

# old cars

Vol. 53, No. 5 | March 1, 2024 | [www.oldcarsweekly.com](http://www.oldcarsweekly.com)

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# YOU can help museums

Fortunately, the largest old car and truck hobby museums are here to stay, thanks to years of effort by many enthusiasts who donated their time and money toward establishing those museums, and who continue to do so in order to keep them operating. However, many midsize and small museums are not in the same position and seem to come and go. It's an unfortunate fact in every hobby, not just old car- and truck-related museums. It takes a lot of organization and people to keep any museum flourishing — curators to keep displays interesting and people returning, fundraising staff to bring in additional money, marketing personnel to introduce the museum to the public, and that's just for starters. Add in the mechanics and detailers required for a car or truck museum and the necessary museum staff grows. Without a trust in place, small and midsize museums that are funded by private individuals are likely to eventually disappear when the founder dies. And even with a trust, some midsize and smaller museums still fade away when the succeeding operators throw in the towel due to lack of interest or funding to get visitors in the door with their admission bucks. But fear not, there are steps all of us can take to help make our hobby museums thrive.

→ Host an event at a nearby museum or collection. If you're part of a car club or group that holds regular cruise-ins, meet at a museum or car collection instead of a mall or fast food restaurant. You can even work with the museum or collection to host a car show and/or swap meet in its parking lot. Anything that will draw people to a museum's parking lot will also help usher people through its doors. People sometimes need an excuse to stop at any kind of establishment, even if they've been considering doing so for a long time. Walking through an unfamiliar building's doors is also intimidating to some people, so if you can get people in the parking lot, you're more likely to get them inside where they may return again and again.

→ If a museum's parking lot won't work for a car show you're organizing, consider including it as a stop during a cruise.

→ Volunteer your time. Museums certainly need docents and people with dusting skills, but they also need many additional types of help. If you have computer, marketing, mechanical, photography, video, writing or fundraising skills, your local museum could probably use your services. If your skills aren't on this list, still inquire — there are many other skills required to operate a museum, some of which may not have even occurred to you.

If you have a collection of vehicle-related items you'd like to sell, or if you manufacture an item relevant to the museum, offer it to the museum's gift shop where it can earn a profit on each item sold. A self-published book or coloring book, a model, a poster and more are just what museums are looking to sell in their gift shops.

Many people allow their cars to be shown in museum displays, and that's surely a help. If you're considering selling that car, inquire whether the car can be advertised for sale while in the museum in a consignment-type arrangement where the museum can earn money from its sale.

Spread the word about museums. If you're handing out a car show flyer at another event, offer to hand out flyers for a local museum at the same time.

If you have taken additional steps to support a museum, drop me a note and we'll share them in "Sound Your Horn" to help keep our hobby museums' doors open and introducing new people to the old cars and trucks we love.



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## Mistaken identity

In the Nov. 15 issue, I believe the model of Buick in “Weathered Wheels” was misidentified. In 1948, the Buick “Super” or “Roadmaster” series was identified in script above the chrome strip on the front right fender. I believe the pictured car is a 1947 as it lacks the identifying script.



*Robert E. Duncan, Charleston, S.C.*

## Packard Club holds rights

I read with interest the news item in the Feb. 1 issue of *Old Cars* under “The Scoop” on pages 14 and 16 (“Company plans to build modern Packard”).

The paragraph which states: “Andrews owns the legal rights to the Packard brands, patents and trademarks” is blatantly false.

The Packard Club, aka Packard Automobile Classics (PAC), is the legal registered owner of the trademarks for the Packard Coat of Arms (aka the Packard family crest), the “Packard” script, and the “Packard” name. They can be used only by chartered Regional Clubs of The Packard Club. All others must receive written approval from The Packard Club’s Vice President of Communications in advance of use.

Since September 2020, Mr. Andrews has been aware that The Packard Club is the legal registered owner of these trademarks. When I met with him in person, he told me that he was planning to start selling a wrist watch, priced at \$1,899, using the “Packard” script. When I told him at that meeting about the need to seek permission from The Packard Club to use the “Packard” script, he refused to do so. He has been aware, since

that meeting, that he is in violation of trademark law. The Packard Club would have given him permission, at a nominal fee, to state, “Used by permission of The Packard Club,” but he never contacted The Packard Club again.

*Stella Pyrtex-Blon, Secretary, The Packard Club*

## A Tucker toolkit?

“Sound Your Horn” in the Oct. 1, 2023, issue of *Old Cars* mentioned Tucker radios. My dad told me years ago that my uncle put a down payment for a Tucker. He said that my uncle received a Tucker toolkit as a gesture that the car would be coming (which did not happen). Have you heard of these toolkits? My uncle has long since passed, so I couldn’t ask him.

*Todd McGraw, Matthews, N.C.*

## Good parts people

Angelo Van Bogart made great comments on “good” parts people. Years go, our daughter bought a Porsche 924. I found that the temperature sensors never lasted long, but I could buy them as a VW part for about one-third the price of a part from Porsche.

When I first moved to this area, I met and came to appreciate Max, a great guy who ran the local NAPA store. He had been there for years and kept all his old cross-reference guides, to great effect, as I discovered after starting to collect old cars. Once, I needed U-joint for my ’42 Cadillac. There was no listing, but Max looked thru several old references and found that the part I needed had a current listing for an International light-duty pickup! It was inexpensive, too. There were other such helps over the years until Max retired and sold out to his right-hand man, who continued the excellent and concerned service.

*Pat Jacobs, Bothell, Wash.*

# Reader Wheels



Charlie Roth is the proud owner of this beautiful 1955 Ford Sunliner. “It’s not a stock color, [it] started life as two-tone green and white,” he says. “I’m a Ford guy and still think the 1955-57 Fords are beautiful examples for the era. The car is definitely not a hot rod: 272 engine, automatic, two-barrel carb. It still has the 6-volt system; only a few minor changes from stock, with the exception of the paint color.”







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# The Scoop



Hobby News & Views

## Mullin Museum closing; Gooding to begin selling collection

**OXNARD, Calif.** — The Mullin Automotive Museum, known for its spectacular collection of fabulous French automobiles from the Art Deco era, is closing its doors for good, and the Mullin family plans to begin auctioning off the collection. According to a press release, the closing date for the museum is Feb. 10.

The museum had been the result of years of collecting from businessman and philanthropist Peter Mullin, who opened the 50,000-sq.-ft. shrine in 2010 with his wife, Merle, to show off their amazing fleet of vintage Bugattis, Delahayes, Hispano-Suizas, grand prix race cars and other noteworthy machines.

Peter Mullin died Sept. 20, 2023, after a lengthy illness. He and Merle are well known for their charity work over the years and frequently showed off their cars at the concours events at Pebble Beach and Amelia Island.

Not all of the Mullins' cars will be sold off, however. Four of the Mullin museum's most iconic vehicles have been donated to the Petersen Automotive Museum, where Peter



Mullin Museum photo

Visible in this image of the Mullin Automotive Museum are the silver Hispano-Suiza Xenia coupe (left), red Delahaye 165 convertible coupe (on pedestal) and maroon Talbot-Lago "Teardrop Coupe" (far right) donated to LA's Petersen Automotive Museum.

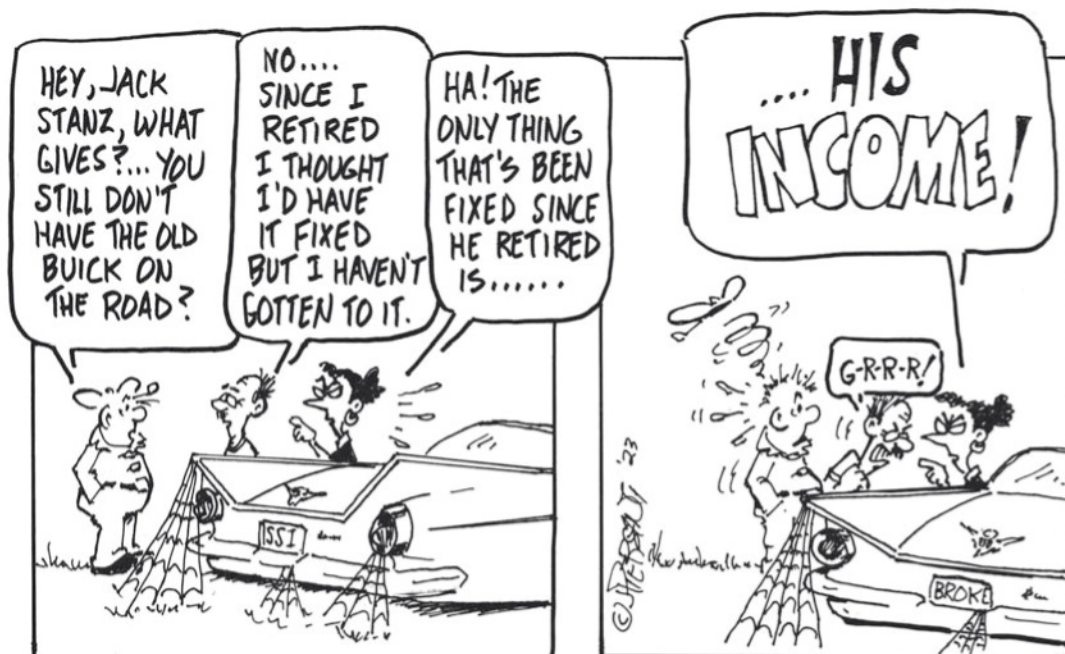


## Reader Photo

"This is a picture of my grandfather, Harold Nichols, after he returned from World War I," says Eugene Nichols. "He was a member of a cavalry unit during that war. He is seen here on a 1921 Harley-Davidson as he was a motorcycle cop in Wisconsin. I believe the picture was staged as some sort of promotional picture."

We'll let our readers identify the car in the photo. If you have a guess, e-mail us at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com).





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Mullin had served as chairman. The Petersen will inherit a 1937 Talbot-Lago T150 CS "Teardrop Coupe;" the 1938 Hispano-Suiza H6B Dubonnet Xenia; a 1939 Delahaye 165; and a 1938 Delahaye 145.

Gooding & Company will offer 20 vehicles from the Mullin Collection at its upcoming Amelia Island Auction, taking place on Thursday, Feb. 29, and Friday, March 1. Gooding will also hold a standalone auction at the Mullin Automotive Museum in Oxnard this April, where it will present an additional assortment of vehicle and automobilia lots.

"Peter Mullin was a dear friend and champion of Gooding & Company, so we are incredibly honored to have the responsibility of presenting his beloved collection to the next generation of conscientious custodians, who will no doubt treasure and cherish the thought and care that went into selecting each and every one of these cars," said Gooding & Company President David Gooding.

Among the rare cars that will be up for bids at Amelia Island are: a 1925 Bugatti Type 35C Grand Prix; 1936 Avions Voisin Type C28 Clairière Berlin; 1946 Delage D6 Grand Prix; 1948 Delahaye Type 175 GP recreation; and 1948 Delahaye Type 135 MS Cabriolet.

## The Amelia: Auctions, tours, concours and lots of amazing cars

**AMELIA ISLAND, Fla.** — The Amelia, an annual celebration of all things automotive culminating in one of the old car hobby's best concours events, will take place Feb. 29 through March 3 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 Fernandina Beach Airport

## Old Cars



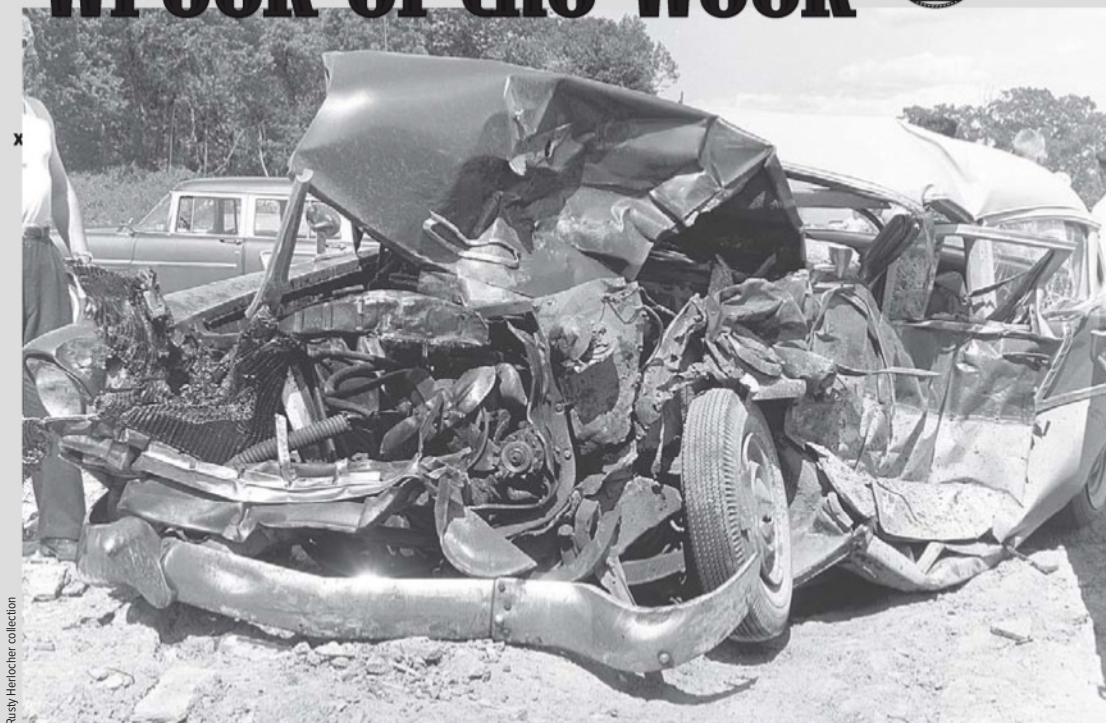
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# Wreck of the Week



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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 "Ride & Drive" from 9 a.m. to 4 p.m. where visitors can take free rides on guided tours around the area from the entrance at the Ritz Carlson, and a seminar "Close Finishes and Controversies: NASCAR's Greatest Nail Biters," featuring NASCAR Hall of Fame Crew Chief Ray Evernham and drivers Paul Tracy, Danny Sullivan, Terry LaBonte and Ricky Craven.



Some of the top cars in the country will again vie for "Best in Show" honors at The Amelia.

Sunday's concours will last from 9:30 a.m. to 4:30 p.m. Auctions will again be a big part of the week's festivities. Broad Arrow Auctions will hold a 130-car sale Friday and Saturday at the Ritz-Carlton Amelia Island. Bonhams will hold its auction Thursday beginning at 10 a.m. at the Fernandina

Beach Golf Club. Gooding and Company will host its annual event Thursday and Friday at the Omni Amelia Island Resort.

## RM Sotheby's to hold new concours and sale in Miami

**CORAL GABLES, Fla.** — RM Sotheby's will no longer be holding an Amelia Island sale, instead adding a new sale and concours in Miami that same week. The new event, dubbed ModaMiami, will take place Feb. 29-March 3 at the Biltmore Hotel. More than 150 of the world's rarest and most significant automobiles will be displayed at the Biltmore Hotel Golf Course on concours Saturday and Sunday, March 2-3. Among the March 1-2 auction headliners is a 1930 Duesenberg Model J Murphy Disappearing Top Convertible Coupe and a 1953 Ferrari 250 Europa Coupe by Vignale. Learn more at [www.rmsothebys.com](http://www.rmsothebys.com) and [www.modamiami.com](http://www.modamiami.com).

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## SHOW US YOUR WHEELS!!

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# Weathered Wheels



"On a rural homestead in northern Minnesota sits this 1951 Ford F1 pickup truck," reports Steve Isola, our "Weathered Wheels" super-spotter. "Although well-worn, it runs and drives great, according to the owner, who happens to not be of driving age yet! This young fellow inherited the truck from his grandfather. Originating from Upper Michigan, the truck will need a lot in terms of sheet metal work, but it's a driver as-is. And it is a factory flathead V-8. Most parts are readily available to restore these old Fords. In the meantime, the owner is getting a lot of time behind the wheel just driving it around the property. And he knows how to 'turn a wrench,' too! It's encouraging and good to see that the next generation of old car enthusiasts are out there! Not sure about the snow tires on the front, though."



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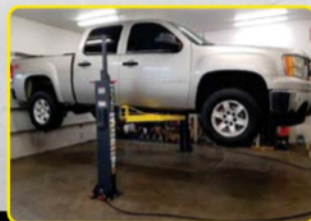
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## Talkin' Tim Allen, GTOs and Corvettes ...

“Aiming for the perfect car...” is one of the thoughts expressed by entertainer, film star and car guy Tim Allen in Randy Pribyl’s recent articles (with photos by club president Vic Schreck) appearing in the first 2024 edition of *The Legend* (Tom Szymczyk, editor; GTO Association of America, PO BOX 213, Timnath, CO 80547; www.gtoaa.org).



Allen was 10 when he became enthralled with the GTO mystique, thanks to a 1964 article in *Car and Driver*. The powerful GTO could run rings around Allen’s first car, a 1961 VW, which he assembled from pieces. Once the GTO mystique entered his life, he was hooked.

Allen races “all the time” with Jay Leno (even using Model T Fords), says his mother thinks he has too many cars, and he is still on the search for more. “Aiming for the perfect car is more important than achieving it,” he says. A bold step beyond his first notion of G-T-O, which he recalls used to stand for “Gas, Tires and Oil.”

Fun reading!

Shifting gears to another brand, *R.P.M.* (official newsletter of the Pittsburgh Tri-state Chapter, National Corvette Restorers Society, editor Jimmy Patitucci, jppat@breezeline.net) came in the mail about the same time and highlights a hobby practice that is the gold standard for serious collectors: JUDGING.

The club arranged for judges’ training by seasoned Corvette owners who were naturally willing to share their insights as experts, and who further sharpened the experience. A member offered his facility for the setting to investigate the fine points of judging by using a 1965 roadster and a 1972 LT1 coupe as examples.

Knowledge and experience can’t be beat when it comes to solid judging.



OC

## Vintage ad of the week

By M.J. Frumkin

At first, you might assume the highlighted ad is a promotion for the comedy movie “The Solid Gold Cadillac.” But since that flick debuted in 1956, it’s probably a coincidence that the featured ad appears to show a 1954 Series 62 convertible painted a rare gold hue, perhaps depicting that year’s Copper Metallic.

How rare? Cadillac authority and *Old Cars* Editor Angelo Van Bogart reports he’s only seen Copper Metallic applied to the roof of a few 1954 Caddies, but never the lower body.

On the road, the Cadillac’s “masterful” 230-hp V-8 engine, its “incredibly smooth” Hydra-Matic Drive and its “advanced” power steering delivered the most powerful and responsive performance in Cadillac’s history. The featured Series 62 convertible also wears



optional wire wheels, which were standard on the Eldorado.

During this era, General Motors proclaimed that no other mark of identity spoke so clearly of the product that bore it as the “V” and crest adorning Cadillac hoods and trunk lids.

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Cadillac for 1954: “Worth Its Price in Prestige.”

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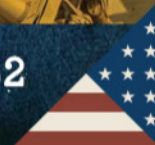
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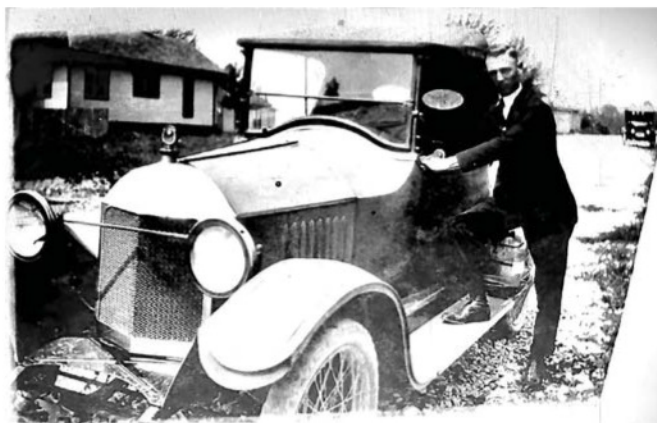
**Q.** I was reading through the Q&A articles and saw where you mentioned the passing of Suzanne Somers and her scenes driving the white T-Bird in "American Graffiti." I just have to add this: A little-known bit of automotive trivia involving the late Suzanne Somers was printed for automotive sales about the same time that "American Graffiti" was released in theaters, and about three years before "Three's Company" aired. A young, wholesome, vibrant and smiling Ms. Somers is included in photos that appear on several pages of Chevrolet's 1974 Vega brochure.

*Jim Ruby, via e-mail*

**A.** Indeed she is! Of course, I had to order a copy, before they become collectors' items and difficult to find. Here are a couple of the images. That said, I think the iconic T-Bird photo will always remain the most sultry and haunting of all Suzanne's pix.

**Q.** I am unsure of the make of the car in this photo. The photo was probably taken in the 1920s or '30s of grandfather Pratt Brown in Hopkinsville, Ky.

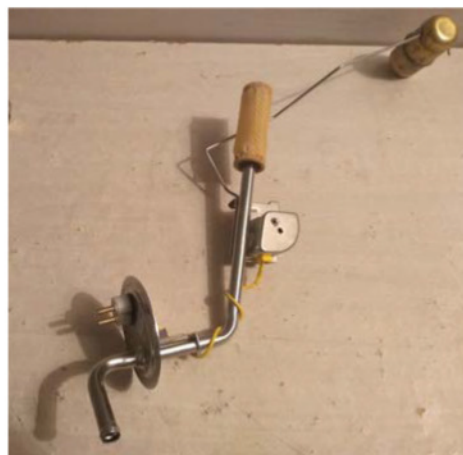
*Tom Brown, Jr., Hopkinsville, Ky.*



**A.** The car is very distinctive, so I recognized it immediately. It's a 1918 Scripps-Booth roadster. A similar car appears in the "Standard Catalog of American Cars 1805-1942." The Scripps-Booth automobile was the brainchild of James Scripps-Booth, built in Detroit from 1914 to 1922. He had previously built the Bi-Autogo, a two-wheeled motorcycle-like contraption with small outrigger wheels that lowered for stability and to keep it upright when at rest. A 45-hp V-8 engine gave it plenty of power, but it proved impractical for manufacture.

The Scripps-Booth car, introduced for 1914, was designed by William Stout, who had come up with the Imp cyclecar and later went on to design aircraft. It had a four-cylinder Sterling engine, a German silver radiator shell and Houk wire wheels, the latter two features prominent in your photo. He called it a "luxurious light car," and indeed it was. By 1916, the Sterling engine had been supplanted by one from a Chevrolet 490. James resigned in 1917 and Chevrolet absorbed the company. It became a GM product on an Oakland frame with a Northway six.

In all, some 60,000 were built, the last ones assembled from parts on hand in 1922.



**Q.** I have this fuel tank sending unit that I cannot identify. My guess is Buick or Cadillac circa 1954-57. I had procured it for a '56 Olds, but it was not an exact replacement. Does anyone recognize it?

*Charles H. Farley, Oak Island, N.C.*

**A.** Readers?

To submit questions to Kit Foster, e-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

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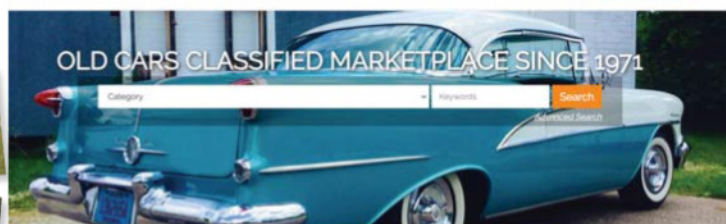


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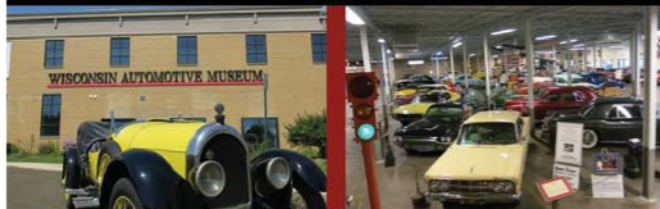
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# Hudson Goes Big with Small

Good ideas don't die, but they don't always succeed, either, and that was a lesson Hudson learned in 1954 when its compact Jet faded away.

Every car that didn't make it has its defenders, its critics and its analysts with theories about what really went wrong. However, the simple truth about compacts is that, through most of the 20th Century, not many American drivers wanted them. Setting aside the truly small cyclecars whose brief moment in the sun was mostly at about the end of the Brass Era, few significant manufacturers even tried. American Austin, Bantam and Crosley are among the best-known examples from the period between the two World Wars, and while they might be charming, that wasn't enough to save them. Only Crosley returned after the war, and even in that much-improved form, it didn't last.

Those three were certainly economical to operate and, even today, are fun to drive, but they were likely just too small to appeal to more than a handful of drivers. The next step larger before World War II would be the Willys, which began building its compact Model 77 in 1933. With name changes and the incremental bumping of its wheelbase from 100 to 104 inches, Willys continued building compacts right up to World War II. But as a compact, the Willys was small rather than tiny. Willys' compacts also never sold in large numbers.

When World War II ended, automakers had no need to hunt for buyers and no incentive to take risks, which explains why the 1946 models were mostly what would have been the 1943 models, but as the market stabilized, Nash had a corporate brainstorm. It would launch a compact that was really just a shrunken full-size model. When the Rambler appeared for 1950, its 100-inch wheelbase was a foot shorter than the full-size Nash Statesman's wheelbase and 21 inches shorter than that of the Ambassador. The Rambler also wore a version of the radically

aerodynamic Airflyte styling introduced in 1949, and to emphasize that it wasn't an economy car, it was launched as a convertible. A wagon soon followed, sales totaled 26,000 for the year, and the Rambler was considered a success.

It didn't happen immediately, but the Rambler became a target for competitors. Kaiser introduced its Henry J in 1951, matching the Rambler's 100-inch wheelbase and offering both a four and a six, but priced as low as \$1,363, it was much more an economy car than the \$1,808 Rambler. After four model years, it was gone.

Willys returned to the passenger car world in 1952 after building only Jeeps, light trucks and truck-like phaetons and wagons since the war's end, and did so with the Aero series. The Aero's 108-inch wheelbase qualified it as a compact, but in 1955, the Aeros fell victim to what was now Kaiser-Willys' plan to focus on its Jeeps and trucks.

That left just two Independents without small cars. Studebaker would hold out until releasing the Lark for 1959, but Hudson was timely, introducing its 105-inch-wheelbase Jet for 1953 while the others were in production. The Jet made sense in one way, as Hudson was as freethinking as Nash. Its step-down models of 1948 were perhaps less eye-catching than the Nash Airflytes, but as other manufacturers began introducing modern overhead-valve V-8s, Hudson came up with high-performance flathead sixes for its excellent-handling cars and began winning races.

In another way, though, the Jet was at least slightly baffling. A straightforward four- or two-door sedan, it bore a family resemblance up front to the full-size Hudson and looked more like a 1953 Ford from the B-pillar back. Hyperbole being the lifeblood of automotive marketing, advertising spoke of "a new kind of car, the wonderful Hudson Jet, economical wonder car in the low-price field, with performance, luxury and

safety comparable only to that of the fabulous Hudson Hornet itself!"

With the Rambler, Henry J and Aero already on sale, it really wasn't a new "kind" of car in any way except for its being a Hudson and, actually, that was enough. Hudson was on a roll thanks to the competition record of the Hornet with its wonderfully named "Twin H-Power" dual carburetors. The Jet was treated to the same option and the company rightly bragged about "Hudson's amazing new engine development ... It gives you performance plus in your driving range and develops more power out of every drop of gas."

In a rarely remarked parallel to the Rambler's position that small needn't mean basic, the Jet showed that small also needn't mean dull. It might not have provided the proverbial neck-snapping acceleration, but 114 hp in a car weighing about 2,800 pounds was a recipe for performance that was — for the time — more than leisurely. "Twin H-Power is so sensational," advertising teased, "you must try it yourself to believe it," but to show that Hudson hadn't forgotten about the economy-minded drivers, it also offered "fuel-saving overdrive. Cuts down engine effort by as much as 30% without reducing cruising speed."

There was, of course, another consideration. At \$1,856, the entry-level Jet was priced almost \$500 below the base full-size model. That price in 1953 essentially matched the cheapest Rambler's \$1,842 list price, but cost more than the basic \$1,732 Willys and far more than the \$1,399 entry-level Henry J. More significant for every one of them was that, in 1953, a full-size Chevrolet could be purchased for as little as \$1,524, a Ford for \$1,614 and a Plymouth for \$1,598. The unfortunate reality for the Independents was that they couldn't match the Big Three's per-unit costs and thus tried to offer something different.

Not surprisingly, the 1954 Jets were lightly updated rather than restyled,





Hudson's compact Jet should be more fondly remembered than it is today. Of the remaining Independents in the early 1950s, only Nash's Rambler hit on a truly successful formula, and the compact Hudson's run ended when the newly formed American Motors simplified its line by offering Nash Ramblers and Hudson Ramblers.

but there was no sign that Hudson was anything other than confident. The upscale Super Jet "brings Hornet-like performance, luxury and safety to the lowest price field," it claimed, calling it "a delight to handle, drive and park" and "so powerful that it leads the lowest price field for performance, yet so economical it's thrifty as a Scot on gas, oil, tires and upkeep." The basic Jet offered "greatest economy and utility in the lowest price field," and those who feared looking like tightwads were reassured that "although the Hudson Jet is low in cost, one glance at its sleek, new styling tells you that here's the look of luxury!"

The Jet should have appealed to more buyers — "the look of luxury" aside — since it was every bit as practical as the Rambler, a quality car with a wide choice of options and not a bad performer, but it didn't work out that way. Hudson sold about 21,000 Jets in 1953 and 14,000 in 1954. Had the Jet never been born, Hudson obviously would have been able to

spend its development and marketing monies on something else. A modern overhead-valve V-8 comes to mind, given that no matter how proven a design the flathead was and what kind of performance could be squeezed out of it, the end was in sight. Pontiac and Packard finally switched to modern V-8s in 1955, with the latter supplying its engines to Hudson and Nash as well.

Some claim that, had Hudson created its own V-8 instead of the Jet, it would have been in a far better position to compete. Maybe that's true, but it's impossible to prove or disprove. More painfully for the Hudson faithful and equally impossible to prove or disprove, the Jet might not have had a fair chance.

On May 1, 1954, Hudson and Nash merged to form American Motors. With the few remaining Independents having an increasingly harder time competing with the Big Three, a combination of two delightfully eccentric companies seemed to hold promise, but mergers usually produce

winners and losers. In this case, the Nash side came out on top. Full-size Hudsons would now share Nash platforms and the Jet would be eliminated in favor of the Rambler.

In a coldly business way, that was a logical move as the Rambler was doing well and even the suddenly larger American Motors didn't need to deal with two completely different compacts. When the Jets disappeared, Ramblers found themselves badged as both Nashes and Hudsons. Even that would soon end, as 1957 saw the last of the two old names and 1958 brought only Ramblers.

The Jet had its vengeance, though, as in 1954, Hudson attempted to update the step-down body by replacing the fastback design with a Jet-like notchback for the Club Coupe and the Hollywood Hardtop. The family resemblance between the Jet and the full-size Hudsons grew a little stronger, but only until 1955, when the family resemblance was between Hudsons and Nashes. **OC**



# 3 Generations of Good Taste

## Dragone collection, business hosts annual 'Mini Hershey' event

STORY AND PHOTOS BY GREGG D. MERKSAMER

Many of America's great car collections owe their origin to a single individual's enthusiasm and sheer drive to save the best for posterity. Now imagine the dividends that accrue in cases where such people entered the hobby when it was in its infancy and found themselves blessed with progeny who shared their interest.

Connecticut denizen Peter Dragone was one such success story who started buying, selling, restoring and collecting antique cars back in the 1940s, after which time his sons, Manny and George, became hobby stalwarts themselves in the early 1970s. Manny and George eventually made a business of their inherited passion by opening a vintage auto showroom in Bridgeport, Conn., in 1978. It was certainly a great time for the brothers to benefit from the friendship and guidance of such hobby pioneers as Henry Austin Clark, Jr., and Ben Moser. The Dragones' special interest in exotic French marques such as Bugatti, Delahaye, Delage and Talbot-Lago by no means deterred them from also selling, restoring and servicing early brass cars, 1930s American Classics, 1950s sports cars and 1960s muscle machines. It's asserted that their in-house restoration and service personnel are among the hobby's most-experienced and skilled at metal fabrication, machine

*Continued on page 26*



The Dragone collection's 1903 Barré rear-entrance Tonneau tourer was built in the small city of Niort in western France. Company founder Gaston Barré originally trained as a gun smith (like Henry Leland) and debuted his first voiture at the December 1899 Paris Motor Show. His offerings later enjoyed a loyal following in France's rural west until production wound down in the early 1930s.



Crown Jewel of the Dragones' Orange, Conn., collection is this 1906 Locomobile "Number 1" racer built in nearby Bridgeport as a twin to the "Old 16" car in which George Robinson and his riding mechanic, Glenn Ethridge, famously prevailed over Europe's best to win the Oct. 24, 1908, Vanderbilt Cup contest on Long Island. Jim Florida and his mechanic, Leonard Travis, finished third in #1 that day,

despite striking a spectator car that ventured onto the course. Both of these chain-driven, \$20,000 monsters touted 990-cid F-head four-cylinders teaming overhead-intake and block-mounted exhaust valves with 7.75-inch bore-and-stroke measurements, cast-aluminum crankcases and forged-steel crankshafts with hollowed-out centers intended to save weight. Both were also owned by famed automotive illustrator Peter Helck from 1941-1988 and sold by his estate to the Dragones, who resold #16 to The Henry Ford while restoring #1 for themselves.



Another famous race car in the Dragone collection is this 1907 Fiat confirmed by the Centro Storico Fiat corporate archive in Turin, Italy, to be part of the five-car factory team entered in the second Targa Florio staged in Sicily on April 22, 1907, despite its later fitment of a touring car body. The "20=B" painted on its grille further identifies this as the car in which Felice Nazzaro won the mountainous, 277-mile contest by completing three laps of the circuit in 8 hours, 17 minutes and 36.4 seconds at a then-astounding 33.5-mph average speed.



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Another pioneer Connecticut carmaker celebrated at Dragone is the Corbin Motor Vehicle Co. active in Bristol and New Britain from 1903-1912, which was a subsidiary of the still-extant American Hardware Corp. better known for its screws and cabinet locks. The 1908 Model R tourer (right) is said to be the sole surviving air-cooled Corbin, whose “porcupine” pin-covered cylinders evoke the “Waterless Knox” cars that were being built in Springfield, Mass., at the same time. A period illustration in the book “Standard Catalog of American Cars 1805-1942” suggests the second Corbin in this photo (left) is a water-cooled 1911 Model 30 runabout.



It was *apropos* the 2023 edition of Dragone Classic Motorcars’ annual “Connecticut Mini Hershey” car show and flea market would see a child-sized Stanley shown beside a Bridgeport-built 1914 Trumbull. Four-cylinder power, shaft drive and keen pricing (\$425 for this roadster model or \$600 for a coupe) made this one of America’s better and more export-worthy cycle cars—three-fourths of the company’s production went to Europe or Australia—but the enterprise was sadly torpedoed by the loss of company co-founder Isaac Trumbull in the *Lusitania*’s May 1915 sinking by a German U-boat.



The Dragone collection’s unrestored-but-well-preserved 1921 Brewster Double Enclosed Drive sedan recalls how this venerable New York City firm (founded as a carriage maker in 1810) began building its own chassis around silent-running Knight sleeve-valve four-cylinder engines when World War I curtailed America’s supply of foreign cars. It’s one of only 30 or so surviving Brewster cars out of 473 completed. Its original owner, Mrs. H.D. Auchincloss, Sr., of Newport, R.I., was the grandmother-in-law of Jacqueline Kennedy Onassis. Another later owner of note was a retired U.S. Army Chaplain from Stratford, Conn., named Frank Wismer, who authored the book “Brewster and Company Automobiles and the Wealthy Who Owned Them” prior to his 2013 passing.

*Continued from page 24*

work, wooden framework restoration, upholstery (even the diamond tufting found in brass-era motorcars) and the rebuilding and maintaining of any sort of engine, from a basic Ford Flathead V-8 to an exotic Ferrari V-12.

The future of the brothers’ enterprise is evidently in good hands for a third generation, thanks to Manny’s son, Alex, who not only sees to sales, but also endeavors to educate people about automotive history through his engrossing blog postings at [www.dragoneclassic.com](http://www.dragoneclassic.com).

Dragone Classic Motorcars traditionally enters a resplendent brass-era antique or coachbuilt 1930s Classic in the Greenwich Concours d’Elegance each June, and always has a sales tent at the AACA Hershey Region’s huge Fall Hershey meet. However, the sheer scale and diversity of Dragone Classic Motorcars’ offerings and automobilia collection are best appreciated by visiting its current 66,000-sq.-ft. showroom and restoration facility in Orange, Conn.

Manny, George and Alex encourage visits to their business by hosting a “Connecticut Mini Hershey” open house, car show and flea market the Sunday after Greenwich (if past is prologue, their event’s fifth-annual staging will accordingly take place on June 9, 2024). Old timers have favorably compared the open house’s “Iron Range” gatherings to those Henry Austin Clark, Jr., once held at his Long Island Automotive Museum. While no-charge vendor spaces and the way on-site sales of coffee and bottled water benefit Connecticut Reach’s “Resident Education in Advocacy and Community Health” programs are two incentives to attend, the biggest might



be how this is surely the best place in the country to learn about The Constitution State's crucial but near-forgotten contributions to early American auto manufacturing.

Henry Leland, for example, learned about precision manufacturing at Samuel Colt's firearms factory in Hartford before he moved to Michigan and became the founder of both Cadillac and Lincoln. Such similarly esteemed brands as Locomobile, Columbia and Pope-Hartford also count themselves among the 180-plus makes of automobiles built in Connecticut. Learn more with a visit to the Dragone Collection! **OC**



Minerva of Antwerp built Belgium's finest cars between 1899 and 1939, earning special renown for smoothness thanks to its employment of Knight sleeve-valve engines after 1908. This 1926 Minerva AF town car one can purchase from Dragone Classic Motorcars has clocked just 20,000 miles over the 98 years since it was bodied in Paris at the Hibbard and Darrin Carrosserie operated just off the Champs-Élysées at 12 Rue de Berri by American expatriate designers Thomas L. Hibbard and Howard "Dutch" Darrin.



One rarely seen yet reasonably priced (\$14,500) offering at Dragone Classic Motorcars' 2023 "Mini Hershey" was this 1924 Hupmobile Series R five-seat tourer that recalled the final year this esteemed Detroit independent sold four-cylinder cars exclusively (a straight-eight Model E-1 and a six-pot Model A would bow in 1925 and 1926, respectively). Though this basic body style had a \$1,175 factory price, the beltline pinstripes on this survivor suggest it was a "Special" touring that originally cost another \$20.



A Buick Riviera Gran Sport fitting a 360-hp, 430-cid V-8 was the basis for this 1967 "Exemplar I" commissioned by the Bridgeport Brass Co. and the Copper Development Association to promote potential automotive uses of copper, brass and bronze via brass-plated Borrani wire wheels; brass backlight louvers; copper brake lines; and interior trimmings made of or plated with copper or bronze, including the door scuff plates, steering column and center console. The design and build of this \$150,000 concept were respectively handled in Italy by Mario Revelli de



Beaumont and the Carrozzeria Sergio Coggiola founded in Orbassano after two decades of working for Ghia and Frua. After its show career ended around 1970, Bridgeport Brass President Herman Steinkraus saved it from the crusher by stashing it at his Darien, Conn., estate for two decades.



Manny and George Dragone claim they've owned more French-made Delage and Delahaye autos than anyone else, which is understandable given the gorgeous lines of this 1948 Delahaye 135MS sporting Henri Chapron cabriolet coachwork. Four long rows of likely hand-formed hood louvers ensured this beauty's competition-bred overhead-valve straight-six engine was amply cooled as it put power to the pavement through a Cotal pre-selector gearbox.



# MAN CAVE *or Museum?*

## Making petroliana a lifelong pursuit

STORY AND PHOTOS BY RON KOWALKE

**H**ow much is enough? For Randy Gotschall and his passion for collecting vintage petroliana and automobilia, the answer is there's always room for more.

Walking through the southern Iowa building that houses Gotschall's collection, it appears at first glance to be full with no room to spare for new acquisitions. But it's a collection in flux, with the option to rearrange displays in order to open up space for additional items.

A dozen years ago, Gotschall relocated his growing collection from his home to a nearby former LP gas sales and service building that had become available. After remodeling its interior, the two-room building was transformed into Gotschall's man cave that resembles a museum. He even allotted space for his current car project, the restoration of a 1971 Pontiac Firebird Formula that's a tribute to his long-gone high school ride.

Gotschall explained that he spent a year remodeling the building that now appropriately displays his collection, both inside and outside. The overall display includes petroliana signs attached to exterior walls and stand-up pole signs erected around the property. Included in the building's remodel was an epoxy finish applied to the floor, and interior walls lined with galvanized, corrugated tin to create an industrial look.

What lends museum-like credibility to Gotschall's man cave collection is both its quantity and quality. It would be easier to list the categories of petroliana/automobilia not represented than what is currently displayed. Most every type of service station collectible and car dealership memento is represented. Sev-



Randy Gotschall stands in front of a large plastic Phillips 66 sign he purchased at auction in Clarinda, Iowa.



Gotschall acquired this 1950s mechanic's station at an auction 30 years ago. He restored it himself, and it's now a centerpiece display in his collection.





In 1982, Gotschall found this large porcelain Sinclair H-C Gasoline sign abandoned in a salvage yard.

eral of the larger items, such as a visible gas pump and 1950s mechanic's work station, were restored by Gotschall. In all, he estimates that nearly 1,000 items are on display, either inside his building or outside on his property.

While his petroliana collection shows no favorite brand, Gotschall said his automotive tastes lean toward Chevrolet.

"I started collecting (memorabilia) when I was 13 years old. I was into old cars, because my older brother had a 1957 Chevy and that got me interested in Chevys."



This clamshell Shell sign was fashioned from two damaged signs Gotschall purchased from different swap meets. It's attached to an exterior wall of the building housing Gotschall's collection.

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One of a trio of 1950s Marx service station play sets Gotschall displays in his man cave collection of petroliana/automobilia.



This cabinet contains a small portion of Gotschall's petroliana collection that includes 400 oil cans and a large amount of service station items.

Through the years, Gotschall recounted several bowtie-badged vehicles that he restored, including 1946 and '53 pickups and a '62 Impala SS hardtop powered by a 327-cid V-8 mated to a four-speed manual transmission. All were eventually sold to finance his growing petroliana and automobilia collection.

Gotschall stated that he comes by his interest in petroliana naturally, from jobs he's held since his youth.

"I worked at a Texaco station when I was younger, doing the usual jobs like oil and tire changes and lubes." He added that,

later, he drove a tanker truck delivering bulk fuel to area farmers.

As to the origins of the items in his collection, Gotschall listed many varied sources. High on the list are the well-known swap meets in Lincoln, Neb., and Iowa Gas in Des Moines. He added area farm and estate auctions, as well as salvage yards, as steady suppliers. He also credited tips from his old-car buddies as a large part of his acquisition pipeline.

While he admitted to slowing down the pace of his acquisitions as he gets older, there remain desired collectibles that



On a tip from a friend, Gotschall rescued this 1920s Chevrolet sign from a local shed. It had been nailed front facing in, with the wall studs' lines visible through the "H," "R" and "E."

Gotschall bought this "Chevrolet Motor Co." block letter sign now fronting his building at the Iowa Gas swap meet in Des Moines.







Gotschall restored this American visible gas pump that he acquired four years ago. It's topped with a genuine White Crown gas globe.

have so far eluded him and keep him on the hunt. Foremost is a particular sign from his favorite automaker.

"I'm looking for a large porcelain Chevrolet sign from the 1930s," he stated.

While his is a private collection, Gotschall said he's open to having car clubs tour his building, but only by appointment. If interested, email Gotschall at randysrelics53@gmail.com. **OC**



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# Just Before the War

STORY AND PHOTOS BY AL ROGERS

As with all other U.S. vehicle manufacturers, Packard automobile production for the 1942 model year was curtailed due to the war effort. Before all production ceased following the United States' entry into World War II in December 1941, Packard managed to produce just 19,199 Eight models in six body styles: a business coupe, club sedan and touring sedan in the Special Eight series; a club sedan and touring sedan in the Custom Eight series; and a convertible coupe in the simply named Eight series. By Feb. 11, 1942, all automobile production took a back seat to war production as Packard and all other American automobile manufacturers joined the war effort by offering their knowledge, resources and industrialized mass production techniques to producing military vehicles and armaments. Twentieth Series Packard production—which were the company's 1942 models—began in August 1941, and by the time the last Twentieth Series Packard rolled off the line in February, some 11,325 Packard Six models, 19,199 Packard Eight models, 2,580 Super Eight One-Sixty and just 672 Super Eight One-Eighty models had been built for a total of 33,776 Twentieth Series Packards.

The last 1942 Packard to roll off the line was a Junior model completed on Feb. 10, 1942. Written on a sign propped against the car's windshield was "Here's the last Packard 'til we win the war—It's 'all out' on engines to even the score!" On the day the last prewar Packard automobile rolled off the line, Packard had already produced 55,000 combat engines for the war effort.

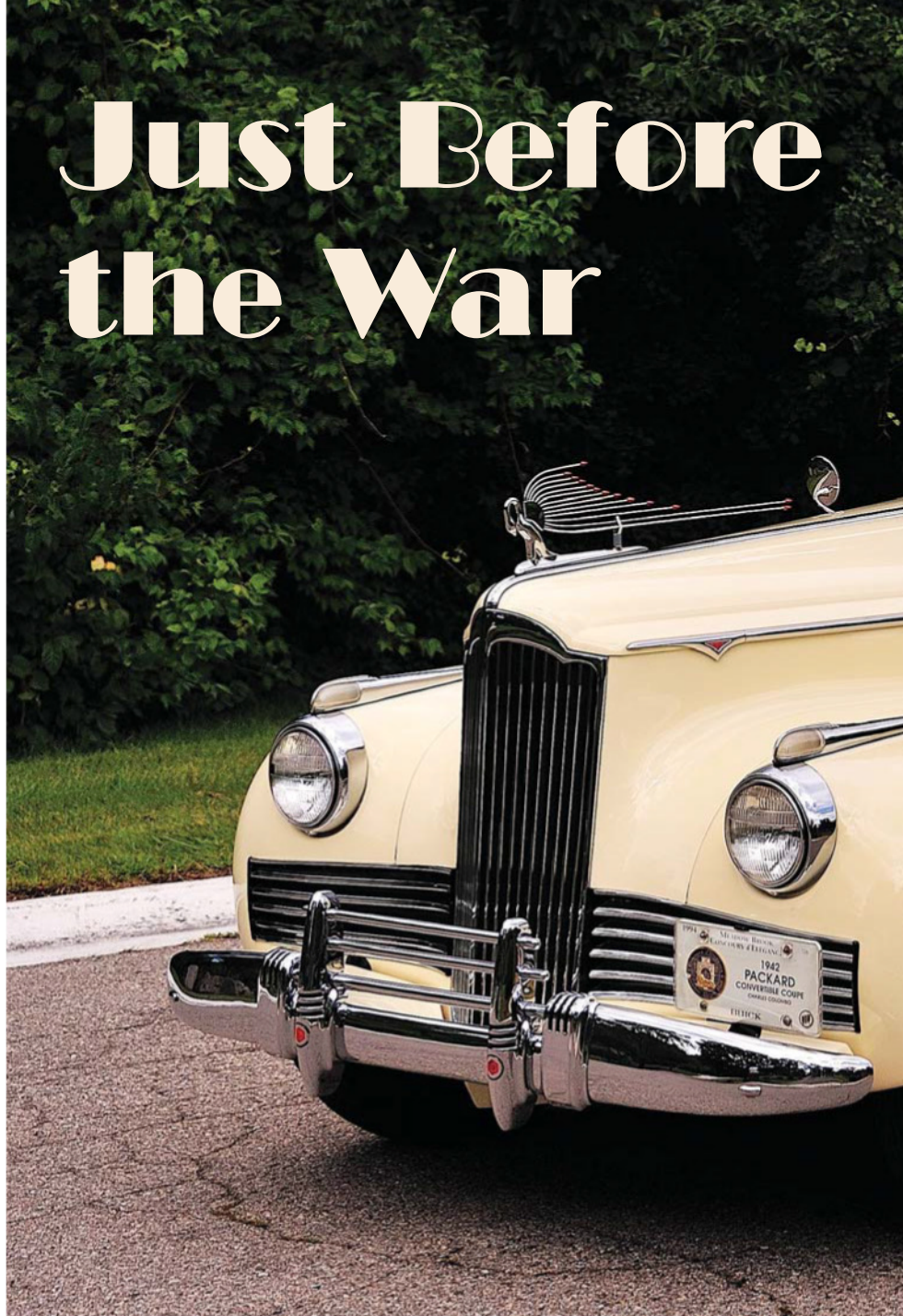
The featured 1942 Packard Eight convertible coupe (Series 2021, Model 1599) is well-equipped with turn signals, automatic courtesy lights, electric clock and automatic cigarette lighter, all of which were standard for the model. It was sold new in Detroit and

later uncovered in a residential garage in 1969 where it had been stowed since 1954. It spent the next 15 years stowed away elsewhere in the Motor City.

With just 21 similar cars known to exist, this Packard Eight convertible coupe is extremely rare today. According to Packard Automobile Co. records, 960 were produced during the 1942 model year.

The 1942 Packard Eight convertible coupe was the only car in the 1942 "Junior" lines (Packard Six and Packard Eight) to use the 127-inch wheelbase, which was otherwise reserved for the Super Eight One-Sixty and Super

Eight One-Eighty "Senior" lines. It's further unusual because Packard well-equipped this Eight model with Senior One-Sixty bumpers, grille guards, door handles and disk wheel covers. It's further equipped with factory-installed directional turn signals and rocker splash panels instead of running boards. With automobile production going on hiatus during the war, parts inventory was dwindling and new parts were not being produced, so Packard probably built the last of the prewar models with what parts it had a surplus of as the company probably wanted to use up the parts it had in stock. That







## *A 1942 Packard built just before car production ceased*

might explain why this 1942 Packard Eight was equipped with some components from a Senior line. Additionally, the car is fitted with optional side-mounts, a deluxe steering wheel and the rare radio antenna hood ornament.

The 1942 Packard Eight Series 2021, Model 1599 convertible coupe is also an unusual car in and of itself. In 1941, Packard debuted sleek, new styling on its all-new Clipper model. Clippers dropped the suitcase-style fenders generally found on cars of this era (including other Packards) with a more integrated fender design that flowed into the front doors. The new Clipper

styling also visually and physically widened the bodies of Packards. Offered in 1941 as only a sedan priced at \$1,420, the Clipper's price point put it between the Junior One-Ten and One-Twenty models, and the Senior One-Sixty and One-Eighty models. Despite being priced higher than the Junior models, and having been introduced in April 1941—very late in the 1941 model year—an astounding 16,600 Clippers were sold. That figure compared favorably to the total number of lesser-priced One-Twenty models of all body types built (17,100 cars) and One-Ten models of all body types built (34,700

cars) for the full selling season.

For 1942, Packard employed the successful Clipper styling on most of its body types and across all lines. Exceptions that carried over the traditional 1941 body styling include the base-level taxi model in the Six series and many sedans in the upper-end Senior One-Sixty and One-Eighty lines, plus commercial Packards. In fact, all Packard convertibles retained the 1941 styling elements rather than the new Clipper design. As a result, this 1942 Packard Eight convertible doesn't share body panels with the Clipper-styled Special and Custom

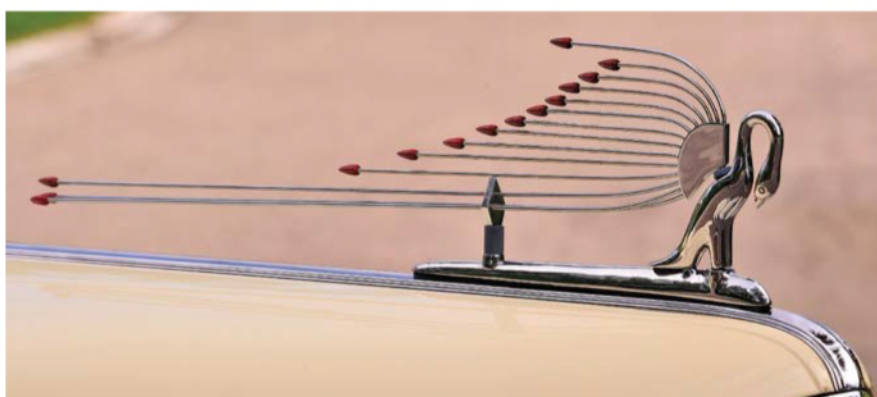




**TOP:** The 1942 Packard Eight convertible was one of just a handful of models and body styles that year that didn't use the new Clipper styling.

**RIGHT:** This Packard is fitted with the rare radio antenna hood ornament integrated into the design of the traditional Packard cormorant ornament.

**BOTTOM RIGHT:** The Packard is steered via the deluxe steering wheel.



models also in the Eight series.

Although styling was mixed with old and new elements in the 1942 Packard Eight series, all were produced with Packard's 282-cid L-head straight-eight engine with an oil filter, a selective synchro-meshed three-speed on the column with overdrive and a 4.36 rear axle. The engine was rated at 125 hp, and crankcase capacity 5-1/2 quarts.

This car's original color is Packard Ivory contrasted by a red leather interior and a black convertible top. It sold new for \$1,531 before options.

When Dr. Charles Colombo was young, his father bought a 1940 Packard coupe. Over the years, the youngster grew fond of the family Packard and vowed to follow in his father's footsteps and buy a Packard of his own one day. In 1986, his dream finally became a reality when he added this '42 Packard Eight convertible to his automobile collection. He purchased



*Continued on page 36*



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**RIGHT:** Packard's 282-cid straight-eight was rated at 125 hp in 1942.

**MIDDLE LEFT:** Note the Streamline Moderne backup lamp adjacent to the ribbed, taillamp and bumper guards and fenders with speedlines.

**MIDDLE RIGHT:** This 1942 Packard is fitted with optional sidemounts.

**BOTTOM RIGHT:** Speedlines abound, both vertically and horizontally, on the front of the Packard. Note the tiny red Packard hexagons in the bumper guards.



*Continued from page 34.*

it from a private seller in Rochester, Mich. The car was in rough condition after years of use as a daily driver, then more time in long-term storage. Soon after taking ownership of the neglected Packard, Dr. Colombo reached out to Henry Seitz, a respected automobile restorer in the Detroit area, to have the automobile added to Seitz's restoration schedule. The restoration process began in 1990 and was completed in time for the '42 Packard convertible to debut at the 1994 Meadow Brook Concours d' Elegance. After its debut, the car returned to Complete Restorations, a shop in St. Clair, Mich., where Seitz fine-tuned the '42 Packard convertible in preparation for subsequent appearances at other highly regarded automobile events.

Since its restoration, the '42 Packard convertible has appeared at additional prestigious events in the Detroit area, including the Eyes on Design event. Dr. Colombo is especially proud of the Best in Class award his '42 Packard convertible coupe received at the Packard Automobile Club (PAC) car show event in 2013.



Held each year at the historical Packard Proving Grounds Historic Site in Shelby Township, Mich., the popular Cars 'R' Stars Car Show at the proving grounds hosts all makes, models and model years of collector and special-interest cars and also includes a swap

meet. Packard vehicles, including many owned by Motor City Packards members, are well-represented.

The annual Cars 'R' Stars Car Show allows participants and showgoers the unique opportunity of exploring the Packard Proving Grounds Historic



Site and witness the extraordinary progress that has been made to the restoration and upkeep of this historic property. The proving grounds features buildings designed by noted industrial architect Albert Kahn, and in addition to its importance to Packard history, the facility was also used by Chrysler Corp. to test tanks during World War II. Earning a Best in Class at the event is a great honor for a Packard owner since judging is conducted by PAC members who are experts in Packard automobiles and how they were originally built.

The 2024 Cars 'R' Stars Car Show will be held on June 9, and you just might spot Dr. Colombo's 1942 Packard there again. Nearly 30 years after its restoration, his 1942 Packard Eight convertible shows no signs of being restored nearly three decades ago. The paint remains flawless, panels are laser straight and the 282-cid straight-engine performs flawlessly. **OC**



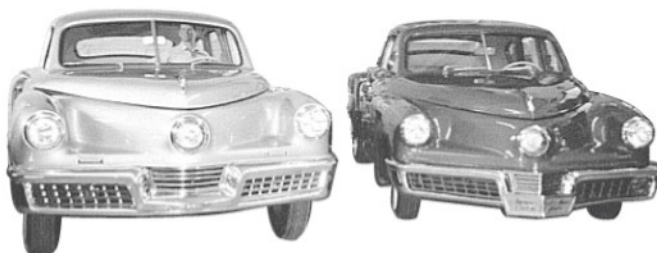
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3/17/2024

#### **Spring Carlisle Show (Bonus Distro)/Annual Car Club/Truck**

**Cover:** April 15, 2024

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**In Home**  
3/31/2024

#### **Spring Jefferson Show (Bonus Distro)/Mustang/ Thunderbird/Price Guide**

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#### **Father's Day Gift Guide/ Carlisle Ford (Bonus Distro)**

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4/28/2024

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#### **Carlisle Corvettes (Bonus Distro)/Corvettes**

**Cover:** August 15, 2024

**Ad Deadline**  
7/3/2024

**In Home**  
7/28/2024



# Audrain Automobile Museum

Newport museums displays elegant autos in matching setting

STORY AND PHOTOS BY JIM BLACK

The Audrain Automobile Museum was founded in 2014 in historic Newport, R.I., with a mission of “Preserving, Celebrating & Sharing Automotive History.” It does so by connecting and engaging with other local non-profits in the greater Aquidneck Island community.

The historic Audrain Building, located at the corner of Bellevue and Casino Avenues, was originally retail space when designed in 1902. In the

early 21st Century, the building was restored into a beautiful museum exhibition space. The museum, with access to collections containing more than 400 cars and motorcycles ranging from brass-era cars to supercars of today, displays four unique, imaginatively curated themed exhibitions each year, ensuring visitors’ return trips will always feature a new theme with different vehicles.

The current theme, “Technological Marvels: A Story of Evolution,” runs

through March 10 and serves as a sequel to the museum’s 28th exhibition, “Early Landmarks in Automotive Engineering.” The exhibit highlights how technology accelerated due to the war efforts at home and abroad, sparking a new era of technology and design. Cars such as the 1948 Hudson Commodore, with its state-of-the-art chassis and suspension, and the 1962 Chevrolet

*Continued on page 40*



This 1907 Renault AI 35/45 was ordered new by 28-year-old “Willie K.” Vanderbilt, who also organized the first motor car race in Newport in 1900.



The Audrain Automobile Museum at the corner of Bellevue Avenue and Casino Terrace in historic downtown Newport, R.I.



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**Peace Silver Dollar:** Memorializing peace following the end of World War I, the 90% silver Peace Dollar was intended as a one-year only release struck in 1921—but it proved so popular with the American people, it was struck until 1928, then again in 1934-35. Extremely Fine (XF) condition coin included in set.

**Eisenhower Dollar:** The last circulating U.S. dollar coin, the Eisenhower Dollar, aka the "Ike Dollar," with its design featuring war hero President Dwight D. Eisenhower, backed by an image symbolizing the Apollo II moon landing. Struck in silver from 1971-1976, the Eisenhower Dollar in this set was struck in 40% silver for collectors, and you will receive a coin in Brilliant Uncirculated (BU) condition.

**Silver Eagle Type 1:** The first-ever U.S. Silver Dollar minted in 99.9% silver, these coins were first minted in 1986 following President Ronald Reagan's signing of the Liberty Coin Act into law on July 9, 1985, which authorized the U.S.

Mint to strike America's new silver bullion coin. This gorgeous Silver Dollar features the original, revered Type 1 "Heraldic Eagle," and a Brilliant Uncirculated (BU) condition coin is included in set.

**Silver Eagle Type 2:** In honor of the popular 99.9% silver coin's 35th anniversary in 2021, the Silver Eagle received a new, esteemed Type 2 "Eagle Landing" reverse design. This is the current issued coin by the U.S. Mint. Brilliant Uncirculated (BU) condition coin included in set.

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A 1937 Bentley powered by a Rolls-Royce 4-1/2-litre engine with coachwork by Carlton Carriage Co. This was Bentley's only two-seat open touring car of the period.



1927 Isotta-Fraschini Fleetwood built for movie star Rudolph Valentino. One of the first cars on the market to have disc brakes at all four wheels.



1912 Packard Model 30 seven-passenger touring car restored by Formula One race driver Phil Hill in 1971 remains a superb example from the brass era.

1939 Alfa Romeo was one of Italy's greatest grand touring cars of the 1930s and featured an all-aluminum body.



*Continued from page 38*

Corvair Monza with the first production turbocharger, were further refined a decade later in the 1974 BMW 2002 Turbo.

The museum also supports and educates the community through programs and car events, including the popular Audrain Newport Concours & Motor Week, "a celebration of history, luxury and sport," held each year in early October.

The museum or "gallery," as it is often referred to, contains about 20-25 vehicles at any given time due to its limited space. Upon my visit, some of the standouts included a 1907 Renault, a 1937 Bentley, a stunning 1927 Isotta-Fraschini with Fleetwood coachwork, a 1939 Alfa Romeo, a 1910 Pierce four-cylinder motorcycle and, my favorite, a 1912 Packard Model 30.

It took about an hour to cover all the exhibits on my visit, and I found it well worth the time and price of admission. **OC**

**Audrain Automobile Museum**  
Newport, R.I.  
401-856-4420  
[www.audrainautomuseum.org](http://www.audrainautomuseum.org)





Inside the Audrain Automobile Museum, which benefactors call a gallery.



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# Museum of American Speed

## America's 'Number 1' museum showcases racing and more

STORY AND PHOTOS BY JIM BLACK

**A**vid auto enthusiasts who are into hot rodding or the street rod scene have probably heard of “Speedy” Bill of Speedway Motors in Lincoln, Nebr. However, they may not be aware that located on the same campus as Speedway Motors is the Museum of American Speed, a world-class automotive museum that ranks as one of our nation’s best, reflected by its having been voted the number one museum in its class by *USA Today*’s Readers’ Choice Awards.

The Museum of American Speed – the Smith Collection – was founded in 1992 by “Speedy” Bill and Joyce Smith in a smaller building in West Lincoln before moving in 2001 to its current location on the Speedway Campus. The three-floor, 150,000-sq.-ft. museum presents a chronology of automotive racing engines and speed equipment development for the purpose of preserving, interpreting and displaying items significant in racing and automotive history. The collection results from the Smiths’ personal involvement in racing and hot rodding, and their lifelong passion for collecting and preserving racing and automotive history.

Today, the collection has evolved through regular acquisitions, donations and loans of unique vehicles and collections, and displays of more than 600 historically significant engines and another 150-plus vehicles, most of them race-oriented. Combined with a team of passionate employees and volunteers, the museum is a spectacular place where automotive history, and the history of American ingenuity, is on full display to visitors.

The Museum of American Speed recently partnered with the Unser family to assemble the most comprehensive collection of Unser artifacts in one place. The legendary Unser name is



Museum entry with wall-mounted Meijer Indy car.



Displays include more than 150 prewar and postwar vehicles from all racing genres.

synonymous with victory in all forms of racing including Indy, Pikes Peak, NASCAR, road racing, Dirt Champ and many others. This collection honors the accomplishments of racing legends Al Unser, Sr., and his brother, Bobby.

Plan at least two to three hours to

visit the museum, as there is much to see.

**Museum of American Speed**

Lincoln, NE

402-323-3166

[www.museumofamericanspeed.org](http://www.museumofamericanspeed.org)



**1.** The museum features a chronology of automotive racing engines and their development with displays of more than 600 historically significant engines, some one-off.

**2.** In addition to race cars, the museum includes passenger cars such as this 1948 Tucker and, in the background, a Duesenberg Model J.

**3.** The #2 Johnny Lightning Special that won the 1970 Indianapolis 500 driven by Al Unser, Sr., that dominated the season.

**4.** 1914 Cornelian that raced in the 1915 Indianapolis 500, which was modified and driven by Louis Chevrolet.

**5.** David Pearson's 1976 Mercury #21, one of the most celebrated cars in NASCAR, raced by the Wood Brothers Racing Team.

**6.** #8 Blue Crown Spark Plug Special qualified for the Indy 500 five times from 1939-1947 and was raced on AAA's dirt tracks around the Midwest through the summer of 1948.





# R.E. Olds Transportation Museum

## Lansing's gem chronicles Olds & REO history

STORY AND PHOTOS BY DAVID TEMPLE

**T**he R.E. Olds Transportation Museum's understated building houses a treasure trove of Oldsmobile history and leaves old car enthusiasts in awe of the relics housed within its walls and glad to have spent the time there. The museum's displays span from the days of Ransom Eli Olds' early efforts to develop a practical horseless carriage to the end of the Oldsmobile marque.

The museum has its roots going back to the late 1970s, when discussions began about founding a museum in Lansing, Mich. Those present fully appreciated the significance of what R.E. Olds and Oldsmobile had done for their city, and they believed the history was worth telling and preserving.

"A lot would have been lost to the dust bin of history since the loss of Oldsmobile [in 2004]," says Peter Stephens, one of the museum's board members. Stephens, incidentally, is married to Debbie Olds Anderson Stephens, a great-granddaughter of R.E. Olds.

Those inspired discussions ultimately led to the founding of the R.E. Olds Transportation Museum in the early 1980s. The building chosen to house the collection of artifacts was leased from the city of Lansing for a little more than three decades. During this time, donations and money generated from the entry fee was used for maintenance and upgrades to the building, ultimately totaling more than \$300,000. At that point, the museum's board of directors wanted to purchase the building from the city of Lansing. Understanding the importance of the museum to their city, and how much money had been privately put into the maintenance and repairs of the building, the city council agreed to sell the building to the museum for the meager sum of \$2.

Among the oldest artifacts in the museum is an 1886 Olds steam carriage; an 1897 Olds Motor Wagon, built just southwest of the current museum and now sitting behind a wall



R.E. Olds' first gasoline-powered automobile, the 1897 Olds Motor Wagon, sits behind a wall of glass in a climate-controlled environment to preserve the unique and historic vehicle. Unfortunately, this makes photographing quite difficult!



A scale styling model from the Oldsmobile Studio of the front-wheel-drive 1966 Toronado.



The "Baby REO" is a fully functional, one-half-scale version of the 1906 REO and was first displayed in January 1906 at the National Auto Show in New York's Grand Central Place. It seemingly disappeared twice, but was tracked down and is now on exhibit at the museum.

of glass in a climate-controlled environment; R.E. Olds' personal 1903 curved-dash Olds; a 1908 REO Runabout Model B; and the so-called "Momma REO" and "Baby REO." The latter is a fully functional, one-half scale version of the 1906 REO (the "Momma") and was first displayed in January 1906 at the National Auto Show in New York's Grand Central Place. For the next three decades, it was exhibited across



A full-scale reproduction of R.E. Olds' first production, gasoline-powered automobile, an 1897 highwheel motor carriage, is among the many exhibits at the R.E. Olds Transportation Museum. Only four were produced, and a fire at the assembly plant destroyed three of those cars.



Rare 1926 Oldsmobile Model 30-DDR roadster is one of just 1,249 built.



This 1927 REO Wolverine is displayed as a "barn find." REO added the Wolverine line in April of that year.

the country at additional auto shows, dealerships, fairs and conventions. At that point it was seemingly lost. After REO announced a nationwide search for the Baby REO so it could be put back on display for the company's 50th anniversary, the unique artifact was located during 1954 in Altoona, Pa., where it was a part of a REO truck dealer's collection. It was lost again after being on display in REO's

*Continued on page 46*





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corporate office for a while. It resurfaced in the mid 1980s when it was found in Mississippi by the late Dick Teague, a well-known auto designer. The so-called Momma REO and the Baby REO have now been together for 30 years. The pair was sold at an auction in Pebble Beach, Calif., in August 2008; Peter and Debbie Stephens had the high bid and the couple graciously placed this pair of artifacts on permanent loan to the museum.

Additional displays include various personal items owned by Olds and his wife, Metta; Oldsmobile engines, such as an experimental Quad-4; an experimental 1983 V-4 wooden mock-up; the last twin-cam engine built in Oldsmobile's Delta plant; an ultra-rare REO refrigerator made in 1936; a scale styling model of the 1966 Toronado; late-50s and early-60s REO lawn mowers; a four-door sedan version of the 1930 Viking (Oldsmobile's short-lived companion model); 1931 REO Royale Model 8-35 sedan; 1937 Oldsmobile L-37 Touring Sedan; a 1940 Olds Series 70 business coupe; a very rare 1942 Ninety-Eight Custom Cruiser; a 1962 F-85; a 1963 Starfire; the rebuilt twin-engine "Hurst Hairy Olds" drag racer; 1972 Vista Cruiser; and other cars representing the history of Oldsmobile and REO.

Two of the museum's most unusual cars are a stubby-looking 1966 Toronado used by the Lansing factory through 1972 to push new Oldsmobile cars through deep snow during the winter, and an experimental 1996 General Motors EV-1 electric car.

When in or near Lansing, a visit to the R.E. Olds Transportation Museum is well worth the time. Current admission costs are quite reasonable and can be found on the museum's website. **OC**

**R.E. Olds Transportation Museum**  
Lansing, MI  
517-372-0529  
[www.reoldsmuseum.org](http://www.reoldsmuseum.org).

*The author wishes to thank Lansing native Don Baron for serving as his tour guide. Baron is a native of Lansing and a long-time board member of the R.E. Olds Museum. He also wishes to thank Peter Stephens, also a museum board member as well as the author of "R.E. Olds: Automotive Pioneer & Yachtsman."*



From 1930 to 1931, Oldsmobile had a companion model, the Viking. Shown is a 1930 Viking sedan. While Oldsmobiles were powered with a six-cylinder engine, the more upscale Viking was powered by a 90-degree V-8.

## R.E. Olds – A Pioneer and Yachtsman

Ransom Eli Olds founded Olds Motor Vehicle Co. on Aug. 21, 1897, shortly after successfully testing his first internal-combustion, gas-powered automobile. Only a few cars were produced that first year, but thanks to a substantial investment from a businessman, the assembly line process implemented by Olds and other events, Oldsmobile production grew to more than 5,500 units by 1904. (R.E. Olds was the first to apply assembly line methods to automobiles while Henry Ford was the first automaker to employ a moving assembly line.)

However, in 1904, Ransom was pushed out of the company that he founded, because the board of directors wanted to redirect the company into building expensive luxury models, something Ransom was firmly against. He was later proven correct; Olds began to flounder after its redirection. The company that Olds founded was eventually bought by General Motors and stayed in operation until 2004.

After being ousted from Olds, Ransom did not just rest on his laurels. He founded another company the following year that he named using his initials, REO. Olds stayed involved in the company into the 1930s; he severed ties to the company in January 1937. REO ultimately abandoned the passenger car business, but continued building trucks and buses until 1974.

During his leisure time, Olds loved being on the water. He owned numerous yachts and boats throughout much of his lifetime—at least 15 are known—with names that often combined his initials with other meaningful aspects of his life, such as "REOMETTA," (Metta was his wife's name) and "The Flying Cloud," after the REO car model name. His yachts were often around 100 feet in length and sometimes even longer, and for many of them, he was involved in their hull design.

Olds, also known as "Ranny" while he was known growing up, had much experience with boats; he built at least one and also operated a passenger steam boat along the Grand and Red Cedar Rivers in his early years, before getting into vehicle manufacture. Olds gained much useful experience working for his father, Pliny F. Olds, repairing and building steam engines during the 1880s and 1890s. His experiences during this period provided him with the skills needed for success in the automobile manufacturing business.

Success in the auto industry did not happen quickly for Ransom, though. Indeed, he worked on designing a practical motor car over a period of about 20 years before founding the Olds Motor Vehicle Co.

Olds' impact on the cities of Lansing and Detroit is difficult to overstate, yet his story gets lesser attention than other notables from the pioneering years of the automobile. As noted in the book, "R.E. Olds: Automotive Pioneer & Yachtsman," "Olds was the chief contributor during this period and was often willing to teach and guide those who wanted to get involved in the industry. He willingly shared his patents and knowledge. Olds' marketing practices set the standard for the emerging industry. Ford, who was not a key contributor during this period, learned about Olds' best practices, such as the assembly line and the use of outside suppliers, before becoming a force in his own right. The list of those who learned from Olds reads like a Who's Who: Dodge, Leland, Buick, Durant, Ford, and Chapin."



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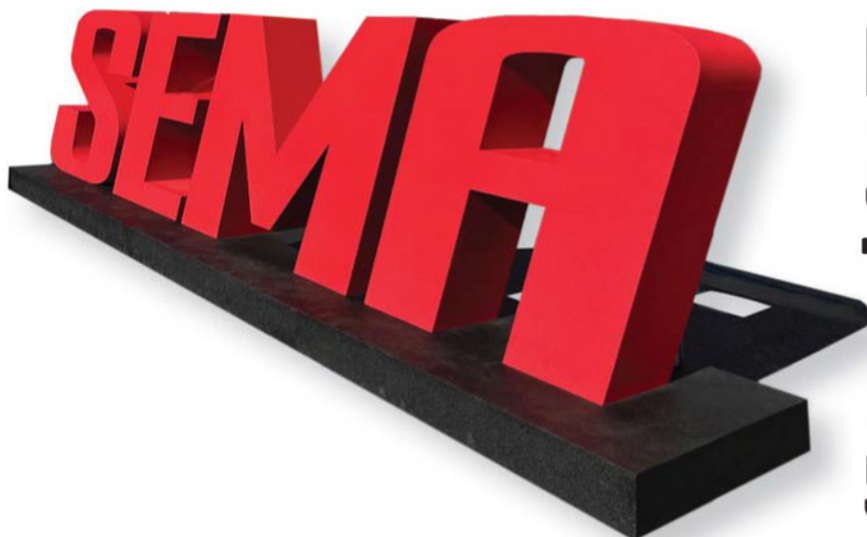
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## EVs SHOCK & TRADITIONALS ROCK @ SEMA

*Clever EVs rock the 2023 SEMA Show, but traditional rods linger on*



Hypercraft USA and Scared Shiftless showed an Art Morrison chassis modified for a 1957 Corvette and powered by a compact 562-hp Stealth electric motor. The installation, complete with a Torque Trends 19:1 planetary gearbox, will fool many, as the electrified 'Vette scampers away from a light. Built for a private client who offered up a real Corvette body, this evidences a growing trend to adapt electric motors and drivelines to modernize classics.

Every year, Halloween falls right in the middle of the Specialty Equipment Market Association's (SEMA) show in Las Vegas, better known as the SEMA Show. I've been going there for decades and my wife, Trish, never misses the simultaneously scheduled Automotive Aftermarket Products Exposition (AAPEX) Show in Vegas. So, when our kids were little, they thought Halloween was when Mom and Dad went away, Nana and Pop came down to stay with them, and the neighbors gave them candy!

I love Buick Rivieras and this black beauty was a primo example. Lowered and nicely upholstered, with an improved engine, it's a good example of how precious little a Riv needs to make a lasting impression. The Riviera was supposed to be a Cadillac, but when Caddy management demurred, Bill Mitchell sold Buick on the idea. It's still timeless.







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**LEFT:** The Iskenderian stand had a tribute to 102-year-old Ed's original T roadster, complete with custom-cast, Maxi-style valve covers, red Kelsey-Hayes wire wheels and Ed's famous flying skull grille shell ornament. Built by Dennis Taylor and Alex Taylor of Hot Rod Garage, it's a modern recreation of Isky's classic black 1923 T from the June 1948 cover of *Hot Rod Magazine*.

**RIGHT:** I am a sucker for cab-overs and this brilliant ebony F-100 Custom Cab just stopped me in my tracks. Equipped with a modern EFI V-8 and packing a motorcycle in the bed, it's the stuff of dreams.



As a reminder, SEMA (pronounced SEE/mah) is a massive indoor/outdoor modified car show, a bustling trade fair, a raucous drifting exposition, a Hot Rod Alley and a seemingly boundless multi-building display of auto accessories, big and small tools, new products and reproduction parts. There are also countless wheel and tire manufacturers. When the first SEMA Show opened back in 1967, SEMA was called the Speed Equipment Manufacturer's Association. In those days, the expression "hot rod" was a pejorative term for stripped-down, souped-up older cars immortalized by dry lakes racers and rebel teen "B" movies. Working with speed equipment pioneers, Robert E. "Pete" Petersen, founder of *Hot Rod Magazine* (and LA's Petersen Automotive Museum), jump-started SEMA, now a long-standing trade association, to help legitimize the emerging hot rod industry.

This year's edition was packed with impressive show stands and sophisticated electronic displays. Outside, shrieking drift cars, piloted by the likes of world champion Tanner Foust, threw up clouds of acrid black rubber dust. Vendors from all over the world vied for attention. Reporters and today's "influencers" filmed endless content to feed the voracious world of social media. Poster babes in scanty suits signed their broadsheet or your hat. The line to get Chip Foose's personally signed merch never faltered. Wayne Carini and Dennis Gage were just a few of many TV car personalities wandering the halls. Crowds were thickly massed for new show-car previews. But you can't just walk in. SEMA is not open to the general public (you need credentials and/or you must work for an eligible industry company). On your behalf, I spent two days walking the halls—here's a look at the 2023 show, with a hot rod focus.



## SEMA 2023: The Cars

Last year's trend toward installing electric "crate" motors in old cars had geo-

metrically expanded. Modified Ford and Chevy trucks again took center stage. Tony Quinones of TQ Customs from Temecula, Calif., is a celebrity star on "Car Masters: Rust to Riches." Fittingly, he presented a radical 1956 Ford F250 pickup truck on a custom EV chassis with air suspension and powered by a 600-hp Tesla Model S electric motor with a 90 kWh battery pack. The bed was carbon fiber, there was a lush Italian leather interior and the plot rode on 21-/22-inch staggered, bespoke wheels with 15-inch Brembo discs.

The ubiquitous Ring Brothers presented several new cars. One of the most-radical-yet-understated efforts was its Glasurit "White as Fluff" 1961 Rolls-Royce Silver Cloud powered by a supercharged Chevy LT4 V-8. Cues from newer "Rollers" included upgraded brakes and custom wheels that replicate contemporary R-R hoops, including R-R gyro wheel center caps that remain fixed when the wheels turn, and a hand-sewn starlight headliner system with 1,000 LED lights.

Jesse Greening, of Greening Auto Co., usually known for beautifully executed early-Ford hot rods, displayed a mildly customized 1970 Porsche 911 in

Ford never built an F600 Crew Cab pickup in 1956, but that didn't stop Classic Car Studio Speed Shop from building one. The "Kingpin's" powerplant is a 1,200-hp D&J Machining turbocharged, 24-valve Cummins diesel hooked to a Fire Punk 48RE transmission and a GM 14-bolt duallie rear.





Talk about useful new products, Powermaster, Inc., offers a Powergen for pre-1939 Fords that looks exactly like an old Ford generator, complete with a cylindrical voltage regulator. It comes in six-volt or twelve-volt applications. From a few feet away, you can't tell it from the OEM unit, but it develops 65 amps at Idle, 74 at cruise and 90 amps at top end.

Glaserit Irish Green. Flirting with outlaw touches, but remaining largely stock visually, this smart-looking 911 wore one-off slotted custom wheels. The engine was modified with Haltech EFI and Borla fuel injection. You had to do a double take to spot the subtle mods. This is a trend we'll see more and more of: building on the inherent good looks of older cars, but resto-modding to bring them up to contemporary standards and performance.

Ford never built an F600 crew cab pickup in 1956, but that didn't stop Classic Car Studio Speed Shop from building one. The powerplant of its "Kingpin" was a 1,200-hp D&J Machining turbocharged 24-valve Cummins diesel hooked to a Fire Punk 48RE transmission and a GM 14-bolt duallie rear. As in Formula 1, where the finished race cars rely on the latest technology, builders such as this one rely on top-line suppliers to provide the latest components—and in this case everything, including several miles of wiring, is cleverly hidden. The display signage featured a QR code linked to several individual videos so curious spectators could see exactly how it all came together.

Hypercraft USA and Scared Shiftless showed an Art Morrison chassis modified for a 1957 Corvette. It was powered by a compact 562-hp Stealth electric motor. Neatly constructed, it offers a peak of 428 lbs.-ft. of torque.

The installation, complete with a Torque Trends 19:1 planetary gearbox, will certainly fool many, as the electrified 'Vette scampers away from a light. Built for a private client who offered up a real Corvette body, this type of car shows a growing trend to adapt electric motors and drivelines to modernize classics.

#### SEMA 2023: The Components

From a snazzy '57 Pontiac Chieftain to a Chevy 3100 pickup, several VW Campers and a 911 Porsche cabriolet, companies such as Tremec (yes, the transmission people), Hypercraft USA, ElectricGT and others displayed electric installations offering from 250 hp to more than 500-plus hp. Typically these modern electric motors require less under-hood space than a conventional internal-combustion (IC) engine. Modern thin, lithium-ion batteries mounted under the floor or in the trunk add weight that's concentrated low in the vehicle, so a car's center of gravity is improved. Claimed ranges are more than 150-to-200-plus miles.

Tremec's stand featured a Power Dense drop-in electric drive unit for EV conversions as well as a dual-motor electric-drive unit (EDU) capable of delivering up to 800 hp. They say it provides twice the power output in the same packaging space as a single-motor electric-drive.



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A company called 6SD displayed a very slick sequential racing transmission that shifted quickly in a straight line, as on a motorcycle gearbox. Using the popular four-bolt Muncie pattern, and no larger than a standard NASCAR GSR, Jericho or Andrews transmission, they have four-, five- and six-speed applications. The 6XD unit resembles the DSG gearboxes found in BMWs and Audis. They offer a complete transaxle-style unit coupled with a Winters quick-change rear that will fit in a Corvette C5 or C6, and another model for the C7, replete with hundreds of optional gear ratios. Or, if you have a Camaro, a Supra or a Viper, they can supply a replacement gearbox for that, too, plus they have a 4x4 application, as well. Prices are in the \$1,900 range for just the transmission.

## SEMA 2023: The People

Some guys are truly timeless. 93-year-old ISCA and Detroit Autorama promoter and car show author Bob Larivee had an even bigger location this year with a group of artists and many new books for sale. Two of the best artists, Tom Fritz and Ed Tillrock, were exhibiting side by side. Tom paints exquisite pictures of the early days of hot rodding. Unlike many automotive artists, Tom can paint people so realistically that you'd swear you've gone back in time. Ed's superb photo-realist work is usually done in pencil, but this year much of his display was in color—and brilliantly done, as is his practice.

Ed Iskenderian, the centenarian camshaft wizard, just celebrated his 102nd birthday! While I didn't see him, the Iskenderian stand displayed a tribute to Ed's original T roadster, complete with custom-cast, Maxi-style valve covers; red Kelsey-Hayes wire wheels; and Ed's famous flying skull grille shell ornament. Built by Dennis Taylor of Hot Rods by Dennis Taylor and Alex Taylor of Hot Rod Garage, this car is a modern re-creation of Isky's classic black 1923 T, a roadster he built in 1937 that was on the June 1948 cover of *Hot Rod Magazine*.

## SEMA 2023: More Cars

The SEMA Show is a great place to see some of the year's top-rated rods and customs. I admired Bill Ganahl's "St. Christopher," a radically chopped and multi-color-painted and gold-leafed '34 Ford five-window coupe running a setback, fuel-injected Chrysler Hemi with zoomie headers built for Coby Gewurtz. Founder and owner of South City Rod and Custom of South San Francisco, Calif.—and son of the late rodder and writer Pat Ganahl—Bill's shop has built some award-winning rides, but nothing they've done has garnered this much attention. Cody Walls and Eric Lynn showed a gold 1949 Buick Sedanette that was chopped and sectioned—it took top honors at several custom shows this year.

While it's not a hot rod or a custom, Classic DMC's striking DeLorean GTO is brand-new DeLorean and a tribute to hot rod ingenuity. Replacing the stock Peugeot/Renault/Volvo V-6 is a new 2.8-liter, Magnusson-supercharged PRV V-6 developing 350 hp. Adaptive suspension, electric power steering, a re-engineered chassis, big Wilwood brakes and staggered 17-/18-inch wheels are just a few of many improvements. They're priced at more than \$200,000, so you might be better off buying an original model and hoping it appreciates in value over time. But there were a lot of people kicking tires on the stand.

## SEMA 2023 in Summary

Summing up SEMA 2023, there were once again more electric motor-powered hot rods, but there were still lots of traditional-style cars and countless new components to make old cars better—without making them look too modern. As I like to say, hot rodding will always have one foot firmly planted in the past and the other stepping forward into the future. And you'll see it first at the SEMA Show. **OC**



Tony Quinones of TQ Customs from Temecula, Calif., is a celebrity star on "Car Masters: Rust to Riches." Fittingly, he presented a radical 1956 Ford F250 pickup truck on a custom EV chassis powered by a 600-hp Tesla Model S electric motor with a 90 kWh battery pack. The truck had an air suspension, and its bed was carbon fiber. There was also a lush Italian leather interior and the plot rode on 21- and 22-inch staggered bespoke wheels with 15-inch Brembo discs.



Bill Ganahl's "St. Christopher," a radically chopped and multi-color-painted and gold-leafed '34 Ford five-window coupe running a setback, fuel-injected Chrysler Hemi with zoomie headers, was built for Coby Gewurtz. Founder and owner of South City Rod and Custom in South San Francisco, Calif., and the son of the late Pat Ganahl, Bill's shop has built many award-winning rides, but nothing they've done has garnered this much attention.



Some guys are truly timeless. Bob Larivee, the 93-year-old ISCA and Detroit Autorama promoter and prolific car show author, had a bigger location this year with a group of artists and new books for sale.



# 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](mailto:oldcars@aimmedia.com)

## SHOWS

### ARIZONA

**Mar 15-17 AZ, Scottsdale.** Goodguys 14th FiTech Fuel Injection Spring Nationals. WestWorld of Scottsdale, 16601 North Pima Road. [www.good-guys.com/sn](http://www.good-guys.com/sn).

### CALIFORNIA

**Mar 23-24 CA, Pleasanton.** Goodguys 40th Grundy Insurance All American Get-Together. Alameda County Fairgrounds. [www.good-guys.com/aagt](http://www.good-guys.com/aagt)

**Apr 5-7 CA, Del Mar.** Goodguys 23rd Meguiar's Del Mar Nationals. Del Mar Fairgrounds- 2260 Jimmy Durante Blvd., [www.good-guys.com/dmn](http://www.good-guys.com/dmn).

**Apr 19-21, CA, La Jolla.** 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. [www.lajollaconcours.com](http://www.lajollaconcours.com)

### CONNECTICUT

**May 19 CT, Enfield.** 6th Annual Supreme Auto Charity Car Show. Mt. Caramel - 93 Park Ave. 10am-2pm. Kristie 860-882-9041, [supremeautoc@gmail.com](mailto:supremeautoc@gmail.com), [www.supremeautosc.com/charity-car-show](http://www.supremeautosc.com/charity-car-show)

### FLORIDA

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

**Feb 23-Mar 3 FL, Coral Gables.** RM Sotheby's Moda Miami. [www.modamiami.com](http://www.modamiami.com)

**Feb 29-Mar 3 FL, Amelia Island.** The Amelia - Amelia Concours d'Elegance. [www.ameliaconcours.com](http://www.ameliaconcours.com)

### GEORGIA

**Apr 4-6 GA, Moultrie.** 48th Spring Moultrie Automotive Swap Meet & Car Corral. Spencefield. [www.moultrieswapmeet.com/](http://www.moultrieswapmeet.com/)

### ILLINOIS

**Feb 18 IL, St. Charles.** Buick, Olds, Pontiac Cadillac Swap Meet & Car Corral. Kane County Fairgrounds - 525 S. Randall Street. Tony 847-521-3130, [bobcswap@gmail.com](mailto:bobcswap@gmail.com), [www.bopcswap.com](http://www.bopcswap.com)

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

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

### IOWA

**Feb 24-25 IA, Monticello.** 55th Annual O'Reilly Auto Parts

Rod & Custom Car Show. Monticello Berndes Center, 766 N. Maple St. Sat. 11am-10pm, Sun. 8am-7pm. Galen Muller, 319-465-5119. [www.rodandcustomcarshow.com](http://www.rodandcustomcarshow.com)

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

### MARYLAND

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

### MASSACHUSETTS

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

### MINNESOTA

**Apr 6-7 MN, St. Paul.** 66th Annual GSTA Rod & Custom Spectacular Show presented by Brainerd International

Raceway. Minnesota State Fair Coliseum. Sat. 9am-8pm, Sun 9am-6pm. [www.gstarod-custom.com](http://www.gstarod-custom.com)

### MISSOURI

**Mar 31 MO, St. Louis.** Horseless Carriage Club of Missouri Easter Concours d'Elegance. Upper Muni. Opera Parking Lot Forest Park. [www.hccmo.com](http://www.hccmo.com)

**May 5, MO, Sauget.** 55th Annual Swap Meet and Garage Sale. 6am - 4pm. GCS Credit Union Ballpark. 314-830-0873, [www.stlmodelclub.org](http://www.stlmodelclub.org).

### NEW JERSEY

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

### NEW YORK

**Feb 18, NY, Peconic.** Swap Meet - Car Parts & Automobile. Southold Recreation Center - 970 Peconic Lane. Hosted by Peconic Bay Region/AACA. 8am-2pm, 516-457-5884, [captinwoody@optonline.net](mailto:captinwoody@optonline.net)



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## NORTH CAROLINA

**Apr 19-21 NC, Raleigh.** Goodguys 9th Griot's Garage North Carolina Nationals. North Carolina State Fairgrounds-1025 Blue Ridge Blvd. [www.good-guys.com/hcn](http://www.good-guys.com/hcn)

## OHIO

**Feb 24 OH, Canfield.** Indoor Swap Meet. Event Center at the Canfield Mahoning County Fairgrounds. Indoor swap meet. Show hours 8am-4pm. [www.autoevents.com](http://www.autoevents.com)

**Feb 24 OH, Columbus.** All MoPar Swap Meet, Car Corral & Cruise-In! Ohio Expo Center (Rhodes Building) 9am-3pm. 614-268-1181, [jeffjohnson426@yahoo.com](mailto:jeffjohnson426@yahoo.com), [www.jeffjohnsonmotorsports.com](http://www.jeffjohnsonmotorsports.com)

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

**Apr 26-28 OH, Canfield.** Rodders, Classics & Antiques Swap Meet & Car Corral. Canfield Mahoning County Fairgrounds. [www.autoevents.com](http://www.autoevents.com)

## PENNSYLVANIA

**Mar 3 PA, Leesport.** 57th Annual Hamburg Swap Meet and Car Corral. Leesport Farmers Market - 312 Gernants Church Rd. Lester Mankiller 610-823-4656 8am-8pm. [hamburgswapmeet@ontelauneeaeaaca.com](mailto:hamburgswapmeet@ontelauneeaeaaca.com)

**Apr 17-21 PA, Carlisle.** Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Wed-Sat 7am-6pm, Sun 7am-12pm. [www.carlisletickets.com](http://www.carlisletickets.com)

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

**May 10-11 PA, Carlisle.** Carlisle Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. 7am-6pm. [www.carlisleevents.com](http://www.carlisleevents.com)

## SOUTH DAKOTA

**Feb 16-18 SD, Rapid City.** 24th Annual Counts Car & Cycle Show. The Monument. Fri. 5-9pm, Sat. 9am-9pm, Sun. 9am-3pm. [www.countscarclub.com](http://www.countscarclub.com)

## TENNESSEE

**Apr 27 TN, Savannah.** 17th Annual Hardin County Bank Cruz'n For a Kids Cure Car Show. The Hardin County Bank - 235 Wayne Road. Starting at 7:30am. Kelly Dunn at 731-926-7933, [Kelly.Dunn@hardincountybank.com](mailto:Kelly.Dunn@hardincountybank.com)

**May 3-4 TN, Knoxville.** 50th Street Rod Nationals South. Chilhowee Park & Exposition. [www.nsra-usa.com/](http://www.nsra-usa.com/)

## TEXAS

**Apr 26-28 TX, Fort Worth.** Goodguys 14th LMC Truck Spring Lone Star Nationals presented by TREMEC. Texas Motor Speedway - 3545 Lone Star Circle. [www.goodguys.com/slsn](http://www.goodguys.com/slsn)

## VIRGINIA

**Feb 8-10 VA, Chantilly.** 2024 AACA Annual Convention/ Seminars. AACA National Headquarters at 717-534-1910, [https://aaca.org/wp-content/uploads/2023/11/2024\\_AACA\\_Annual\\_Convention\\_Chantilly\\_VA.pdf](https://aaca.org/wp-content/uploads/2023/11/2024_AACA_Annual_Convention_Chantilly_VA.pdf)

## WISCONSIN

**Mar 17 WI, Fond du Lac.** Fondy Vintage Auto Club Annual Spring Auto Parts Swap Meet. Fond du Lac County Fairgrounds Exhibition Building. 8am-2pm. Greg Freund 920-579-8450, Steve Hamilton 920-924-9000, [www.fondyvintageautoclub.weebly.com](http://www.fondyvintageautoclub.weebly.com)

**Apr 26-27 WI, Jefferson.** Spring Jefferson 47th Annual Swap Meet, Jefferson County Fair Park 503 N Jackson Ave. Jefferson, Wis.. Auto Swap Meet /Cars for Sale Corral & Show Cars Featuring Mopars, all makes/models welcome. Spectator hours 4/26 9am-4pm, 4/27-6am-4pm. 608-244-8416, [www.madisonclassics.com](http://www.madisonclassics.com)

**May 19 WI, Cudahy.** Wisconsin Early Mustangers 42nd Annual All Ford Car Show Celebrating 60 years of the Mustang. Ewald's Venus Ford- 2727 E. Layton Ave. 8am-3pm, Check-in 8-11:30am. Don 414-331-4946, Don@DJSchultz.net, [www.wemustangers.com](http://www.wemustangers.com)

## AUCTIONS

### FEBRUARY

**Feb 9-10 WI, Tomah.** Large Two-Day Advertising Signs, Clocks, Oil Cans and More Sale. Monroe County Fairgrounds - 1625 Bulls Ave. Online bidding [www.auctionzip.com](http://www.auctionzip.com), Glenn Miller 715-299-2543, [wisconsinjunk@yahoo.com](mailto:wisconsinjunk@yahoo.com), [www.millersauctionco.com](http://www.millersauctionco.com)

**Feb 22-24 NC, Greensboro.** GAA Classic Cars at the Palace. 301 Norwalk St. 855-862-2257 [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

**Feb 23-25 CA, Palm Springs.** McCormick's Palm Springs Collector Car Auction. Palm Springs Convention Center - 277 N. Avenida Caballeros. 760-320-3290, [www.classiccarauction.com](http://www.classiccarauction.com)

## MARCH

**Mar 1 FL, Amelia Island.** Gooding & Company Amelia Island Sale. [www.goodingco.com](http://www.goodingco.com)

**Mar 1-2 FL, Amelia Island.** Broad Arrow Auction Amelia Island Sale. [www.broadarrowauctions.com](http://www.broadarrowauctions.com)

**Mar 16 ONLINE.** 5th Annual Intermountain Online Classic Car Auction. 406-698-7930, [info@classiccarauction.us](mailto:info@classiccarauction.us), [www.classiccarauction.us](http://www.classiccarauction.us)

## APRIL

**Apr 5-6 IN, Evansville.** Wolfe's Spring 2-Day Collector & Memorabilia Sale. 229 S. Kentucky Ave. 812-425-4576, Tony Wolfe 812-499-7307, [twolfe@wolfessaa.com](mailto:twolfe@wolfessaa.com), Kyle Frank 812-499-7324, [kfrank@wolfessaa.com](mailto:kfrank@wolfessaa.com), <https://collector.wolfessaa.com>

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[www.stlmodelclub.org](http://www.stlmodelclub.org)

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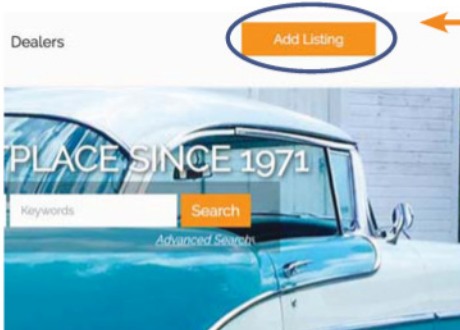
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**1954 Chevrolet Bel Air** 4 door sedan finished in a light blue over a light blue interior. Powered by its original inline 6-cylinder engine mated to an automatic powerglide transmission.  
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**WANTED: CORD** 812 model L29, Westchester, Beverly, any year, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970677

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

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

**9208 DUESENBERG CARS**

**WANTED: DUESENBERG** from 1900 to 1948, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970668

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

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**9270 JAGUAR CARS**

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

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

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WE PICK UP ANYWHERE IN THE U.S.

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Ask for Peter Kumar

**9300 LINCOLN CARS FOR SALE**

**WANTED: LINCOLN** from 1900 to 1957, any model, any condition. Top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970652

**9310 MG CARS**

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

**WANTED: MGA, TA, VA, TC, TD, TF.** All vintage British sports car models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8177198

**9320 MERCEDES CARS**

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



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

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

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**1969 Ford Mustang Mach 1 S-Code 390.  
Had the original 390 engine swapped out for a Ford 428 engine mated to an automatic transmission. Finished in a two-tone burgundy and black.  
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### 9370 OLDSMOBILE CARS FOR SALE

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

## WANTED PORSCHE

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& SPEEDSTERS  
911 & 912**

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### 9440 ROLLS-ROYCE CARS

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

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

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

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**WANTED: ALFA ROMEO**, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: [continental5000@gmail.com](mailto:continental5000@gmail.com). FWC11431318

**WANTED: ALPHA** Romeo, 1900 to 1969, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: [PeterKumar@GullwingMotorCars.com](mailto:PeterKumar@GullwingMotorCars.com) 3970675

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**Common OCW classified ad  
and auction abbreviations**

|                   |                                     |                        |                                  |
|-------------------|-------------------------------------|------------------------|----------------------------------|
| <b>AACA</b>       | Antique Automobile Club of American | <b>P/S</b>             | Power Steering                   |
| <b>ABS</b>        | (anti-lock brake system)            | <b>PT</b>              | Power (Convertible) Top          |
| <b>A/C</b>        | Air Conditioning                    | <b>PU</b>              | Pickup Truck                     |
| <b>Anniv</b>      | Anniversary                         | <b>Pwr</b>             | Power                            |
| <b>Auto</b>       | Auto Transmission                   | <b>R/A or RA</b>       | Ram Air                          |
| <b>Blk</b>        | Black                               |                        | (e.g., Pontiac RAIII)            |
| <b>Brgm</b>       | Brougham                            | <b>Rbt</b>             | Runabout                         |
| <b>Brtz</b>       | Bianritz                            | <b>Rds</b>             | Roadster                         |
| <b>BT</b>         | Boattail                            | <b>Ret</b>             | Retractable                      |
| <b>Bus</b>        | Business (e.g., Bus Cpe)            | <b>RHD</b>             | Right Hand Drive                 |
| <b>Cabr</b>       | Cabriolet                           | <b>Riv</b>             | Riviera (Buick model)            |
| <b>Carb</b>       | Carburetor                          | <b>Rod</b>             | Street Rod/Hot Rod               |
| <b>CC</b>         | Close-Coupled                       | <b>RPO</b>             | Regular Production               |
| <b>CC</b>         | Crew Cab Pickup                     |                        | Option                           |
| <b>Cib</b>        | Club                                | <b>R/S</b>             | Rumbleseat                       |
|                   | (as in Cib Cpe/Cib Cab)             | <b>Saloon</b>          | British for sedan                |
| <b>cid</b>        | Cubic Inch Displacement             | <b>Sbx</b>             | Short Box (bed)                  |
| <b>Cpe</b>        | Coupe                               | <b>SCCA</b>            | Sports Car Club of America       |
| <b>COE</b>        | Cab-Over-Engine Trk                 |                        | Super-Charged                    |
| <b>Coll</b>       | Collapsible                         | <b>S/C</b>             | Special Edition                  |
|                   | (e.g., Semi-Coll)                   | <b>SE</b>              | Sedan                            |
| <b>Cont</b>       | Continental                         | <b>Sed</b>             | Seville (Cadillac model)         |
| <b>Conv</b>       | Convertible                         | <b>Sev</b>             | Sidemount(s)                     |
| <b>CS</b>         | Calif. Special (Mustang)            | <b>SMt(s)</b>          | Sedanette                        |
| <b>Cst/10</b>     | Custom 10 (pickup)                  | <b>Sednt</b>           | Speedster                        |
| <b>Ctry</b>       | Country                             | <b>Spds</b>            | Special                          |
| <b>Cus</b>        | Custom                              | <b>Spec or Spl</b>     | Sport                            |
| <b>DC</b>         | Dual-Cowl                           | <b>Spt</b>             | Squire                           |
| <b>DeL</b>        | Deluxe                              | <b>Sq</b>              | Sunroof                          |
| <b>deV</b>        | deVille                             | <b>S/R</b>             | Station Wagon                    |
| <b>DHC</b>        | Drop Head Coupe                     | <b>Sta Wag</b>         | Standard                         |
| <b>Dly</b>        | Delivery                            | <b>Std</b>             | Suburban                         |
| <b>Edn</b>        | Edition                             | <b>Sub</b>             | Sport Utility Vehicle            |
| <b>EFI</b>        | Electronic Fuel Injection           | <b>SUV</b>             | Spit Window                      |
| <b>Eldo</b>       | Eldorado                            | <b>S/W</b>             | Short Wheelbase                  |
| <b>Encl</b>       | Enclosed                            | <b>SWB</b>             | Thunderbird                      |
| <b>Eng</b>        | Engine                              | <b>T-bird</b>          | T-top Roof                       |
| <b>Est</b>        | Estate                              | <b>T-top</b>           | Chrysler Town and Country        |
| <b>Exec</b>       | Executive                           | <b>T&amp;C</b>         | Tonneau                          |
| <b>FBk</b>        | Fastback                            |                        | Touring                          |
| <b>FI</b>         | Fixed Head Coupe                    | <b>Tonn</b>            | Turbocharger(s)                  |
| <b>FJ</b>         | Fuel-Injected                       | <b>Trg</b>             | Town (as in Twn Sed)             |
| <b>Fml</b>        | Formal                              | <b>Turbo</b>           | Utility                          |
| <b>FWD</b>        | Front-wheel Drive                   | <b>Twn</b>             | Victoria                         |
| <b>GS</b>         | Buick Gran Sport                    | <b>Utl</b>             | Window                           |
| <b>GT</b>         | Grand Turismo                       | <b>Vic</b>             | (e.g., Ford 3W Cpe)              |
|                   | (Grand Touring)                     | <b>W</b>               | Wire Wheels                      |
| <b>GW</b>         | Gull-Wing (doors)                   | <b>WW</b>              | Wood-body car                    |
| <b>HBk</b>        | Hatchback                           | <b>Woodie</b>          |                                  |
| <b>HD</b>         | Heavy Duty                          |                        |                                  |
| <b>HP</b>         | Horsepower                          |                        |                                  |
| <b>HT</b>         | Hard Top                            |                        |                                  |
| <b>Imp</b>        | Imperial                            |                        |                                  |
| <b>Inc</b>        | Incorrect                           |                        |                                  |
| <b>Int</b>        | Interior                            |                        |                                  |
| <b>IPC</b>        | Indy Pace Car                       |                        |                                  |
| <b>K</b>          | 1,000 Miles                         |                        |                                  |
|                   | (e.g., 46K miles)                   |                        |                                  |
| <b>KO</b>         | Knock-off Wheels                    |                        |                                  |
| <b>Lan</b>        | Landau                              |                        |                                  |
| <b>Lan'let</b>    | Landaulet                           |                        |                                  |
| <b>LBx</b>        | Long Box (pickup bed)               |                        |                                  |
| <b>LeB or Leb</b> | LeBaron                             |                        |                                  |
| <b>LE</b>         | Limited Edition                     |                        |                                  |
| <b>LHD</b>        | Left-Hand Drive                     |                        |                                  |
| <b>Limo</b>       | Limousine                           |                        |                                  |
| <b>Ltd</b>        | Limited                             |                        |                                  |
| <b>LWB</b>        | Long Wheelbase                      |                        |                                  |
| <b>Mk</b>         | Mark (I, II, III, etc.)             |                        |                                  |
| <b>Mod(s)</b>     | Modified Vehicle                    |                        |                                  |
| <b>M/R</b>        | Moonroof                            |                        |                                  |
| <b>NHP</b>        | Net Horsepower                      |                        |                                  |
| <b>O/D</b>        | Overdrive                           |                        |                                  |
| <b>Opt</b>        | Option(s)                           |                        |                                  |
| <b>Orig</b>       | Original                            |                        |                                  |
| <b>P</b>          | Passenger                           |                        |                                  |
|                   | (e.g., in 3P Cpe)                   |                        |                                  |
| <b>Phae</b>       | Phaeton                             |                        |                                  |
|                   |                                     | <b>1/2T</b>            | One-Half Ton Pickup              |
|                   |                                     | <b>1T</b>              | One Ton Pickup                   |
|                   |                                     | <b>2d</b>              | Two-door                         |
|                   |                                     | <b>2P</b>              | Two Passenger                    |
|                   |                                     | <b>2S</b>              | Two-Seat                         |
|                   |                                     | <b>2V</b>              | Two-Barrel Carburetor            |
|                   |                                     | <b>2x4V</b>            | Two Four-Barrel Carbs            |
|                   |                                     | <b>3x2V</b>            | Three Two-Barrel Carbs/Tri Power |
|                   |                                     | <b>3W</b>              | Three Windows                    |
|                   |                                     | <b>4d</b>              | Four-door                        |
|                   |                                     | <b>4-Spd</b>           | Four Speed                       |
|                   |                                     | <b>4V</b>              | Four Valve or 4 Barrel Carb      |
|                   |                                     | <b>4x4</b>             | 4-wheel drive (not FWD)          |
|                   |                                     | <b>6-cyl.</b>          | Six cylinder                     |
|                   |                                     | <b>6-Pak</b>           | Chrysler 3x2V Carbs              |
|                   |                                     | <b>6V</b>              | Six Volt                         |
|                   |                                     | <b>8-cyl</b>           | Eight cylinder                   |
|                   |                                     | <b>8/9P</b>            | Eight or Nine Passenger          |
|                   |                                     | <b>12V</b>             | 12 Volt                          |
|                   |                                     | <b>w/both tops</b>     | Hard & Soft Tops                 |
|                   |                                     | <b>w/soft top only</b> | Soft Top Only                    |
|                   |                                     | <b>w/HT only</b>       | Hard Top Only                    |

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