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Get your museum seen

Inside this issue, you'll get a taste of a handful of the hundreds of vehicular-related museums and collections that dot America's landscape. It's no secret that there are many financial obstacles to operating a collection of vehicles, and *Old Cars'* free online museum list at www.oldcarsweekly.com is one way we work to promote museums and to help reduce those obstacles. And we're willing to do even more — also with no cost to museums.

Museums pay their bills by drawing visitors and members, and the best way to do that is to spread the word. In addition to listing their museums on resources like that on *Old Cars'* website, we see many staffs promote their museums in other creative low- or no-cost ways. If you're on a museum staff, here are some of the ways we see other museums promoting themselves. If your favorite museum isn't promoting itself in the following ways, encourage it to start. The following list is a good start:

— Social media: Get your museum on Facebook, Instagram and all the rest, and be sure to post regularly. Schedule multiple posts throughout the week mentioning newsworthy events at the museum. Use social media to show a vehicle inside the museum and include a little information about it; the text for the post can come directly off of the placard displayed with the vehicle.

— Show museum vehicles at events, whether they are local or national shows, and work with event organizers to promote the museum at the event. Some museums host their own car shows with entry funds going to the museum. The museum may offer free admission during the show to encourage folks to step into the museum's doors to become repeat visitors and even members.

— Whenever there's a new acquisition or display at the museum, or an event or any other big news coming from the museum, spread the word to local and even national media outlets, and especially hobby-related media outlets such as *Old Cars*. Some people panic at the thought of creating a press release, but a social media post can double as a press release and doesn't have to read like it's been written by Shakespeare. Just like a social media post, the press release can be short: just include the who (museum), what, where, when and why. Include an image to get the recipient's attention, and the museum's contact information in case the recipient has questions.

— Post short videos of the museum in general or specific museum vehicles to YouTube. Just like a press release, the video doesn't necessarily have to be professional (most online videos clearly aren't professional). The videos can even be recorded with a smartphone and then easily and quickly posted online. Then share those videos to the museum's social media account.

— Publish a museum newsletter, even if it's only online. Paper is expensive, so emailing a newsletter is the most cost-efficient method of distributing museum news and other information, most of which can come from the museum's short social media posts. Get email addresses when visitors sign a museum guest book, or request social media followers send the museum their email address to receive the newsletter.

Finally, if your museum is looking for further guidance, don't be afraid to contact other people who work in the hobby as professionals. Museum staff members occasionally email me with questions and I'm always happy to assist however I can.

Let's keep America's landscape beautiful with plenty of museums to visit on that next road trip!



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Sound Your Horn



Happy carpet customer

I want to express my appreciation for one of *Old Cars*' regular advertisers. Quality Auto Carpet. Owner Jim Urganus did an outstanding job making a set of custom carpets for my 1949 Olds coupe. What Jim made fits perfectly! Jim is definitely a "car guy." When I explained that my Rocket wasn't a concours stocker and that it had a couple things that needed to be considered, like a clutch pedal and a Hurst floor shifter, he understood, completely taking these requirements into consideration. Jim kept in touch while making the carpet set for the front and rear.

I also like *Old Cars*' improved format!

Mike McQuesten, Spokane, Wash.

Where to look for what's hot next

First, I just want to say that I do enjoy your publication and I do like the looks and format of the "new" *Old Cars*.

In the Feb. 1 issue, there was an article titled "Trends in Car Collecting" by John Gunnell.

John's article about what kind of cars would be popular and sought after in 2023 was very interesting. It also

reminded me of an interesting conversation that I once had with a friend of mine, Bob Stubenrauch. Bob wrote several books related to car collecting. One time, we were talking about old historical cars, as we typically did whenever we got together, and he asked me if I knew how to determine what vehicles would be popular in about 15 to 30 years from now. Of course, I had no idea as, like most people, I wouldn't even know what would be most popular in the current year, let alone what would be popular and collectible that far in the future. Bob went on to explain that, when individuals first consider getting an older car, they typically do so when they are established with a job and everything and are in their 30s to 50s. They also have a tendency to seek out the same make and model vehicle of the first vehicle that they ever owned. And a lot of times they seek the vehicle they owned when they were in high school.

So, to make a long story short, if you want to know what vehicles will be sought after and collectible in 15 to 30 years from now, just drive by any high school on a school day and pay close at-

tention as to what kind of vehicles are parked in the students' parking lot.

Ron Thomson, Uniontown, Ohio

Turning back the clock and odometer

The letters regarding weak frames on some Ford products was interesting. In 1958, I bought a 1956 Buick Roadmaster convertible. A friend had a 1950 Chrysler convertible, and he told me the GM frames were not strong enough, and he suggested I put one wheel on the curb, twisting the body to see if I could open doors. I don't remember doing that, but he had demonstrated that the Chrysler did not flex. I had no problem with the Buick.

I also liked John Gunnell's "Trends in Car Collecting" article. Boy, did I learn about that when I was young and naive. In 1952, I bought a "low-mileage" 1946 Dodge which, I soon began to learn, was not low-mileage. Over the next year, I replaced the U-joint, (which was actually a weird design to me) and totally rebuilt the front suspension with all new bushings, including king pins and coil springs. There was

■ See **SOUND YOUR HORN**, page 14

Reader Wheels

In a bit of an understatement, Robert Wilder Enclosed calls his supercharged alcohol and nitrous-injected 1957 Chevrolet an an "ultimate sleeper". "I have owned this car as a 21-year ongoing project — they are never done," he says. "I have put close to 90,000 miles doing nine Hot Rod Power Tours, three Key West Power Cruises, [and] Hot Rod Reunion Road Tour tour to California from my home in southwest Florida. I have driven to/through 40 states two Canadian provinces and have raced at 28 dragstrips in the U.S. and Canada. This car was body-off rebuild/painted in my somewhat enclosed carport: 383 stroker Dynoed at 671 hp; TCI 700R four-speed trans; 2800 stall convertor; QA coil-overs; tube control arms; Wilwood brakes; and Hielwig sway bars front and rear.



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■ **SOUND YOUR HORN**, from page 12

also one broken main leaf spring. By now, it was obvious the mileage had been turned back. How did it get so worn out in only six years?

In 1954, a Ford dealership in Los Angeles was advertising “left over” ’53s for sale. I went to look at them, and they were displayed in a fairly dark warehouse. I inspected the cars very carefully, as prices sounded good. However, I spotted many tiny evidences of wear! I believe all had been used, and the speedometers turned back. If that happened to me only a few years later, I would have complained to the state attorney general!

My learning curve taught me to look at everything thoroughly, meaning also up on a lift or from a creeper, with good light, and for some things, a magnet and a sharp awl!

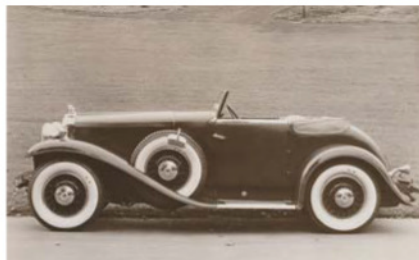
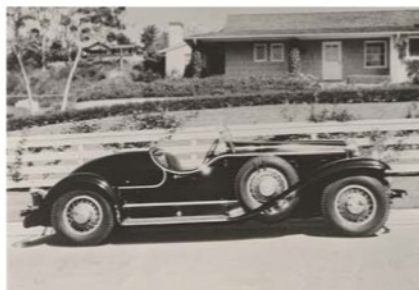
Interesting, too, about the back-to-back articles about the 1957 Chevrolet Nomad and the 1960 Ford. I’ve had those model years (not those specific models), and found both to have been poor examples of their respective makers’ workmanship. The ’57 Chevy had the worst brake fade ever (until given aftermarket brake shoes) and a six-cylinder that overheated. The ’60 Ford has hard to keep in tune, and its workmanship was poor. The worst issue was when crossing a speed bump at a crawl, its gas tank came off! There are other stories, too, such as the instance when a window fell down inside the door!

The Feb. 1 *Old Cars* was a great issue. Keep up the good work!

Pat Jacobs, Redmond, Wash.

Stutz photo stash

I would like to thank you for all your hard work in trying to preserve the multifaceted hobby of collecting cars and associated automotive information in the crazy world we live in today. I presently own a 1931 Ford Model A slant windshield four-door I purchased in 1985, a 1902 Ford replica “tiller car” built on an extended riding lawnmower chassis and a 1950 Ford F-3 Ford pickup I have been working on during my free time for the past 16 years. The 1950 is finally in the body shop being painted and I hope to have it ready for the town’s Memorial Day parade in which I use all my cars to drive the American Legion Post 1718 veterans in the parade each year.



My reason for writing is regarding three photos of cars I cannot identify. I found these while helping a friend clean out his uncle’s house, who was an automotive mechanic.

I thought you would share these photos with all.

Donald G. Schaefer, Westbury, N.Y.

Editor’s note: Excellent photos! Each depicts a Stutz automobile. The top photo depicts a circa-1931 Bearcat, the second image is a factory photo showing the shortened ca.-1932 Super Bearcat and the third photo is a factory photo of a ca.-1930 Model M with custom Derham convertible coupe coachwork. An example of the latter Stutz (or the pictured car itself) can currently be seen in the Classic Car Club of America Museum in Hickory Corners, Mich.

Caprice cache

When I saw the story on the 1989 Chevrolet Caprice Classic Brougham in the Dec. 15 issue, I was encouraged to write.

We purchased a 1978 Chevrolet Caprice Classic two-door coupe on Sept. 20, 2022. My wife and I were at a car show and saw the car for sale.

Our car was purchased new at Liberty Chevrolet-Cadillac, Inc., in Bloomsburg, Pa. I understand the orig-

inal owner is approximately 92 years old. The information I received about the car is that the car was never driven in the winters, and by looking at it, that seems true. It also has just 24,500 miles — 557 miles per year.

The second owner, from whom I purchased the car, flew out to Pennsylvania and drove the car to Minnesota. He updated it with a new air conditioning compressor, power steering pump, fuel pump, alternator, and headlamps. He also contacted Chevrolet and obtained the original window sticker and Chevrolet spec sheet for 1978. The second owner took it to Bowling Green, Ky., in August 2022, and had it judged for originality by the Vintage Chevrolet Club of America where the car received a 100% rating on the exterior, interior and undercarriage originality.

Since we purchased the car, I changed the valve cover gaskets, had the undercarriage degreased and pressure washed, tuned it up and had the carburetor rebuilt.



I have had a lot of old cars and trucks, but never one as nice as this one. I have never had an original vehicle with such low mileage and in such perfect condition. The car now has 31,000 miles.

Jim and Nancy Shippler, Austin, Minn.

Editor’s note: You’re in good company! The March 15, 2022, issue featured a 1979 Chevrolet Caprice Classic Landau coupe similar to your beautiful example, and your editor has had a string of 1980s Caprice Classic and Impala coupes. Pennsylvania must be the land of low-mileage Caprice and Impala coupes, as my two lowest-mileage Caprice and Impala coupes likewise came from the Keystone State.



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The Scoop

Hobby News & Views



Amelia Island Week: Auctions, concours and more

AMELIA ISLAND, Fla. — The Amelia, an annual feast of all things automotive culminating in a prestigious concours, will take place March 2-5 in and around the Golf Club of Amelia Island. This year's concours event will feature about 250 stellar vehicles and 32 different show classes.

The official schedule of events will kick off Thursday with the Porsche Winemaker's Dinner sponsored by Porsche Cars NA. Friday's lineup will include the Eight Flags Road Tour taking show participants through the surrounding countryside, and Porsche Driving Experience that includes participants traveling in their personal vehicles to Ferdinandina Beach Airport for various activities, including an autocross in one of the latest Porsches, a ride with a professional driver and a tour of the Brumos Collection museum and race shop.

Friday's activities also include a "Corvette at Le Mans"

seminar and Friday Film, "The Quest." Saturday will feature the Cars and Community event with more than 500 cars on the Sunday concours field, and a seminar and honoree dinner for NASCAR driving legend Jeff Gordon.

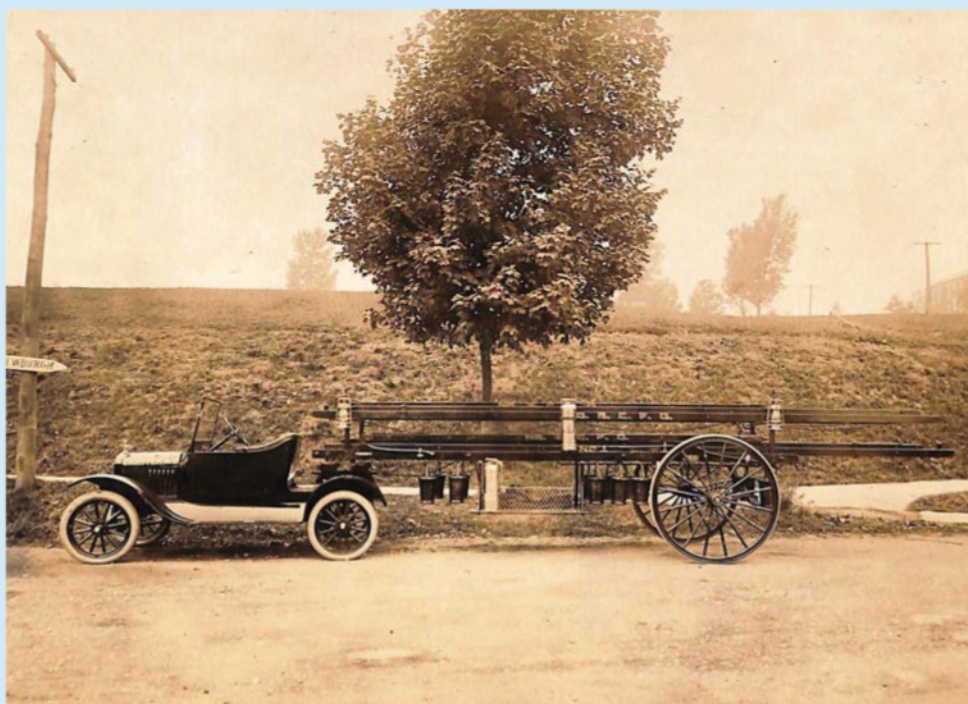
Sunday's concours will last from 9:30 a.m. to 4:30 p.m.

There will also be four auctions as part of this year's festivities. Broad Arrow Auctions will hold a sale Friday and Saturday at the Ritz-Carlton Amelia Island. Bonhams will hold its auction Thursday beginning at 10 a.m. at the Ferdinandina Beach Golf Club. RM Sotheby's will hold its annual Amelia Island sale Saturday at a new spot on Lynndale Road. The company has announced this year will mark the 24th and final year it will hold an auction during Amelia Island week. Gooding and Company will host its annual event Thursday and Friday at the Omni Amelia Island Resort.

Reader Photo



OC contributor Gregg D. Merksamer reports the tow vehicle for this previously horsedrawn ladder trailer is a Ford Model T runabout of 1923-'25 vintage, judging by its teaming of a new-for-1923 sloping windshield with the painted radiator and 6-louver hood distinguishing 1917-1925 Model Ts. An easily detached "turtleback" made the Model T runabout — which Henry Ford's mass production techniques famously made the cheapest-ever full-sized car sold in America at \$364 in 1923, \$265 in 1924 and \$260 in 1925 — a popular basis for pickup truck and other commercial conversions. This conversion was undertaken by the Chester, N.Y., Fire Department. The sign in the image pointing right (northeast) to Newburgh suggests this photo was taken on what is today NYS Highway 94,



in front of the hill that's across the street from the Village of Chester's current fire station. This photo was shared by Clifton Patrick of The Chester Historical Society.

South Bend concours set for July 8

SOUTH BEND, Ind. – The Studebaker National Museum's fifth-annual Concours d'Elegance at Copshaholm will be held Saturday, July 8, in South Bend. The concours will open to the public at 10 a.m. and will close at 4 p.m. The pass-in-review and Awards ceremony will begin at 2:30 p.m.

The 2023 featured marques are Oldsmobile and Jaguar. Full Classic Indianapolis-built automobiles will be showcased, as will 12- and 16-cylinder Full Classic cars. The Concours at Copshaholm will celebrate the 70th anniversary of the Corvette as well as vehicles over 100 years old in the "Centennial Club" class. Other class highlights include American station wagons, Harley-Davidson motorcycles, pickup trucks, as well as Raymond Loewy-era Studebakers. Rounding out the show field will be "New Deal Motoring" featuring popular-priced cars built between 1933 and 1942.

Awards will be presented in all classes, as well as Best of Show and other special awards. The Concours at Copshaholm's Chief Judge is automotive scholar and historian Matt Short. Judging will be French Traditional. The awards ceremony will be narrated by automotive historian and longtime *Old Cars* contributor Bill Rothermel.

To submit a car for application, visit www.concoursatcopshaholm.org/vehicleapplication.

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Weathered Wheels



"What happened to this poor 1960 Pontiac Star Chief?" asks Greg Roarke. "My theory is based on time working in a custom exhaust shop. These X-framed cars in the 'rust belt' were susceptible to severe frame rust. We learned to check before putting them on the lift and hearing a 'crunch.' Could this damage have been caused by being towed by an old sling-style wrecker? We may never know."

The Scoop

Ford Nationals returns to Carlisle June 2-4

CARLISLE, Pa. — The Carlisle Ford Nationals will welcome Ford lovers from around the country back to the Carlisle Fairgrounds June 2-4. This year's event will spotlight the SVT Cobra, Coyote powerplants, the Ford Lightning, an SVT Reunion, the Malaise Era and a 40th Anniversary of Saleen. These displays will be positioned in various spots, including Building T, Building R and under tents on the NPD Showfield.

The Carlisle Ford Nationals is taking display consideration submissions online at www.carlisleevents.com. The submission process is ongoing into at least the first quarter of 2023. For more information, call 717-243-7855.

100 special Shelby Mustangs on the way

LAS VEGAS – Shelby American, a wholly owned subsidiary of Carroll Shelby International Inc., is honoring the 100th anniversary of its founder's birth with a small run of Centennial Edition Mustangs. Only 100 of the 2023 model-year supercharged Carroll Shelby Centennial Edition Mustangs will be available through Shelby American, with a few available through official mod shops around the world.



Based on the 2023 Ford Mustang GT, the new Carroll Shelby Centennial Edition Mustang is different from the Shelby Super Snake. Enthusiasts can choose a fastback or convertible with either a manual or automatic transmission. As a post-title program, any stock Ford Mustang color is accepted. Consumers with a qualifying Ford Mustang GT can arrange to have their cars transformed by Shelby American or an official Shelby mod shop. The package includes a black Stetson hat and a copy of the commemorative Shelby Centennial Book published by Team Shelby.

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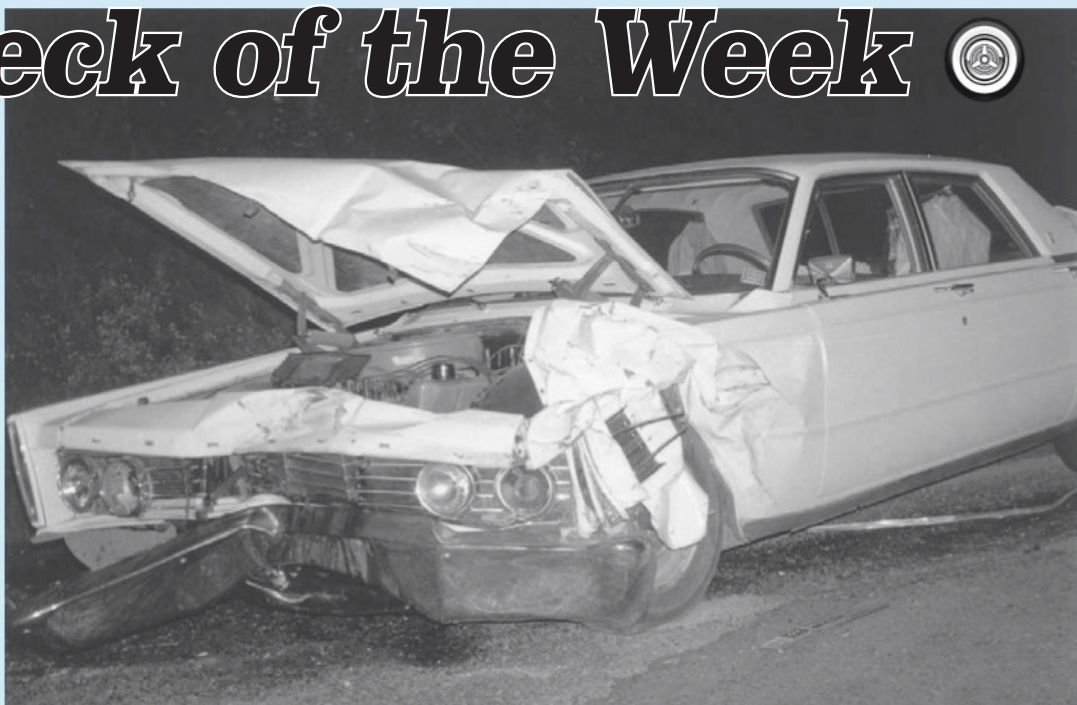
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Wreck of the Week

A 1965 Mercury Monterey four-door sedan had an evening engagement with a tree. The heavy hit rearranged everything on the Merc's front end and knocked the hood up in the air. Judging by the puddles and general carnage, this one sustained damage to the body, frame and engine and probably never returned to the road.



Rusty Herfocher collection

Low Ceilings?

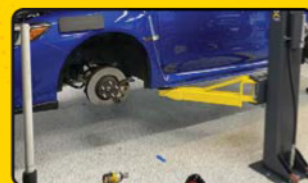
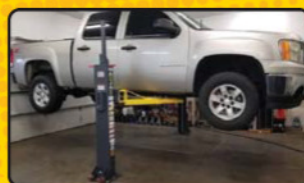
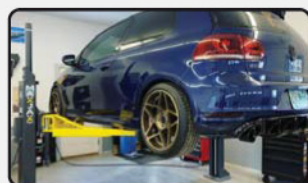
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Home our abroad, touring never gets old

Touring takes a collector car out to the public for everyone to enjoy. Recently, that point was pushed on an international level in the Vintage Chevrolet Club of America's *Generator & Distributor* (Vince Taliano, editor, editor@vcca.org). Named the Chevrolet Memorial Tour, the previously paused event (due to COVID) actively took to the mountains, literally.

The recent 23rd edition of the event happened in Switzerland, reported Martin Sinzig. It was a five-day outing through "beautiful valleys and over steep mountain passes," says Sinzig, "proving the durability of the old machines."

Among the 29 old cars and trucks were 10 Chevrolets ranging from a pickup (1949, owned by the Coste family and appearing on the cover) to a 1975 Caprice Classic convertible. Sinzig is quick to note the Louis Chevrolet connection launched by Jean-Mare Kohler, an old-car enthusiast born in La Chaux-de-Fonds. "He claimed a relative of Louis Chevrolet approached

the local tourist office earlier on, which kind of sparked the idea for this meeting."

Shown among the participating cars is Martin Sinzig's 1964 Chevelle.

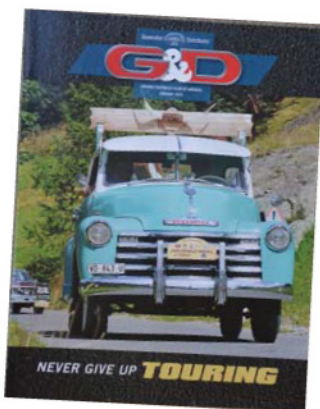
Not too long ago, while on a research trip in Germany, this writer was surprised to see an outdoor car meet. Of the several dozen vehicles on site were more than a few American brands and models similar to those owned by him. The Europeans conversed easily in English and this writer reciprocated, sharing tips and facts about those models which the owners did not know. Truly, the experience was golden as a "bit of home" appeared on the grassy field.

If you ever have a chance to tour abroad, do it!

In fact, most major car tours held domestically can do much the same as car owners share their stories and experiences.



Vintage Chevrolet Club of America
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708-455-VCCA (8222)



VINTAGE AD OF THE WEEK

With Pat Foster

This week's "Vintage Ad" comes from author and longtime *Old Cars* columnist Pat Foster.

"Here's an ad you've probably never seen — a UK-market 1963 Rambler ad," Foster notes. "The building shown was the headquarters of Rambler Motors (AMC) LTD., the distributor of Rambler automobiles in the United Kingdom, and they were a very successful company that lasted into the mid 1970s. Note the Ramblers shown have right-hand steering. These were produced as built-up export models by AMC's Canadian affiliate, because they were part of the Commonwealth and thus spared excessive taxation when shipped to Britain.

"In later years, the company had a small assembly operation to build right-hand-drive Ambassadors for the UK market."

AUTOCAR, 19 JULY 1963



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1963 Rambler Classic 6-4-door station wagon

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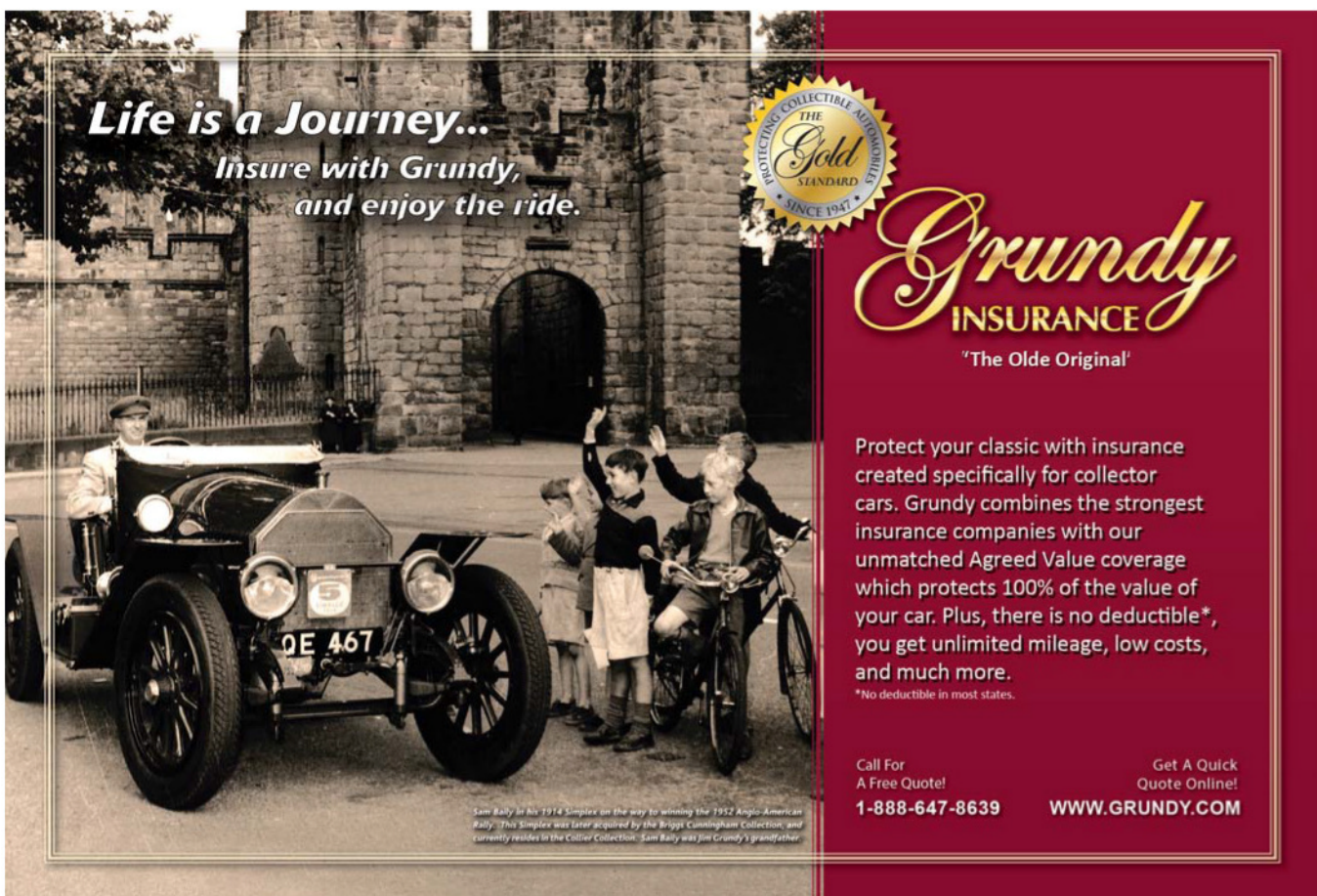
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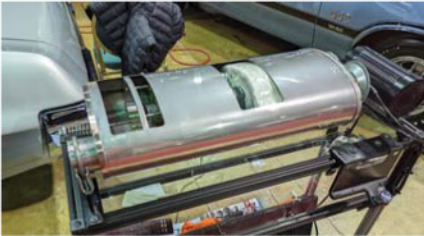
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Sam Baly in his 1914 Simplex on the way to winning the 1952 Anglo-American Rally. This Simplex was later acquired by the Briggs Cunningham Collection, and currently resides in the Collier Collection. Sam Baly was Jim Grundy's grandfather.



Q. Does anyone remember “The Humbler”? I bought a new 1970 GTO from the Pontiac dealer in Del Rio, Texas, that had this option on it from the factory. It was a vacuum-controlled door in each muffler that was controlled by a push-pull knob under the dashboard on the right side of the steering column. If you pulled out the knob, the exhaust was run straight through the muffler and it sounded really good at the back. When you pushed that knob in, the exhaust sound was quieter. There was, at the time, a Pontiac TV commercial that showed two guys in a new ’70 GTO driving through a car-hop drive-in and no one paid any attention to them. They pulled back out and it showed the driver reaching down and pulling out that knob. You could hear the rumble of the exhaust then, and they drove through the drive-in again. Everybody in their cars looked around at them and noticed the GTO making that beautiful sound of a Pontiac 400 V-8 with an open exhaust.

I had to sell that car in 1973 to make a down payment on my first house. The

guy I sold it to totaled it soon afterwards. I often wonder how many GTOs had that option. Does anyone know?

— *Brian Osborne, Hannibal, Mo.*

A. I have to admit I didn’t know how many; in fact, I’d never heard of that option. I turned to a good friend, Pontiac historian Don Keefe, and, of course, he knew all about it: “The Humbler” was the catchphrase of the ad campaign for 1970, and a commercial promoting the “Tiger Button” V.O.E. (vacuum operated exhaust) system was shown just once, at the 1970 Super Bowl. It was not well received by the very conservative GM upper management. The system featured a set of adjustable baffles that would open and allow a louder exhaust note. Fewer than 300 were installed before the option was quietly dropped.”

Don says that the car that appeared in the commercial has been discovered and restored. It appeared at the 2021 Muscle Car and Corvette Nationals show in Chicago. He also sent along the photos included above. I doubt that any manufacturer could offer such an option today.

Q. What is this car? My sister is putting together a historical family photo album and came across this photo. The inscription on the back reads, “Don and myself in my car.” Don is the fellow outside the car and my dad is behind the wheel. My best guess is it’s in the late 1930s, which would put

my dad in his teens. An emblem is on the radiator, but I can’t make it out. My best guess is that it’s a Dodge. Can you identify it for our records?

— *Ronald Branam, via e-mail*

A. Sure. It’s a dead ringer for a 1927 Chevrolet, specifically a Capitol Series AA roadster. Chevy came out with a new design that year, anticipating that Henry Ford’s Model A would be appearing soon. The new radiator design, featuring the little “cowlick” at the top, would be a one-year-only feature. You can’t make out the emblem, because



it’s missing; only the mounting hole remains. A Chevy “bowtie” was originally at top center. Those hats give it the feel of an old-time western movie. I wonder about the number that looks hastily applied over the license plate. Does it signify some sort of competition?

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars Weekly, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481



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Cranker's Collection

Pennsylvania museum focuses on '50s and earlier

STORY AND PHOTOS BY BOB TOMAINE

Pat Kopp remembers the earliest event at Cranker's Collection of Mechanical Marvels.

"We had our first open house in 2014, I believe," she said. "We had just finished the inside. It wasn't really as put-together as it is now. Everybody kept coming by and knocking on the door, so we figured we'd be a good neighbor."

"That was the first Sunday in August. That's how it just started, and except for the two years during COVID, we've been open every year."

The collection was not new in 2014, even if it sounds that way. Kopp is the property manager for the facility in Mount Pleasant Township, Pa. and held the same post before it moved from South Sterling, Pa., in 2010. Its history is a bit more complicated.

"Cars that you see sitting here now," Kopp explained, "are part of the collection of a man by the name of Kelly, who had

a resort in Gouldsboro, Pennsylvania ... He got sick and when he passed, his wife contacted Hank to ask for help in getting the cars moved, appraised, sold, because the property was being closed down."

Hank Antonioli, who manages the collection's operations, owned a retail business in the 1980s and 1990s, and as a dedicated car guy, the photos on his store's wall showed one of his own cars. Kopp said that picture caught the eye of Masami Tawara, a Japanese business man equally enthused about cars, and that led to an ongoing friendship based on their common interest. It also served as the connection between the cars that were available from the former museum and Tawara.

"He called about looking for cars," Antonioli said, "because he was sending some cars over to Japan, to his museum over there. He came up one day and we went over to meet him. We went through (the closed museum). That's

how he found it. He was interested in it and sort of made a deal to buy them all."

"That was before we moved to this facility," Kopp said. "The original museum that Mr. Tawara had when we moved the cars from Kelly's was in Sterling ..."

"Some were sent to Japan for his collection there. The others that we kept here, that Hank decided were worthy of keeping here for a collection, became a 'museum.' We traded a lot of cars, but this is the crème de la crème that we kept after that."

The museum was open for groups and tours, but its Sterling location was impractical for Kopp and Antonioli when it came to caring for it and operating it. The collection was downsized for the move to the new location and today numbers about 30 cars. It's still open for scheduled group visits of 10 or more, but now has an open house and a cruise with the Wayne-Pike AACA Region

The collection's 1949 Chrysler was built one year before production of the Town and Country series ended.



On its 142.5-inch wheelbase, the 1932 Packard roadster is impossible to miss.

on the first Sunday of August. There is, of course, food — provided by a local American Legion Post — and there's also an engine display.

"It has worked out," Kopp observed. "In the last five or six years that we've had the show, people come in, they'll come and see the collection, they'll stay for lunch, have a bite or whatever, then they'll go to another show, go to the county fair or whatever. They're in and out. The amount of cars that came in and out through the day, I can come in in the morning and see one set of cars and then I'll come out in the afternoon and grab something to eat and there'll be another set of cars."

The museum's name suggests that it might house more than motor vehicles, and it does. There are music boxes and organs whose size can astonish those seeing them for the first time, and most notably, they've been restored to operation.

"People are just in awe when they come through the door to see what we have," Kopp said. "They love to hear the music, the old-time music."

But the collection's cars, naturally, are the draw for most of the visitors. They range from a 1914 Saxon roadster to a 1931 Cord sedan to a 1949 Chrysler Town and Country convertible. As a group, they reflect Tawara's own tastes

"He likes the early cars," Antonioli said. "He is not a fan of '60s and '70s cars. He likes the teens and the '30s, the brass cars best."

Cranker's Collection of Mechanical Marvels

1012 Creamton Drive

Honesdale, PA 18431

crankerscollectionofmechanicalmarvels.com

570-253-0545 (after 6 p.m.)

The 1931 Cord L-29 is unlikely to be mistaken for any other car.



One of the many lesser-known makes of its time, the 1914 Lewis was built in Racine, Wis.





Standardization was a 'Gas'



The Scripps-Booth for 1916 was one of many brands that would benefit from the standardization of gasoline as proposed late that year.

Whether your new car in 1916 was a snappy Detroit-built Scripps-Booth, an Allen made in Fostoria, Ohio, or a Pathfinder made in Indianapolis, there were more than a few things each car held in common. Making those points from 1915 to 1920 were a multitude of informative magazines and books, all educating the handler of a new automobile.

Ownership of an automobile was not always easy. With it came the responsibility to keep its function and value at a peak. Granted, the used car market was budding, but indications were clear that a glut of used cars either had to be recycled once abandoned, or resold by dealerships that counted on a good reputation for repeat business.

The Scripps-Booth was intended for the medium range of car buyers and made its mark in sales from 1913 through 1923. William C. Durant adopted the brand in his rise as head of Chevrolet. The Allen, hitting the road from 1913 to 1921, was a comely offering suited to the times as Americans became enamored by personal motorized transportation. Pathfinder was ahead of the curve in styling from 1912 to 1917 and even fielded a V-12 version in 1916. All held a basic commonality in the use of gasoline, and in that realization came warnings plus advice.

The nation was listening to Van H. Manning, director of the Bureau of Mines. As an official in the Department of the Interi-

or, he told the public toward the end of 1916 that his bureau had "prepared tentative specifications and sent copies of them to the refiners, automobile engineers, jobbers and other men prominent in the industry, with the request that the (document's) draft be criticized in order that when the specifications are finally issued, they will be fair alike to the refiner and consumer." Thus, a consensus was the end-hope for use by "the entire public."

What brought this on was a considerable difference on the grading of gasolines. At one point not that many years prior to 1916, gasoline was a waste product in the making of kerosene and had little, if any, commercial purpose. Then came the rise of the internal-combustion engine powering motorcars. The fuel of choice for high combustion was gasoline. Yet, it was not regulated or graded in values that were consistent from community to community, region to region. It befell federal officials to fix the matter and, as is the case in many governmental matters, to regulate the production and sale of gasoline nationwide.

Car makers had to have been generally pleased, since bad gasoline would cause automotive malfunctions, which would be popularly blamed on the car maker rather than fuel.

Manning made several interesting comments in that early endeavor. "The specific gravity test has been eliminated. As it is generally considered that specific gravity alone means little and is entirely inadequate, since it may give a high rating to a

poor gasoline and a low rating to a good one....Many buyers believe that only straight refinery gasoline, and not casinghead gasoline and cracked products are desirable, and the test they require discriminates against a large portion of our market supply of gasoline." He substituted volatility as the main determiner for the grade of gasoline.

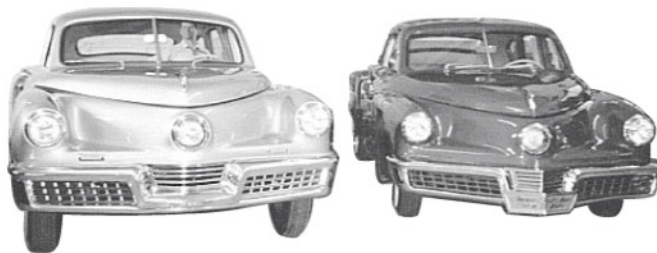
Volatility related directly to the rate of vaporization which, in turn, resulted in power on demand. Manning reported "gasoline is not gasoline if it cannot be converted into an explosive gaseous mixture under conditions existing in the engine," leading him to urge for "a fairly high initial boiling point and a low end point." Still, other factors impinging on the matter. If a high boiling point were employed across the board, then that would "make the engine difficult to start in cold weather." The addition of heavier naphthas by some refiners "causes the explosion in the engine cylinder to take place more slowly than in the case of lighter gasoline," but that the igniting quality for piston action was more of "a gradual push rather than with explosive violence."

The regulations being proposed were delineated: the use of gasoline should not issue a strong or disagreeable odor; the fuel was not to carry water, sediment, acid, etc.; it should not have properties that "attack the metal composing the engine;" was not to contain "excessive percentages of unsaturated or aromatic hydrocarbons" since the impact of such usage was undetermined as of then; and additives were not to be of "considerable percentages of heavy or non-volatile constituents which prevent the atomization into engine cylinders of a mixture which can be completely burned."

The advancement of standards for gasoline in 1916 eventually set the pace not only for refineries and points-of-sale, but even for the automobile industry itself. That's the way it was before the war — in fact, before *two* wars.

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EDGE MOTOR MUSEUM



The museum is located in the Edge District of Memphis. The Edge District was apparently named for being on the edge of Mid-Town, on the edge of downtown and on the edge of the medical district. On our visit, the showroom featured a 1951 Muntz Jet with a Lincoln flathead engine and a 1950 Oldsmobile Rocket 88.

A new stop in Memphis museum scene

STORY AND PHOTOS BY LEROY DRITTLER

Over the past few years, several auto museums have been closing their doors and selling off their contents. Bucking that trend is a new auto museum that opened in 2019 in the Edge District of Memphis, Tenn. The relatively new Edge Motor Museum has some famous attractions nearby, such as Sun Records, Beale Street and Graceland, each generating a lot of tourist traffic. Thanks in part to its neighbors, the Edge Museum is off to a good start.

The Edge Motor Museum is located in a historic building that was built in the 1920s as the Cherokee Motors automobile showroom and assembly plant. The building even has its overhead conveyor track still in place. There are three levels to the museum and despite its age, all levels are ADA compliant.

Bob Watkins serves as museum director and Richard Vining is executive

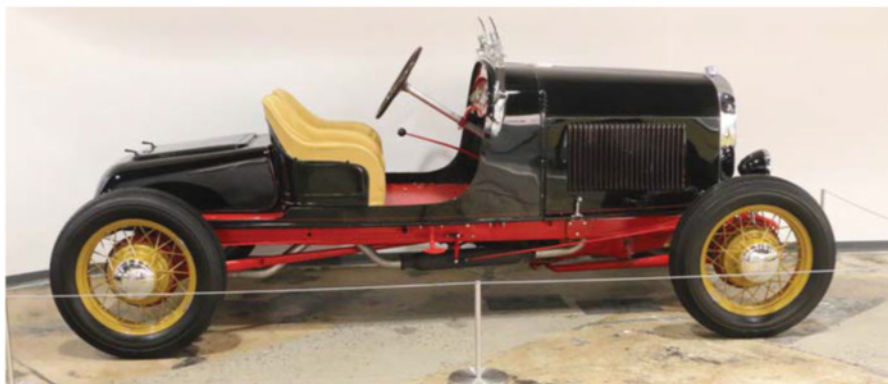


Anchoring an exhibit of cars on the main floor is a 1968 Corvette Stingray with T-Tops, a tri-power 427-cid V-8 and a four-speed manual transmission. The optional side-mount exhaust system originally cost \$147.45. Just behind it is a '67 Corvette Sting Ray, a '67 Shelby Mustang GT 500, an early 1965 Mustang convertible and a '63 Studebaker Avanti.

director. Both gentlemen are knowledgeable about all of the display cars and are glad to share information. If they are unavailable, every car is accompanied by an iPad providing information about the car on display.

As auto museums go, the Edge Motor Museum is on the smaller side, usually displaying 20 to 25 vehicles. Most of the vehicles are on loan to the museum, with the oldest during our visit being a 1929 Ford Model A speedster; the newest was a 2005 Ford GT with 521 miles. The vehicles are rotated often so what is displayed one month probably won't be seen the following month or so. The inaugural exhibit was titled American Speed, which tracks the rise, boom, plateau and fall of the American sports car from after World War II to 1974.

The city allowed the closure of Marshall Street in front of the museum for a car show in the fall of 2020 that was very well attended. The museum then-planned shows for spring and fall to be annual events. The city also accepted an offer by museum personnel to decorate light poles along Marshall Street during the holiday season. The one-of-a-kind decorations are chrome antique automobile wheel covers inside green wreaths.



This '29 Ford Model A speedster was put together with a wide variety of parts. It has a highly modified 1932 Model B engine putting out 75-90 hp. The rear body of the car came from a Model T. The dashboard is from a 1928 Chevy, and the foot-steps are from an old stagecoach.



Glasspar was already a successful builder of fiberglass boats when it ventured into building sports car bodies. It manufactured a body kit that could be fitted to a chassis. It is believed that, for a short time, Glasspar sold some factory-built complete cars. This 1953 Glasspar G2 is displayed on a turntable in the center of the museum. It has a 239-cid Ford V-8 engine with three deuces and three-speed manual transmission.

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On the left is a 1970 Mustang Boss 302, a model produced for just two years. It has the Shaker hood scoop, a \$65 add-on, and also has a factory hood-mounted tachometer and the four-speed transmission with Hurst shifter. On the right is a 1970 Dodge Challenger R/T convertible. The Challenger had nine engine options in 1970 and this one has the brawniest of them all, the 426-cid Hemi V-8 with dual four-barrel carbs.



The Crosley Hot Shot is considered by some to be the first American sports car. This restored 1949 Hot Shot competed in the Six Hours of Sebring Race in 1950 and won the race by averaging the best speed in its category of displacement. It has a four-cylinder engine putting out 26 hp, a three-speed manual transmission and is equipped with four-wheel original disc brakes. Just before the race, the number was hand painted on the car with brown shoe polish. The exterior color is Jonquil Yellow and it has a red leather interior.

MGs are among the best-loved cars by sport car enthusiasts and it is believed to be the car that fueled America's interest in sport cars. This beautifully restored 1950 MG TD was the only non-American car on display in the museum during our visit. The TD was built from 1950 to 1953. Only 2,500 were built for the United States in 1950.



Available for purchase in the gift shop are a wide variety of items including model cars, car puzzles, T-shirts, baseball caps and auto-related souvenirs. Candles are sold, with the second most popular scent being "burnt rubber."

The Edge Motor Museum is a non-profit museum dedicated to the preservation of historic vehicles and education about the history of the automobile. Museum memberships are available and include unlimited visits, library access, gift shop discounts, free use of a meeting area, plus other benefits. Donations are appreciated and are tax deductible.

The museum is open 363 days a year, closing only on Thanksgiving Day and Christmas Day. Hours are 10:30 a.m. to 5 p.m. Monday through Friday, 11 a.m. to 3 p.m. on Saturday, and 12 p.m. to 4 p.m. on Sunday. **OC**

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STORY AND PHOTOS BY AL ROGERS

In the last 75 years, few cars have enamored the public like the Tucker '48 of 1948. Despite so few being built — one prototype plus 50 pilot-production cars — the Tucker is widely recognized and appreciated. The public's familiarity with the Tucker may be due to the car's unique looks, its innovative features and its interesting history. More than likely, however, many people are familiar with the Tucker because the story of the car and its creator were famously dramatized in the 1988 motion picture "Tucker: The Man and His Dream."

Today, each of the 47 surviving Tucker automobiles is highly valued; well-restored examples regularly sell in excess of \$1 million on those rare occasions when one becomes available.

Due to their significant value, few museums have the resources to house a Tucker, and many are now tucked in private collections. One of those Tuckers that can be seen in a museum is Tucker 1015, which is housed at the Stahls Automotive Foundation in New Baltimore, Mich. The non-profit organization shares its Tucker at select automotive

events throughout the year, and during the collection's regular hours of operation on Tuesday afternoons and the first Saturday of each month.

Until a personal visit to the Stahls Automotive Foundation can be planned, the following story and images provide a look of the collection's Tucker 1015 and how the car, and its brethren, came to be.

Preston builds the car of the future

Preston Tucker was born in Michigan in 1903 and became an entrepreneur and so much more. Early in his storied career, he worked at Cadillac

er Made to Run



Motor Car Co., managed a gas station and served as a police officer. He settled into a sales career selling numerous automobile marques such as Stutz, Chrysler, Pierce-Arrow and Dodge. His fascination with automobile racing led to a partnership with famed race car engineer Harry Miller. In 1935, Tucker and Miller joined forces to design, build and enter 10 Ford-powered cars in that year's Indianapolis 500. The partnership further opened doors in the automobile industry for Preston Tucker.

In 1939, during the early stages of World War II, Tucker led the design and build of a prototype armored combat vehicle for the Dutch government. The one-of-a-kind vehicle exceeded the government's speed and design requirements, yet it declined to pursue the project. However, Tucker's prototype featured a unique gun turret that attracted the attention of the U.S. Navy, and Tucker was contracted to produce turrets for naval military aircraft, although none of Tucker's turrets were fitted to a U.S. Navy plane by war's end.

By the time war ended in Europe in 1945, there was pent-up demand for new cars in the United States. No American vehicle manufacturer had produced an automobile since February 1942, the point in which the U.S. government mandated the automobile industry shift gears to instead produce aircraft, ammunition, equipment, tanks and other war materiel to support the United States and its allies. When the war ended, car makers restarted production by building minimally updated 1942 models for the 1946 model year. Meanwhile, designers



Top: The unique Tucker hood ornament was a stylized cross between a streamlined train, a submarine and a space craft.

Below: Tucker wheel covers were also unique, and each was adorned with a Tucker crest that also appeared on the deck lid.



and engineers went back to the drawing board to reinvent their brands with new designs and features to sell by the late 1940s. It was a game of catch up to see which manufacturer could first provide the consumer with an automobile that was truly new in design and engineering.

With the end to the war and insatiable consumer demand for new cars, Tucker aimed to capitalize on his dream of starting his own car company. He would offer a car quite different from the warmed-over prewar designs of the established car companies. To launch his new car, Tucker would rely on his celebrated skill as an expert salesman.

Preston Tucker was driven by passion and highly advanced ideas with safety at the forefront, but his small organization with tenuous funding didn't foresee the challenges and obstacles that lie ahead. The 1948 Tucker sedan did manage to feature many of Tucker's more reasonable and achievable ideas, notably a safety frame that deflected from a collision rather than absorb the force to protect passengers in a side impact; a safety-

designed padded instrument panel; a third, central headlamp that turned with the steering wheel as much as 10 degrees for better night vision; and a powerful rear engine adapted from a helicopter powerplant that could propel the car to 120 mph. In addition, the front passenger area was designed to be a crash zone, a roll bar was built into the roof and a laminated windshield was designed to pop out in a collision. In introducing his innovative new automobile, Tucker advertised the car as "The first completely new car in 50 years." Since the automobile itself was generally considered a 50-year-old invention, Tucker was essentially saying he had reinvented the automobile.

To build this car of the future, in July 1946 Tucker began to lease the Chicago plant that was constructed during World War II for Chrysler Corp. to build the Boeing B-29 Superfortress bomber (at the time, this factory was the world's largest building). Preston leased the gigantic factory from the U.S. government's War Assets Administration and, as funds allowed, began to slowly acquire the needed equipment for auto production.

Tucker's methods of finance and raising capital were unorthodox, and soon raised the ire of the Securities and Exchange Commission, resulting in a trial that halted the rudimentary production that Tucker had set up to satisfy investors, creditors and the 2,000-plus dealers who had signed on to sell the highly publicized new car. The trial dragged on for years and ended in January 1950. Preston Tucker was exonerated, but it was too late to save his automobile company. His remaining funds were spent fighting the trial, the War Assets Administration took back the factory and there were numerous lawsuits by dealers who never saw a car, let alone sold one.

The "Tin Goose" prototype of the new Tucker automobile premiered at the factory on June 19, 1947, and pilot-production of the additional 50 cars began shortly thereafter. However, the money-draining legal issues caused the company to cease production less than two years later, on March 3, 1949.

Just 51 Tuckers were produced (the "Tin Goose" prototype sedan and 50 pilot-production sedans) before the company halted production. Of those 51 cars, 47 survive today, all largely assembled during the 1948 model year, and all considered one of the most desirable American collector cars today.

The example featured here was purchased by the Stahls Automotive Foundation in 2008 from the Stone Mountain Antique Car & Treasure Museum in Stone Mountain, Ga. The museum had been operated by Tommy and Bobby Protsman, who purchased the car in December 1957 for their Stone Mountain museum.



Top left: The Tucker's cabin was designed with safety in mind, so the instrument panel was very simple to prevent knobs, buttons and trim pieces from impaling passengers in a collision. Preston Tucker also intended the steering column of his car to be collapsible upon impact, but his patented engineering for this feature was not completed by the time cars were assembled and Ford columns were substituted. Incidentally, the door releases were also from the Ford Motor Co. parts bin (1941 Lincoln, to be exact).

Top right: Preston Tucker intended to use an automatic transmission in his car of the future, but it was not ready by the time of production and modified Cord units with their electronic pre-selector controls were adapted for use in the Tucker automobile.

The Tucker had very few owners before Protsman and Ted Stahl of the Stahls Automotive Foundation, but it was well-traveled. Tucker 1015 is recorded as being at the Ray D. Henderson Co. of Sacramento, then was returned to the factory in Chicago during October 1948 where it received a "factory rework," according to the foundation's notes. By late October 1948, Tucker 1015 was at Georgia Tucker Motors, and the next month, it had traveled farther south still. Records also show it was at South Florida Tucker Sales in Fort Lauderdale during November 1948. In late December 1948, Tucker 1015 was at Miami Beach Tucker. The trail goes cold until 1952, when Hartman Wilbur Auto Service is recorded as purchasing 1015 in 1952 as a new 1949 vehicle.

Tucker 1015's travels may have been the result of the factory sending it to Tucker dealers as a demonstrator. How it came into public hands between its possible demonstrator use in 1948 and its 1952 sale as a new car is not known, as the sale was well after the court-ordered bankruptcy auction of the Tucker company's assets on Oct. 18, 1950.

In 2011, just three years after buying Tucker 1015, the Stahls Automobile Foundation's Tucker was concours-restored by Classic and Exotic Service in Troy, Mich., and remains one of the best-restored examples of a Tucker sedan today.

Perfect form, and perfect function

Initially, the restored Tucker 1015 developed engine overheating and cooling issues at its 2011 post-restoration "day view" at the Concours d'Elegance of America at St. John's Inn in Plymouth, Mich. Stahls Automotive Foundation car handler Bill Sherwood noticed the engine was running hot while the car idled in the staging lane during the awards ceremony. After receiving a "Best in Class Award," Tucker 1015 miraculously made it through the awards ceremony without damage to the engine.

Soon after the concours, the Tucker was taken back to Classic and Exotic Service where owner Brian Joseph and his team determined the protective air deflectors on the undercarriage and engine fan required enhancements to direct airflow. They also discovered an issue with paint thickness on the engine block that caused the hardened paint film to act as a heat insulator, thus increasing engine temperature. Under the direction of Ted Stahl, the Tucker's owner, Classic and Exotic Service removed the engine and then completely removed the paint from the aluminum-alloy engine block. This was a time-consuming and tedious process, but necessary to correct the overheating condition. Once the paint and its film was removed from the engine block, a new application of paint was applied with emphasis on covering the surface without excessive buildup of paint material. A predetermined film-build thickness specification was required to cover the engine while also allowing it to dissipate heat. The old cliché "less is more" was never more apparent.

After the repainted engine was reassembled and reinstalled, preliminary testing indicated the team had succeeded. But the real test lies ahead.

In 2018, Tucker 1015 was invited to the Pebble Beach Concours d'Elegance where it received an award at the prestigious show. More importantly, the Tucker completed the concours' Tour d'Elegance event without any further mechanical issues while carrying driver Mark Lieberman; co-pilot Terri Coppens, general manager of the Stahls Automotive Foundation; *Old Cars* columnist Ken Gross; and Preston Tucker's grandson, John Tucker, Jr. In fact, Tucker 1015 was the only Tucker to finish the event. According to Coppens, Tucker 1015 performed even beyond their expectations.

Looking back at 2011 and the overheating condition for Tucker 1015 at the Concours d'Elegance of America, one must wonder what the outcome could have been had Bill Sherwood



Famed designer Alex Tremulis is credited with the bulk of the Tucker's design from front to back.



The Tucker's six-cylinder, water-cooled, horizontally opposed engine was originally developed for a helicopter application.

not previously put the Tucker under real-world driving conditions. In some cases, such mechanical issues get overlooked in concours restorations, because automobiles restored to this level don't get driven for extended periods. Most are driven a short distance, then are winched back onto the trailer in which they arrived.

In addition to appearing at the Concours d'Elegance of America and the Pebble Beach Concours d'Elegance, the Stahls Automotive Foundation's Tucker 1015 has taken part and ribboned at the Amelia Island Concours d'Elegance. It was the Eyes On Design event's poster car in 2013 and returned to the show a second time in 2021. Tucker 1015 also appeared at the 2011 Muscle Car and Corvette Nationals (MCACN) in Rosemont, Ill. Despite not being a muscle car,

it attracted crowds during the four days it was displayed in the Donald E. Stephens Convention & Conference Center lobby. Despite being built in nearby Chicago, many MCACN showgoers said it was the first time they'd seen a Tucker in person.

Readers can see Tucker 1015 this summer when an event marking the 75th anniversary of the Tucker automobile will be held at the AACA Museum in Hershey, Pa., from June 16-18. (Go to www.aacamuseum.org/event/tucker75/ for more details.)

Under the hood of Tucker 1015

Tucker 1015 was the 15th Tucker built and left the factory painted color code 300 Green and during the restoration, was repainted the same color in a modern base-clearcoat paint applica-

tion. The interior was reupholstered in the factory-correct Code 900 green. Amazingly, Tucker 1015 retains its original Franklin O-335 flathead-six engine (serial No. 24) built by Air Cooled Motors to displace 335 cubic inches. The car also has its original Y-1 four-speed manual, electronic pre-select transmission (serial No. 24). The earliest Tuckers were fitted with this transmission, which was sourced from 1936 Cord 810 and 1937 Cord 812 models and modified to fit the Tucker's Franklin O-335 engine and rear-engine chassis. Tucker 1015 also retains its original body number (1019).

Tucker 1015 has always been well cared for. Francis Ford Coppola, director of the motion picture "Tucker: The Man and His Dream," and a Tucker collector himself, included Tucker 1015 in the 1988 film. The foundation's car was one of 22 Tucker automobiles gathered by the production company for use in the movie. Tucker 1015 reportedly appeared in the film still wearing its original green paint and was a fully functioning, unrestored original.

Classic and Exotic Service restored the car and all of its components to world-class standards with attention to detail, fit and finish that is second to none. Even though its restoration was finished in 2011, this Tucker continues to amaze when seen in person — just as Tuckers always have since the car made its debut in June 1947.

Author's note: Special thanks to Terri Coppens and Ted Stahl for going above and beyond to make Tucker 1015 available for the professional photo shoot accompanying this article.

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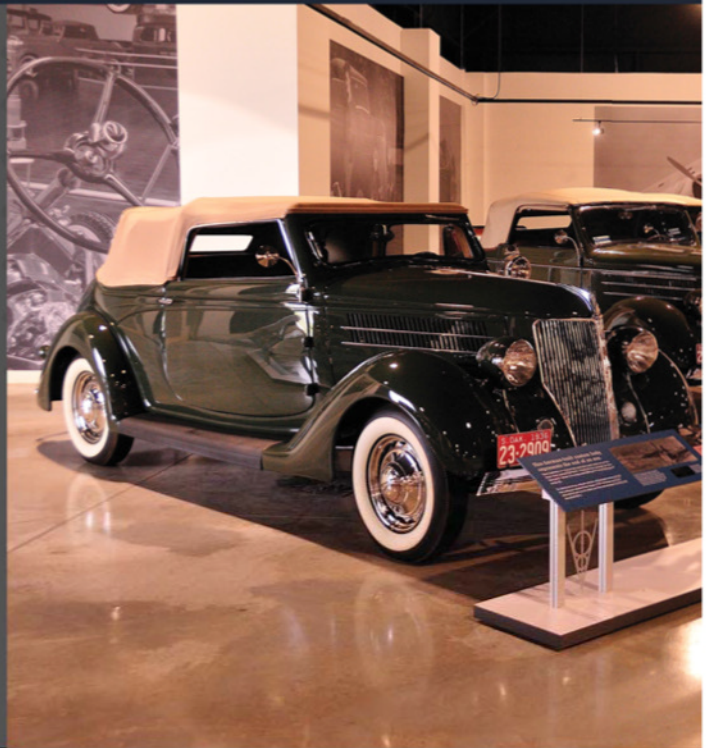


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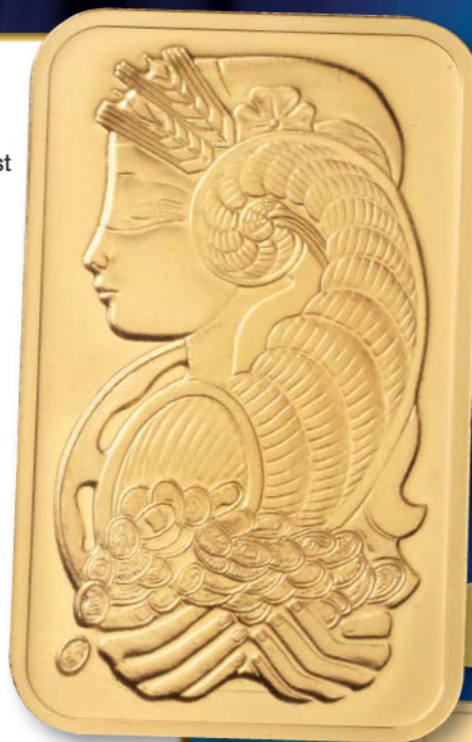
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This 1992 Ferrari F40 sold for \$3.135 million to pace the Mecum Kissimmee auction. The car features coachwork by Scaglietti and a 2936cc DOHC V-8 engine with twin turbochargers that produces about 478 hp.

Mecum Kissimmee sets new mark of \$234M

KISSIMMEE, Fla. — Mecum Auctions exceeded the \$200 million mark for the second consecutive year at its Kissimmee Auction, rolling up \$234 million in total sales after a 12-day run that ended Jan. 15 at Osceola Heritage

Park. A record 4,000 vehicles were consigned with 3,180 declared sold. The \$234 million in sales eclipsed the \$217 million mark that Mecum set a year ago in the same event.

The auction featured the sale of 45 private collections, which collectively produced \$90 million in sales. The

Chuck Cocoma Judge & GTO Ram Air IV Collection of nine rare classic American muscle cars amassed \$2.6 million, with a 1970 Pontiac GTO Judge Ram Air IV convertible nabbing the ninth spot in overall top sales at \$1.1 million. From The Gary & Kathy Edwards Wing Car & MoPar Collection, a 1969 Dodge Hemi Daytona sold for \$1.43 million, and every one of the other 15 cars from the collection reached six figures.

Topping the high sellers list was a 1992 Ferrari F40 at \$3.135 million. Other top sellers included: 1967 Ferrari 275 GTB/4, at \$2,970,000; 1959 BMW 507 Roadster, \$1,760,000; 1955 Mercedes-Benz 300SL Gullwing, \$1,650,000; 1967 Ferrari 330 GTS, \$1,595,000; 1969 Dodge Hemi Daytona, \$1,430,000; 1969 Dodge Hemi Daytona NASCAR, \$1,430,000; 1966 Shelby 427 Cobra, \$1,430,000; 1970 Pontiac GTO Judge Ram Air IV convertible, \$1,100,000; and 1968 Eagle Offenhauser Indy car, \$1,100,000. A notable no-sale at the auction was the 1956 Mercury XM-Turnpike Cruiser, which was bid to \$350,000 but did not meet the reserve.

Mecum will be in East Moline, Ill., March 24-25 for its Gone Farmin' Spring Classic Sale, then return to Glendale, Ariz., March 28-April 1.

Barrett-Jackson goes big in Scottsdale

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This 1953 Maserati A6GCS/53 Spyder by Fantuzzi, which as an extensive racing background, will be one of the main attractions at the RM Sotheby's Amelia Island March 3-4.

\$120,750; large Ferrari dealership sign, \$95,450; and circa-1940s-'50s Carriage Motors animated neon porcelain sign, \$86,250.

RM Sotheby's tops \$44M in Phoenix auction

PHOENIX, Ariz. — RM Sotheby's returned to Arizona Jan. 24 for the 24th year with more than \$44 million worth of collector cars sold and a 91% sell-through rate. The top seller was a 2014 Ferrari LaFerrari that went for \$4,075,000. Next on the sales list was a numbers-matching 1971 Lamborghini Miura P400 SV that sold for \$3,580,000.

Other highlights included: a 1967 Ferrari 275 GTB/4 by Scaglietti that sold for \$3,360,000; 1969 Corvette Stingray ZL-1 convertible, \$3,140,000; 1966 Ferrari 500 Superfast Series II by Pininfarina, \$2,225,000; 1992 Ferrari F40, \$2,150,000; 1958 Mercedes-Benz 300 SL roadster, \$1,820,000; 1987 Porsche 959 Komfort, \$1,682,500; 2017 Ferrari F12tdf, \$1,242,500; and 2005 Porsche Carrera GT, \$1,242,500.

Ferraris to headline RM Sotheby's Amelia sale

AMELIA ISLAND, Fla. — RM Sotheby's will return to Amelia Island for its 24th and final sale at the location March 3-4. A preview will be held Friday from 10 a.m. to 7 p.m. Sales will start at noon on Saturday. At least a half-dozen Ferraris will be on the menu, along with an impressive array of European sports cars and American Classics. Among the spotlight vehicles that will up for bids:

- 1953 Maserati A6GCS/53 Spyder by Fantuzzi, one of 52 built;
- 1931 Alfa Romeo 6C 1750 Gran Sport Spider by Zagato, from the Terence E. Adderley Collection;
- 1936 Lancia Astura Series III Cabriolet "Tipo Bocca" by Pinin Farina;
- 1965 Aston Martin DB5 Vantage convertible;
- 1958 Mercedes-Benz 300 SL roadster.

For more information, visit www.rmsothebys.com.

Gooding sale to feature Ferrari 250 GT Spider

AMELIA ISLAND, Fla. — A 1962 Ferrari 250 GT SWB California Spider will be among the headline cars at this year's Gooding & Company Amelia Island Auction. It will be one of a stable of coveted Ferraris that will be up for bids, along with an impressive variety of other blue-chip cars.

In addition to the 1962 Ferrari 250 GT SWB California Spider, Gooding will offer a 250 GT Tour de France Berlinetta; a 250 MM Spider; a 275 GTB/4; and a 365 GTB/4 Daytona Spider, among others.

Also up for bids:

- 1957 Chevrolet Corvette 283/270 roadster;
- 1903 Stevens-Duryea Model L runabout;
- 1962 Aston Martin DB4 Series IV SS convertible;
- 1958 Porsche 356 A cabriolet;
- 1989 Porsche 911 Carrera speedster;
- 1954 Jaguar XK120 SE roadster;
- 1966 AAR Gurney Eagle Mk 1;
- 1934 Rolls-Royce 20/25 HP Foursome Sedan Coupe.

sales of \$190.6 million at its flagship Scottsdale Auction, held Jan. 21-29 at WestWorld of Scottsdale.

The menu of vehicles included 1,907 no-reserve lots totaling more than \$184.2 million in sales, led by a 1989 Ferrari F40 that sold for \$2.75 million. Other top sellers included: a 2005 Porsche Carrera GT at \$1,595,000; 2019 Ford GT Lightweight Carbon Series, \$1,320,000; 2020 Ford GT Carbon Series, \$1,320,000; 1966 Shelby Group II Mustang built for Ken Miles, \$770,000; 1967 Corvette custom convertible, \$770,000; and a 1969 Chevrolet Camaro ZL1, \$770,000. Barrett-Jackson also sold five vehicles for charity, led by the 2024 GMC HUMMER EV Edition SUV VIN 001 (the first retail production unit), sold for \$500,000. The five vehicles raised \$1.89 million for charity.

More than 1,100 pieces of automobilia were also auctioned for more than \$6.41 million. The top three sales included a 1942 17-foot Chris Craft Special Runabout "wood" boat bar,



- Kissel Meet 2023 on June 10th; 9am - 3 pm
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The sale will be held at the Omni Amelia Island Resort. Preview will be noon to 6 p.m. Wednesday, and 9 a.m. to 6 p.m. Thursday and Friday. Bidding will begin at 6 p.m. on Thursday and Friday evenings.

For information, visit www.goodingco.com.

Broad Arrow set for Amelia Island debut sale

AMELIA ISLAND, Fla. — Broad Arrow Group will host its inaugural Amelia Auction March 3-4 at the Ritz-Carlton. The sale will be filled with supercars, European sports icons and highly collected American cars from all eras. Among the highlights:

- 1968 Porsche 907 K racer;
- 1932 Alfa Romeo 6C 1750 Series V Gran Sport Figoni roadster;
- 1966 Shelby 289 Cobra;
- 1937 Bugatti Type 57C Vanvooren roadster;
- 1994 Porsche 911 Turbo S;
- Two 1961 Mercedes-Benz 300 SL roadsters.

Learn more at www.broadarrowauctions.com.

Rare Jaguar fleet on Bonhams Amelia Island menu

AMELIA ISLAND, Fla. — A collection of important collectible and racing Jaguars, including a Works XK120 raced to victory by Formula 1 Champion Phil Hill, will be seen for the first time in 20 years when it crosses the block at the Bonhams Amelia Island Auction on March 2. The cache has been hidden for more than two decades just outside Washington, D.C., having been collected by the late Thomas C. Hendricks. A highlight of the collection is "LT3," one of three 1951 Jaguar Works-built lightweight aluminum racing XK120s.

Lining up with LT3 is another car with in-period racing pedigree: a Costin-bodied 1959 Lister Sports racing car.

Other highlights include a 1937 Bugatti Type 57S Sports Tourer; and 1966 Ferrari 500 Superfast Series 2.

Bonhams returns to the Fernandina Beach Golf Club for its Amelia Island Auction which takes place on Thursday, March 2, with viewing on Wednesday, March 1, and on the sale day. Learn more at www.bonhams.com.

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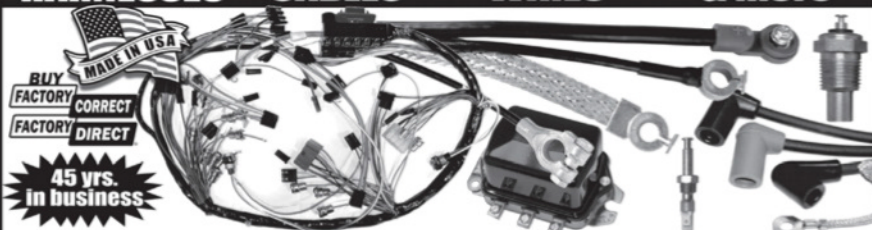
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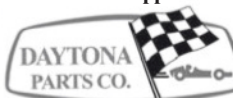


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Big Rigs in Virginia

Inside the Keystone Antique Truck and Tractor Museum

STORY BY MICHAEL PETTI

PHOTOS BY JIM HAKLAR

Fans of rugged, powerful and imposing big rigs will want to stop at Keystone Antique Truck and Tractor Museum in Colonial Heights, Va.

In its 120,000 sq. ft. of space, the sprawling museum displays more than 70 trucks and 200 farm tractors in restored condition. In addition, there are also displays of vintage tools, an accumulation of antique soda bottles, tobacco mementoes, miniature model trucks and farm tractors, classic neon signs and petrolina.

The museum began as Keith Jones' private collection. Jones was a former trucking executive at Abilene Motor Express who also collected trucks and tractors from North America and Europe. Before the museum opened in 2010, Jones stored his collection in warehouses at his trucking terminals.

Haulers from the 1910s to the 1970s are represented in the museum. The monstrous mechanical marvels include examples from Autocar, Broadway, Corbitt, Day Elder, Diamond T, Dodge, Federal, Freightliner, Graham Brothers, Kenworth, Mack, Marmon, REO, Studebaker, Ward La France and others. Intriguing farm and construction tractors include the brands Cockshutt, Centaur, Eagle, Hugs, Leider, Silver King, Wards and plus more.

The Keystone Truck & Tractor Museum is open every day, except major holidays, from 9 a.m. to 5 p.m.

Keystone Antique Truck
and Tractor Museum
880 West Roslyn Road
Colonial Heights, VA 23834
keystonetractorworks.com
804-524-0020

Entrance to the Keystone Antique Truck and Tractor Museum.



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UNCOVERED!

'70 Hemi 'Cuda



One-family-owned Plymouth parked since '76

STORY AND PHOTOS BY AL ROGERS

In the summer of 2021, an unrestored, one-of-one 1979 AMC Gremlin AMX prototype appeared at the weekly Bakers of Milford car show in Milford, Mich. The car is owned by Mike Smith, a former employee of American Motors, Jeep and Chrysler Corp. Shortly after appearing at the show, Smith's prototype was featured in *Old Cars*.

Smith was pleased with the story on his AMX prototype and subsequently mentioned having knowledge of the whereabouts of an original, one-owner Rallye Red 1970 Plymouth Hemi 'Cuda that had been idled since the '70s. He and the car's original owner, Mike Gabriel, had worked together at AMC, Jeep and Chrysler Corp. Smith joined Chrysler in 1968, moved to Jeep in 1973, then AMC in 1979. Gabriel had earned his Mechanical Engineering Degree from Michigan Technological University in 1969 and was hired by AMC the same year. The men's career paths crossed numerous times during vehicle development at these companies. They respected one another

and developed a lifelong friendship that lasted until Gabriel passed away in February 2011 at the age of 65.

Over the years, the two of them had brief discussions about Gabriel's 1970 Hemi 'Cuda. Smith found himself often asking Gabriel the same questions: "Are you doing anything with your Hemi 'Cuda to get it back on the road?" and "Is there anything I can do to help you with it?" Gabriel would roll his shoulders, shake his head and, for the most part, act disinterested in discussing the Hemi 'Cuda.

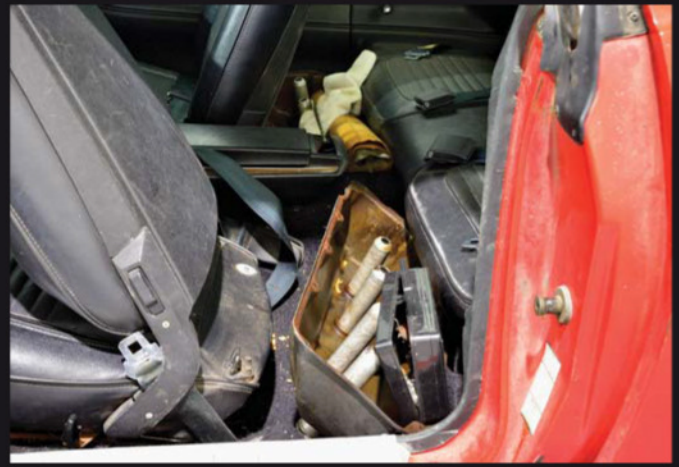
"Gabriel was focused on raising a family, and his automotive passion was strictly Jeep," Smith said. "He was driven to make the evolution of the product a success. His leadership role in the Jeep vehicle development program impacted its acceptance within the company and allowed the Jeep to thrive in the automobile industry."

Mike Gabriel was "Mr. Jeep," and Smith said Gabriel's interest in the 'Cuda waned once he became engrossed

in Jeeps. As Gabriel dove into his work at Jeep, the 'Cuda became a run-around car until it developed an engine problem in the 1970s. After an attempt to repair it without success, the car was left in a partially dismantled state.

"I talked to him over the years about the car, but he just did not seem interested," Smith continued. "I think the poor condition of the car turned him off. He bought the car new, and that's how he remembered it, and he didn't consider it a special collector car, but more as a project to be addressed at another time. Out of sight, out of mind, so to speak. He had a career, wife, home and Jeeps, then, later, children. No time to think about an aging, old Plymouth. So, it sat. And that is how it remains today. He did not consider it valuable, just a tiring old car that maybe one day will get back on the road."

On the other hand, Smith has a direct connection and soft spot for the legendary 426-cube Hemi engine and any of the Chrysler products that were powered by it. He was a performance engineer at



Top: The interior of the Hemi 'Cuda remains as Plymouth built it, and is in relatively good condition with a couple splits in the driver's seat being its most obvious flaw. The car was built with the Rallye instrument cluster and console split by bucket seats.

Top right: The original Hemi valve covers were found behind the front seats.

Right: It appears the original owner had set about changing the cam and spark plugs when work stopped. That was back in 1976.

Chrysler Corp. where he worked on the 1970 Hemi and drove many Hemis during the development of the package. In fact, one of his first jobs as an engineer involved aerodynamic testing of the Dodge Daytona at the Chelsea Proving Grounds. It also explains why Smith would often ask about the Hemi 'Cuda and try to nudge his good friend into getting it running again.

Life with a Hemi 'Cuda

On Dec. 19, 1969, Mike Gabriel — who had recently graduated from college and turned 24 years old — gifted himself with the new Rallye Red 1970 Plymouth Hemi 'Cuda from J.E. Grissom Chrysler-Plymouth in Center Line, Mich. The well-optioned 'Cuda arrived at the dealership from the Hamtramck Assembly Plant and went into dealer inventory, where Gabriel spotted it. His first choice was actually a Hemi Road Runner, but the dealership didn't have one in its inventory, so Gabriel "settled" for the Hemi 'Cuda instead.

In addition to the 426-cid Hemi V-8 with dual four-barrel carburetors factory-rated at 425 hp, the Hemi 'Cuda's performance equipment included the 4.10-ratio Dana 9-3/4 rear axle behind the three-speed TorqueFlite automatic transmission. The car's interior was optioned with bucket seats, a console with woodgrain trim, the Rallye instrument cluster and an AM radio. In addition, the car sported the racy Shaker Hood, hood tie-down pins and color-keyed Elastomeric front bumper.

From 1970 to 1973, Gabriel used the Hemi 'Cuda as a daily driver, even during Michigan's snowy winter months. In 1973,

he decided not to put himself and the Hemi 'Cuda through another Michigan winter and its white-knuckle driving conditions. Michigan's application of road salt further influenced Gabriel to store the car during the snowy season as he attempted to keep it from succumbing to rust. Fortunately for Gabriel, a promotion at AMC allowed him to lease a company vehicle. In 1973, he was relocated to Jeep headquarters in Toledo, Ohio, and his vehicle of choice for the daily commute from his residence in Plymouth, Mich., to Toledo was a Jeep CJ.

Dave Thompson, who worked with Gabriel at AMC, recalls seeing Gabriel's Rallye Red '70 Hemi 'Cuda parked in the AMC employee lot on numerous occasions in the early 1970s.

"Back in the day, employees were faithful to the company, and when a non-AMC parked in the lot, it wasn't favorably accepted, but when the Hemi 'Cuda showed up, no one complained about it being there," Thompson recalled.

One day, Thompson realized he'd not seen the 'Cuda in the lot for a while. Since spotting an automobile from a competing manufacturer was unusual, the bright-red Plymouth's disappearance went noticed.

Little did Thompson or any other AMC employee know Gabriel's Hemi 'Cuda had gone into storage where it would remain for the next 45 years — and counting.

The Discovery

On Dec. 4, 2022, Gabriel's daughter, Danielle, invited me to see her father's long-hidden car in the storage facility where



The back of this photo identifies the pictured men (from left to right) only as “Curran, Thornton, Kamm and Gabriel.” Hemi 'Cuda owner Mike Gabriel is shown at far right, and Thornton probably refers to Jim Thornton of Jeep (see sidebar).

it had been quietly tucked four years earlier. The photo shoot for *Old Cars* was done there with minimal disturbance to the car, and as it was found; nothing was staged or manipulated. Once its cover was removed, the Hemi 'Cuda was pushed away from the gray cinder-block wall to allow enough room to safely get around the car during the photo shoot. All four tires were on dollies, which made moving the car into position simple.

Prior to seeing the car, I was told it had been idled back in 1976 due to an engine noise. During the photo shoot, I thoroughly examined the Hemi 'Cuda and it was evident the car had been sitting for many years. Indeed, it wore red, white and blue 1976 Michigan bicentennial license plates. When the hood was raised, a plastic bag containing eight spark plugs was found sitting in the battery tray, and the valve covers were gone. Upon investigating the interior, I discovered the valve covers were sitting on the floor, behind the front seats. Behind the front passenger seat was a replacement high-performance camshaft in the original box.

With Gabriel's death, we'll never be able to verify exactly why his work on the Hemi 'Cuda's engine stopped. Gabriel did leave some clues, however.

Further review of the engine compartment revealed a loose radiator with the coolant lines disconnected and shifted aside, and the timing chain cover loosened and partially removed. It appeared Gabriel had planned on sliding the old camshaft out to install the new high-performance replacement that is still boxed inside the car. Judging by the

evidence presented before me, something had gone wrong and the camshaft swap process came to a halt.

The '70 Cuda was, indeed, a bona fide, numbers-matching Hemi with the engine it was born with. I found that the engine and transmission identification numbers matched, and the information on the car's fender tags indicated it had, indeed, left the factory as a 426 Hemi with the three-speed automatic transmission. It did not appear the engine, transmission and drivetrain had ever been out of the 'Cuda.

After studying the physical evidence, it appears Gabriel may have discovered the engine needed to be removed to correctly complete the camshaft swap, stalling the work. (It's

impossible for an untrained person to change the camshaft on a 426 Hemi with the engine still in the car.)

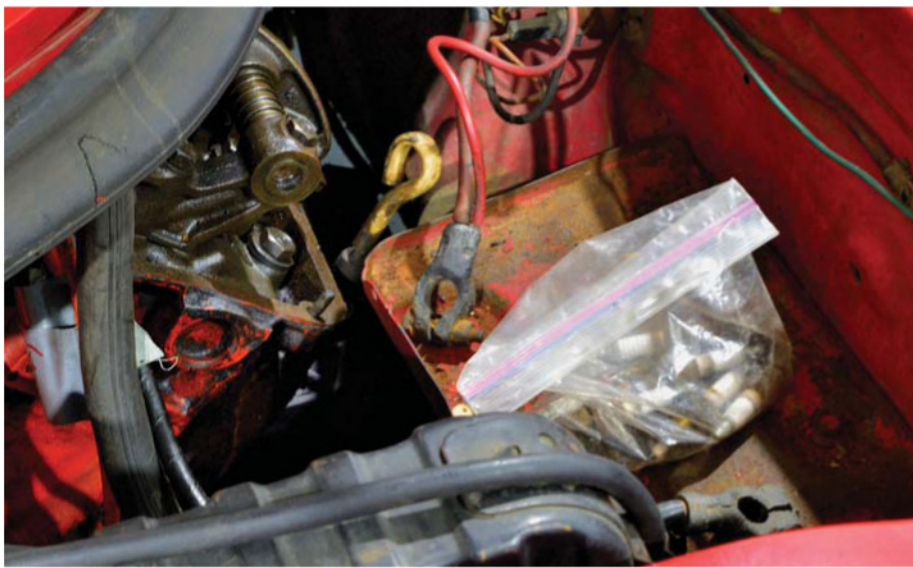
Inside the glove box were two important pieces of documentation: proof of insurance, and a vehicle registration form with an expiration date of June 1976. These documents were neatly folded and placed in an envelope. This documentation further verified the Hemi 'Cuda was idled the year the United States celebrated its bicentennial.

A 'Cuda that Binds

Gabriel's son, Matt, was born in 1985 and has fond memories of seeing the Hemi 'Cuda parked in the garage at their home in Canton, Mich. Growing up in the Detroit area, he'd



Also behind the passenger front bucket seat is a still-boxed camshaft.



Spark plugs remain bagged and on the battery tray, right where original owner Mike Gabriel left them some time before his 2011 passing.

look forward to attending the annual Woodward Dream Cruise with his father, usually in a Jeep Renegade with the hardtop removed so they could get a good look at the cars.

Matt was curious about his father's Hemi 'Cuda, although he'd never heard the engine run. During the Dream Cruise, they'd see a fast muscle car or a couple cars preparing for a little street race and Matt would ask his dad if the Hemi 'Cuda was faster. His father would usually just chuckle and respond by saying, "The 'Cuda would blow their doors off."

Over the years, there was always talk of restoring the car, according to Matt. Many friends, neighbors and colleagues offered to help. There were also strangers who found the car and offered to buy it.

"One day, my father found a note attached to the 'Cuda," Matt recalled. "Apparently someone managed to get into the garage, looked it over, then offered to give him a fully restored 1970 'Cuda 340 as an even, straight-up trade. My father didn't want any part of it."

To this day, seeing the Hemi 'Cuda parked in the garage and hanging around it, and talking to his father about the 'Cuda, are some of the fondest memories Matt says he has from his youth.

Matt's sister, Danielle, was born in 1984 and witnessed first-hand the affection her father had for the Hemi 'Cuda that he would talk about so little.

"My father and I did not talk about the car or discuss it at length, as I recall," she said. "It was referenced throughout my life and caused a stir from time to time. I knew it was a big deal for him to purchase the car and therefore it had immense sentimental value.

"My dad would always ask my mother, brother and I to keep the garage closed if the car was uncovered," she added. "Our house in Canton was a modest 1970s ranch home with a two-car garage facing the street. Our home in Plymouth had a much longer driveway on an incline that curved into the three-car garage. Over the years, I think two times, one at our family home in Canton and the subsequent home in Plymouth, people had stopped by to make offers on buying the 'Cuda. It was like this little secret treasure to my dad.

"I have some correspondence saved from my dad's friends that mention the Hemi 'Cuda. It was a central conversation in my dad's life, but not between my father and me."

Danielle and Matt Gabriel have often wondered why their father chose to leave his '70 Hemi 'Cuda idled with the engine disabled. They, with the help of others, have searched long and hard for the answers, but each time they discuss it, they can draw no definitive conclusion.

According to Danielle and Matt, their father was an exceptional listener and planner. He was a man of few words who followed a plan. Perhaps his ultimate plan for the Hemi 'Cuda was to make it a retirement project. They dream of seeing the 'Cuda restored and hearing the 426 Hemi engine run for the first time.

At this time, the journey for the Gabriel family '70 Hemi 'Cuda is not clear. When it starts the next phase of its journey — whatever that might entail — we hope to document that next step. Stay tuned!

Fender Tag Decoded Equipment and Options of Gabriel Hemi 'Cuda

- A01 Light Package
- A21 Elastomeric Bumper - Front
- A32 Super Performance Axle Package (4.10 Ratio — 9-3/4 Dana Axle)
- A62 Rallye Instrument Cluster
- B51 Power Brakes
- C16 Console with Woodgrain
- C55 Bucket Seats
- D32 3-Speed Automatic Transmission (A727)
- E74 426 V8 Hemi with Dual 4-Barrel Carburetors (HP/425)
- G31 Chrome Passenger Side Racing Mirror
- G33 Chrome Driver Side Racing Mirror
- FE5 Rallye Red Paint Color
- V1X Full Vinyl Roof — Black
- J45 Hood Tie Down Pins
- L31 Turn Signal Light Hood/Fender
- M21 Drip Rail Moldings
- M25 Body Side Moldings
- M31 Body Belt Moldings
- M85 Bumper Guards Front-Rear
- N96 Carburetor Fresh Air Package (Shaker Hood)
- R11 2-Watt AM Radio
- N41 Dual Exhaust
- Y05 Build for USA

A Tribute to 'Mr. Jeep'

BY MIKE SMITH

Original owner Mike Gabriel with his Hemi 'Cuda in one of the many places in which it's been stored since the United States' bicentennial year.



In 1973, I joined Jeep engineering after leaving Chrysler Corp. as manager of vehicle development. One of the duties I had was responsibility for exhaust emissions, testing and certification. That responsibility was being transferred from Jeep to American Motors, largely because Jeep used AMC engines and it was expedited to combine the two functions. Jeep was a totally owned subsidiary of AMC at that time, and was just beginning to integrate some engineering functions. Jeep was a separate group housed in Toledo, Ohio, with its own engineering and manufacturing operations. AMC Engineering was in Detroit.

Mike Gabriel was the responsible engineer for AMC. Mike was assigned to take over that duty. Mike and I spent a lot of time getting the vehicles certified for the 1975 model year. We became close friends. It was then that I learned he had a 1970 Plymouth Hemi 'Cuda. He was still driving it at the time, but was concentrating on his job and responsibilities at Jeep. His allegiance to Jeep was admirable. He thoroughly engrossed himself in Jeep and became one of the greatest advocates for the brand. Over the years, he was often referred to as "Mr. Jeep" and "Mike Jeep" and more. He became well-known for his protection of the brand and its heritage. He held fast to his principles that the Jeep should always remain a Jeep. He did not compromise. Meetings could get very painful if he disagreed with something you were trying to do that compromised what he felt would dilute the product.

Mike's allegiance to Jeep continued throughout his entire career at AMC and Chrysler. He was a major player in establishing Camp Jeep where we met with customers at a week-long event in places across the United States. Mike listened intently to the customer and drove those ideas home. It could be said that he was the protector of the brand. He was, indeed, a warrior.

Mike's integrity was impeccable, and he cared about people just as much as he did about Jeeps. He was always available, if you needed him. He did not engage in idle talk and rumors. He would listen and learn.

Lunch was always an adventure. He did not like wasting time eating, so he had a phrase which he often used, and that was "bulk per bite." He could make a world-famous salad, and very efficiently eat it. Lunch was always quick with him. I often tried to engage him and talk about his 'Cuda during lunch. He usually quickly blew it off and returned to his favorite subject, which was Jeeps.

When I moved from manager of Jeep Vehicle Development to a different job in 1979, Mike replaced me in Toledo, working for Jim Thornton. Jim was a great mentor and Mike excelled under Jim. He developed a respect for Mike's ability and integrity, which led to Mike becoming a major player in later years, while still working on Jeep.

I recall one incident that has stuck with me over the years. We had direct employees and contract employees. Direct employees got more paid holidays than contract employees. In this incident, a contract employee that was going through some difficult financial times told Mike that he really would like to work during a holiday. The facility was closed for the holiday, but Mike said to him, "Come in and drive a Jeep." By that, Mike meant drive a test vehicle for a day and get familiar with it and evaluate it and report on it. This individual needed seat time, but his job didn't allow enough freedom to experience the vehicle during normal working hours. He got paid, plus a great education in this Jeep on a variety of roads for eight hours on that holiday. He turned in a thorough report and highlighted some issues that were important that required time in the vehicle. This vehicle engineer went on to become a valuable team player, but never forgot the time he was allowed to get a day's pay for driving a vehicle without interference.

As he progressed in the corporation, Mike became known for day trips where he would invite a group to accompany him on a day trip to familiarize themselves with a variety of vehicles on public roads.

When I left AMC in early '84, the production YJ Wrangler was just getting started, and Mike was a part of the development group. He took an active role and drove the team to bring it home. Even though I was gone, we often talked about where the program was going. He ...accompanied [Jim Thornton and I] when we visited Hines Bender Corp. to explore the potential of making a bent-tube frame. In fact, Mike was one of the few people who knew what we were doing. Fortunately for him, he was not associated with the program when Jim Thornton and I got crucified for it. He managed to stay out of sight and help bring the program home. His saving grace was he didn't expound on what we were doing. As I said earlier, Mike did not engage in idle conversation. But he never missed an opportunity to participate, and he loved the CJ and made sure he protected its heritage. **OC**

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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

CALIFORNIA

Feb 11 CA, Indian Wells. 19th Annual Dr. George Charity Car Show 2023. Indian Wells Tennis Garden - 78200 Miles Avenue. 9am-3pm.

Apr 21-23 CA, La Jolla. 17th Annual La Jolla Concours d'Elegance. <https://lajollaconcours.com>

Apr 30 CA, Half Moon Bay. Pacific Coast Dream Machines Show. Half Moon Bay Airport. 10am-4pm. www.eventbrite.com/e/482826074787

May 28 CA, Valley Center. Fallbrook Vintage Car Club Vintage Car Show. Bates Nut Farm - 15954 Wood Valley Road. 10am-3pm. Gary 510-714-4004. www.fallbrookvintagecarclub.org/carshow/, registration Mike Simpson 442-444-0450, registration@fallbrookvintagecarclub.org

FLORIDA

Feb 18 FL, Hawthorne. Second Annual Classic/Muscle/Antique/Motorcycle, Car and Truck Show. American Legion Post # 230. Ken Krug 954 646 1717

Feb 24-26 FL, Boca Raton. 15th Annual Boca Raton Concours d'Elegance. www.bocaraton-concours.com

Feb 24-25 FL, Melbourne. All Makes Swap Meet (Friday & Saturday). All makes car & truck show on Saturday only. Mopars of Brevard Car Club. www.MoparsOfBrevard.com, Penny Anderson, 321-727-1039, PAnder2211@aol.com, Tyler Alexander, 321-368-1999, talexander.mob@gmail.com

GEORGIA

Mar 25 GA, Macon. Flag City Open Car Show, Presented by Flag City Mustang Club. Glory Days Grill - 3933 Arkwright Rd, Registration 9-noon. www.flagcitymustangclub.com, Chuck Heath 478-365-1305 or heathc532@gmail.com, flagcitymustangclub@windstream.net

ILLINOIS

Feb 11-20 IL, Chicago. Chicago Auto Show. McCormick Place, 2301 S. King Dr. 1-630-495-2282, www.chicagoautoshow.com/default.html

Feb 16-22 IL, Chicago. Inaugural "Retro Rides" experience. 90+ Klairmont Collections Automotive Museum's (KKAM) classic cars. Navy Pier's Festival Hall. www.navypier.org/retro-rides-klairmont-kollections-car-experience/

Feb 19 IL, St. Charles. 31st Annual Buick, Old, Pontiac, Cadillac Swap Meet and Car Corral. Kane County Fairgrounds - 525 S. Randall Rd. Tony 847-521-3130, www.bopcswap.com

Feb 26 IL, Wheaton. 81st Illinois Plastic Kit & Toy

Show. DuPage County Fairgrounds - 2015 W. Manchester Road. 9am-2pm. 630-969-1847

Mar 3-5 IL, Rosemont. 60th Annual Chicago World of Wheels. Donald E. Stephens Convention Center. 1-248-373-1700. www.autorama.com/

Mar 18-19 IL, Schaumburg. Race and Performance Expo. Renaissance Schaumburg Convention Center - 551 N Thoreau Dr. 1-847-303-4100

Mar 26 IL, Wheaton. All Sports Car Swap Meet. DuPage County Fairgrounds. Victor L'Heureux 1-847-533-3916 or Jim Evans at 1-630-858-8192. swapmeet@chicagolandmgclub.com

IOWA

Feb 25-26 IA, Monticello. 54th Annual O'Reilly Auto Parts Rod & Custom Cr Show. Monticello Berndes Center - 766 N. Maple Street. Galen Muller 319-465-5119, www.rodandcustomcarshow.com

KENTUCKY

Mar 11-12 KY, Louisville. 56th Kyana Giant Indoor Swap Meet. Kentucky Exposition Center - 937 Phillips Lane. Sat. 8am-6pm. Sun. 8am-4pm. Maureen Vannatta 502-619-2917, kyanaswapmeet@gmail.com, Chester Robertson 502-619-2916, www.kyanaswapmeet.com

MARYLAND

Mar 24-25 MD, Westminster. 53rd Annual Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts & Swap Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. Call 301-674-5431 or email smraaca@aol.com

MASSACHUSETTS

Mar 5 MA, Norfolk. Model A Ford Restorers Club of Massachusetts' Marcom Annual Flea Market. Holmes Transportation - 22 Myrtle Street. 7:30 - 11am. All makes auto related flea market. Dean Zwicker #508-285-3211, Zwhizzerman@aol.com

MISSOURI

Apr 22-23 MO, Owensville. GTA Springfest and Cars show. First Street. 8am-4pm. 314-578-7203, www.gtacarclub.com

NEW JERSEY

Apr 22 NJ, Egg Harbor Twp. South Jersey Mopar Connection at Chickie's & Pete's 2023 Spring Kick-Off Car Show. English Creek Shopping Center. All makes & models welcome. 609-226-3816, sjmoparconnection@gmail.com

NEW YORK

Feb 26 NY, Smithtown. Sunday VCR Annual Swap Meet. Brush Barn. Joe 631-473-3505

OHIO

Feb 26 OH, Medina. Medina Indoor Auto Swap Meet. Medina County Community Center - 735 Lafayette. 8am-2pm. 1-800-553-8745, www.allohioparts.com

Mar 12 OH, Hilliard. The GTO Association of Central Ohio Annual All Pontiac Indoor Swap Meet. Franklin County Fairgrounds - 4100 Columbia St. Rob Wilson 614-519-1019, ro.wilson@att.net

OKLAHOMA

Mar 17-18 OK, Chickasha. 33rd Annual National 1895-1945 Chickasha Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090, www.pwsm.com

PENNSYLVANIA

Mar 5 PA, Hamburg. Hamburg Automotive Swap Meet & Car Corral. Hamburg Field House - 127 S. Fourth St. 7am-2pm. 610-823-4656, Lhedgehog1@aol.com

Apr 16 PA, Landenberg. Brandywine Regional AACA 2023 Swap Meet. New Garden Township Hall - 299 Starr Road. Dave Meyers 302-230-1393 braaca1957@gmail.com

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Our 24-hour HOTLINE is **651-770-8096**
www.gopherstatebuick.org

TENNESSEE

Mar 18 TN, Nashville. 57th Semi-Annual Music City Classic. Thoroughbred Auto Auction Clarksville. George Eber 615-496-2277, www.southernclassicauctions.com

TEXAS

Mar 30-Apr 1 TX, Greenville. Greenville Swap Meet. Hunt County Fairground. Reg. gvswapmt@yahoo.com, www.greenvilleswapmeet.com

Mar 30-Apr 2 TX, Salado. 44th annual Texas Packard Meet. Early bird social, tour, public display, parade, peoples choice completion, seminars, swap meet and awards dinner. www.texaspackardmeet.org

WASHINGTON

Feb 18-19 WA, Puyallup. 55th Annual Early Bird Auto & Collectible Swap Meet. Washington State Fair 7 Events Center. Hosted by Model T Ford Club of Tacoma. 8am-5pm. Saturday, 9am-3pm Sunday.

Mar 12 WA, Puyallup. 40th Annual Spanaway Moonshiners 4x4 Off Road & High Performance Swap Meet. Washington State Fair & Events Center. 9am-4pm, www.moonshinersjeepclub.com. 360-264-2131.

Mar 19-20 WA, Puyallup. 41st Annual Almost Spring Swap Meet & Car Show. Washington State Fair Events Center. Sat. 8am-5pm, Sun. 9am-3pm. Vendor forms available at www.gertieas.com. Sponsored by the Gallopin' Gertie Model A Ford Club.

WISCONSIN

Feb 24-26 WI, Milwaukee. 60th Annual Milwaukee

World of Wheels. Wisconsin State Fair Park. PH: 1-248-373-1700. <https://autorama.com/>

Feb 25-Mar 5 WI, Milwaukee. Greater Milwaukee International Car & Truck Show. Wisconsin Center. PH (Milwaukee Center): 1-414-908-5000. EM: steve@stevefreemanevents.com or matthea@stevefreemanevents.com

Feb 26 WI, Milwaukee. 57th Annual Greater Milwaukee Indoor Winter Automotive and Vintage Bicycle Swap Meet. 8am-2pm. 262-337-0426, www.WIChapterMAFCA.com

Mar 12 WI, Fond du Lac. Fondy Vintage Auto Club Swap Meet. Fond du Lac County Fairgrounds Expo Bldg. 601 Martin Ave. Steve Hamilton 1-920-924-9000, Tony Rochen 1-920-922-4881

AUCTIONS

Feb 10-11 FL, Lakeland. Lakeland Winter Collector Car Auction. Sun 'N Fun Expo Campus. 717-246-7855, www.carlisleevents.com

Feb 10-11 WI, Tomah. Millers Auction's Large Two-Day Auction. Advertising signs, clocks, oil cans, thermometers & more. Opens 9am both days. Glenn Miller 715-299-2543, wisconsinjunk@yahoo.com, www.millersauctionco.com

Feb 24-26 CA, Palm Springs. McCormicks; Palm Springs 74th Collector Car Auction. Palm Springs Convention Center - 277 N. Avenida Caballeros. www.Classic-CarAuction.com

Mar 3 CA, Amelia Island. Amelia Island Auction. inquiry@goodingco.com, 310-899-1960, www.goodingco.com

Mar 18 ONLINE, 4th Annual Intermountain Online Classic Car Auction. Classic Car Auction Group <https://www.classiccarauction.us/>

Mar 18 TN, Nashville. 57th Semi-Annual Music City Classic. Thoroughbred Auto Auction Clarksville. George Eber 615-496-2277, www.southernclassicauctions.com

Mar 23-25 IL, East Moline. Gone Farmin' Spring Classic. Bend XPO - 922 Mississippi Parkway. 262-275-5050, www.mecum.com

Mar 28-Apr 1 AZ, Glendale. Mecum Glendale 2023. State Farm Stadium. www.mecumauctions.com

Mar 31-Apr 1 IN, Evansville. Spring Wolfe's Collector



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Car & Memorabilia Auction Event. 2229 South Kentucky Ave. 812-425-4576. <https://www.wolfesaa.com/>

Apr 13-15 TX, Houston. Mecum Houston 2023 NRG Center. www.mecumauctions.com

Apr 22 UT, Sandy. 8th Annual Salt Lake City Classic Car Auction. Mountain America Expo Center. 10AM, Classic Car Auction Group <https://www.classiccarauction.us/>

Apr 28-29 IN, Auburn. Worldwide Auctioneers The Enthusiast Auction. www.worldwideauctioneers.com

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

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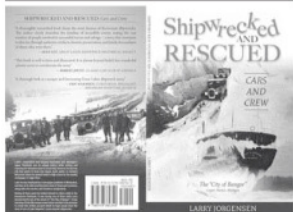
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countryclassiccars.com



1971 Buick Skylark dressed in all white with red racing stripes and a tan vinyl covered top. This Buick is powered by a performance modified SBC 350 V8 engine with Jegs aluminum heads, Edelbrock intake manifold. The interior is in a tan color pattern with some custom modifications throughout including digital gauges.
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1995 Chevrolet Camaro Z28 T-tops dressed in a dark green sitting on polished Torque Thrust wheels on performance profile tires. Powered by a 383 stroker V8 engine with polished heads mated to a Hardened Rebuilt W transmission with shift kit and trans brake.
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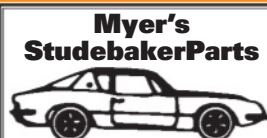
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