate.

Chevrolet has indicated the Chevy Camaro nameplate will eventually return at some point in the future, but no details have been released. "While we are not announcing an immediate successor today, rest assured, this is not the end of Camaro's story," said Global Chevrolet Vice President Scott Bell.

GM announced it will lay off 369 employees at the Lansing Grand River plant, who worked on the production line. "GM anticipates having job opportunities for all impacted team members" a company spokesperson noted. The last time GM discontinued the Camaro was in 2002. Production didn't begin again for seven years, until the fifth-generation Camaro.

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Weathered Wheels



"Traveling through northern Wisconsin, I came upon this 1955 Ford parked on a property close to the highway," says Steve Isola. "I learned to drive on a 1955 Ford four-door just like this one. I would drive the distance of our 100-foot driveway and the driveways at my grandparents' farm. They had really long ones, with circle turnarounds near the barn. By the time I got my learner's permit, my parents had sold the '55 and replaced it with a 1962 Meteor (Mercury's equivalent of a Ford Fairlane). So I never did drive the '55 on the road. This one photographed is, in my opinion, just a parts car. Floors are gone, every panel is rusted or damaged. Engine seized. Frame rusted. Interior is shot. But it has a lot of nostalgic value: million-dollar memories."



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***Antique Automobile* offers valuable history lesson**

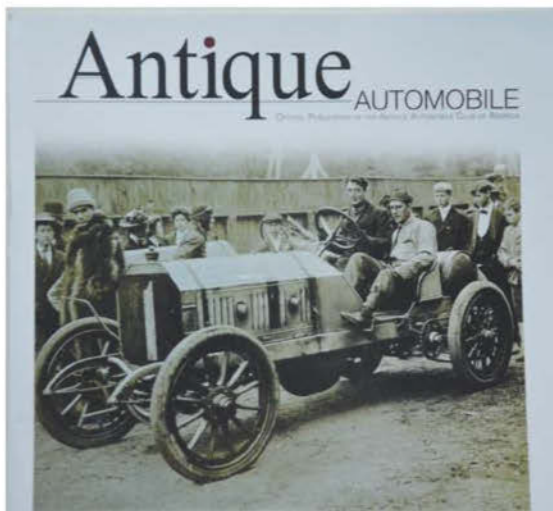
Auto racing among car makers was coming of age just prior to 1910. American car builders were a little behind in this area, partly due to European car makers having an early edge on production, development and general progress. Recently enlightening readers on the subject is Steven Rossi, senior editor of AACA's magazine *Antique Automobile* (West Peterson serves as editor-in-chief, StelvioGT2yahoo.com; Antique Automobile Club of America, 800 West Hersheypark Drive, Hershey, PA 17033). Rossi's well-researched 15-page article is a winner.

Engineering the idea of a hefty American race car taking up the task was Andrew L. Riker, a notable early name in car history. Tweaks and upgrades are revealed by Rossi circa 1906 and after. The Locomobile name made history in competitions such as the Vanderbilt Cup race. Choice pictures of the contests and cars and the whereabouts and historical impact of Locomobile race car “Old

16” are recounted. Names of note abound in the tale (Riker, Henry Austin Clark, Jr., Peter Helck, plus Manny and George Dragone, to name a few).

The article becomes a major tracking of historical documentation and a cache of rare information that every car hobbyist should take to heart. Tons of important items on all sorts of historical cars have been lost over the years, so this monumental article is a grand reminder for hobbyists to save significant pieces and pages of car history before it's too late.

A grand bit of implied advice seems to bubble from the article. Seek and find. Ultimately, include more than “ancient” stuff on very old cars—preserve more recent, potentially historical items. What we call “potential” collectibles may some a succeeding generation.



day be highly cherished by a succeeding generation.

OC

Vintage ad of the week

By M.J. Frumkin

“Family Affair” might be the title for the featured 1959 Ford station wagon advertisement.

Spread across two pages are six variations of "The world's most beautifully proportioned wagons." That lofty title was bestowed upon all '59 Ford models by the fashion authority Comite Francais de L'Elegance at the Brussels World's Fair.

The ad depicts its family of wagons with their owners' "weekend worth of luggage," ready to enjoy the outdoors after a comfortable journey, thanks to the 1959 model's longer 118-inch wheelbase and longer, lower and wider body with 13 percent greater load space (an impressive 92 cu.-ft.).

Promotional materials bragged that more people drove Ford wagons than any other brand, and Ford was the only wagon in the low-price field to offer a nine-passenger interior with a



forward-facing third-row seating.

Models ranged from the top-tier nine-passenger Country Squire with exterior faux wood paneling, to the “cutting the budget to the bone” two-door, six-seat Ranch Wagon.

Further proof that the '59 Ford wagons were "truly a masterpiece of underpricing," both the standard six and Thunderbird V-8s used regular gas, which the company claimed would save up to \$40 a year at a time when the national average gasoline price was 31 cents per gallon.



Q. I remember one of the concept cars of the 1950s or '60s had the exhaust editing from the ends of the front bumper. I thought it was strange; that is why I remember it, but I can't remember which one it was.

Andrew Love, via e-mail

A. You've got me on that one. There were all sorts of exhaust exits involving rear bumpers, but I don't remember a car with a front exhaust. It seems dangerous to be driving into your own exhaust, although hot rodders have often used headers that dump out behind the front wheels. Readers, do any of you remember a front-bumper exhaust?

Q. I read with great interest your Q&A column in the January 15 issue about overhead valves. There is more to the story about General Motors and the overhead-valve engine.

The engineer Walter Marr is often given credit for inventing the "overhead valve" design. (Valve-in-head is really a more accurate description.) Marr worked for David Dunbar Buick from the beginning, therefore starting the tradition of Buick cars having overhead valves. But not all Buicks had overhead valves! The first four-cylinder Buick engine, in



1907 Buick four-cylinder

engine, in 1907, was a T-Head design. A T-head is similar in concept to an L head (sometimes called "side valve") engine, but the intake valve is on one side of the

cylinder and the exhaust is on the other. Thus, the combustion chamber resembles an upside down T shape. An L-head combustion chamber resembles an upside down L.

Buick continued with the T head engine for its biggest cars through 1910. All other Buicks had overhead valves. Almost! In 1930, Buick introduced a companion car called the Marquette. The Marquette had an L-head six-cylinder engine. The Marquette was a marketing failure, and only appeared for one year.

As for Oldsmobile, its first valve-in-head engine was not in

1949, it was in 1919, used in what it called the "Economy Truck." That engine was 224 cubic inches, and from 1921 to 1923, that engine was used in the Oldsmobile Model 43 car. The engine developed 40 hp, which was no small feat for an engine of that displacement at that time.

As for Cadillac, the 45-degree V-16 of 1930 (and a little later the V-12) had overhead valves through 1937. From 1938 to 1940, the redesigned 135-degree V-16 was an L-head.

Franklin and Nash were two other makes that embraced the overhead-valve engine. And then there is that curious F-Head engine, with the intake valve in the head (overhead) and the exhaust in the block, like an L-head. Reo, Hudson and much later Willys Jeeps used F-heads. And then there was the sleeve-valve engine, but that's a discussion for another day.

David Hagberg, Sterling, Mass.

A. Indeed, I left out a lot of GM's history with different engine configurations. The question I was answering was, about why GM had so many different engine configurations. Company or division loyalty can result in what is called the "not invented here" syndrome, the belief that "if we didn't design it, it can't be any good." I do believe it had to do with the many different engineering divisions in the automobile divisions. Still, as you point out, there were puzzling decisions made within the divisions themselves. The second-generation Cadillac V-16 has always intrigued me. The explanation for the many changes from the overhead-head valve first unit probably involves economics: L-head engines require fewer parts. Was the 135-degree vee to accommodate a lower hood line, perhaps?

It's also interesting that, as late as the 1970s, GM used so-called 350-cubic-inch OHV V-8s in Chevrolets, Pontiacs, Oldsmobiles and Buicks, but they were all different. In 1970, the Chevy 350 had a 4-inch bore and 3.48-inch stroke, which computes out to 349.0 cid. Pontiac's 350 measured 3.88 x 3.75 for 354.7 cid. The Olds 350 was 4.06 x 3.38, calculated as 350.06 cid, and Buick spec'd out at 3.80 x 3.85 or 349.3 cubic inches.

Chevy kept its 350 going at least through 1998. By 1994, the only Pontiac 350 was in the Firebird and it had Chevy dimensions. Oldsmobile's last 350 was in 1985, and it was the less-than-satisfactory diesel version. Buick's last 350 came in 1985 and it, too, was that Olds diesel. Feel free to check my math, or tell us about other aberrations you've discovered.

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

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Chicago 50 years ago

Auto Show

What was new in the Windy City

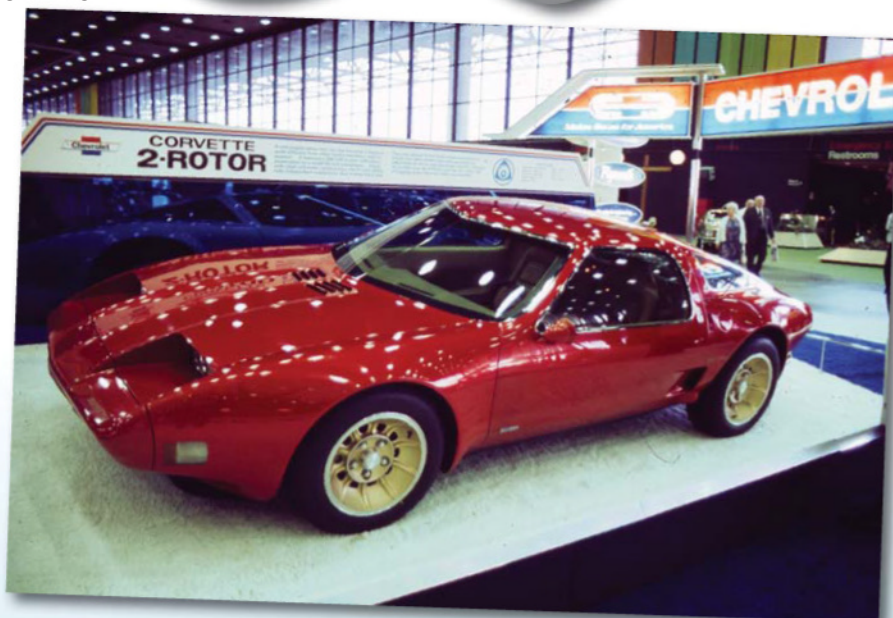
STORY BY MITCH FRUMKIN

Anticipation was growing among the excited crowds queuing up to be the first to enter the 66th edition of the Chicago Auto Show at McCormick Place. It was Saturday morning, Feb. 23, 1974, and weather reports called for light snow, drizzle, rain and fog. That messy forecast did not hamper people from attending what has been called the greatest and most successful automotive exposition in the world.

A major topic discussed during the nine-day event was how to cope with the on-going import oil embargo. With its wide selection of vehicles, from compacts to full-size cars, the Chicago Auto Show proved to be the perfect venue for drivers looking to navigate the latest round of the energy crisis. Spectators at the show were offered the opportunity to compare 550 new vehicles displayed on two floors.

Within the bright, airy 600,000-sq.-ft. of exhibit space, auto fans could climb in and out of U.S. passenger cars and import cars from afar, plus recreational and commercial vehicles, all at a leisurely pace.

Interviews conducted of people milling through the colorful exhibits indicated that fuel shortages were causing some consumers to trade in their full-size models and squeeze



into a gas-stingy, compact set of wheels. Due to the difficulty in obtaining fuel,

some in attendance went as far as expressing a growing concern about the loss of personal mobility altogether.

For those not ready to throw in their keys, Datsun presented its sporty 260Z 2+2 for the first time in the United States. While a small sports car, gas mileage was only about 18 mpg. Nearby, Peugeot debuted a pair of new diesel models.

American Motors wanted visitors to see the all-new Cherokee, described as "a Jeep and a half." Plus, there were examples of the CJ-5, Wagoneer and Pickup to examine.

Avanti Motor Corp., now controlled by Nathan Altman, displayed the Avanti II . . . "more than a car, a love affair!" Under the hood purred a 180-hp 400-cid V-8.

Excalibur Motorcars LTD brought its two-place 1974 SS Roadster and four-seat Phaeton. Each model was advertised as "America's Only Handbuilt Classic," and both editions were powered by the proven technology of the Chevrolet

Starring in the 18,000-sq.-ft. Chevrolet exhibit were two experimental rotary/mid-engine Corvettes. The red Wankel-powered 2-Rotor, built in Italy by Pininfarina, was based on a shortened Porsche 914 chassis.



Pininfarina also constructed the sleek, silver-tone body for the Corvette 4-Rotor, complete with combination gullwing bi-fold doors.



All-new Ford Mustang II debuted in 1974 as a subcompact, four-cylinder-powered car that paid homage to miles per gallon rather than miles per hour. The muscle car era gave way to concern over mileage and safety rather than burn outs. No V-8, but at least there was a V-6 option that year. During the show, with great pride, Ford touted that the Mustang II was *Motor Trend's* Car of the Year for 1974.



A popular attraction during the 1974 show was Chauncey, the adult cougar—and cub Christopher—posing on the hood and roof of a Mercury Cougar XR-7. Both felines were part of Mercury's "Sign of the Cat" TV commercials.



Long before airbags went into American cars, General Motors dabbled in what it dubbed the "Air Cushion Restraint System." Visitors to the 1974 Oldsmobile exhibit were able to get an up close and personal look at an airbag going "boom."

Corvette 454-cid V-8.

Dodge introduced its new Ramcharger to compete with the established Chevrolet Blazer and Ford Bronco, but is credited with being first to use the term "sport-utility vehicle" for vehicles of its type.

The Ramcharger and the many other vehicles displayed at the 1974 Chicago Auto Show were assembled at McCormick Place under the guidance of the Chicago Automobile Trade Association (CATA), which has sponsored and managed the annual auto extravaganza since 1935. In 1974, the association included 625 franchised new-car dealers in the Greater Chicago area, which employed more than 22,000 people. The dealers are the indispensable link between automaker and customers.

Starting in 1974, the CATA took on sponsorship at the Rehabilitation Institute of Chicago, underwriting all expenses to install a complete driver training course. It would include an instructor with the skills necessary to teach the use of the many special and modified devices needed. A second charitable donation by the area dealers was the loan of nearly 3,000 new cars worth \$9 million to high school driver education programs.

David Ostrow, the CATA president in 1974, noted that the not-for-profit organization contributed a larger amount of financial support to the Better Business Bureau than any other Chicago association.

On Sunday evening, March 3, the Windy City auto extravaganza concluded with a total attendance of 928,112 guests. Both the public and media deemed the show a great success.

OC

The 2024 Chicago Auto Show will be held at McCormick Place from Feb. 10-19. Learn more at chicagoautoshow.com.



On a raised platform in the Oldsmobile exhibit was the Chicago regional special-edition Cutlass coupe called the "GMO" for "Gallant Men of Olds."

Italian-built supercars were big hits at the auto show through the 1970s. On display at the 1974 CAS were four examples of the new Maserati Merak sports coupe. Exotic styling by renowned designer Giorgetto Giugiaro featured two buttresses running from the roofline to the rear of car. The port-of-entry price of \$21,700 included a 190-hp, mid-mounted 3.0-liter V-6 engine teamed with a five-speed ZF manual transmission.



Minissima, a little experimental commuter car from British Leyland Motors, was fitted with a 38-hp engine claiming 40 mph.

On the stand in the GB Enterprises booth was the Vanguard battery electric CitiCar. It carried two passengers and was said to cruise at 28 mph and have a range of 50 miles. On the left are Vespa and Lambretta motor scooters, as well as a couple of mopeds.





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Some people ignored the energy dilemma and went for Recreational Vehicles (RVs). Pictured is the all-new, six-wheeled GMC MotorHome powered by a 455-cid V-8 with 212 hp. Cliff Bielby, auto editor for *Chicago Today* newspaper, wrote about how new RVs were, “basking in the glow of unprecedented growth in sales of 150 percent.” Longer vacations and more three-day holidays were reasons given for the increase in RV popularity.



LEFT: Catching the attention of those entering the Toyota exhibit was the *F101* concept car promoted as “the sedan of the future.” The prototype was powered by a 97-hp, 2-liter engine, the same one found in the 1974 Corona. Other features include four-wheel disc brakes and a fully independent suspension.

RIGHT: The colorful Volkswagen exhibit featured models arranged in a square-shape display. In the lower left corner is a 3/4 front view of a Super Beetle convertible. To the right of the Beetle is a 3/4 rear view of a Karmann Ghia droptop. Portions of a Beetle coupe and a white Thing ragtop complete the arrangement. Mid-photo are side views of two Dasher two-door sedans, which were new for 1974 and had water-cooled front engines.



This view inside the Triumph section of the British Leyland Motors exhibit starts with a close-up view of the interior of the TR6. Next is a 3/4 rear view of a Triumph Spitfire roadster. Another TR6 (with a removable hardtop in place) is mid-photo at right. The race car on the raised platform at far right is a Spitfire roadster. Several Jaguars can be glimpsed, including an XJ12C on a raised platform and a white XJ6 sedan at left.



Chicago 50 years ago

Auto Show



ABOVE: Pictured in the foreground of the 1974 Pontiac exhibit is a side view of a LeMans Safari four-door station wagon with simulated wood grain trim. This wagon was considered intermediate-sized in 1974, but would now be considered a huge, full-size car by today's standards. Directly behind, on the left, is a rear view of a white Grand Am two-door coupe, now in its second year of bringing more European flair to Pontiac. The Grand Prix luxury sport coupe is represented by an example on a raised circular platform under the "Pontiac" sign.



Cover of the 152-page program for the 1974 Chicago Auto Show.

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Coachbuilt Coupé: Volvo 262C

It was back in the mid 1970s when Volvo Cars of America began to realize it needed to move its car line upmarket if it hoped to survive in the North American marketplace. Unfavorable currency exchange rates, along with soaring labor and parts costs, were all increasing the company's cost of doing business. Volvo's sales volume was actually pretty good, but its profit margins were being squeezed. The company needed to begin making more profit on each car it sold if it hoped to survive and prosper. Volvo wasn't alone; Saab-Scania USA would likewise move upscale with its EMS sport model and fancier "near luxury" trim levels. Opel had come to the same realization, but instead of moving upmarket, it decided to source its North American products from the low-cost Japanese automaker Isuzu. Parent company General Motors wanted Opel to be a lower-priced line to complement Buick; moving Opel upscale could potentially put it in Buick's price range.

Like many a small automaker, Volvo's options were limited. Since the company couldn't afford to bring out a lower-priced model (the cost of development and tooling was too high), it hoped to produce a more desirable model capable of commanding a higher price tag by using its existing platform and body. Thus was born the Volvo 260 series: six-cylinder versions of the base 240 models that also added more features and nicer trim over the 240. Additionally, Volvo wanted something more—a luxury "halo car" that would add prestige to the Volvo name. The question was, "how?"

If you recall, the 1970s was a decade when so-called "personal luxury" cars were extremely popular. Continental Mark III, Chevrolet Monte Carlo, Ford Thunderbird, Cadillac Eldorado, Chrysler Cordoba, Mercury Cougar: the list of available models was long, and sales were red hot. Even the Dodge Charger, once the preferred ride of young rebels, became a posh, personal-luxury barge.

With that in mind, the product planners at Volvo decided to create a sumptuous, new Volvo luxury coupe. Initially it would be a specially built, low-volume model to set the tone of exclusivity and opulence. Later on, the company could add less-expensive versions, or leverage its new-found luxury image by adding even more premium sedans and wagons. It was an excellent plan, actually.

A special 'coupé' is born

The new Volvo was introduced for the 1978 model year as the 262C Coupé, priced at \$14,700. The choice of body styles was limited by what already existed: two- and four-door sedans and a four-door station wagon. The company decided to fashion its new luxury coupe from the 262GL six-cylinder two-door sedan. Styling for this fresh model was created by Volvo's accomplished in-house designer Jan Wilsgaard. He created a lower, sportier roofline with a thicker C panel to impart the coupe look. A textured vinyl roof covering would be featured.

Being a Volvo, the 262C Coupé still looked a bit boxy, but far less so than the sedans. In the front was an upright chrome-trimmed grille flanked by four square headlamps. The flat body



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sides included a bright molding mounted up high to provide a bit of visual lowness. On early cars, the spare tire bulge just behind the rear wheel was painted flat black in an attempt to conceal it; before long, the bulge would be eliminated when a blow-up spare tire was added.

The posh interior boasted deep-pile carpeting, hand-stitched black Italian leather seating that was glove soft, and wood door trim of elm veneer. The standard center console extended into the rear compartment and included an illuminated ashtray and lighter. Initially, the only exterior color was silver, but in 1979, two additional colors were added: black, and a rich gold with brown leather interior. Most of the black cars and gold cars we've seen don't have vinyl tops, although we have seen a few photos of gold cars with matching vinyl tops. We've also seen 262C Coupés in light blue and red. For 1981, the last year of production, the vinyl roof was no longer fitted to the coupes which, by then, were priced at \$19,550.

Since this was to be a low-volume project, the 262C Coupés were largely built by the great Italian coachbuilder Bertone in Turin during the 1978-1981 model years. For its part, Bertone made custom stampings for the roof pillars, roof pan, upper doors, and windshield surround and cowl. Volvo would ship stock 262 GL sedan body stampings and drivetrains to Bertone in Turin, and the Italian coachbuilder would assemble the cars and finish them with luxury interior trim. In addition to the custom roof panel, the new car also featured a steeply raked windshield and flush-mounted rear side glass. Not surprisingly, the lower roofline required that the seats be mounted closer to the floor. Even with this modification, taller road testers of the day complained of a lack of headroom.

Volvo touches

Naturally, standard 262C equipment included power front

windows, mirrors and door locks; power rack-and-pinion steering; alloy wheels; cruise control; air conditioning; intermittent wipers; heated front seats; and a fully carpeted trunk. The only options were a limited-slip differential and a choice of stereos. Being a rear-drive car, one might have expected the limited-slip rear end would be standard, but this was in the 1970s, so it was not. Volvo was still years away from embracing front-wheel drive.

Power was supplied by Volvo's smooth-running 2.7-liter fuel-injected V-6, which had a light alloy block and Volvo's advanced Lambda-sond emissions control system. Output was 125 hp at 5,500 rpm. Hooked up to this excellent engine was a four-speed manual transmission with overdrive. A three-speed automatic transmission was a no-cost option. Only about 10 percent of production cars were equipped with manual gearboxes.

The front suspension system consisted of MacPherson struts and coil springs and a sway bar, while out back were coil springs, a sway bar and a Panhard rod. Brakes were four-wheel, power-assisted discs.



The Volvo 262C Coupé, often called the Volvo Bertone Coupé for its coachbuilder, was sold in small numbers across the globe and helped Volvo attain more of an upmarket image.

The Volvo 262C when new

I well remember when the Connecticut dealership conglomerate where I was employed—Volvo City West/Enterprise Oldsmobile/Milford Mazda—received its first 262C Coupé. We salespeople were a bit confused by it. Sure, we sold upmarket Volvos, including the 262GL and 264GL sedans, plus the 265 station wagons, but we didn't sell all that many of them. Besides, those Volvos were all priced below \$10,000, which was sort of a psychological barrier to buyers back then. The idea of a Volvo selling for about \$15 grand was difficult to get used to. Plus, it was a low-roofed two-door, which was not what the typical Volvo buyer wanted back then. I should mention that we were one of the largest Volvo dealers in the

country at the time—in fact, for a while, we were the largest—so we had a lot of experience selling Volvos, and to a lot of repeat customers. I only recall getting one of the 262C Coupés, although I left that year to work for a nearby American Motors dealer.

In all, worldwide 262C Coupé production was just 6,622 cars, with about half of those coming to the United States. Although it's a rare and very exclusive automobile, examples do pop up for sale now and then, and prices seem very reasonable. We spotted a nice example going for \$14,000, and another example needing work and priced at just \$5,000. Our best advice, as always, is to go for the nicest car you can find, especially in this case since restoration can get expensive. Good hunting!

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RUST METAL Rx

Out with the old, in with the new - 1955 Caddy gets a taste of new metal.

STORY BY MIKE EPPINGER & ANGELO VAN BOGART

PHOTOS BY JAN BEHLKE

Dirt, salt, moisture and simply time will lead to rust—there doesn't seem to be any way to get around it. That's certainly true of a nearly 70-year-old Cadillac from the "rust belt."

The 1955 Cadillac Coupe deVille featured here was located in an auction advertised last fall in *Old Cars'* e-mailed "newsletter." A pre-sale inspection of the Wisconsin-based car by 1955 Cadillac authority Rick Payton revealed the Cadillac was complete—including complete with rust—but remained surprisingly solid and buildable considering its age and geographic location. Essentially, it was in what we on the *Old Cars* staff call "Wisconsin solid" condition (rusty, but not too far gone to restore). After we won the bid for the Cadillac, Payton retrieved it and parked it in his shop, The Classic Garage, in Chippewa Falls, Wis., where body guru Jan Behlke went to work cutting out the rusty metal and welding in new panels that he fabricated. When Behlke is done, the Cadillac will be about as rust-free as when it rolled off the assembly line at the Clark Street Cadillac plant in Detroit.

Like other vehicles, the areas where mid-1950s Cadillacs rust are pretty predictable, and often in the same places as other GM products of the era. Most 1955 Cadillacs have wide lower body trim that traps dirt, salt and moisture against the body's metal rocker panels and lower rear quarter panels, causing rust to form there. In addition, water running down the rear side windows of coupes seems to drip onto the back of the rear quarter panels, slowly torturing the panel until it rusts through in front of the rear wheel opening. This 1955 Cadillac body had this typical rust-through in both of these areas.

The Classic Garage has cut and welded many 1955 Cadillac bodies into eventual Cadillac & LaSalle Club winners, and with his proximity to us, he was the man for the job. Work started with the passenger rear quarter panel as it was not only rusted but also dented, making it the worst area of the car and most challenging to repair. The following are some of the steps taken to repair the passenger rear quarter panel.

The Classic Garage
720 E Spring St.
Chippewa Falls, WI 54729
715-861-3558 (Shop)
512-484-4501 (Rick Payton, owner)



This rocker is far from rockin'! Time to cut out the cancer and replace it with fresh sheet metal. If you are from the North, this is a common sight among our "seasoned" old cars stock.



Grab your trusty cut-off tool and get busy. Remember, all cars are simply an assortment of assembled parts. If you keep this in mind, the project will not be as daunting nor as anxiety-ridden.



Although it looks like a half-eaten Saltine cracker, the cut-out piece of ravaged metal is valuable to the process. It is the basis for fabricating the fresh, new piece. Keep this in mind while hacking away and “exorcizing” the rusted carcass. Note the holes on the edge of the new piece; these holes will come into play later in the welding process.



Sit back and take stock on the rust issues and visualize the easiest and most straight-forward approach to fabricating a new piece. This is where the idea of “pieces” comes into play. It is better (and sometimes easier) to fabricate one larger piece that attaches to another piece as opposed to cobbling smaller patch pieces. Resist the urge to skimp on a larger piece of sheet metal. Note the vertical cut on the rear fender; this is a relief cut to battle warpage in the weld, and to address a dent higher up the fender.



We would be remiss if we did not mention the need to attend to the backside of new, unpainted “raw” fabricated pieces. While going through the trouble of putting fresh sheet metal on our ride, it would be a shame to have it rust a few months or years after spraying a show-winning finish on her. Many companies sell a weldable coating that will let you sleep at night without the nightmares of ferric oxide ruining your baby. Make sure to coat/treat the inside body cavities, too. Rust will find a way!



As Neil Young’s live album states, “Rust never sleeps!” Before the new rocker section can be mig welded up, the rear quarter panel “affliction” needs to be addressed. Also note the great care taken in reaching clean, bare metal. When using flapper wheels, take care to not fixate on one spot too long. If you blow through the thin metal or warp it, you are making more work and wasting time and money in the process.



Voila! A new patch panel for the lower rear quarter is born. For a cash-strapped restorer, a flat sheet of 10- to 20-gage sheet metal can be carefully bent to a radius over a section of 3- to 4-inch PVC piping; just take your time and don’t force the issue. As on the new rocker panel, the holes are there to “plug” weld the new piece to the inner pieces of the body. The plug weld also mimics the factory’s spot welding, but is much more solid.



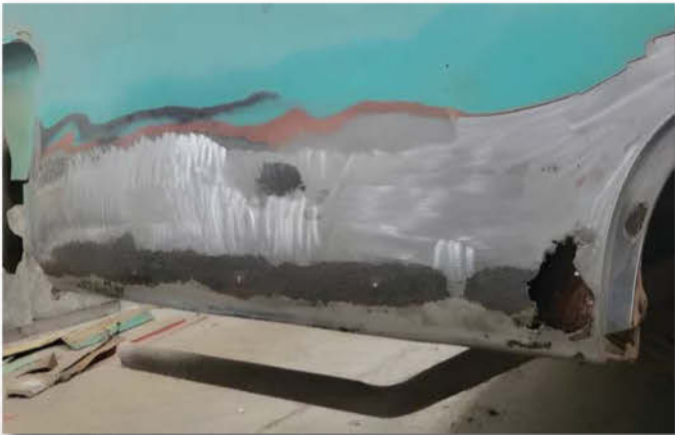
To get a professional and seamless weld, use a pneumatic flanger to create a backing for the new fabricated piece to sit flush against. This will assure a perfect transition between the two pieces. Such steps taken now will take hours off of future body panel sanding and give a razor-sharp perfection to the body lines when it comes to finally painting over the finished body work.



If you can use a glue gun, you can mig weld! With sheet metal, the trick is to place tack welds at around an inch or two apart, give each a shot of compressed air to gently cool the weld and not warp the metal, then repeat until the panel is fixed in place. Note the “plug” welding on the bottom of the piece to the lower pinch area of the body, once again connecting the pieces to make a whole. Once the weld is to your liking, fill in all the gaps, alternating until the seam is completely welded and ready to be ground smooth.



The patience with filling in the open-spot approach to mig welding really pays off in the end. The body lines are maintained and the structural integrity has been restored.



No rest for the weary! Behind the rear wheel needs attention as well. Behlke will repeat the steps he took earlier on the front of the quarter panel. Sometimes, reproduction body panels are not available, or the lines aren't as crisp (the panels on this car are no longer available). This is why restoring classics to perfection is an art form done out of love.



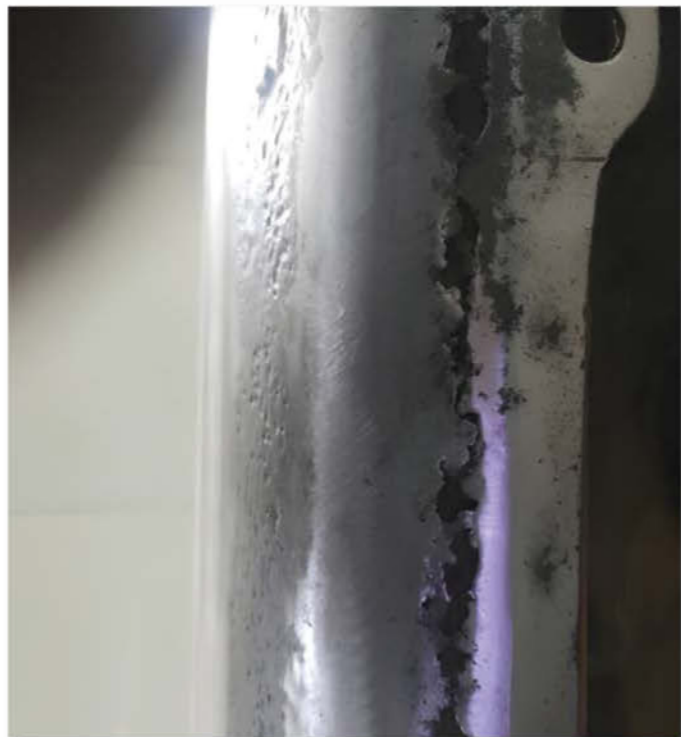
It looks like this spot of cancer was dealt with before with the ol' rivet and “Kitty Hair” approach. Remember, these were once just “beater” cars. Be kind and don't tempt karma by cussing out the previous owners — you are going to need all the cosmic help you can get to finish the project!



After a bit of cutting, grinding and fabricating, you can now take solace that the job was done the “correct” way and all is forgiven. The car now sports new metal that will last.



In the beginning, you might have thought the rusted out heap was going to be a Herculean job, but you kept the “pieces” mentality and the car is now taking shape. Behlke has the original lines intact and crisp—just the way Cadillac intended!



For smaller areas of rot, the same “cut, clean and fabricate” process also applies. When approaching these odd and sensitive areas, think of the offending areas as simple shapes of triangles, circles and rectangles. You can easily assemble these smaller pieces into a coherent larger piece to patch into solid pieces of metal on the body. With a bit of ingenuity, a mig welder and a grinder, anything is possible.



Sometimes you need to get creative and “fill holes” to make the paper-thin metal work to your liking and bend to your will. As the saying goes, “It all comes out in the wash!”

Just keep “tacking” until it takes shape. Grinding and sanding to the original shape will eventually reveal the marvel and genius of your hard work.



Time and patience are your best friends. Before you know it, your ride will take shape and bring you the well-earned satisfaction of a job well done. Once the body is solid, the real fun begins and the true test of dedication begins.



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Roll around the garage with ease using the Ironton Roller Seat with Tool Tray, available from Northern Tool + Equipment. The easy-to-assemble, swiveling roller seat has a 300-pound capacity and has a height adjustment of 15-3/4 inches to 19-1/2 inches. The foam-padded seat adds to the comfort, and for convenience, the seat features a tool tray built into the bottom. The five non-marring, 2-1/2-inch swivel casters make rolling around a vehicle snap, and the steel-frame construction adds durability to the seat.

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Find the Ironton Low-Profile Creeper at Northern Tool + Equipment stores, or order online for \$39.99 at www.northerntool.com.



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For more information, go to www.kbs-coatings.com/blacktop.html, or call 888-531-4527.

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The Snap-On ECARL032R 500 Lumen Dual-Sided Mini Flex Light, with its 270-degree rotating design and multiple magnets, provides technicians with unparalleled flexibility in lighting difficult-to-reach areas. Offering a bright 500-lumen dual-sided output, individual switches for spotlight and bar lights, and a dimmable switch with memory, this light caters to varying lighting needs. The



integrated battery gauge enhances efficiency for technicians on the go.



The Snap-On ECPNIO32R 300 Lumen Slim Pocket Light is essential for on-the-go technicians and combines a versatile 300-lm flood light and a focused 150-lm spotlight in a thin-profile designed to fit easily into a shirt or pants pocket. Each light mode has a dedicated power button, and an auto-dimming feature provides a wide range of brightness options, catering to various work environments. The magnetic base adds hands-free convenience, while its rechargeable nature makes it a practical and eco-friendly choice for professionals seeking compact and adaptable lighting solutions.

For more information about these or other Snap-On products, contact your Snap-On franchise or visit www.snapon.com.

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'74 Day 2

Dart Sport



STORY AND PHOTOS BY AL ROGERS

On Jan. 14, 1974, Dick Harvey walked into Len Derin Dodge in North Olmstead, Ohio, and placed an order for a new 1974 Dodge Dart Sport Rallye after seeing an advertisement for the Dodge model in the November 1973 issue of *Hot Rod*

Magazine. Just 21 years old, Harvey eagerly anticipated getting behind the wheel of the Dart Sport Rallye, which would be his first new car.

The yellow-and-black car Harvey ordered was a visual match to the car advertised in *Hot Rod Magazine* with

the headline: "Dart Sport Rallye—If you understand what happens when you couple a 2.94 rear end to a wide ratio 4-speed...you're the one we're after."

Verbiage in the ad further sold the car by saying, "Dart Sport Rallye wasn't made for those who buy on cubes



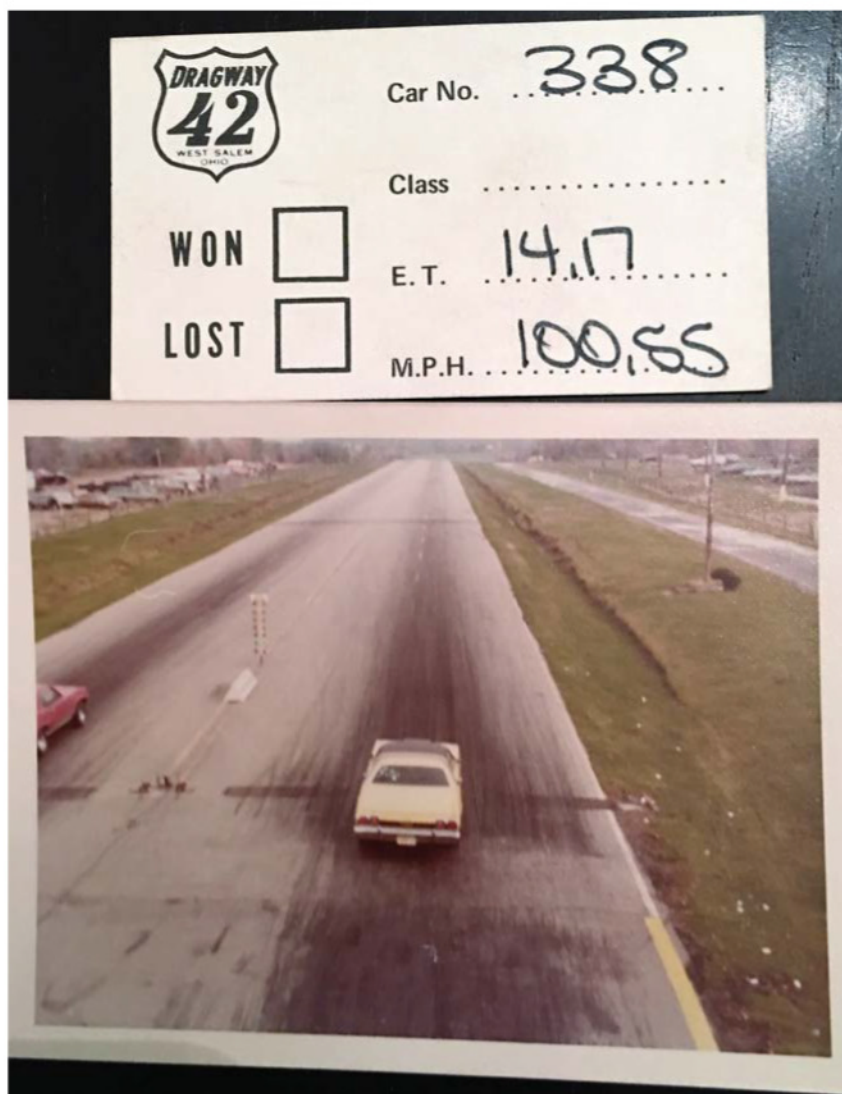
*One-owner 1974 Dart Sport Rallye
finally back to its 'day two' groove*

alone. A super car with a super price, it is not. But boring, dull, or commonplace, it isn't either. The power-to-weight-ratio works out to a shade over 20 pounds per horsepower. The 318 V8 is still the same tractable mill even your maiden aunt could learn to love, but coupled to a new wide ratio 4-speed, it shows a rather refreshing tendency to quickness. The low numeric rear end ratio offers a bonus in quieter super highway travel. Everything you need is here, the things you don't, aren't. If the list of what you get stirs your interest, hustle down to your nearby Dodge Dealer's. The car's even a little better than it reads."

The Dart Sport Rallye features listed in the ad included the 318-cid V-8 with a "special ratio Hurst-operated 4-speed;" a 2.94 rear end; power steering; Rallye suspension; Rallye wheels; E70 x14 raised-white-letter tires; Deluxe vinyl seat; "Tuff" steering wheel; and "special Dodge lettering on the rear quarter panels."

When his Dart Sport Rallye arrived on April 12, 1974, Harvey made a beeline for Len Derin Dodge. Upon driving onto the dealership's lot, Harvey caught sight of this Yellow Blaze '74 Dodge Dart and said his initial thought was, *Those skinny tires and hub caps must go*. When he and the salesperson walked around the Dart for the first time, Harvey was stunned by the skinny factory tire and wheel combination and asked, "Are those 14-inch wheels, tires and hubcaps the ones we ordered?" After reviewing the dealer's order form for his car, Harvey and the salesperson confirmed that, indeed, the Dart was built to his order. Harvey said his next thought was, *Tomorrow they're getting replaced with something that gives the car a meaner look and stance*.

The following morning, Harvey made the trip to Conrads, a local tire shop. There, Conrads installed a pair of narrow 14-inch chrome Keystone Classic wheels with Goodyear radial tires on the front. On the rear went a pair of 15-inch, deep-dish chrome Keystone Classic wheels with wide Goodyear radial tires extending beyond the rear quarter panel wheel openings. This wheel-and-tire setup



An old time slip from Dragway 42 in West Salem, Ohio, and a snapshot from the day offer evidence of Harvey's multiple uses for the 1974 Dodge Dart Sport Rallye in his 50 years of ownership.



An undated snapshot, clearly from the Dart Sport Rallye's early days, showing it with the Keystone Classic wheels that Harvey almost immediately installed.

now gave the Dart the look and stance that Harvey desired, which was all the rage during the '70s. The car now took on an aggressive look and go-fast stance.

Harvey said his wheel change was inspired by the Sox and Martin race team's pro-stock race cars, which ran Keystone Classics. He said he somewhat idolized Ronnie Sox and the Sox and Martin MoPars and decided his new '74 Dodge Dart should be similarly fitted with a set of Keystone Classics. After all, if the wheels and tires and the stance they provided were good enough for the red, white and blue Sox and Martin cars, they were good enough for his new Yellow Blaze Dart Sport Rallye.

The 1974 Dart Sport Rallye as-built

Chrysler Corp.'s Dodge Division produced Harvey's Yellow Blaze 1974 Dodge Dart Sport Rallye with a black interior at the Dodge Main Assembly Plant in Hamtramck, Mich. During the ordering process, Harvey checked off just about every box on the dealer order form. Within the MoPar community, it's now regarded as one of the most-optional '74 Dart Sports ever produced. The list of options is extensive but among the most notable options that Harvey checked is that Rallye Package. The car was additionally optioned with functional hood scoops and power disc brakes, but the list doesn't end there. Harvey also selected the black split-back bench seat; sunroof; canopy vinyl roof; light package; tinted glass; day-night mirror; dual remote painted racing mirrors; rear window defogger; and three-speed windshield wipers with electric washers. The '74 Dart Sport Rallye was further optioned with bumper guards; a radio; and the rear deck panel stripe and "Up & Over" stripe, as seen in the *Hot Rod Magazine* ad.

'Day Two-ing' a Dart Sport Rallye

From 1974 through 1978, Harvey drove his '74 Dart, then parked it in his father's garage when he moved to Cincinnati. Then, in 1975, Harvey's younger brother, Don, came across a '69 340-cid V-8 engine and convinced his older brother to let him build the engine, then the two of them could

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The Dart Sport Rallye included the “Dodge” lettering on the quarter panel, but among this car’s added options are the V9X “Up & Over Tape Stripe” on the roof (\$39.05); the V4X Canopy Vinyl Roof (\$63.20); and black “Dart Sport” V8X Rear Deck Panel Stripe (\$13). The total price was \$4,168.75.

install it into Harvey’s Dart. About a week later, the engine was ready. The two brothers loaded it into the trunk of Harvey’s 1964 Chrysler Newport, then hauled it to their father’s garage in Westlake.

Harvey went all in with the 340 engine build. He’d previously rebuilt a 225-cid straight-six engine and a 383-cid big-block V-8 and was excited to get his hands on a small-block MoPar V-8 and seeing what it could do in his Dart Sport Rallye.

In June 1975, Harvey’s friend, Ron, owned a 1964-1/2 Barracuda with a tired 273-cid V-8 engine. The Harvey brothers decided to replace the 273 with the original 318 engine from Dick’s ’74 Dart Sport Rallye. They completed the installation at their grandpa’s barn in Westlake. A week later, the 340 engine built by the Harveys was ready. The brothers installed it into the ’74 Dart at their dad’s garage, also in Westlake. As Harvey explains it, their grandfather’s barn and father’s garage were located back-to-back and within walking distance of each other. Both engine swaps were completed using a come-along strap attached to the building rafters.

Harvey drove the Dart until 1978, then parked it in his father’s garage when he and his bride, Lynn, were

married and relocated to Cincinnati. The couple had dated in the ’74 Dart Sport Rallye and Harvey’s prior 1968 Dodge Super Bee. Being newlyweds with new careers and plans to start a family, the ’74 Dart took a backseat due to its smaller size and not being what they considered a family car. And, in June 1984, they welcomed a son, Phillip.

However, the ’74 Dart Sport Rallye wasn’t parked for long. It only sat idle until 1979, when Harvey’s younger brother convinced him to turn it into a drag car. The ’74 Dart was raced locally from 1979-1990 with the younger Harvey doing most of the driving. However, Harvey got behind the wheel a time or two just to see what his Dart would do.

The Dart was raced hard and the 340 engine blew up in 1990. It was then replaced by a 440-cid V-8 that Harvey built. During the later part of the 1990 race season, it, too, succumbed to hard quarter-mile passes and blew. Harvey pulled the 440 and the transmission and brought the rolling body and chassis home where it sat for nearly 10 years. In 1999, Harvey and his wife relocated to West Chester, Ohio, and the now engine- and transmission-less ’74 Dart ended up in yet another garage.

From shop to shop

In 2003, the Dart was transported to Michigan’s Upper Peninsula when a friend there offered to restore it. Not long after its arrival, the friend realized he was in over his head and the car sat. A year later, the restorer relocated to Milwaukee and the ’74 Dart was trailered to his new location where it was parked again. Harvey remained intent on seeing the Dart restored. However, another six years passed with no restoration work done to the car, so Harvey had it transported to his home in Ohio. There, it sat in the family garage for another decade or so.

During 2017, at an Indianapolis swap meet, Harvey approached The Finer Details booth where he met owner Ken Mosier. Harvey proceeded to share the story of his 1974 Dodge Dart Sport Rallye with Mosier. After hearing the story, Mosier agreed to pick up the car so that he could complete a rotisserie restoration of it, but he wouldn’t be ready for it for another year.

In the spring of 2018, Harvey and his wife purchased a new home and needed to move the Dart Sport Rallye once again. Acting on a hunch, Harvey called Mosier to see if he was ready for it. Mosier was now ready and made arrangements for someone to pick up



The 1964 Chrysler Newport at left carried in its trunk the 1974 Dart Sport Rallye's first replacement engine, a 340-cid V-8 that Harvey rebuilt and installed in 1975.

The original ad for the 1974 Dart Sport Rallye that sent Harvey down to his local Dodge dealership to order its twin. Harvey did delete the Rallye wheels for deluxe wheel covers, which resulted in a \$29.75 credit, although \$25.75 was added back onto the sticker price for the wheel covers. No matter—Harvey installed Keystone Classics on his literal “day two” of ownership.

DART SPORT RALLYE.

If you understand what happens when you couple a 2.94 rear end to a wide ratio 4-speed...you're the one we're after.

Dart Sport Rallye wasn't made for those who buy on cubes alone. A super car with a super price, it is not. But boring, dull, or commonplace, it isn't either. The power-to-weight ratio works out to a shade over 20 pounds per horsepower. The 318 V8 is still the same tractable mill even your maiden aunt could learn to love, but coupled to a new wide ratio 4-speed, it shows a rather refreshing tendency to quickness. The low numeric rear end ratio offers a bonus in quieter super highway travel. Everything you need is here, the things you don't, aren't. If the list of what you get stirs your interest, hustle down to your nearby Dodge Dealer's. The car's even a little better than it reads.

- 318 V8 with special ratio Hurst-operated 4-speed • 2.94 rear end • Power steering • Rallye suspension • Rallye wheels • E70 x 14 raised white letter tires • Deluxe vinyl seat • "Tuff" steering wheel • Special Dodge lettering on rear quarter panels.

Extra care in engineering makes a difference in Dodge...depend on it.



Besides racing and daily chores, the Dodge Dart Sport Rallye was also used for camping.

the car. About a week later, the car was transported to Mosier's shop for the complete restoration that Harvey had hoped for many years would finally happen. Mosier called Harvey to say that he found the Dart Sport Rallye to be extremely rough, "But I'm going to restore it," he told Harvey.

In early 2019, Mosier called Harvey to say he had become ill. After receiving this news, Harvey wondered if this would alter Mosier's ability to complete the restoration. Sadly, on Nov. 8, 2021, Mosier passed away.

Mosier's wife, Allie, reached out to Jake and Sandy Poffenberger, current owners of The Finer Details in Danville, Ind., to see if they were interested in completing the 1974 Dodge Dart Sport Rallye restoration. It and two other automobiles were left unfinished in Mosier's shop upon his passing.

The Poffenbergers agreed to take on the task of finishing the three automobiles. With Allie Mosier's assistance, the Dart Sport Rallye was turned over to General Manager Justin Bliss and the rest of the Finer Details team. With help from Allie's father, Keith Miner, as well as Bobbi Miner, the '74 Dart Sport Rallye and all of its components were retrieved from the Miners' building and transported to The Finer Details, where the restoration immediately resumed.

Among The Finer Details' work was the installation of a specially prepared small-block 360-cid V-8 engine rated at 400 hp. The engine was backed with a Brewers Performance four-speed manual transmission, a 3.55 rear axle in the 8-3/4-inch housing and Wilwood four-piston power disc brakes to enhance performance, safety and overall handling characteristics.

Factory air conditioning was not checked off on the dealer order by Dick Harvey back in 1974. At his request, a Classic Auto Air air conditioning system specially designed for the '74 Dodge Dart was added.

When studying the exterior of a factory-stock 1974 Dodge Dart, the first thing that usually catches the eye is the large plastic panel that fills the gap between the federally mandated safety bumpers and body of the car



Dick Harvey with his first new car, this 1974 Dodge Dart Sport Rallye. His Dart Sport Rallye is one of the most highly optioned examples of this model known to survive.



The four-speed manual transmission and Tuff steering wheel were part of the Rallye package, and the woodgrain interior trim was part of the Sport package. As part of its “day two” upgrades, the Dart has a column-mounted aftermarket tachometer like so many of its contemporaries.



The rare M52 sun roof was an expensive option at \$147.20, according to the car’s original window sticker, and at \$45.35, the J54 hood scoops weren’t cheap, either. The G75 dual outside rearview “racing mirrors” painted to match the car’s Y54X Yellow Blaze were a \$26.40 option as well.

at both front and rear. The team at The Finer Details created custom bumper mounts and fabricated the bumpers to fit into the body curvatures with the goal of enhancing the overall appearance of the ’74 Dart. The finished look is clean and flows into the body. Gone is the gaudy factory “push-bar guardrail” look that was the norm during the period.

An end to the long resto road

With Bliss overseeing the restoration, the eye-catching Yellow Blaze 1974 Dodge Dart Sport Rallye’s seemingly improbable restoration journey was completed. The finally restored MoPar “day-viewed” on Nov. 18 at the 2023 Muscle Car & Corvette Nationals (MCACN) where it was one of three MoPars showcased in The Finer Details’ display. At MCACN, the car earned a prestigious Blue Ribbon Award in the Super Street/Modified class on Sunday during the awards ceremony.

About a month after getting his 1974 Dodge Dart Sport Rallye back from the restoration shop, I checked in with Harvey to see how the bonding process was going with his old car. He said after the car was delivered to his home, he and his wife took it out for a 35-mile cruise and planned to hit the local back roads later that day.

“It’s like stepping back to the mid ’70s, when Lynn and I used to date in the Dart,” Harvey said. “We retraced some of our favorite drives. The excitement and joy this car brought me when new has been superseded due, in part, to the efforts of Allie Mosier, Justin Bliss and The Finer Details team. I’d like to express my gratitude and appreciation for allowing Lynn and I the opportunity to experience the youthful joy of driving this MoPar once again, feeling its new-found power while cruising for miles with the windows down, sunroof open and engine roaring.”

The Harveys look forward to the spring when their son, Phillip, and grandson, Miles, join them for their very first ride in the family’s Yellow Blaze 1974 Dodge Dart Sport. **OC**



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TOP: When a 340-cid V-8 from a 1969 MoPar became available to Dick Harvey in 1975, he and his brother yanked the original 318-cid V-8 and installed the 340. When that 340 blew in 1990, a 440-cid V-8 was installed. That 440 was short-lived, and during the car's recent restoration, this built, 400-hp 360-cid V-8 was installed.



LEFT: The Dart Sport woodgrain trim complements the black vinyl interior trim. Note the manual window crank and control for the optional outside racing mirror.

BOTTOM: The "Dart Sport" panel stripe was optional and really tied together this car's black vinyl roof covering and other black exterior stripes and lettering.





Kindred Spirits

Occasionally, I come across something extra-special that takes me down memory lane and allows me to step back in time when I, too, was settling into my first car, a 1971 Dodge Charger. Much like the Harveys, I also replaced my Dodge's factory wheel, tire and wheel cover combination with a set of aftermarket wheels (polished-aluminum Ansen wheels and Mickey Thompson wide-oval tires). This wheel-and-tire combo made my Charger resemble a Hot Wheels car from my youth with its skinny tires on the front and wide ovals on the back. Paired up, it gave the car attitude, and even though it only had a 318-cid small-block V-8 under the hood, the addition of the replacement wheels and tires made the car look fast. The "small front wheels and tires and big rear wheels and tires" combo was all the rage back in the '70s and is likely derived from our youthful days of racing Hot Wheels cars and admiring their "go fast" drag racing stance, as well as watching drag racing during the Wide World of Sports' weekly televised coverage of NHRA racing events from around the country.



TOP LEFT: The functional snorkel hood scoop funneled air into the engine compartment through a large, single hood opening.

ABOVE: The F4X9 split back bench seat trimmed in vinyl was a \$44.90 option over the standard bench seat.





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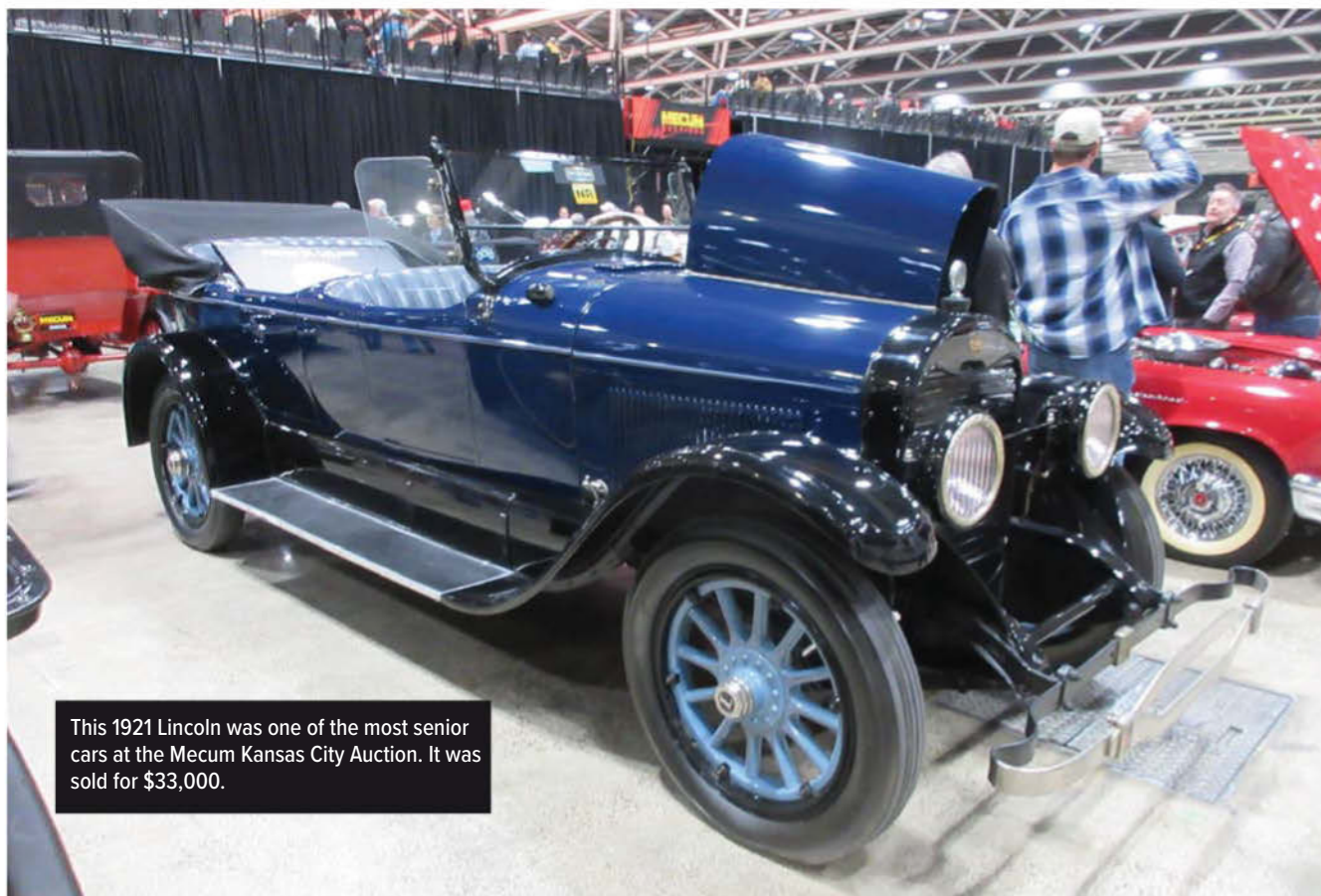







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This 1921 Lincoln was one of the most senior cars at the Mecum Kansas City Auction. It was sold for \$33,000.

Mecum still going strong in Kansas City

Chad Ehrlich reporting

Mecum Auctions' yearly wrap-up took place in Kansas City Nov. 30-Dec. 2. The Kansas City Auction has put the exclamation point on Mecum's year for a long time, and the 2023 sale marked the 30th anniversary of Mecum holding auctions in Kansas City. It was a strong anniversary event for Mecum, as it posted its second-highest gross total ever in Kansas City. The collector car market has started to show signs of sliding off of the bubble that it has been on for the last few years, but that was not evident in Kansas City. With a 74 percent sell-through rate and \$16.3 million in sales, it was an excellent auction for Mecum.

The Kansas City Convention Center was packed with vehicles and auction attendees. Bartle Hall was so full of cars that Mecum had to move its offices to another area of the convention center instead of on the auction level where they are normally stationed. A nice selection of memorabilia was also offered at this sale, including signs, gas pumps and automotive art.

The most notable collection that sold at Mecum Kansas City was Jim Blin's Cars of Yesteryear. The collection featured 16 cars at no-reserve. The collection covered a wide

range of automobiles, from a 1905 Cadillac to a 1958 BMW Isetta. The collection also boasted a stunning 1929 Packard dual-cowl phaeton. The overall group brought in \$818,430.

The top 10 was a mix of old and new, from a heavy Classic to modern muscle, with four of the 10 being built after the year 2000. The top seller was a 2005 Ford GT hammering at \$429,000. That was followed by another Ford, a 1970 Shelby GT-500 convertible offered by the original owner, that hammered at \$286,000. Modern muscle took the number 3 and 4 spots with a 2023 Challenger SRT Demon with 19 miles hammering at \$214,500 and a 2024 Corvette Z06 (selling with no warranty due to the GM mandate about flipping the vehicle within six months of the original owner's purchase) selling for \$159,500. The number 5 spot was occupied by the aforementioned 1929 Packard dual-cowl phaeton selling for \$148,500. A pair of Dodges took spots 6 and 7: a 1968 Charger R/T selling for \$134,750, followed by a new 2023 Charger King Daytona at \$132,000. Spot number 8 was occupied by the only classic Corvette on the list, with a 1954 hammering at \$110,000, followed by a 1969 Camaro custom for \$107,800. Rounding out the top 10 was a 1974

Ford Bronco in metallic green selling for \$106,700.

Overall, it was an amazing weekend for Mecum to celebrate 30 years of auctions in Kansas City.

1921 Lincoln

OC Price Guide Condition #3. Sold for \$33,000. From Jim Blin's Cars of Yesteryear collection. This car had an old restoration, but it had held up nicely. Powered by a flathead V-8 with a three-speed manual transmission, this Lincoln was a premier luxury car in its day. The paint had held up very well with only minor chips and blemishes. The interior had also held up well with only minor wear in the areas associated with getting in and out of the car. The trim still looked great on this old Lincoln. The Boyce MotoMeter topped off the front of the car. The original manual was even included with the sale!

1969 Buick Riviera GS

OC Price Guide Condition #3. Sold for \$22,550. This Riviera GS was attractive in a teal color. The paint was nice, but it did have a few chips in it from normal use. What did seem to detract from the overall look of the car was the wide whitewall tires. While it was common for Rivieras from this era to ride on whitewall tires, the tires on this car would have looked more at home on a Buick from the late '40s or early '50s. Overall, the exterior of the car did present well with the exception of a few minor details, such as the chrome taillight bezels that had been painted black. Inside, the car was clean with bucket seats and a floor console. The only serious issue



inside was a cracked dash pad. The stereo system had been upgraded to a more modern version. Overall, the car presented well, but it prob-

ably would have looked better with a more narrow whitewall tire, especially on the sportier, more performance-based GS model.

1953 Chevy Bel Air

OC Price Guide Condition #3. Sold for \$14,300. This 1953 Chevy was advertised as a Bel Air, but it had Two-Ten-style side moldings and overall was a mild custom with some desirable accessories. The light blue paint looked at home on this old Chevy, which had a few minor body modifications including the hood and trunk ornaments shaved off. Factory accessories included an outside sun visor, a tissue dispenser and fender skirts. Dummy spotlights and half-chrome headlamp covers rounded out the car's '50s vibe. Chevy Rally wheels were also a noticeable deviation from stock. The trim looked good with only a few minor dings. The most noticeable thing that stood out about the car was that the grille had teeth added to it, which is a common custom touch; however, three of the teeth were painted and the rest of them were chrome. The blue interior was in good condition

with the seats having been reupholstered in a more modern fabric. Under the hood, everything looked pretty much stock with the exception of a chrome valve cover and air

cleaner. For the price, it would be hard to beat this little car for a cool '50s cruiser.



1996 Buick Roadmaster

OC Price Guide Condition #2. Sold for \$11,550. An exceptional example of an up-and-coming car in the collector car world. The Roadmaster was a great car that wrapped up the end of the full-size, V-8 rear-wheel-drive for Buick, and GM. Advertised as being a 38,000-mile, all-original car, and the condition showed it. This car was about as right as you could get for one of these Roadmasters from the '90s. The body and paint were beautiful, and the interior looked brand new. Powered by the LT-1 5.7 V-8, the engine was very clean and under the hood was generally tidy. A beautiful car that will make a great addition to someone's collection.



1937 Chrysler Airflow

OC Price Guide Condition #3. Sold for \$28,600. Offered at no-reserve as part of the John Hollansworth, Sr. collection, this 1937 Chrysler Airflow stood out from the crowd. The Chrysler Airflows were definitely ahead of their time, a little too ahead of their time, actually. They didn't sell well then, so you don't see many of them now. This car had an older restoration, but it still presented well. The emerald green



paint was sharp and it really made all of the car's trim stand out. Some of the chrome did show a little pitting and some thin spots, but pieces for these cars are hard to find, and the trim on this car was probably all original. The interior

was nice, but was showing some slight wear from being used over the years. The car was also equipped with fender skirts. Not the car you want to own if you don't want to stand out, but if don't want pull up next to another one at the next cruise night, this was probably the ticket!

1937 Ford Trostle sprint car

OC Price Guide Condition #3. Sold for \$11,000. Another offering from the John Hollansworth, Sr. collection. Built by well-known sprint car builder Bob Trostle and powered by a four-cylinder engine.

This authentic race car had been through a thorough, period-correct-type restoration. The body panels and paint finish were all very good. The chassis still exhibited rough edges

and welds that would have been characteristic of this type of build back in the day. Equipped with period-correct equipment and rode on Ford wire wheels. A cool piece of racing history that would complement any race car collection.



1905 Cadillac Model F Touring

OC Price Guide Condition #3. Sold for \$55,000. A very rarely seen car offered at no-reserve from Jim Blin's Cars of Yesteryear. Powered by a single-cylinder engine backed up by a two-speed, planetary transmission. The original sticker price in 1905 was \$950. An older restoration and starting to show it in some areas. The paint was showing age with some dull spots and discoloration, but overall, it still presented well. The interior was also showing signs of use



with some cracking in the material, but it still presented well. Still has the buggy-style steps with "Cadillac" cast into them. The brass was all there, but it could have used a fresh polish.

1978 Ford F-150 4x4

OC Price Guide Condition #3. Sold for \$33,000. Ford pickups from the '70s continue to escalate in popularity and value. This blue F-150 4x4 with a factory-style stripe kit stood out and caught the bidders' attention. The body was straight and solid on this truck. Powered by a 400-cid Ford V-8 with a four-speed manual transmission. The engine compartment was clean, but could have used a little more attention around the edges. The grille surround had some damage on it. The paint was fresh, but there was paint overspray on the window seals, so they had not been removed when the



truck was painted. The interior was nice, but the seat had been recovered with a more modern style material. Riding on aftermarket wheels with 33-inch BF Goodrich tire. This old Ford definitely looked the part of a classic 4x4 and the bidders responded.

1991 Chevy Camaro RS

OC Price Guide Condition #2. Sold for \$25,300. A very attractive third-gen that looked spectacular. This Camaro stood out with bright red paint and a gray interior. It was advertised as having less than 20,000 miles and we couldn't argue against that after our inspection. It was clean on the top, bottom and inside, and it was hard to tell that 30 years had passed since this car rolled off of the showroom floor. The Camaro was an RS instead of a more desirable Z/28, but it was well optioned for being a mid-level Camaro.



Power came from the 305-cid V-8 backed up by an automatic. Also optioned with power windows and locks, and even equipped with a factory CD player. This was all confirmed by the original window sticker that still accompanied the car. This era of F-body continues to gain appreciation with collectors, and this particular example was a wise purchase for the new owner.

1977 Dodge Power Wagon

OC Price Guide Condition #3. Sold for \$25,300. Pickups from the '70s continue to rise in value and Dodge pickups have not been lost in the mix. Powered by a 360-cid V-8 and backed up by an automatic transmission. This Power Wagon had been repainted and the desirable and original-style Power Wagon stripes had been reapplied, which really made it stand out. The paint and finish looked nice. As with most Dodge pickups of this era, the aluminum grille that spans the entire front of the pickup had some dents and dings. The inside of the bed had also been heavily coated with spray-on bedliner material, which was obviously not offered in '77. The interior was in nice condition, but the dash didn't look right after being modified to accept an aftermarket cluster that looked out of place in a pickup that otherwise maintained a stock appearance. Overall, a great-looking truck that is sure to appreciate.



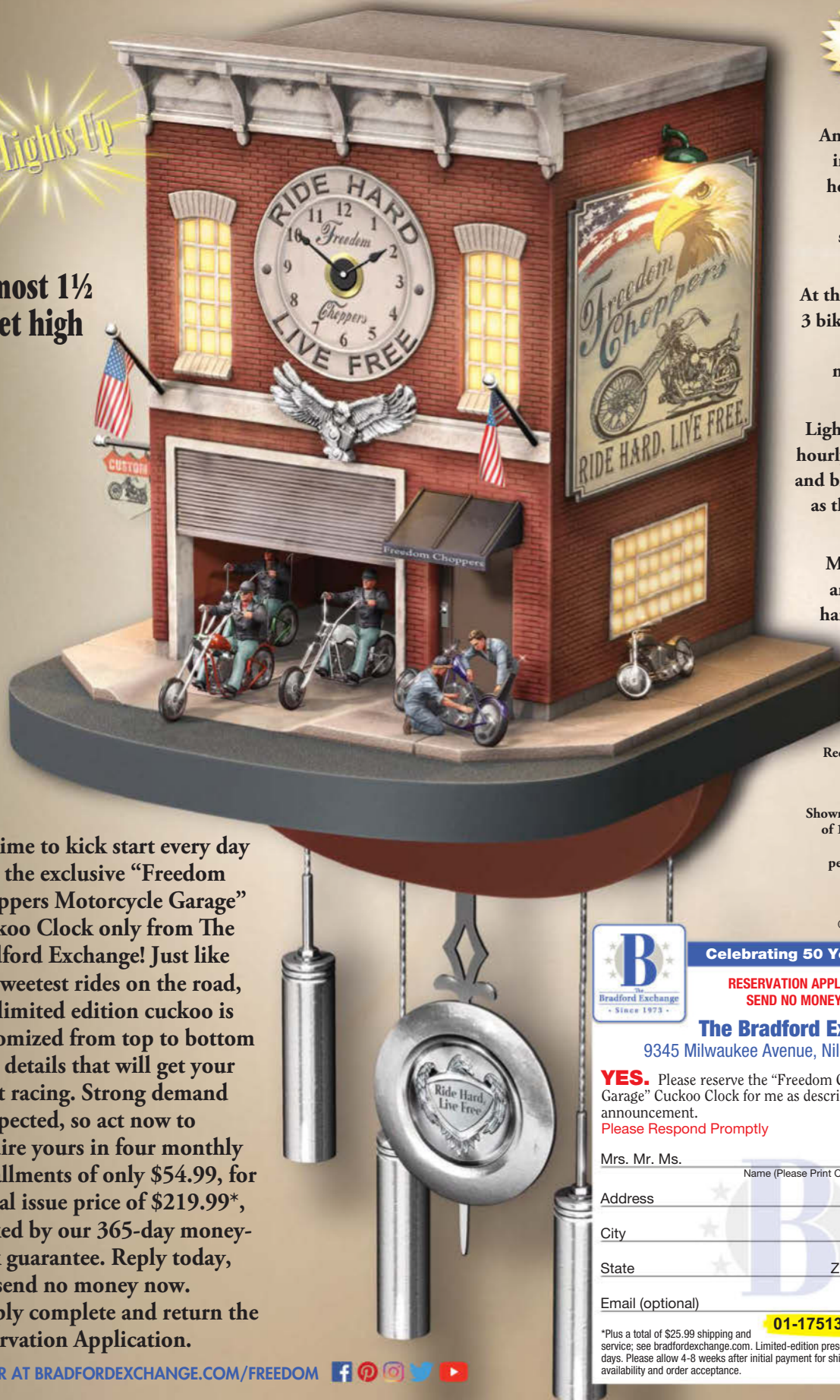
1970 Shelby GT-500 convertible

OC Price Guide Condition #2. Sold \$286,000. Definitely one of the stars of the weekend. One owner, one-of-one combination of options per the Marti Report. What made this car stand out even more was the fact that it was one of the

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less than 50 Shelby GT-500 convertibles built in 1969 and 1970 with the 428 Super Cobra Jet Drag Pak option. This car was offered by the original owner, the same person who picked up this car brand new at Gotham Ford in New York City. It was offered with the original paperwork. Had an automatic transmission and was also equipped with power steering and brakes. An older restoration in its original color of Competition Red with a white interior. Would have needed



a little touch-up to really take it to the next level, but it was still a very nice car. Bidding was very active with three in-person bidders on the floor and another bidder on the

telephone, adding to the dramatic bidding action. When the hammer went down, the proud new owner was standing on the floor, relishing in his dramatic win.

1972 AMC Javelin

OC Price Guide Condition #3. Sold \$15,400. AMCs have a following, and these mid-'70s Javelins don't pop up for sale very often. This car had been treated to a recent repaint in current technology base/clear paint. The paint did look nice in a metallic brown with gold stripes. This Javelin reportedly had 56,000 miles and was advertised as having a fresh paint job and an overhauled 360-cid



V-8, but most of the rest of the car remained original. The interior still presented well, but it was showing some wear that would be expected on an original interior of a car of this age. The rest of the car also fit the bill of a mostly original car with a few flaws in some of the trim and a few cracked lenses. It was a fairly well-optioned Javelin with air conditioning, bucket seats and console, tilt column, factory gauges and even a luggage rack on the trunk.

1955 Ford Country Squire station wagon

OC Price Guide Condition #3. Sold for \$26,400. Station wagons continue to gain in popularity. This 1955 Ford station wagon looked like it just jumped out of an old black-and-white TV program.



An older restoration that still presented well, but was starting to show a little age. It was attractive in a two-tone blue-and-white color scheme with a blue interior. Equipped with a 272-cid Y-block V-8 backed by an automatic transmission. The chrome still had good shine, but some of it was also starting to dull with age. Also equipped with a factory clock and radio. Good-looking wagon that is definitely going to take the new owner on a trip back in time.

1949 Frazer Manhattan

OC Price Guide Condition #3. Sold \$24,200. A rarely seen 1949 Frazer that had been treated to a quality restoration by a noted Kaiser/Frazer restorer. This car presented nicely, but the restoration was aging. During its restoration, the car was reportedly treated to numerous NOS parts. There was a lot of chrome on this old Frazer, and it looked very nice against the body's deep maroon color.



The interior was nicely done in a two-tone of maroon and gray. Still powered by its original 226-cid inline flathead engine which had been rebuilt, and was backed by its original three-speed overdrive transmission. This Frazer rolled on wide whitewalls with full wheel covers. This was a unique car that doesn't come to market very often.

1971 Lincoln Continental Mark III

OC Price Guide Condition #3. Sold for \$18,150. Mark III Continentals are quality old cars that are beginning to be more appreciated with each passing year. This example was a great driver that someone didn't have to spend a ton of money on to enjoy. The metallic blue paint looked nice and was accented by a white vinyl top. The original blue interior



looked great for its age, and the seats looked like a large, comforting sofa welcoming you into the car. As with most Continentals, this one was loaded up with power options.

There were several small details with this car, such as some pitted chrome and some cracks in the lenses, but nothing that really stood out as damage that would have led anyone to believe this car had led a very hard life. None of these issues would keep the new owner from enjoying the car the way it is, and they could perform some minor upgrades in the future. Overall, these Lincolns from the '70s are great cars that enthusiasts can currently enjoy without breaking the bank.

1920s Style for a 1920s Price

It was a warm summer afternoon and my wife and I were mingling with the best of them. The occasion was a 1920s-themed party, and everyone was dressed to the nines. Parked on the manse's circular driveway was a beautiful classic convertible. It was here that I got the idea for our new 1920s Retrograde Watch.

Never ones to miss an opportunity, we carefully steadied our glasses of bubbly and climbed into the car's long front seat. Among the many opulent features on display was a series of dashboard dials that accentuated the car's lavish aura. One of those dials inspired our 1920s Retrograde Watch, a genuinely unique timepiece that marries timeless style with modern technology.

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Don't Fear the Carburetor

A newbie's primer on carburetor and choke operation

STORY BY STEVE TURCHET

Some of us in the old car hobby remember the days when cars had steel dashboards, no air bags or safety belts, and a collision avoidance system was paying attention to driving instead of texting or yapping on a phone. Most vehicles had neither power steering nor power brakes. Many, in my part of the country, didn't even have heaters. An AM radio was a luxury item, and windows were rolled up or down by hand cranks.

As kids, we seldom rode in child safety seats, but often in the beds of trucks. We ate Twinkies, Sugar Pops, Sugar Smacks and real butter (if our parents could afford it). We drank sodas, Kool-Aid and milk that didn't taste like milk-flavored water. We built a lot of our own toys and invented things in garages or barns filled with chemicals and old motor oil. We used our dads' electric drills, saber saws and bench grinders, most of which had enough power to pull a Sherman tank out of quicksand.

We didn't tell our parents when we had life-threatening accidents, because they would douse our wounds with iodine... or, worse, might take us to a doctor. About the only good thing about going to a doctor was he didn't tell us to lose weight.

Just about every boy—and more than a few girls—were mechanics, because we had to fix our old things instead of buying new ones. If we weren't already mechanics, we quickly learned how to be when we bought our first cars.

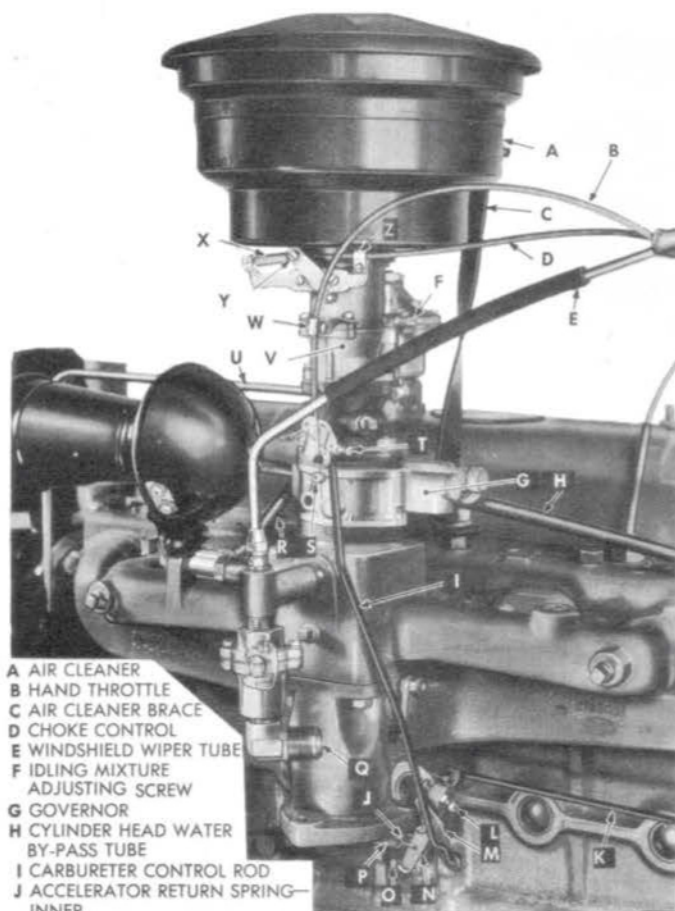
Of course, this is just another version of, "When I was your age," and succeeding generations will have their own. But how does this relate to carburetors and buying old cars and trucks?

Several years ago I bought a very nice 1964 CJ-6. I had my eye on this Jeep for over a decade, because it seemed to spend most of its time sitting at a gas station. I had asked the gas station owner several times if it might be for sale, but he always just smiled and said no. Then, one day, a friend called to say he'd seen this Jeep sitting by the road up the coast with a "For Sale" sign on the windshield.

Having a bit of extra green at the time, I loaded my tow bar into my Nissan Patrol and drove up to investigate. The gas station owner had retired about a month before and had sold the Jeep to a twenty-something guy. The Jeep's new owner—who was obviously not a horse-trader—told me it was a "worn-out piece of junk." In fact, his asking price was \$500 less than he'd paid.

I was amazed because, except for normal aging and wear, the Jeep was in almost perfect condition with just over 50,000 miles on the odometer. The steering and front end were tight, the brakes were excellent and it didn't even jump out of second gear on compression. The engine, an F-head Hurricane, instantly started cold on half-choke. Being a reasonably honest person, I asked the guy why he thought the Jeep was worn out.

The first clue should have come when I started the engine. The guy looked surprised and said it had never started that easily before. Apparently he didn't know what the choke was for! After his title and my cash changed hands, I asked him more

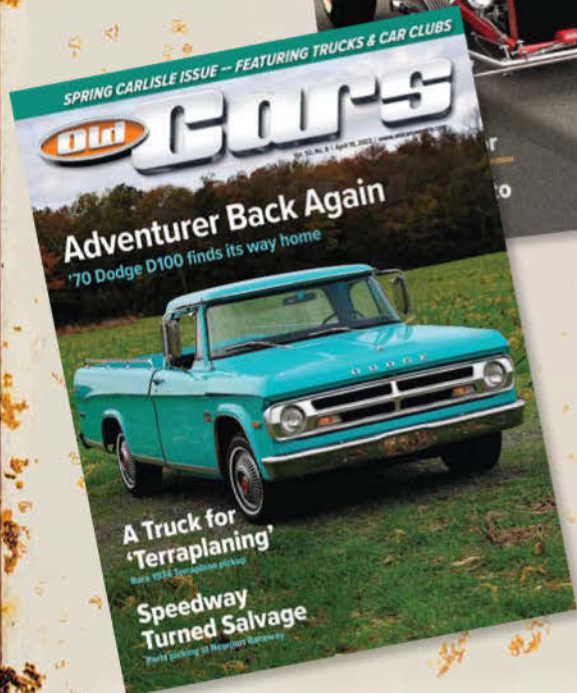
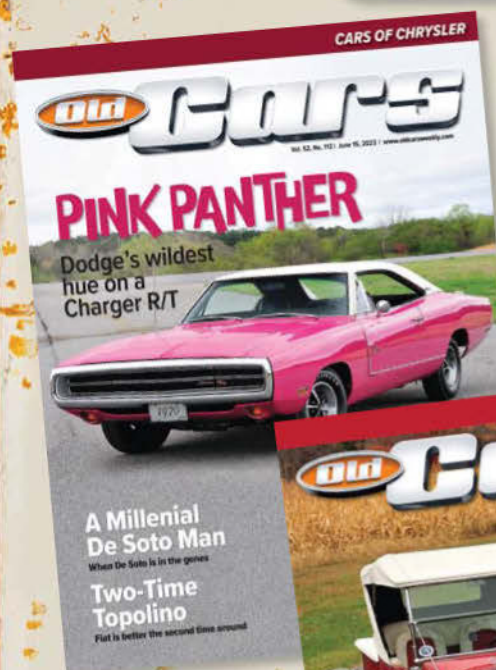


Carburetors — as well as vintage cars themselves—are a lot like people. Each is an individual with its own personality. Just as when living or working with someone, having a happy relationship with a vintage vehicle (and its carburetor) means learning about what makes it happy... as well as what doesn't. Probably the most important thing to understand about vintage vehicles—even if you have an operator's manual (and one certainly should)—is there is only so much you can learn from a book; the rest has to come from experience with each individual vehicle.

about why he thought this Jeep was worn out.

He said, "It was hard to steer, and the transmission was certainly worn out, because it made a whiny sound." He also said the gears always ground when trying to shift and it leaked oil. Besides being hard to start cold, the engine was also some-

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times hard to start warm. And, to him, it had no power. The Jeep wouldn't do much over 60 mph, and it held up traffic whenever he was climbing hills so people honked and flipped him off. He said the windshield wipers didn't even work for him half the time."

No doubt many readers of my own and older generations are chuckling. Here was someone who'd bought a vintage Jeep and expected it to perform like a modern SUV. The same sort of scenario is increasingly played out by younger newcomers to the old car and truck hobby: They buy a Model A Ford or a 1957 Chevy and are unhappy when they find it to be slow, noisy, temperamental and leaky.

REMEMBER: IT'S A VINTAGE VEHICLE

Some might say it's their own fault because they didn't do their homework and learn about older vehicles before buying one. Some might also say they had uneducated expectations about how the vehicles would perform, what they could be used for and how they had to be treated and maintained. This is understandable in the case of that CJ-6, because the guy wasn't looking for a classic vehicle. He had only wanted a Jeep to go four-wheeling, and to use as a second car. It's hard to blame him for that, because a 1964 CJ-6 doesn't look much different from a 1980s, 1990s or even a current model. However, such lack of self-education is harder to forgive when it comes to someone who wants a vintage vehicle.

One could say that everything that was "wrong" with that CJ-6 would also be wrong with the majority of other vehicles in the old-car hobby, i.e., it "was hard to steer" because it didn't have power steering, and it was hard to start when cold because its owner didn't know what a choke was for...Or understand what a carburetor was all about. And sometimes it was hard to start when warm because he flooded the engine.

Compared to most of today's vehicles, it "had no power" because its four-cylinder engine had only been born with 72 horses. It wouldn't go much faster than 60 mph because that was as fast as it was designed to go. The transfer cases of older-model Jeeps and prewar vehicles always whine to some extent. The transmission ground when shifting, because even though it was technically a synchromesh, I have seldom seen an older

Jeep that didn't shift more smoothly by being double-clutched. The transfer case dripped a bit of oil from the rear output shaft because—though it technically wasn't supposed to—most such units do. And, of course, the windshield wipers were operated by engine vacuum, so they slowed down or stalled when climbing a hill.

Had this guy kept the Jeep, he would have probably found many other things to be unhappy about. If he took it to a quick-lube joint, he might have been billed for extra grease and gear oil, because it had so many lube fittings and gearboxes. This is assuming that the quick-lube people were knowledgeable enough to check not only the transmission, transfer case and front and rear differentials, but also the front axle ball joints. There may have also been a problem when it came to finding a replacement for the bypass oil filter element, not to mention servicing the oil bath air cleaner.

There probably would have been more unhappiness if the Jeep had needed a new or rebuilt generator (not an alternator), a voltage regulator, a starter, a water or a fuel pump, because most of these items wouldn't be found on the shelves of typical auto-mart stores. But, again, this guy hadn't been looking for a classic vehicle, so one probably shouldn't blame him for unrealistic expectations.

On the other hand, if one is looking for an historic vehicle, then it is certainly up to him or her to educate themselves well in advance of making a purchase.

If you'd to get into the hobby, the following information might drop a little knowledge about what to expect when buying a carbureted vehicle.

'CHOKING' ISN'T JUST A WRESTLING FOUL

First, what is a carburetor and why does it need to be "choked?" A carburetor's basic purpose is to atomize liquid gasoline into a vapor that can be burned in the engine to produce power.

"Atomize" might sound like something from "Honey I Shrank the Kids," but it simply means transforming a liquid, such as gasoline, into tiny particles. In a fuel-injected engine—as most modern vehicles have—this happens as the gasoline is injected, or sprayed, into the cylinders by the injectors. In a carbureted engine, atomization is accomplished by what is called "venturi-effect."

A venturi is a restriction, or narrowing, of a passage. Air that is pulled into the top of a carburetor—the throat—by the vacuum created when the engine's pistons go down on their intake strokes must pass through this venturi. The air speeds up at this point, because the same amount of air has to get through a smaller space. This creates a suction. A nozzle is fitted into this area and connected to a fuel reservoir within the carburetor, commonly called the bowl. The suction in the venturi draws liquid gasoline out of the nozzle where it's atomized in the air rushing down the carburetor throat.

The atomized gasoline mixes with the air, which creates a flammable vapor. This vapor is pulled into the engine's intake manifold where it is distributed by the opening and closing of valves to each of the engine's cylinders. Once in the cylinders, the intake valves close, the piston comes up on the compression stroke, a spark plug sparks, and the vapor ignites and burns. This burning creates pressure which forces the pistons down on their power strokes. This turns the engine's crankshaft, and you drive off down the road.

That was the "Kid's Club" version, but even though the relatively simple carburetors of most common vehicles are much more complicated and have many more parts than the accompanying illustration, it is still the basic principle on which all carburetor-equipped engines operate.

In most of today's electronically controlled fuel-injected engines, an on-board computer determines how much fuel is needed at any given time, from when an engine is idling at a stoplight to driving down the freeway at 80 mph. On the other hand, in a carburetor-equipped engine, fuel delivery is accomplished by mechanical means, such as butterfly valves and accelerator pumps, and the only brain in a carburetor-equipped vehicle is the driver.

Primitive as they may seem, carburetor-equipped vehicles managed to perform quite well—and still do—for over a century. Not to mention soldiering through many wars. However, this isn't an article about repairing or rebuilding carburetors, because that would take a book, and the proper book—or manual—for your own particular vehicle is something you should have. Instead, it's a basic primer on how to understand

your vehicle's carburetor.

EACH IS UNIQUE

Like the vintage vehicles they power, carburetors are a lot like people: each is an individual with its own personality. Just as when living or working with someone, having a happy relationship with a vintage vehicle means learning about what makes it happy... as well as what doesn't. For the twenty-something guy with the CJ-6, it was an unhappy experience when he got in his Jeep the morning after he'd bought it, turned the key and it wouldn't start.

We already know that he didn't understand the function of the mechanical choke, but being from a generation that grew up with fuel-injected cars, he also didn't pump the accelerator once or twice before using the starter. Doing so would have squirted a bit of liquid gasoline into the carburetor throat by a mechanism called the accelerator pump. This might have made the engine start whether or not he had used the choke. Why?

Because a cold engine needs a richer mix of gasoline and air to start and run until it warms up. In other words, there has to be a bit more gasoline in the mix. Again, in a fuel-injected engine, the proper mix for cold-starting is determined by a computer, but in this case, the driver was the only brain on board. By pulling the choke knob on the dashboard, he would have closed a butterfly valve in the top of the carburetor throat. This would have restricted the amount of air that could enter, so the fuel/air mix would have been richer in fuel. How far the choke knob was pulled out would determine how much the valve in the carburetor closed, and this is something that could only be learned from experience, and with that particular Jeep.

Some vehicles have vacuum-operated accelerator pumps. This means that the pumps won't squirt fuel into the carburetor throat unless the engine is running, so proper use of the choke is vital to successful cold starting.

Probably the most important thing to understand about vintage vehicles—even if you have an operator's manual (and you certainly should!)—is there is only so much you can learn from a book. The rest has to come from experience with each individual vehicle.

For example, even if two 1942 Willys MB Jeeps were brand-new on the factory lot, each would have slightly different operating characteristics that would affect many aspects of how they started and

operated. Parked side-by-side on a cool morning, one Jeep might start more easily with the choke knob pulled halfway out and after pumping the accelerator pedal once. The other Jeep might start more easily with the choke pulled out all the way and after pumping the accelerator pedal twice. If the morning was warmer or colder, or if it was raining, each Jeep would require a different choke setting, or no choke at all, and likewise more, less or no pumps of the accelerator pedal.

Each Jeep would also probably have slightly different characteristics when it came to starting them after their engines were warm. While neither Jeep would probably need any choke, one might start easier with a slight pump of the accelerator pedal, while doing so to the other Jeep might flood the engine and make it hard to start.

A FLOOD OF ADVICE

What is flooding an engine? Flooding is the opposite of what happens when you don't use the choke and the fuel/air mix doesn't contain enough fuel for the engine to start cold. Flooding means there is too much fuel and not enough air for the fuel to ignite and burn.

You can flood a cold engine by using too much choke and/or pumping the accelerator pedal too many times. It's usually easier to flood a hot engine, because the engine doesn't need as much fuel to start.

APPLYING THE CHOKE

This brings us to the proper use of the choke for those who have never owned or driven a vehicle equipped with a manual choke. First off, don't feel bad about it, because automatic chokes came in to wide use on cars during the mid 1950s. By the 1960s, they were also being fitted to most light trucks.

Most operated by manifold heat, having a chamber with a spiral spring, and the spring would expand as the engine warmed up. With the engine cold and the spring tightly coiled, the choke butterfly valve was closed. After the engine started and began to warm up, the expanding spring would gradually open the butterfly.

If properly set, these chokes usually worked fairly well. As vehicles aged, however, the chokes often got out of adjustment and became one of the most effective items ever invented to shorten the life of engines and waste gasoline.

Why? Because many didn't open the butterfly fast enough as the engine warmed up, resulting in too rich a fuel/air mix, so



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the excess fuel didn't get burned. The the unburned fuel ran down the cylinder walls, washing off the lubricating oil and causing rapid wear of the piston rings and cylinders, as well as diluting the oil in the crankcase, causing excessive wear of many other engine parts.

Many aging automatic chokes also didn't open the butterfly all the way, resulting in too rich of a mix at all times and wasting gasoline. On the other hand, some automatic chokes failed entirely, making engines difficult to start when cold. Not surprisingly, there were many aftermarket kits available during those times to convert automatic chokes to manual operation.

So, do you properly use a manual choke? First, you must get to know your own vehicle. You must realize you have the only brain on board. You must pay attention to how your vehicle behaves in different cold-starting situations ranging from a warm summer morning to a zero-degree winter night. Again, while you will have to find the most effective choking procedure yourself, here is a basic guide until you gain that experience:

Assuming a fairly cold day, pull the choke knob all the way out before cranking the starter. As soon as the engine starts, begin easing the choke knob in by gentle degrees until you find a position where the engine idles smoothly. Leave the choke in this position for about 30 seconds, then ease it in a bit more until the engine's idle just begins to falter. Leave it in this position until the idle smooths out again—as the engine warms up—and repeat this procedure until the engine is idling smoothly with no choke at all.

In most cases, this warm-up will take about 5 to 10 minutes. Giving your engine time to properly warm up at idle will greatly prolong its life. And remember to never rev a cold engine.

As already mentioned, the exact procedure for your own vehicle will vary. For example, you may find that your vehicle starts best in most cold-start situations with the choke knob pulled only halfway out. Some vehicles will cold-start with one or two pumps of the accelerator pedal and no choke at all, but then will require choke to keep running. In any case, always use the minimum of choke, never rev the engine and push the knob all the way in as soon as possible.

Related to not revving a cold engine, some later-model manual chokes also opened the throttle to some extent to make the engine idle faster...in many cases it was too fast. However, most of these chokes can be adjusted to slow down the idle without affecting choke operation, and the slower a cold engine idles, the better.

How do you know if you're using too much choke? The most obvious indication will be a "loping" or "galloping" rhythm of the engine at idle. While hard to describe in words, you will know it as soon as you hear it; and it will be a much different sound than the engine makes when not getting enough choke. Another indication of too much choke is black smoke from the exhaust pipe.

You may find after driving away that it's helpful to momentarily pull the choke a bit when starting from a stop sign or light to keep the engine from stalling or hesitating on acceleration until it's at normal operating temperature. If you do this, *always* push the knob all the way back in again as soon as you're rolling.

If you find your engine will only run well or idle smoothly when fully warmed up with partial use of the choke, there is something wrong or out of adjustment. An engine at normal operating temperature should never need choke.

A few basic things to check in cases such as this are, first, is your engine actually at normal operating temperature? For most common collectable vehicles, normal operating temperatures range from about 160 to 200 F. These temperatures will vary depending upon environmental temperatures, driving conditions and engine load, but anything consistently below 160 degrees is not normal.

If you have just acquired the vehicle, the first thing to suspect is a former owner removed the thermostat. Keep in mind that temperature gauges may not be accurate, especially early electric gauges, so you may want to check the temperature of the radiator coolant with a thermometer.

Other things to check:

*Carburetor idle settings—are they out of adjustment?

*Vacuum leaks at the carburetor base gasket and/or the intake manifold gaskets.

*Is the carburetor tightly mounted to

the intake manifold?

*Are there loose or missing plugs or fittings, and loose screws on various carburetor components?

Other possible causes are leaks in a vacuum windshield wiper system or wiper motors, a cracked intake manifold or a plug missing from the manifold. A very dirty air cleaner is another possibility, as are badly burned or out-of-adjustment ignition points or a failing ignition condenser. Water in the fuel, a failing fuel pump or a partially clogged fuel filter are other possible causes.

Last is the possibility that your carburetor needs to be cleaned or rebuilt. Many vintage carburetors have badly worn throttle butterfly bushings, which create vacuum leaks, and most repair or rebuilding kits do not include parts to fix this.

As far as rebuilding carburetors, there are far too many different types, models and variants to attempt even a basic description so buy a shop manual for your specific vehicle.

Again, the only way to have a happy relationship with your new vintage vehicle is to get to know it very well.

A GOOD RELATIONSHIP WITH AN OLD FRIEND

We have come to expect our new cars and trucks to behave like modern washing machines. We push a button and they do what they're supposed to do without any thought or help from us. In the case of vehicles, they start instantly no matter if it's cold or hot, raining or snowing. They shift smoothly through all their gears and steer with a fingertip on the wheel. They run quietly, and their electric windshield wipers always work. If they make any howling or whining sounds, or leak the slightest drop of fluid, there is usually something wrong.

Not so with old vehicles.

Learning how to operate your vintage car or truck may sound a bit daunting if you've never owned or driven a carburetor-equipped vehicle. But remember this: generations of kids grew up with such vehicles, just as they grew up without child-proof caps, safety covers on electrical outlets, bicycle helmets or car seats. You're supposed to be smarter than us, so surely an antique vehicle can't intimidate you!

OC

Old Cars Calendar

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

SHOWS

ARIZONA

Jan 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.goodguys.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

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.ameliaincours.com

ILLINOIS

Feb 18 IL, St. Charles. Buick, Olds, Pontiac Cadillac Swap Meet & Car Corral. Kane County Fairgrounds - 525 S. Randall Street. Tony 847-521-3130, bobswap@gmail.com, www.bopswap.com

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

Mar 24 IL, Wheaton. All Sports Car Swap Meet & Auto-jumble. DuPage County Fairgrounds. Chicagoland MG Club. Includes British, other European and Asian Marques. www.britishcarswap.info, Jim Evans 630-858-8192

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

May 5 IA, Monticello. 40th Annual Spring Auto Parts Swap Meet and Car Corral. Fairgrounds Parking Lot, 700 North Maple Street. Galen Muller 319-465-5119. www.autopartsswapmeet.net.

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

MASSACHUSETTS

Mar 3 MA, Norfolk. Model A Ford Restorers Club of Massachusetts' Marcom Annual Flea Market. Holmes Transportation - 22 Myrtle Street. 7:30-11am. Dean Zwicker #508-285-3211, Zwhizzerman@aol.com

NEW JERSEY

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

NEW YORK

Feb 18, NY, Peconic. Swap Meet - Car Parts & Automobile. Southold Recreation Center - 970 Peconic Lane. Hosted by Peconic Bay Region/AACA. 8am-2pm, 516-457-5884, captnwoody@optonline.net

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

OHIO

Feb 24 OH, Canfield. Indoor Swap Meet. Event Center at the Canfield Mahoning County Fairgrounds. Indoor swap meet. Show hours 8am-4pm. www.autoevents.com

Feb 24 OH, Columbus. All MoPar Swap Meet, Car Corral

& Cruise-In! Ohio Expo Center (Rhodes Building) 9am-3pm. 614-268-1181, jeffjohnson426@yahoo.com, www.jeffjohnsonmotorsports.com

Mar 17 OH, Hilliard. GTO Association of Central Ohio Pontiac Indoor Swap Meet. Franklin County Fairgrounds - 4100 Columbia Street. 9am-2pm. Rob Wilson 614-519-1019, ro.wilson@att.net

PENNSYLVANIA

Mar 3 PA, Leesport. 57th Annual Hamburg Swap Meet and Car Corral. NEW LOCATION Leesport Farmers Market - 312 Gernants Church Rd. Admission \$3 under 12 FREE. Lester Mankiller 610-823-4656 8am-8pm. hamburgswapmeet@ontelauneeaeaaca.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



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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. 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

May 31-Jun 2 PA, York. 50th Street Rod Nationals East. York Expo Center. <https://nsra-usa.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.countscardclub.com

TENNESSEE

May 3-4 TN, Knoxville. 50th Street Rod Nationals South. Chilhowee Park & Exposition. <https://nsra-usa.com/>

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.goodguys.com/slsn.

VIRGINIA

Feb 8-10 VA, Chantilly. 2024 AACA Annual Convention/Seminars. AACA National Headquarters at 717-534-1910, https://aaca.org/wp-content/uploads/2023/11/2024_AACA_Annual_Convention_Chantilly_VA.pdf

WASHINGTON

Jun 1 WA, Palouse. 20th Annual Hot Rod Gathering. Pre 1963 Kustoms, Traditionals and Choppers. Downtown. 11am to 6pm. eventinfo@knuckleskrappers.com, knuckleskrappers.com, 208-301-4691 Forrest, 208-301-0018 Marc

WISCONSIN

Mar 17 WI, Fond du Lac. Fondy Vintage Auto Club Annual Spring Auto Parts Swap Meet. Fond du Lac County Fairgrounds Exhibition Building. 8am-2pm. \$5 donation at door, Under 12 FREE. Greg Freund 920-579-8450, Steve

Hamilton 920-924-9000, www.fondyvintageautoclub.weebly.com

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

Jun 15 WI, Union Grove. Gary's Hot Rod Reunion, 1st Annual Swap Meet & Car Corral & Car Show, Racine Co Fair Grounds. Spectator hours 6/15 6am-4pm, 608-244-8416, www.madisonclassics.com

Jun 15 WI, Grafton. 33rd Annual Rods 'n Relics Car Show. Lime Kiln Park - 2020 Green Bay Rd. 9am - 2:30pm, Jeff Wille 414-531-5963, chillewille71@yahoo.com

Jul 11-13 WI, Iola. Iola Car Show. <https://www.iolaoldcar-show.com/>

AUCTIONS

JANUARY

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>

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Feb 23-25 CA, Palm Springs. McCormick's Palm Springs Collector Car Auction. Palm Springs Convention Center - 277 N. Avenida Caballeros. 760-320-3290, www.classiccarauction.com

MARCH

Mar 1 FL, Amelia Island. Gooding & Company Amelia Island Sale. www.goodingco.com

Mar 1-2 FL, Amelia Island. Broad Arrow Auction Amelia Island Sale. www.broadarrowauctions.com

Mar 16 ONLINE. 5th Annual Intermountain Online Classic Car Auction. 406-698-7930, info@classiccarauction.us, www.classiccarauction.us

APRIL

Apr 5-6 IN, Evansville. Wolfe's Spring 2-Day Collector & Memorabilia Sale. 229 S. Kentucky Ave. Weekend Pass \$20, Under 18 FREE. 812-425-4576, Tony Wolfe 812-499-7307, twolfe@wolfesaa.com, Kyle Frank 812-499-7324, kfrank@wolfesaa.com, <https://collector.wolfesaa.com>

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

Apr 20 UT, Salt Lake City. 9th Annual Salt Lake City Classic Car Auction. 406-698-7930, info@classiccarauction.us, www.classiccarauction.us

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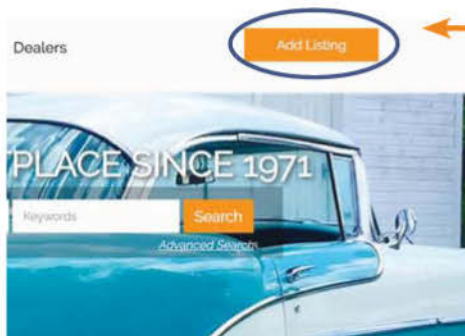


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WANTED: NASH-HEALEY, any year, any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970573

9010 ANTIQUE CARS TO 1948 FOR SALE

WANTED DELAHAYE, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970563

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

WANTED: TRIUMPH TR2, TR3, TR4; 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 3970647

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2015 W. MANCHESTER RD,
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ADULTS: \$8.00 / CHILDREN UNDER
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9045 AUBURN

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9080 BUICK CARS FOR SALE

WANTED BUICK from 1900 to 1960, any model, any condition, convertibles only, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970559

countryclassiccars.com



1986 Buick Grand National. Dressed in all black over a two-tone black and grey interior. Powered by the 3.8L Turbocharged V6 engine mated to an automatic transmission.

\$33,000.00

(618) 635-7056

9090 CADILLAC-LASALLE CARS FOR SALE



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 Pimpobiles 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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1947 Cadillac Fleetwood 4-door sedan finished in a light grey over a grey interior with wood accents all around. Powered by a flathead V8 engine mated to an automatic transmission.

\$19,500.00

(618) 635-7056

WANTED: CADILLAC from 1900 to 1960. Any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970679

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1940 Cadillac 2 door finished in silver and black. Powered by the 346ci v8 engine mated to a 3-speed manual transmission.

\$29,900.00

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9091 CADILLAC-LASALLE CARS WANTED

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from
1900-1976

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Email: Peterkumar@gullwingmotorcars.com
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9100 CAMARO CARS

WANTED: CHEVROLET Camaro from 1967 to 1969, any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970589

countryclassiccars.com



1969 Chevrolet Camaro finished in satin black with gloss white racing stripes over a black interior. Powered by a small block 327 engine mated to a 4-speed manual transmission.

\$37,900.00

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9130 CHEVROLET CARS FOR SALE

WANTED: ANY Chevy, any year before 1972, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970597

WANTED: CHEVROLET Impala from 1958 to 1964, 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 3970584

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9130 CHEVROLET CARS FOR SALE

countryclassiccars.com



1956 Chevrolet 210 2-door pro-street car finished in a two-tone blue and silver over a black interior. Powered by a fresh small block Chevrolet 350 V8 engine mated to a 4-speed manual transmission.

\$29,800.00

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9132 CHEVROLET PARTS FOR SALE

Rebuilt Cylinder Heads 396-427-454, set up for 600 horse power-\$650 New 331 Richmond Ring pinion-\$200. For the car collector who has everything-1949 AM/FM Firestone Mahogany console radio. Excellent condition, plays well-\$350 262-417-0365 Racine WI cc3472

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WANTED: CORD 812 model L29, Westchester, Beverly, any year, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970677

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L29, 810, 812, Beverly, & Westchester, Any Cord from 1929 Thru 1937

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9180 CORVETTE CARS

WANTED CORVETTES from 1953 to 1972 coupe and convertibles, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwing-motorcars.com 3970561

WANTED: CORVETTES 1953-1969, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039379

WANTED CORVETTE 1953-1994

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9190 DODGE-DESOTO CARS FOR SALE

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1956 Dodge Royal Lancer Custom. Finished in a tri-color pattern of red, black, and white. Powered by a 360 V8 engine upfitted with an Edelbrock carburetor, power plus cyclone intake, and mated to an automatic transmission.

\$23,750.00

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1931 Desoto SA 2 door sedan has a 6-cylinder motor and manual transmission, two tone paint, dual side mounts, and wire wheels.

\$19,500.00

(618) 635-7056

9208 DUESENBERG CARS

WANTED: DUESENBERG from 1900 to 1948, 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 3970668

WANTED: DUESENBERG from 1900-1948, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11447021

WANTED DUESENBERG

Any Year, Any Model,
Any Condition

ANY CONDITION
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9218 FINANCING

J.J. BEST BANC & CO., 800.872.1965 is the oldest and largest lender of its type in the country -- providing financing for classic cars, aircraft and boats. J.J. BEST offers low rates, long terms--up to 96 months, and no prepayment penalties. Visit our website at www.jjbest.com or call 800.USA.1965 to receive a quick approval! Need to refinance or need insurance? We can help you with that too! Our team of experts is here to find the program that fits all of your needs. Your dream will be a reality in no time! | MG2624

9230 FORD CARS FOR SALE

countryclassiccars.com



1940 Ford 2-door sedan finished in all red with a flame job. Powered by a small block 327 Chevy engine mated to a 3-Speed floor mount manual transmission with 4:11 rear end gears.

\$38,000.00

(618) 635-7056

WANTED ALL Fords, from 1900 to 1970, any condition, we pay top price of you car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970568

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1926 Ford Model T sedan finished in a maroon and black paint over a dark red interior. Restored in 2019, engine excellent running condition.

\$21,250.00

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9250 GTO CARS

WANTED: PONTIAC from 1964 to 1970, GTO, 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 3970643

9270 JAGUAR CARS

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, XKE, E-type, XK 120, XK 140, XK 150s. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039416

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Email: PeterKumar@gullwingmotorcars.com
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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. All vintage British sports car models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8177198

9320 MERCEDES CARS

WANTED: MERCEDES 300 Gullwing, 300SL, 300S convertibles and 300S coupes; 500, 540K, 280SE coupes and convertibles, 220A Cabrio and coupes; 190SL, 280SL, 250SL, 230SL; any classic Mercedes in any condition, all 300 Series coupes, convertibles, sedans, any condition, top dollars paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970680

WANTED MERCEDES-BENZ

Any Classic Mercedes-Benz, 300 Gullwing, 300 SL Roadster, 300 S Convertibles, All 300 Series Coupes, Convertibles, Sedans, 500 K, 540 K, 170, 220 A Cabriolets & Coupes, 220 SE & 280 SE Coupes & Convertibles, 190 SL, 230 SL, 250 SL, 280 SL

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WANTED: MERCEDES, 190SL, 230SL, 280SL, 250SL, 280SE, 220A, 300SL, all 300 Series, 500, 540K. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039402

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9360 MUSTANG CARS FOR SALE

WANTED FORDS, Mustang from 1965 to 1970, Fastback and convertibles and any other Ford from 1900-1960, any condition, we pay top price of your car, we pickup from anywhere in the US. Call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970566

WANTED: MUSTANG, 1964 to 1970, fastbacks and convertibles. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039420

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1969 Ford Mustang Mach 1 S-Code 390. The original 390 engine swapped out for a Ford 428 engine mated to an automatic transmission. Finished in a two-tone burgundy.
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9361 MUSTANG CARS WANTED

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Email: PeterKumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9370 OLDSMOBILE CARS FOR SALE

WANTED: OLDSMOBILE from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970642

9380 PACKARD CARS FOR SALE

WANTED: PACKARD, any year, 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 3970650

9405 PIERCE ARROW

WANTED: PIERCE-ARROW from 1900-1938, 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 3970667

9426 PORSCHE CARS

WANTED PORSCHE 356A, B, C & SC, 911, Speedster, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: gullwingny@aol.com 3970557

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WANTED: PORSCHE, 356, 356A, 356B, 356C, 356SC, all 911. All air-cooled models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-932-2074, email: continental5000@gmail.com. FWC8041803

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911 & 912**

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WANTED ROLLS ROYCE & BENTLEY

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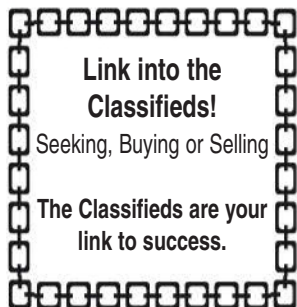
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9440 ROLLS-ROYCE CARS

WANTED BENTLEY from 1900 to 2005, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970560

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

WANTED: ROLLS-ROYCE, Silver Cloud I II & II, Silver Wraith, Corniche, Chinese Eye. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11431303



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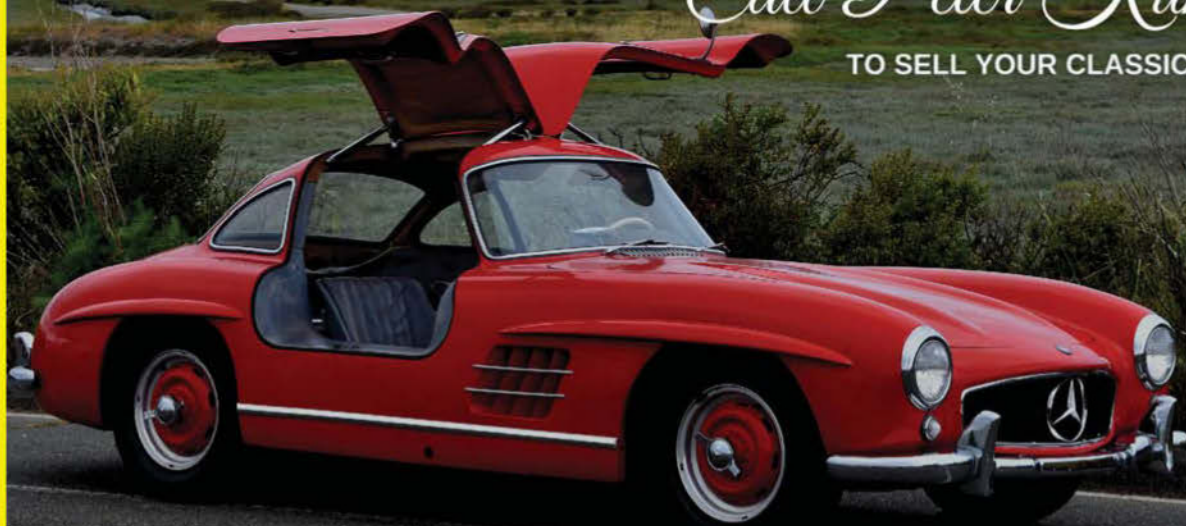


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