

old cars

Vol. 52, No. 6 | March 15, 2023 | www.oldcarsweekly.com

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Cadillacs at Speed

Cunningham's 1950
Le Mans contenders

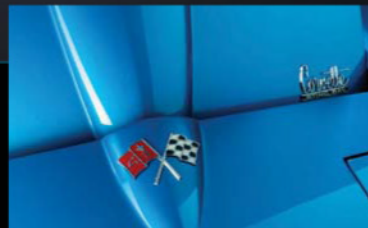
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The Green Flag

Racemaker Press looks forward to launching *The Green Flag; Just a Bloke's Story* at Indianapolis in May. Barry Green has written his autobiography in company with renowned racing author Gordon Kirby.

The book covers Barry's life growing up in Australia and his early racing efforts aboard his own Formula Fords in Australia and Formula 3 cars in Europe. Barry and his wife Jeanne then moved to the United States and he went on to become a very successful Can-Am and Indy car team manager and owner.

Over twenty-three years from 1980-2002, Barry's cars won six Can-Am races and 47 Indy car races, including two and some say three Indy 500s. He worked with some great drivers, including Teo Fabi, Bobby Rahal, Danny Sullivan, Michael Andretti, Al Unser Jr., Jacques Villeneuve, Dario Franchitti and Paul Tracy, as well as brilliant designers like Adrian Newey and Tony Cicale, and a long list of tremendously skilled and motivated mechanics and crewmen. Barry tells his story with the generous help of these great drivers, engineers and crewmen.

The Green Flag will be a typical, high-quality Racemaker Press production with some 190 photographs and a complete list of Barry's race teams' statistics. We plan to launch the book in the third week of May at Michael Lashmet's Vintage Indy shop in Brownsburg, twenty minutes west of Indianapolis. We invite everyone to come and meet Barry and members of his race team to purchase your signed copy of Racemaker Press's latest book. We'll keep you briefed on details of the event over the coming weeks and months. We will also be selling books at our Racemaker Press booth at the Indy Memorabilia Show on May 26th & 27th.

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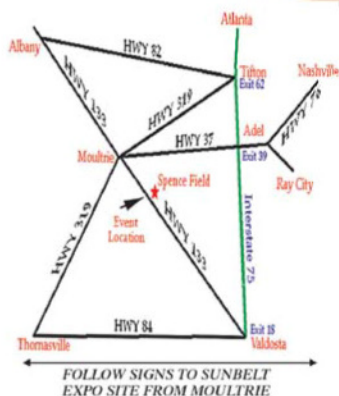
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STAR K11 | 1984 Kenworth W900



K18 | 1973 Kenworth K-125 Cabover



K20 | 1954 Chevrolet 3800



K21 | 1921 Autocar Model 21U



K22 | 1914 Sternberg 2-Ton Motor Truck



K23 | 1915 Packard 2-Ton Truck



K26 | 1978 Ford Ranger XLT



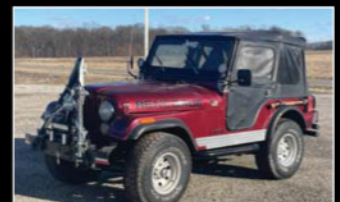
K28 | 1978 International Scout Traveler



K30 | 1975 Ford F250 Ranger Pickup



K31 | 1947 Ford Flatbed Truck



K60 | 1980 Jeep CJ5

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Paradoxical Cadillacs

By coincidence rather than by design, this issue of *Old Cars* features several race cars — not something I would have ever expected since there are other publications that cover the sport of racing. Probably like you, my interest in our hobby lies in street cars, and once race cars lost their opening doors, they also lost my interest. Since race cars ceased to be production car-based by the time I was old enough to gain an interest in racing, I paid little attention to the sport. That being said, my years in the old-car hobby have helped me gain an appreciation for production-based race cars, and the more paradoxical (weirder), the better. And it hardly gets more paradoxical than a Cadillac race car.

As old-car hobbyists, we civilians can thank racing for bringing us faster and faster street cars. However, in the case of Cadillac, the opposite was the case. The priorities of the overhead-valve V-8 engine of 1949 were efficiency and weight reduction and better performance — not high performance. Of course, it didn't take long for speed junkies to appreciate the Cadillac and Oldsmobile overhead-valve V-8 engines' performance and take them to the track. Among the first race Cadillacs was the 1950 Series 61 coupe raced at that year's Le Mans race by Sam and Miles Collier for the Briggs Cunningham team.

Race cars are driven hard and their lives rarely last beyond a race season — sometimes not even longer than a single race. They often become altered for improved performance at each subsequent race, parted out for the next race car or damaged beyond reuse. The 1950 Cadillac Le Mans race car is one of those few exceptions, as it was kept by Cunningham after its lone race and then used as his daily driver, even while retaining nearly all of its Le Mans modifications — including the plaque on its valve cover that the legendary Bill Frick placed there after preparing the Cadillac for Le Mans!

The 1950 Cadillac Series 61 coupe that raced at Le Mans isn't the only finned Cadillac to have performed at a professional speed competition, but it and its racemate, the custom roadster-bodied *Le Monstre*, are the only known surviving, in-period Cadillac race cars from the finned era. Yes, there have been others.

As a Cadillac fan, I've researched other 1949-'64 Cadillac race cars on and off through the years, and Le Mans wasn't the only place a finned Cadillac was raced. Red Byron raced a 1950 coupe at Daytona in 1953; Junior Johnson drove a '54 Cadillac coupe at Tri-County Speedway in 1954; and Gober Sosebee drove a '50 Cadillac coupe in NASCAR in 1951 and 1952. There was also a 1955 Cadillac raced by Mike Klapak in the MARC Racing Series, and several finned Cadillacs raced in the Mexican Road Race. Perhaps the oddest-looking finned Cadillac race car — and the last to race in NASCAR — was the shark-finned 1958 Cadillac coupe raced by Bob Pronger. In my years of researching pre-1965 Cadillac race cars, I've never come upon the image of a 1959-or-later Cadillac race car professionally driven at a high-profile venue, although the occasional 1959 Cadillac lumbering around a local track or in a demolition derby is always cause for excitement.

While interviewing drivers of a couple of these cars and lifting rocks for more information about all of them, I've never found signs of another surviving Cadillac race car — only the Le Mans Cadillacs of 1950. We're lucky they're still with us, and we're fortunate to have them photographed under the sun and featured in this issue of *Old Cars*, thanks to the Revs Institute and the Cadillac Fall Festival organizers. I hope you enjoy seeing these paradoxical race cars as much as I do.



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Madison Classics 2023 Schedule



Madison Classics 46th Annual Spring Jefferson Swap Meet & Car Show April 28-30, 2023

With the arrival of the spring season our minds start switching gears towards the things we love to do in warmer weather – like going to car shows!

The show will be held at the Jefferson County Fair Park located at 503 N Jackson Ave,

Jefferson, WI 53549, which is just off Hwy 18 in Jefferson. The swap meet and car corral are all three days and the car show is Saturday and Sunday only. The spectator gates for the swap meet and car corral are open Friday 10am-6pm, Saturday 6am-4pm, and Sunday 6am-3pm.

The car show gate opens at 6am on Saturday & Sunday. As with all of the Madison Classics events, all makes and models pre-1976 and specialty vehicles of interest are invited to participate in the car show. This spring our special focus will be on Ford Mustangs! The feature cars will be on display in the main activity center at the Jefferson County Fair Park. Be sure to look for a larger display of vehicles in front of the main activity building on Saturday & Sunday morning.

Spectator admission for adults is \$15 Fri/Sat, \$10 Sun. and children under 12 are free when accompanied with a paying adult. Spectator parking is Free, but space is limited so please arrive early. No camping allowed in the parking field. Swap spaces will be available at the gate the weekend of the show and car corral spaces will be available at the Car Corral entrance all weekend. There is an ATM on the grounds as well as concessions serving delicious burgers, brats and hotdogs. No pets, please. For more information, visit www.madisonclassics.com, or call 608.244.8416.



Madison Classics 46th Annual Fall Jefferson Swap Meet & Car Show September 22-24, 2023

When the temperature drops and the leaves fall, you can bet on one thing – it's time to get those last minute parts and accessories for your winter restoration project! What better place to find those goodies than the 46th Annual Fall Jefferson Swap Meet!

The show will be held at the Jefferson County Fair Park located at 503 N Jackson Ave, Jefferson, WI 53549, which is just off Hwy 18 in Jefferson. The swap meet and car corral are all three days and the car show is Saturday and Sunday only. The spectator gates for the swap meet and car corral are open Friday 10am-6pm, Saturday 6am-4pm, and Sunday 6am-3pm.

The car show gate opens at 6am on Saturday & Sunday. As with all of the Madison Classics event, all makes and models pre-1976 and specialty vehicles of interest are invited to participate in the car show. The feature vehicles will be Chevrolets! The feature vehicles will be on display in the main activity center at the Jefferson County Fair Park. Be sure to look for a larger display of vehicles in front of the main activity building on Saturday & Sunday morning.

Spectator admission for adults is \$15 Fri/Sat, \$10 Sun. and children under 12 are free when accompanied with a paying adult. Spectator parking is Free, but space is limited so please arrive early. No camping allowed in the parking field. Swap spaces will be available at the gate the weekend of the show and car corral spaces will be available at the Car Corral entrance all weekend. There is an ATM on the grounds as well as concessions serving delicious burgers, brats and hotdogs. No pets, please. For more information, visit www.madisonclassics.com, or call 608.244.8416.



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We feel your auction should be more than an auction, but an event! It's our job to let the world know about your collection and your story.

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

VanDerBrink Auctions in 2022, worked with many families to sell their collections. VanDerBrink Auctions saw strong prices on collector cars, Antique Tractors, Motorcycles, LAND in 2022. VanDerBrink Auctions sold everything from 1 off Custom Motorcycles to Multiple Barn Find Collections. In June of 2022 in Mobridge, South Dakota, VanDerBrink Auctions sold a great collection of classics with the sale of the Moser Mopar Collection to a family raise money for medical bills. Harley Moser sold his MOPAR collection to help his children with their terminal kidney disease. The collection had restored beauties to a barn fresh 1970 Dodge Charger RT selling for \$79,500 without the BP! For Yvette, it was a great sale for a great cause. Several Online Only Auctions were conducted and one featured a motorcycle collection that was hidden in a Lake home for years of British

motorcycles, Ferraris, and more. The news of this fabulous find hit the national news, as many of the auctions that we worked with in 2022 did. The Milan Collection in Colorado featured 328 vehicles that had been stashed away and had 59 1960 Chevrolets and 50 plus 1959 Chevrolets! Bidders from all over came to the auction and also online. One of the highlights of the auction were 2- 1959 Chevrolet Impala Convertible rolling bodies of which one sold for \$88,500 without 5% BP and the other \$65,000 without 5% BP. The entire collection was sold in 1 big day! Barn Finds are a favorite for VanDerBrink Auctions, but VanDerBrink Auctions has sold everything from Museum quality vehicles to those amazing barn finds.

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Sound Your Horn



More uses for the M8 scout car

The “Watching the Fords Go By” column about the U.S. Army’s M8 light armored scout car in the Feb. 1 issue was of particular interest to me. I was in the Army and stationed in Germany during the early ’70s. I was in the Cavalry Regiment. We had two M8s sitting in front of Squadron Headquarters. One of them had the turret removed and was used as a parade vehicle. We were scheduled to have a Change of Command Ceremony and our colonel wanted to have a parade and utilize the M8 so the new Squadron Commander could ride around the parade field inspecting the troops. Unfortunately, neither M8 was in running order. I, along with two other mechanics, were put in charge of getting the parade vehicle running. We had no idea when it was last used. We cleaned the gas tank, the carburetor, the spark

plugs, changed the brake fluid, and to make a long story short, we got it running in time for the parade. After the parade, we did not return the M8 to its concrete bed in front of Squadron Headquarters. By orders of our motor sergeant, we brought it to the motor pool where it sat until December. On Christmas Eve, our motor sergeant dressed up as Santa Claus and we drove the M8 around to the mess halls that were having family holiday parties. The M8 was then returned to its former perch where it sat idle for the next year. I went home not knowing if that scout car was ever used again.

John Mahoney, via email

Remembering a Rambler

The 1966 AMC Rambler Rogue in the Feb. 1 issue reminded me of the 1967 Rambler two-door sedan my brother ordered new. It was black

with tinted glass, the 343 engine, a four-speed, disc brakes and air conditioning. The dash picture brought back memories. The 13 gallon tank and very close first/second gears were annoyances, but I remember it being a tight, nice handling car.

Ed Kropa, via email

Nash and Le Mans

In his column on the Rambler Rogue, Bob Tomaine writes, “In the postwar era, Nash hadn’t exactly been known for performance.” Well, he must have forgotten the Le Mans years with the Nash-Healey: Fourth overall in 1950; Fourth in class, Sixth overall in 1951; Third overall in 1952, bested only by the Mercedes-Benz 300SL team; and eleventh overall in 1953, ahead of the Porsche 550 team. Not a bad run at one of the world’s most famous race courses!

Tom Sarpola, Corvallis, Ore.

Reader Wheels

Jeff Adema is the third owner of his beautiful 1976 Chevrolet Laguna S-3. He reports that the car was built at General Motors’ Baltimore plant and has just 21,000 miles and the original window sticker. The car was sold new at LUPE Chevrolet in Avon Lake. “It went to Michigan for two years and now to me for the last 7 years,” Adema says. In 1974, the Laguna S-3 became the replacement for the Chevelle SS, but the model was short-lived. Adema’s example represents the final year for Laguna S-3 production.





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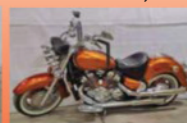
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The Scoop

Hobby News & Views



***XM-Turnpike Cruiser* bought by muscle museum**

Tom Maruska, the man who miraculously brought back Mercury's one-of-a-kind 1956 *XM-Turnpike Cruiser* show car from the brink (or beyond), confirmed the concept car has been sold to the American Muscle Car Museum in Melbourne, Fla.

The sale comes after the Mercury concept car was bid to \$350,000 at the Mecum Kissimmee sale in Florida last January and did not meet Maruska's reserve. Maruska had previously restored the 1954 *Mercury XM-800* concept car and sold it at a 2010 RM Sotheby's auction for \$390,000 (\$429,000 with buyer's commission) and expected a fair amount more for the *XM-Turnpike Cruiser* in 2022.

While buyer and seller of the *XM-Turnpike Cruiser* have agreed to not disclose its sale price, Maruska said of the figure, "It's quite a bit more than the *XM-800*, and it's a lot more than the closing bid at Mecum."

So, after ping-ponging from Maruska's Minnesota home to the auction in Florida and back to Minnesota again, the



Angelo Van Bogart photo

Reader Photo



"The 1960 Ford on the cover of the newest *Old Cars* reminded me of this photo of me, circa-1964, in front of Dad's 1960 Ford," says reader Greg Roarke. "As was Dad's custom, it was as basic as it got: an automatic transmission likely the only option. 'If it needed a V-8, why didn't Ford make it standard?' [Dad would have asked.] The tin worm attacked this car and it was traded in on a new 1967 Dodge Dart."



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The Scoop

XM-Turnpike Cruiser will return to Florida to a new, permanent home.

"It's going to a good home, and I am glad it's going to a museum even though it isn't open on a daily basis," Maruska said, "but they do open for tours and events. Over 20,000 people a year go through the place. He has 300-some cars in there, so it will be well taken care of."

Maruska said that the car won't be shipped to its new home in Florida until the snow in Northern Minnesota melts. He expects the car will be shipped to Florida sometime in March.

Learn more about the *XM-Turnpike Cruiser*'s new home at www.americanmusclecarmuseum.com

Review *Old Cars*' extensive coverage of the *XM-Turnpike Cruiser* restoration at www.oldcarsweekly.com.

— Angelo Van Bogart

Early Ford V-8 Club to convene in Dearborn

Henry Ford's hometown, Dearborn Mich., home of everything Ford, will be the location for the 60th Anniversary Diamond Jubilee Celebration Grand National Meet of the Early Ford V-8 Club of America, June 11-17. The meet starts with a motor coach bus tour to Auburn, Ind., for tours of the Early Ford V-8 Foundation Museum and the Auburn Cord Duesenberg Automobile Museum. The headquarters hotel will be the DoubleTree by Hilton in Dearborn.

Activities at the hotel will include registration, meet souvenir sales, Your Choice Raffle, Swap Meet, Operational Check and Car Clean Up. Special behind-the-scenes tours have been arranged for the Benson

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Weathered Wheels



"This past summer, on my way back from a car show in Lake Nebagamon, Wis.," says Weather Wheels super-spotter Steve Isola, "I came across this well-used and well-weathered 1940 International dually truck. It has a push-out front window for natural air conditioning and a single windshield wiper. Must have had a wide stake bed or box on the rear, based on the extra-long-arm mirror on the driver's side. My guess is it sat out in a field for many years, being used for target practice, before being pulled out and placed in this front yard with a 'for sale' sign in the window. It could use a headlight alignment and new tires."

Ford Research Center, Henry and Clara Ford's Fair Lane home and the Yankee Air Museum and their Ford Tri-Motor. A special Early Ford V-8 Day is planned for Greenfield Village.

Concours judging will take place on June 15 at the headquarters hotel. This will be the opportunity to view club members' registered Ford, Mercury, Lincoln and Ford commercial vehicles. The final day of the Grand National Meet starts with a motor coach bus tour to the Gilmore Car Museum and will end back at the headquarters hotel with the awards banquet.

For more information, visit www.earlyfordv8.org.

Wisconsin historians group seeks members

On Jan. 21, 18 members of the Wisconsin Society of Automotive Historians (WSAH) attended the group's quarterly meeting at the Experimental Aircraft Association's AirVenture Museum in Oshkosh, Wis. The primary discussion concerned the WSAH's need to add new members. Greg VanArk of the membership committee handed out new membership application forms that can be used to sign up new members at car shows and events or via mail. The group's next meeting will be at the Wisconsin Automotive Museum in Hartford in April. For additional information about WSAH, visit the website www.wisconsin-auto-historians.org.

— John Gunnell

GM investing in new Small-Block V-8

FLINT, Mich. — General Motors Co. recently announced plans to invest \$918 million in four U.S. manufacturing sites, including \$854 million to prepare these facilities to produce the company's sixth-generation Small-Block V-8 engine and an additional \$64 million in Rochester, N.Y., and Defiance, Ohio for castings and components to support EV production. The company says these investments will enable the company to strengthen its full-size truck and SUV business and support the company's growing EV product portfolio. **OC**



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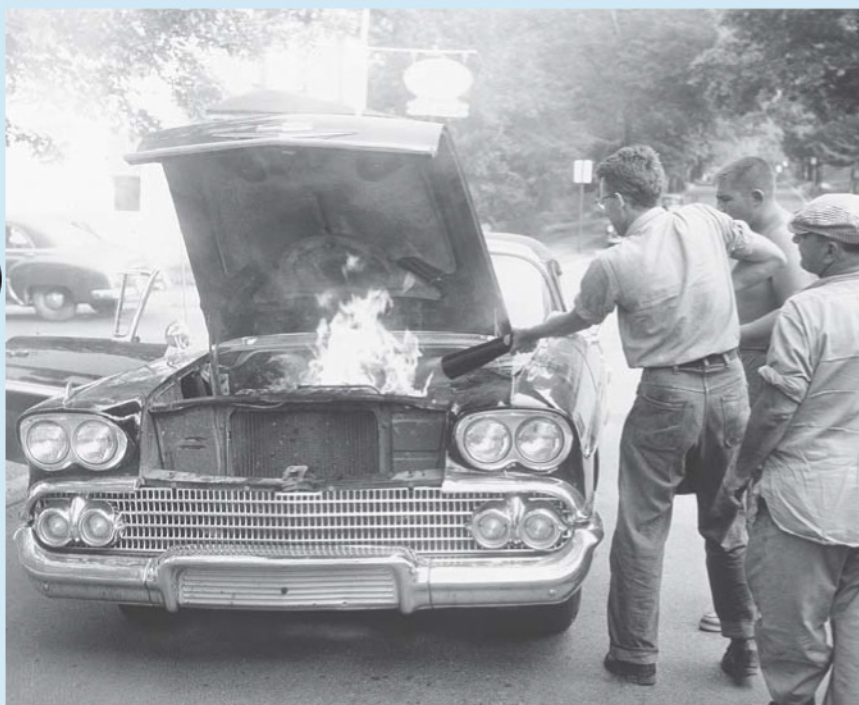
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Wreck of the Week



Fast reaction from local citizens prevented a potential disaster by using a hand held extinguisher to put out the fire in the carburetor of this 1958 Chevrolet Bel Air four-door sedan.



Rusty Herfocher collection



Last Tucker eventually found a worthy owner

After the factory's last 1948 Tucker (#1050) became an exclamation point to the dream of Preston Tucker, no one realized its fate. But now the tale is being revealed in *Tucker Topics*, beginning in Vol. 50, Issue 2, as a series embedded in *Reflections*, publication of the AACAMuseum, Inc. (161 Museum Drive, Hershey, PA 17033). The Tucker section is written and spearheaded by Mark Lieberman, Tucker Automobile Club of America senior director (jblmeister@aacamuseum.org).

Several Tuckers were awaiting parts on the assembly line when it shut down, among them #1050, which was mile-less since motor and transmission were in abeyance. To make it more complete, affixed to it were parts from car #1027 that was "rolled" accidentally on the Indy Motor Speedway during a test. Such was the rush to complete the last Tuckers. Ezra Schlipf eventually bought it, still unfinished, for \$750 at the liquidation sale. Wayne McKinley later bought it. By then, it had an engine, but still no tranny (and no mileage). The car changed owners again in 1980 (and a Cord transmission was installed). No mileage was realized, so the succeeding owner wanted to maintain the car at "0" mileage.

McKinley was a man devoted to family, friends and hobby. Only on occasion did he recall details about his Tucker experience, telling it with a twinkle in his eyes. During his long life, McKinley had a career as a Chevrolet dealer and was a hobbyist who appreciated brass-era and traditional classic cars. But most of all, being a true friend of the hobby, he was admired (and is remembered) most of all for that precious trait. Part two of the article series is pending.



Tucker 1052 in 1972 (top) and today.

VINTAGE AD OF THE WEEK

By Old Cars staff

The Marlboro Man ... Magnum PI ... John Wayne ... Chuck Norris ... And the Mustang II Guy. Who's the coolest? We'll call it a dead heat, but this guy was clearly the alpha male of his world, and the king of Ford's 1978 Mustang II Cobra ad campaign. All denimed-up and pulling on the driving gloves at sunset, preparing to head out and be awesome. It simply can't get any cooler than that.

Ultimately, the Mustang Cobra II would be criticized for being one of the weakest attempts ever at producing a performance or "muscle" car. Under the hood in 1978 was either a 2.3-liter four-banger that pumped out a whopping 88 hp, or a 2.8L V-6 with 105 hp. But the Mustang II Cobra was certainly a great-looking car with its flashy graphics, sweet wheels, chin spoiler and window louvers. This non-lethal reptile still has a pretty loyal audience of fans today, some of whom originally helped the Mustang II become a sales success in the mid-to-late 1970s.



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Q. In the Nov. 15, 2022, issue, a reader inquired about a 1960 safety award [first-aid kit] from Chevrolet. I have one of those as well, but not in the condition that was pictured. My father was employed at the Chevrolet assembly plant in St. Louis, Mo., at that time. I can only assume it was given to individuals or perhaps team members for work safety. Perhaps it was given at the time of year when model change occurred (typically in September, as I recall).

It is difficult to see in the picture, but the silhouette below the Chevrolet emblem is that of a 1961 Chevrolet.

— E.S. Padgett, Fairview Heights, Ill.



Chevy bow-tie. My conclusion is that these annual awards were made available to dealers to recognize customers with safe-driving records. Can anyone add to this story?

Q. Years ago, a friend needed a place to put a car that he was planning to restore. He rented a space in my garage. He ended up in financial trouble and sold the car to me in the early 1970s to settle the storage bill. He has since passed away and the vehicle has remained in my garage.

I need to do something with the vehicle, but I don't know anything about a 1920s Whippet coupe. Where can I find information about the vehicle so that I can properly advertise it? I'm in my 80s and I don't know much about using computers. I'm hoping to find books or other means of learning about Whippet cars.

— Jerry Hattan, Torrington, Wyo.

A. Jerry, you should join the club. By that, I mean the Willys Overland Knight Registry. The WOKR is the club for Willys, Overland, Willys-Knight and Whippet automobiles and trucks. Not only do they have members who will know all about the Whippet you wish to sell, they have members who may want to buy it.

The Whippet was Willys-Overland Corp.'s "entry level" make from late 1926 into 1931. It represented the phasing out of the Overland name, and finally gave way to simply "Willys" in 1932.

The WOKR currently has a significant internet presence (www.wokr.org), but is sparse with snail mail contact information. Your best bet may be to write to their Upper Mississippi River Valley

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Q. At my house in Elmira, N.Y., built in 1872, I found parts to a Jeffery car buried in the backyard. There is a taillight that says "Jeffery." I would like to connect with people that know about these cars.

— Robin Quarty, Gillett, Pa.

A. The Jeffery automobile was built in Kenosha, Wis., from 1914 to 1917. Thomas Jeffery, a bicycle manufacturer in Chicago, started building cars in 1897, naming them after his Rambler bicycles. Rambler cars were initially small runabouts, but became increasingly larger over the next 15 years. After Thomas's death in 1910, his son Charles took over the company. In 1914, Charles decided to change the name of the car from Rambler to his father's surname (and his own). Substantial four- and six-cylinder cars, Jefferys were priced to compete with Buicks and the "entry-level" Cadillacs. Charles Jeffery was one of the few survivors of the sinking of the steamship Lusitania in 1915. He was so traumatized by the event that he decided to leave the car business and retire. In 1916, he sold the company to Charles Nash, who renamed the cars after himself.

Today, Jeffery cars are recognized by the Nash Car Club of America (www.nashcarclub.org), or contact Jim and Dorothy Bracewell, 830 Mahogany Rock Rd., Soarta, NC 28675 via snail mail. No doubt they have members who can assist you.

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

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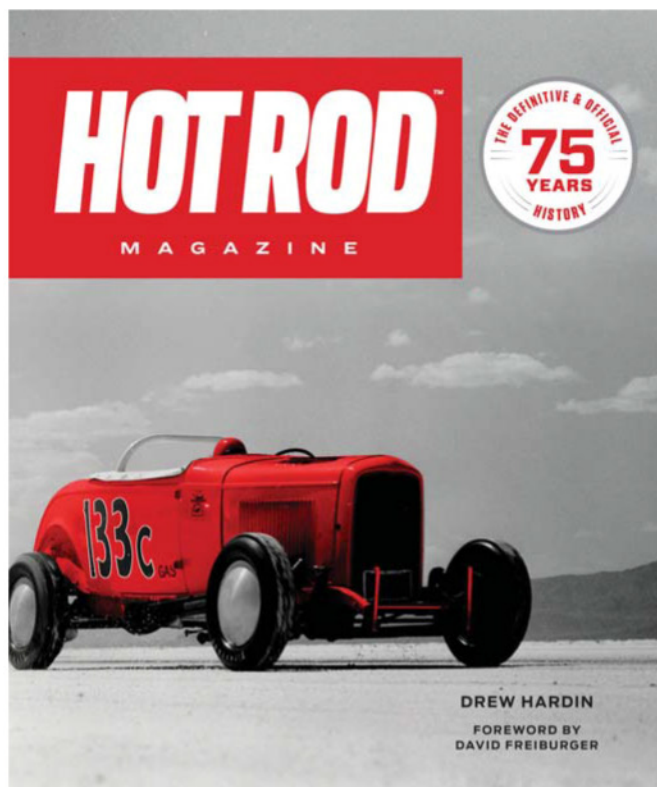
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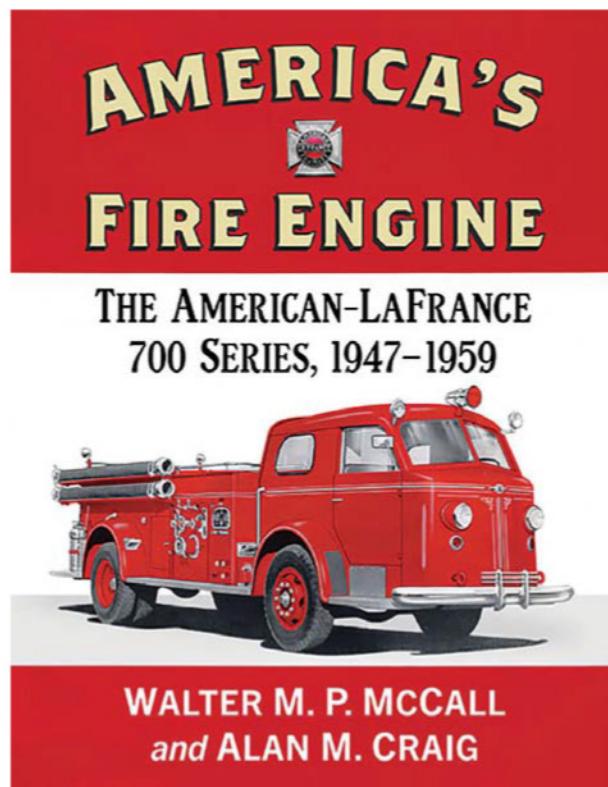


HOT ROD Magazine: 75 Years

Current *Hot Rod* magazine editor Drew Hardin put the magazine's 75-year past to paper in a hardcover book that shows where the publication came from, where it's been and where it's going. The book is more than just highlights of the best covers or the best stories, but a thorough decade-by-decade examination of what was hot, who were the movers and shakers, what were the trendsetting cars of each decade and *Hot Rod*'s role in spreading the gospel and being at the forefront of hot rodding. Although he's been gone for a decade and a half, there's even insight into founder Robert E. Petersen ("...the magazine staffers were always underpaid zealots who would virtually do the job for free just so they could be involved," writes past editor David Freiburger). Hardin also explains how *Hot Rod* navigated its parent company's magazine "purge" in 2019, how it continued when COVID brought the world to a halt and how printed publications are now just one part of *Hot Rod*'s (re: MotorTrend's) growing web- and television-based portfolio.

Between all of the media talk, there's lot of great images from the *Hot Rod* archives and interesting insight into what has kept the *Hot Rod* media empire going long enough to celebrate a diamond anniversary. It's all perfectly packaged in a beautiful book that captures the essence of *Hot Rod* back in '48 and today, a real tribute to its designers and editors.

Order a copy of the hardcover, 208-page full-color book from motortrend.com or www.quarto.com, or find it at your local bookseller for \$50.



America's Fire Engine: The American-LaFrance 700 Series, 1947-1959

Those famously friendly faced, flat-fronted American-LaFrance 700 Series fire engines built from 1947-1959 are thoroughly given their due in the latest book from respected professional car expert Walter M. P. McCall and Alan M. Craig.

For good reason, the book is titled "America's Fire Engine," as the fire engine was, as the authors state, "spectacularly successful," and its cab-over-engine design became the standard by which all other fire engines were designed through today. So many North Americans were exposed to the American-LaFrance 700 Series that it's also the fire engine that many people imagine a fire engine to be. The authors were among the droves of people upon whom the 700 Series left an impression, and have been watching and studying them since childhood. Their knowledge about the history of these fire engines is only matched by their engaging writing ability, making this a thoroughly interesting book on the subject — even for those with only a passing interest in the subject.

In addition to the hearty text on American-LaFrance 700 Series fire engines, as well as the very similar 800 Series, the authors worked to scour many sources for period photos of American-LaFrance fire engines, and hundreds are included, mostly appearing as sharp black-and-white images. To top it all off, there's a complete register of deliveries of the more than 3,500 700 and 800 Series fire engines built by American-LaFrance; each entry in the registry includes each engine's register number, original customer, model and date shipped. Any enthusiast will enjoy searching for familiar cities and towns in the register, and owners will enjoy finding their engine's roots in the registry. Also handy is an illustrated spotter's guide to help the reader differentiate the different models and eras in which they were built.

Order a copy of the paperback, 365-page book for \$49.95 from its publisher, McFarland & Company, Inc., by calling 800-253-2187, or through the website mcfarlandbooks.com.



CLIFFORD'S '70 C10



Chevrolet management is said to have thought the new 1967 front end was too delicate looking, so in 1970, a bolder grille was employed.

After raising a family and working 52 years for the Armstrong Hardwood Flooring Co., Clifford Laxton decided to buy himself a retirement gift. In 2005, he celebrated retirement by buying a shortbox 1970 Chevrolet C10 Custom Sport Truck. Clif-

ford was so smitten by his "Action Line" pickup that he had it used as a hearse when he went to his final resting place.

When it came to Clifford, his family and the Chevrolet, it seemed as though there was a story around every curve. Now that Clifford is gone, his family

cherishes these memories he left behind. Among the family members who share memories of the truck and Clifford are his daughter and son-in-law, Sherry and R.G. Lewallen, of Powell, Tenn.

"After he passed away, we decided to keep the truck and restore it in his honor," she said.

The 1967 to 1972 C/K trucks are considered Chevrolet's second-generation C (two-wheel drive) and K (four-wheel drive) trucks. The first-gen (1960-1966) Chevrolet C/K pickup had sharp angles with rounded edges to create a bold profile. For '60 and '61, the truck's front end was reminiscent of the full-size 1959 Chevrolet car as both had two oval air intakes above the grille that housed parking lamps and turn signals. For 1962, the design was slightly altered and the large intakes above the grille became less dominant. Eye-catching, flared-out panels ran along the beltline from the front fender to the end of the Fleetside body of all 1960-'66 C/K trucks. In 1964, the wraparound windshield was eliminated.

The second-generation C/K pickup was not as nearly as daring. Flatter surfaces were featured for a more defined,



Tailgate of the Fleetside has a centrally located one-hand latch. Note the upscale tailgate trim with "Chevrolet" spelled out has a woodgrain look to match the Custom side molding.

“knife edge” look. Front fenders curved over the hood line. The sculptured contours of the fenders continued through the doors and, on Fleetsides, went to the end of the tailgate. A lower character line started at the front bumper, swept over the wheel openings and ended at the rear bumper. The truck’s overall height was lower, the hood was longer, the window frames were slimmer, the windshield taller and the gap between the cab and bed became smaller. Two new features were a recessed, one-hand tailgate handle and concealed tailgate latches. Harry Bradley is credited with designing the 1967-’72 Chevrolet C/K trucks. A short time later, he joined Mattel and created customized Hot Wheels cars, including a customized version of his truck design called Custom Fleetside.

Besides going after traditional truck buyers such as farmers, tradesmen and construction workers, Chevrolet also tried to attract folks who wanted trucks for recreational use. Many advertisements showed pickups with campers or boats, and brochures touted the trucks’ smooth ride and comfort features. Chevrolet also offered more options than its competition. Perhaps this is why Clifford was attracted to his plush 1970 Chevy. Many consider the second-generation C/K of 1967-’72 to be the middle ground between yesterday’s plain pickups and today’s highly optioned haulers, and perhaps Clifford was among them.

Clifford used his truck by thoroughly exploring the magic and wonder of the open road over the years, leaving it rather tired.

“The condition of the truck was a solid driver quality,” Sherry said. “However, it needed a full restoration. We did a body-off-the-frame restoration that started in 2018. We finished it in 2021.”

The interior is cheerful looking. Unlike today’s bland interiors, the door panels, vinyl bench seat and carpet are keyed to the dark-olive exterior color. The instrument panel has round dials in a trapezoidal cover with a flat-black finish highlighted by chrome outer and dial trim. The olive-colored, thin-rimmed plastic steering wheel has a nice, slender grip. There is good all-around visibility



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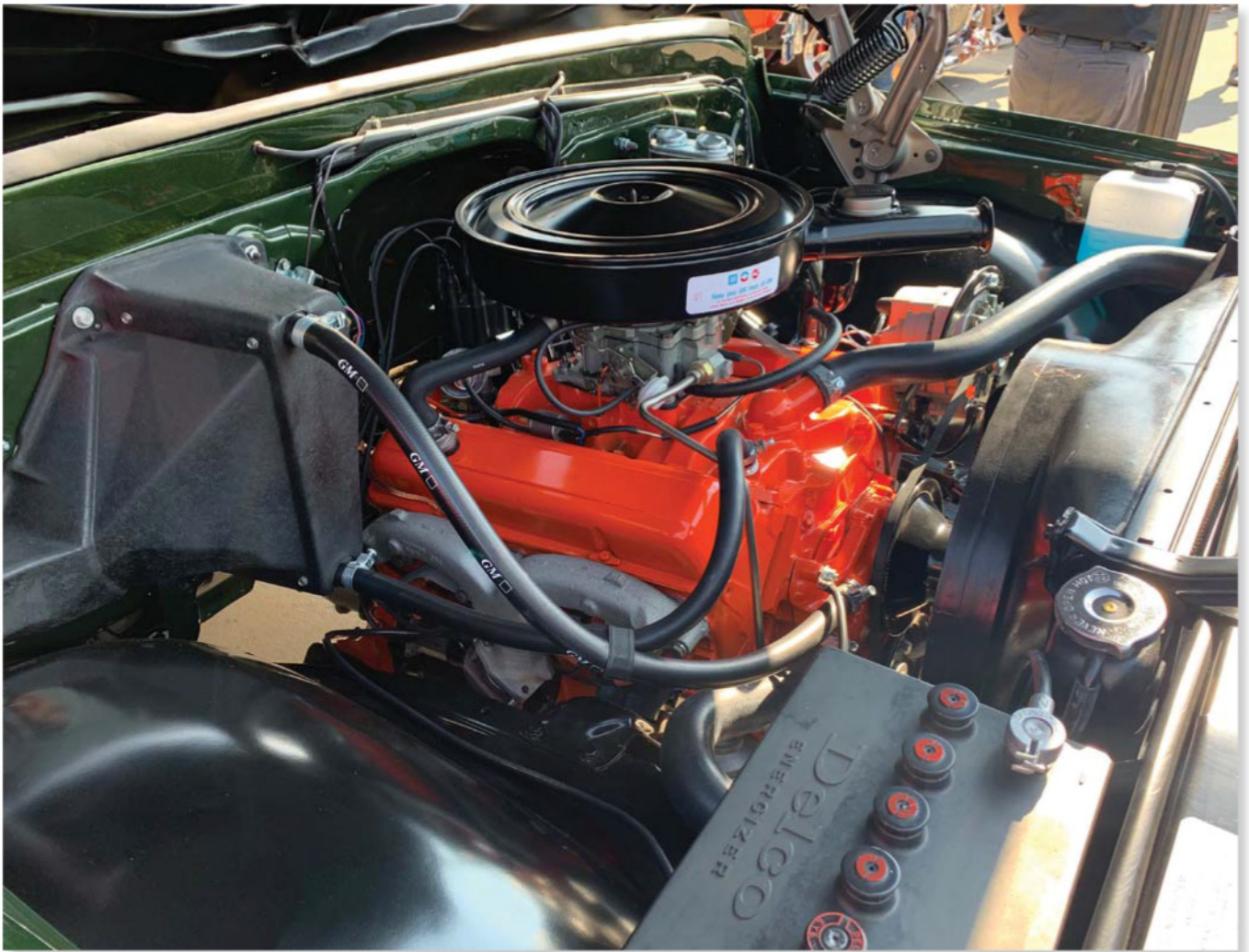
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The 350-cid V-8 pumping out 255 horses has been immaculately restored, as has the surrounding engine bay.

from behind the wheel. The pedal trim plates and door handles and window cranks have all been replated. Sherry said Alexander Upholstery in Maryville, Tenn., made the interior look new.

For 1970, Chevrolet engine choices ranged from mild to hot. There was the base 250-cid six rated at 155 hp. Next up was the 292-cid six generating 170 hp. Then came the 307-cid V-8 making 200 hp. Sherry's truck has the 350-cid V-8 pumping out 255 hp, which helps her zip through the three-speed manual much quicker. The biggest "hammer" available was the 400-cid V-8 at 310 hp. Sherry's engine was brought back to factory specifications by Gordon Treece of Knoxville.

Sherry's pickup is strikingly beautiful. There is good door fit and panel gaps. The paint is rich with a perfect shine, and chrome is deep and reflective. The show-room-fresh-again pickup's body and paint work were performed by Riffy's Restoration in Knoxville.



Sherry Lewallen with the AACA Junior Award earned at the Hershey Region's fall meet.



Trapezoidal cluster with flat black face and chrome outer and dial trim.

"This was a late production truck, made in June 1970 at the Atlanta assembly plant," Sherry said. "It has the very desirable Custom Sport Truck package, but not a lot of other options."

The Custom Sport Truck option included a chrome front bumper, "CST" nameplates on the front fenders, a full-width vinyl seat, bright frames for the foot pedals, extra cab insulation and carpeting.

Despite having the desirable CST comfort and appearance package, Sherry's truck does not have power steering, power brakes, power windows or air conditioning. For many buying a vehicle in '70, especially a pickup buyer, these options would be considered for "Cadillac people."

In February 2022, less than a year after its restoration was completed, Sherry and R.G. were bestowed with a Junior Award at the AACA Hershey Region's Eastern Fall Nationals for their pickup's impressive restoration. It was a fitting reward for saving, restoring and cherishing what was once Clifford's beloved truck.

Since its restoration, Sherry's 1970 C10 has transcended its utilitarianism. For she and her husband, the pickup is a time capsule providing wonderful memories of her father, Clifford.

"We are proud to show the truck in honor of my father." **OC**

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<p>1980 Chevy C-10 LS3 Conv., Lowered, Auto, 82K Miles, Red Paint, AZ Title \$16,975</p>	<p>1979 VW Beetle Convert 4 Cyl, Carbureted, 4 Spd, Yellow Paint, Tan Int., AM/FM, Custom Wheels, Last Year for Convertible. \$14,975</p>	<p>1974 Thunderbird, 460, loaded, leather Mint \$9,795</p>	<p>1969 MGB MK II 6495, roadster convertible, 4cyl, 1800cc, 1 owner, mint, red/black \$6,495</p>

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10 Questions With ... Randy Nonnenberg

Bring a Trailer boss has blazed a new trail in the car auction world

Randy Nonnenberg admits that when he and his car buddy Gentry Underwood hatched a plan to basically entertain themselves and amuse a few other car buffs along the way back in 2007, they had no clue they were about to alter the way an entire hobby did business.

The pair launched Bring A Trailer (BaT) for kicks, and 15 years later, the online collector-car site has wrapped up more than \$1.3 billion in annual sales. That's just in 2022 alone!

Buying and selling fun cars on the internet is not a new idea, of course, but Nonnenberg and BaT have hit on perhaps the best formula there is for bringing eager buyers and sellers together.

Recently, the BaT boss submitted to the *Old Cars* "10 Questions" treatment.

OLD CARS: Do you remember when the first time the idea for a site like this came to you? Was there an a-ha moment?

RANDY NONNENBERG: There were different flavors of BaT. A lot of people ask about that...The early days, it was a different thing. We were starting it not as a business, but more of a fun enterprise and almost more of therapy for me. I'd be out all the time to hunt cars and, unfortunately, at the end of the night, I'd close my laptop and delete everything and start over the next day. So, instead of hunting around and wasting all that effort hunting for good stuff, a buddy of mine decided to start a website of basically the best one I found that day. And that was 2007, and all of 2008 it was just one or two cars a day that I had found out in my general hunting ground on the internet.

The a-ha moment was really when we turned the website on to do that... That was January of 2007 ... Then there has been 1,000 a-ha moments since then. About a year, year-and-a-half after that, we had grown enough of an audience that people started to say, 'Hey, instead of featuring my car on some other website, can I just give you my car to post straight onto Bring A Trailer?' And we said, 'Oh, that would be interesting.' And we came out with a model to charge somebody 50 bucks, and we turned that into a bit of a marketplace idea so we could pay for a nicer computer and a new keyboard and keep going! So there were a lot of small steps along the way.

OC: Was it because there was a niche that you thought needed to be filled?

RN: Some of what was appealing is that some of what was going on back then was that the mainstream press would

focus on the high-end stuff, right? Like the really fancy stuff and the stuff at auctions like the Porsches and Ferraris...But I got equally excited about the \$7,000 Datsun, and I still do. Or finding an amazing story around a CJ-5. There are just cars that are not the headliners that I thought were just as cool, so I'd sort of pepper that sort of stuff in. That led to a lot of variety. My first car was a Land Cruiser. My second car

was a Mustang. My third car was a BMW 2002. I'm not a specialist. I'm schizophrenic, my interests are not in one particular area. I'm all over the map and I actually think that really appealed.

OC: Were you targeting a certain amount of cars per day, or week? What were the first goals you had?

RN: Back in the early days, it was just a challenge for me to get one post out the door ... Just getting it written every day was difficult. But we launched the auction with three cars a week. Wednesday afternoon we put up three cars a week. And that was 2014, and if you'd asked me at that point, 'How many can this thing do?' I would have thought, I dunno, 25, 30? That would be crazy. And then you get to 20, and you think, 'Well, maybe we can do 50' ... and you try to get

to there. All the while those first few years I had these ceilings in mind, and then we'd go bust through these ceilings. And so, eventually, I wised up about four years into it and said, 'You know what, we don't need to worry about a ceiling.'

OC: What do you remember about your first sale?

RN: The first one we ever sold was an Austin-Healey 100-6, on January 8, 2007 ... I went and looked at it on Craigslist and it was in San Francisco in a little garage. I still know the guy that listed it. He wears it kind of as a badge of honor. It was a project car and it was like 12 grand or whatever ... I figured it would be a good car to sell. I didn't need a Healey at all, but I found this car and it happened to be a half-mile from my house, so I went and looked at it and it was cool, and that was right when we were talking about doing this website thing so I went and wrote it up. That was the first listing on the site.

OC: What has been your biggest challenge over the years?

RN: The biggest challenge is the people, the community. Being involved and building a community that is civil and is productive online is super hard to do. You've probably seen that in other places online. If people are sort of left to their



own anonymous devices, they all sort of try to devour each other and it turns into a place you don't want to hang out. A lot of times we get the remark that 'BaT is the one place that I come that I actually want to hang around and talk to people,' and that has not come by luck. In the early days, it was by me, and now it's from a whole team that engages with everybody and by reading every single comment and helping people learn the way you have to be to contribute, and what sellers should say and shouldn't say ... And man, it's a lot of work, but now, in these later stages where we now look back, we're so happy we invested in that, because I think that's such an important part of transacting cars online — having that vibrant engagement from people.

OC: What effect did the pandemic have on BaT?

RN: I call it a tailwind. It was a huge tailwind for us, because the physical auctions had to stop doing business, and a lot of people had to start doing more things online. And also, a lot of people were thinking more about what's important to them. What did they want to spend their time on? 'We are not able to get on an airplane and fly anywhere, so maybe I'll go have a fun car with my kids, or go buy a pickup truck and go for a drive and take my mind off things....'

The pandemic was a hard time for a lot of people, so we're mindful of that, but there were a lot of people who found joy playing with cars. And doing things online. So it was a big tailwind for us.

You hear people say, 'BaT is a big success because of the pandemic.' You'll hear that sort of comment, but we started auctions in 2014, and 2019 was a huge record year, before the pandemic. So it was sort of right at the right time all these things overlapped, and we feel very fortunate for that.

OC: \$1.3 billion in sales in 2022. Does that number seem possible to you?

RN: It is far beyond what we ever hoped and dreamed. It has been a really amazing ride and it's due to the team that we've been able to build out. There are 160 people working for Bring A Trailer now, and they all care about it and love it and are into the product and having it be successful. You see the headliner numbers like that and, yeah, it kind of blows your hair back a little bit. But when you look at the size of the overall market and the number of vehicles that are out there and what they are worth these days...

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That number is huge, but it's still only scratching the surface of what's out there. We're excited that there are more customers out there to take this to, frankly.

OC: What kind of buying trends are you seeing lately? What's hot?

RN: It's always sort of ebbing and flowing. I think everybody in the past couple years has been surprised at the vintage trucks and SUVs. There is, like, no end in sight. If you bring a great-looking Grand Wagoneer or Land Cruiser or Range Rover or something that has the right story and good spec and is well put together, people go really nuts for those. The appetite for those, I don't see any end in sight. Those aren't going to stop anytime soon. People aren't going to stop thinking those are cool. They are cool; they are here to stay.

OC: What are some of your next steps, or big plans, for BaT?

RN: What we want to keep doing is what we've done already, and that's raise

the quality of listings and make people more confident to buy online and list online. That is something the current formula has sort of achieved, but the goal is still making things easier for people. That's what we want to specialize in — making the transaction easier, making shipping easier for folks, whatever we can do. We want to be welcoming through the technology that we have. We are investing in anything we can do to make transactions easier for folks.

OC: You can have any car for the day to go and have fun with. You have to give it back at the end of the day. What are you taking?

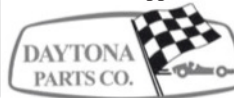
RN: As a kid, I had an RC car and I have always lusted after a Porsche 959 ... I was born in 1977, I was 20 years old in 1997, and that was the poster car in those days. We had one show up at our Bring A Trailer gathering at Monterey last year. This guy pulled in driving one and I about lost it. I had to go sit down. Those are special cars. **OC**

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Old Cars Photo Gallery

Stunning 1969 Camaro SS396/Rally Sport

STORY AND PHOTOS BY AL ROGERS



Several years ago, I visited RK Motors in Concord, N.C., to spend two weeks photographing 13 muscle cars from its inventory. The plan called for a car handler from RK Motors to transport a different muscle car each day to a predetermined location where it would be photographed.

To pull off this plan, we needed a clean background at a private location. I was aware of the spacious, clutter-free tarmac setting of the nearby Concord

Regional Airport in Charlotte. One particular location at the airport caught my eye and I made note of it, hoping, by some miracle, I could get permission to use the area for the photo shoots.

Once I arrived at RK Motors, I asked if they could help me access the Concord airport. I knew it was asking a lot.

Soon, my contact at RK Motors called and said he had a great relationship with the airport's management team. A meeting was scheduled with

the airport manager to seek approval to shoot cars there.

The phrase "southern hospitality" had never been more apparent to me than when I met the airport manager. He made some quick phone calls and secured approval for use of the tarmac. Then he explained I'd be using the area in front of the hangar belonging to NASCAR legends Rusty Wallace and Ken Schrader. My response: "Are you serious?" He replied, "Yes, it's a go."



The 1969 Chevrolet Camaro SS396/Rally Sport

One of RK Motors' muscle cars that I photographed on the tarmac over that two weeks in Concord was an Olympic Gold 1969 Chevrolet Camaro SS396/Rally Sport.

This four-speed 1969 Camaro SS396/Rally Sport has all the right ingredients: it's a real SS396 (code X22) with the Rally Sport package, restored to its original configuration, including in its original

colors of Olympic Gold over black. The Camaro also still packs its matching-numbers L78 big-block 396-cid V-8.

Paint code 65 Olympic Gold is one of 18 standard colors that were available on the 1969 Camaro. Records show 6.6 percent of 1969 Camaros were painted Olympic Gold, putting it at about the middle of popularity that year (Frost Green, LeMans Blue, Hugger Orange, Daytona Yellow, Garnet Red, Fathom Green and Dover White were all more

popular).

Subtle isn't the word for this super-clean, beautifully restored machine — it's exactly the kind of car that only gets better the more you look at it, especially in the golden and cherry red sunlight at dusk.

The concours restoration was done by Camaro Specialties of East Aurora, N.Y. The team there stripped the Camaro to a bare shell and rebuilt it from the bottom up, with highly skilled crafts-

men installing the industry's best components and materials. All the steel on the car was worked until it was as laser straight as the moment it came out of the press. NOS quarter panels were installed to the body and aligned until the gaps were better than new. After dozens of hours of block standing, the final two-stage urethane base-clear coat Olympic Gold paint finish was applied. Correct black SS stripes were added to the front fenders and doors, and in the interest of originality, the restorer wisely chose not to install a ubiquitous cowl-induction hood, instead keeping the correct flat SS hood with chromed pot-metal "ice cube tray" inserts. In the same way, the blacked-out X22 taillamp panel was enough to differentiate this car from its small-block SS brothers, and no trunk spoiler was added, either. The result is a sophisticated and aggressive-looking car that doesn't look overdressed, unlike many other 1969 Camaros.

All the chrome on the car was either restored to show condition or replaced with high-quality reproduction items. The fit and finish on the chrome rear bumper is the nicest to be found on an early Camaro, and all the stainless has been professionally polished. As an RS car, this Camaro carries the vacuum-powered hidden headlamps, the Endura front bumper, turn signal indicators below the front bumper and back-up lamps mounted below the rear bumper.

The most important question when dealing with benchmark cars such as

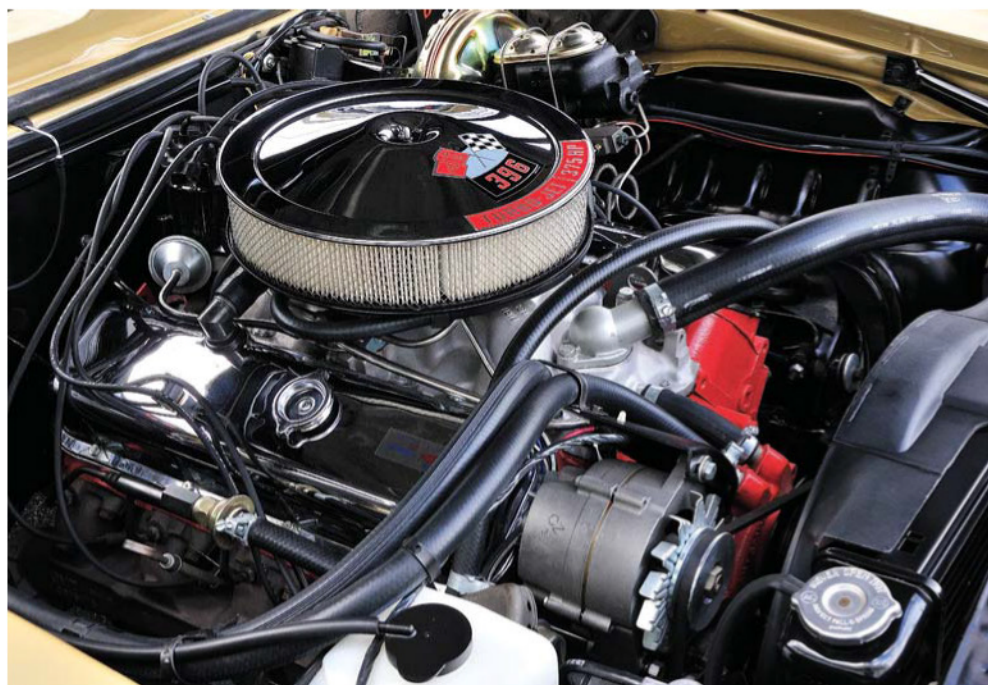


The tail panel of Camaro Super Sports with the 396-cid big-block was painted black, except on pace car models. The unique Rally Sport "triple-unit taillights" lacked a back-up lamp, so RS models received separate back-up lamps beneath the bumper.

this is whether the engine is its numbers-matching original unit. In this case, the answer is yes, this is the original L78 big-block. The L78 had been rated at 375 hp, but this rating is considered extremely conservative since it was the same engine that made 425 hp in the 1965 Corvette. The L78 396 featured high-performance rectangular port heads, four-bolt mains, a forged steel crank and rods, and forged aluminum pistons. Because of the high-revving nature of the solid-lifter L78 big-block, a buyer couldn't specify power steering or air conditioning, and you'll note that the alternator uses the same large-diameter pulley that was found on the Z/28. For 1969, total Camaro L78

production was only 3,823 or 4,889 cars, depending on the source.

The engine bay has been beautifully restored and is presented today in what is honestly better-than-new condition. The Chevy orange engine paint on the block and heads is probably as nice as the paint on the body of the car when it was new in 1969, and the chrome plating on the air cleaner and valve covers is show quality. Correct-looking reproduction decals have been used throughout, and components such as the hoses and clamps, fasteners and even the shift stampings on the firewall are accurate. There's even a correct, functioning smog pump, which is incredibly difficult to find today.



Early Chevrolet literature didn't mention it, but the L78 version of the 396-cid V-8 was available in the 1969 Camaro and cranked out 375 hp (the L34 350-hp version of the 396 was also not mentioned). Power for the L78 was produced by its 11:1 compression, a Holley carburetor set on an aluminum high-rise manifold, a solid-lifter camshaft, forged pistons and forged crank, four-bolt mains, and rectangular-port heads.



LEFT: When the Custom Interior (RPO Z87) was ordered, Camaro SS/Rally Sport equipment included the woodgrain accents on the instrument panel, steering wheel and console and a passenger-side grip bar on the instrument panel. Also note the center console (RPO D55) with four white-faced instruments as part of the RPO U17 Special Instrumentation package. The gauges monitored fuel, oil, engine temperature and amps.

BELOW: Even with the Rally Sport and Super Sport packages, the standard set up was hubcaps on painted wheels. In one of the few changes from this car's as-built configuration, optional Sport wheels (RPO N66) were added.



During the 1969 model year, Chevrolet offered an automatic transmission option for the Camaro SS396 with the L78 engine, but according to production numbers, most people preferred the four-speed. This car is in the majority of the 12,904 SS396 Camaros built in that carries the Muncie M21 four-speed manual transmission with the correct date code. Turning the engine's twist into usable thrust is the tough 12-bolt rear axle, which was part of the SS396 package. It's fitted with 3.55 gears in a Posi-Traction limited slip.

The rest of the chassis is highly accurate, and the quality of this car shows in areas where a lot of restorers deviate from original specifications. The reproduction exhaust system isn't mandrel-bent, and the bolts are original steel, not brightly plated hardware store pieces. The suspension and brakes have been rebuilt to original specifications. At the time of our photo shoot, it had been driven about 200 shake-down miles since its completion, which means that this car is not only beautiful and accurate, but 100 percent sorted and ready to drive.

One minor deviation from the car's window sticker is its wheels. This SS396 originally had plain-Jane steel wheels fitted with hubcaps, but today it wears the optional 14-inch SS five-spokes shod with reproduction Goodyear Polyglas bias-ply tires.

If the Olympic Gold paint suggests that this car was a little bit upscale, the code 712 black custom interior confirms it. With high-back bucket seats that are a step up from the standard stools in base Camaros, it takes the interior to a different level. Add in the woodgrain on the instrument panel, steering wheel and console, and you have a driver's compartment that wouldn't be out of place in a more expensive General Motors car, such as a Pontiac or Buick. The gauges have been beauti-

fully restored, and all the soft parts are new, including the dash pad and door panels. White-faced auxiliary gauges live ahead of the Hurst shifter, and the original AM/FM radio and all else works properly. In the trunk, there's a new mat, matching spare and a complete jack assembly.

The '69 Camaro SS/RS went through the certification process by Jerry MacNeish, of Jerry MacNeish's Camaro Hi-Performance, Inc., who confirmed that this is a correct and authentic X22 SS396 Camaro.

As I look back, the realization of having the opportunity to photograph this and 12 additional muscle cars at a nearly perfect location was truly a once-in-a-lifetime opportunity. Hats off to the teams at RK Motors and Concord Regional Airport for working together and with me to make the assignment a success. A sincere thanks to everyone who had a role in making it happen. **OC**



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Inside the Le Mans Cadillacs

Briggs Cunningham's race-ready Series 61 Cadillacs

STORY AND PHOTOS BY ANGELO VAN BOGART

In 1950, a small group of Americans crossed the Atlantic Ocean intent on conquering Europe's snootiest automotive competition: the 24 Hours of Le Mans race (*les vingt-quatre heures du Mans*). They were properly prepared, as their arsenal included two examples of

America's best—a pair of big, brawny new Cadillacs.

One of those new Cadillacs was a race-prepped Series 61 coupe, the other a Series 61 specially fitted for the race with a custom roadster body.

The arrival of the 1950 Cadillacs in

France for the Le Mans race was a homecoming of sorts. The cars' very brand name was derived from the Frenchman who first settled Detroit, home of Cadillac Motor Car Co. This time, however, the American car company was going to attempt to conquer a little corner of France.

The French did not necessarily take this invasion well. The cars received more than their fair share of scrutiny by Le Mans race officials, who spent a significant amount of time ensuring the Cadillacs — especially the roadster race car — qualified for the race. The French press was likewise inhospitable.

Upon watching the large Cadillacs during practice as they listed on the track around diminutive Jaguars, Allds, Talbot-Lagos and other small European roadsters, the French press coined cheeky nicknames for the Cadillacs. They named the coupe *Petit Pataud*



After it was raced at Le Mans, Cunningham's 1950 Cadillac was put to "daily driver" use, which included towing his other race cars. Today, the only clues to its race car provenance are its paint job and the gauges on its steering column.

(French for “clumsy puppy”), and being especially abhorred by the custom roadster body, named it *Le Monstre* (“the monster”).

The crew importing the Cadillacs included men who were no strangers to speed and the quest to be the best at achieving it. Briggs Swift Cunningham, an affluent sportsman with a history of competing on land and water, created and funded the American team. He was joined by brothers Miles and Sam Collier, longtime friends who were likewise affluent motorsports enthusiasts. (The Colliers were founders of the Automobile Racing Club of America, which later became the Sports Car Club of America and, with Cunningham, had a hand in the establishment of Watkins Glen raceway.)

The men clearly knew the sport of racing from behind the wheel. But they needed someone who knew automobiles under the hood. That man was Bill Frick of Frick-Tappet Motors.

Frick was familiar with the power of the 160-hp, overhead-valve Cadillac V-8 engine that debuted for 1949, and he was planting them into new Fords formerly powered by now-antiquated flathead V-8s to create “Fordillacs.” Cunningham bought one of the first Fordillacs

Modifications to race at Le Mans included hood straps, which were required to race in France, and Marchal headlamps and foglamps to see through the fog that notoriously covered the track. Briggs Cunningham’s coupe retains the French Marchal foglamps, but the headlamps were eventually replaced with standard sealed-beam lamps.



Brothers Miles and Sam Collier in France with the 1950 Cadillac Series 61 coupe they drove at Le Mans after Bill Frick’s preparations.

and regularly drove it, even racing it at Daytona Beach. The other half of Frick-Tappet Motors was Phil Walters, who used the pseudonym “Ted Tappet” when racing. Walters, aka “Tappet,” would be Cunningham’s co-driver at Le Mans.

Cunningham had originally hoped to run one of Frick’s Fordillacs at his first Le Mans race, which would give him Cadillac power in a lighter-weight Ford body. Upon learning that such a hybrid would not be accepted for entry at Le Mans, Cadillac chief engineer Ed Cole (who later became General Motors president) allegedly suggested Cunningham race the lightest Cadillacs in General Motors’ fleet, the Series 61 coupe. Cunningham would enter two Cadillacs in the up-to-8-liter class. To assist Cunningham, Cole designed a five-carburetor manifold that topped the 331-cid V-8 engine in the roadster that Cunningham was to enter at Le Mans. The Cadillac V-8 in the Series 61 coupe was fitted with a dual two-barrel-carburetor setup designed by GM engineer Frank Burrell. Le Mans’ governing body, Automobile Club de l’Ouest, forbid internal engine



A quartet of Holley carburetors encircle the central Carter carburetor on the unique manifold fitted to the 331-cid V-8 of the “Le Monstre” roadster. Unfortunately, the coupe has lost its unique dual two-barrel carburetor setup since the race.

modifications, but did permit external changes, so these multi-carburetor setups were acceptable.

On the Cadillac roadster’s five-carburetor setup, a Carter carburetor was mounted in the center with a mechanical linkage permitting part throttle. At full throttle, the four Holley carburetors

encircling it opened, but even at idle, the engine has a monstrous bellow.

For Frick’s familiarity with the new Cadillac engine, Cunningham commissioned him to prepare the two Cadillacs for the 24 Hours of Le Mans race. Frick also traveled to France to meet with team owner and roadster driver Briggs Cunningham (and roadster copilot and Frick-Tappet co-owner Phil Walters) and coupe drivers Sam and Miles Collier. In France, Frick would remain busy finishing race preparations and in the pits during the race itself. These men were joined by team chief Alec Ulmann, *pre-epouseur d’essence* (team “gas man”) Bill Spear and additional team members Hemp Oliver and John Oliveau. The latter served as a mechanic on the coupe and, as a Le Mans native, helped show the men the ropes in the town.

Behind the 331-cid Cadillac V-8, each car was equipped with the rarely specified, column-shifted Cadillac three-speed manual transmission. The manual transmission was lighter than a Hydra-Matic, which further maximized the performance of the Series 61, already the light-



The standard Cadillac steering wheel was ditched in the “Le Monstre” roadster, and it was fitted with a plethora of gauges.



est Cadillac thanks, in part, to its 122-inch wheelbase that was 4 inches shorter than that of a Series 62.

Each Cadillac Series 61 was delivered with heavier-duty brakes and steel wheels from Cadillac's commercial chassis models. Beyond the basic chassis, the two Series 61 Cadillacs were very different beasts, owing to their different bodies.

'Le Monstre' streamlined roadster

Automobile Club de l'Ouest permitted changes to a Le Mans entrant's coachwork, so long as the chassis and engine internals were production units. One of the Cadillacs retained its stock Series 61 coupe body while the other chassis was dressed with the wind-tunnel-proven aluminum roadster body custom-built by Grumman Aircraft employees working after their regular shifts.

Howard Weinman, a Grumman Aircraft designer, designed the unique open-top roadster body after the shape of an airplane wing, and a model of his design was tested in a wind tunnel at Grumman. The finished body was 3 inches narrower than a standard 1950 Cadillac and had removable panels affixed by aircraft-type Dzus fasteners to allow quick access to chassis components. The panels themselves were fastened to a framework of small-diameter chrome-moly tubing. Le Mans required a shatter-proof

Not built for a beauty pageant, the "Le Monstre" was fitted with a wind-tunnel-tested aluminum body by Grumman Aircraft. Although sleeker, this streamlined roadster was only 115 pounds lighter than the coupe it raced alongside. This car crashed early in the race, costing it time, but the streamlined body presumably helped it make up most of the lost time and the roadster eventually caught up to the coupe, placing just behind it at the finish line.



Briggs Cunningham embraced calling the roadster "Le Monstre," the French press' derogatory name for the streamliner, and had the name painted on the car. Also note the hood scoop for feeding air to the five carburetors. Each removable aluminum panel on the streamlined roadster was attached with aircraft-type Dzus fasteners, which allowed fast access to the chassis in the event a repair was necessary.

glass windshield and race officials were convinced the streamliner's curved windshield was actually plastic, recounted Sam Collier in an October 1950 *Road and Track* article reporting on his experience in the race.

A hood scoop fed air to the five carburetors, and a head fairing was built into the body and incorporated a roll bar for the driver. The result was a streamlined 3,705-pound roadster that was lighter than the Series 61 coupe upon which it was based, but only by about 115 pounds.

Like the coupe, the body of the roadster was painted the American international racing colors of blue on a white body. Cunningham embraced the nicknames "Le Monstre" and "Petit Pataud" and capped off the paint jobs by painting the names on the respective Cadillacs' hoods. However, Cunningham's team referred to the roadster as "the streamliner" when differentiating it from the Cadillac coupe raced at Le Mans.

Under its aluminum skin that so offended the French press, "Le Monstre" was made race-ready with an oil filter mounted in the wheelwell and ducting to cool the Cadillac commercial brakes with harder-than-standard brake linings. Taller rear differential gears were tested in "Le Monstre," but it was found the roadster lost speed coming out of turns and so

the standard gears were reinstalled.

Collier acknowledged the "clumsy" handling during practice and as reported by the French press. In his *Road and Track* article, he wrote the Cadillacs were found to be "a little jumpy in the back end." To address this handling issue, French shock absorbers were installed at the rear before the race. The Le Mans course's notorious fog also inspired them to fit French Marchal headlamps and fog lamps for better visibility to each car when the standard Cadillac lighting was found inadequate during practice runs.

Inside the unique cockpit, "Le Monstre" was fit with two bucket-type seats (one each for the driver and the copilot), a Sun tachometer and a bevy of additional gauges from Stewart-Warner, plus the stock speedometer. Thermocouples monitored the brake, transmission and rear axle temperatures. Each car was originally fitted with a ship-to-shore two-way radio in order for the drivers to communicate with the pit crew, but these were abandoned at race time.

'Petit Pataud' coupe

The Series 61 coupe raced by brother Sam and Miles Collier was far less radical-looking than the "Le Monstre" streamlined roadster raced by Cunningham and Walters, but it wasn't straight off the showroom floor. Sam Collier

said it had air scoops welded on the brake drums to aid cooling, and an extra 35-gallon fuel tank. Like the streamlined roadster, it had to be fitted with hood straps and manual windshield wipers to be eligible to race. It was while testing the Collier-driven Cadillac coupe at Le Mans that visibility was found inadequate with the original-equipment Guide headlamps, and the rear of the car to be "jumpy," so it, too, received French rear shock absorbers and Marchal lamps before race day.

Collier reported that Frick & Tappet had installed the coupe's dual two-barrel intake manifold and carburetors and fine-tuned the engine in his Rockville Centre, Long Island shop in New York before the cars were shipped by boat to France. Once on the continent, Frick continued to tweak the cars. Further adjustments became obvious when the French fuel was found to be of poor quality, perhaps of 70 octane, guessed Collier. He said they had to accelerate "gingerly" because of severe detonation, and had to be gentle coming out of turns as four pistons had broke in a Cadillac V-8 during practice due to detonation. Despite these limits, Miles Collier recorded a best lap time of 5 minutes, 42 seconds, while driving the Series 61 coupe. Overall, the Cadillac used one quart of oil per pit stop and averaged 6 miles per gallon. Its fastest speed



The lines of "Le Monstre" don't get any better at the Kammbach-style rear end that abruptly ends. Note the side-exiting exhaust and the built-in fairing behind the driver's seat. When this car starts, its rumble shakes eardrums and turns heads.

was 117 mph on the Mulsanne Straight of the Le Mans course, and the car recorded an average speed of 81.5 mph.

The Finish Line

Although not as sleek as the Grumman-bodied streamliner, the Series 61 coupe crossed the finish line first. It wasn't the streamlined car's body that was necessarily to blame—a nasty slide into a sand bank two laps into the race left Cunningham scooping sand to free the car, which cost him approximately one-half hour and damaged the area around the left-hand headlamp.

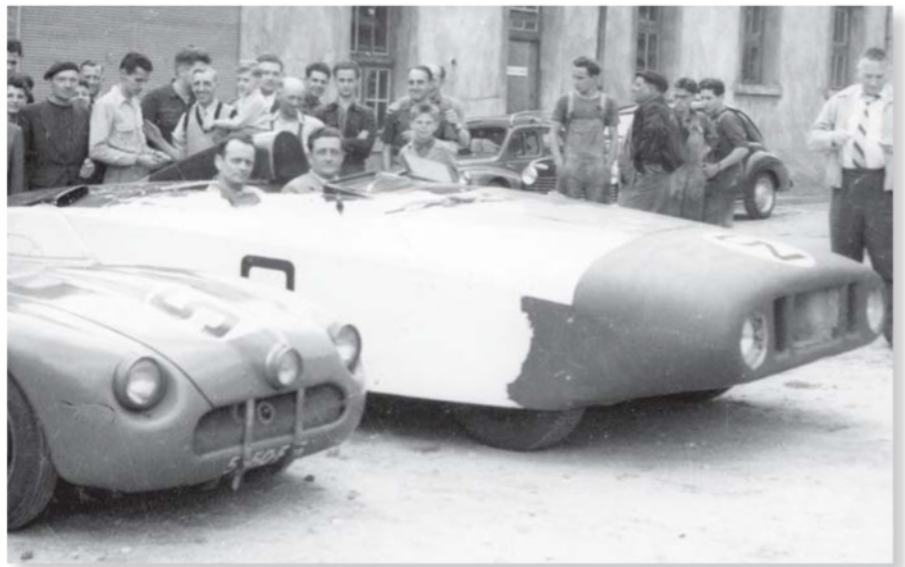
The damage to Le Monstre's bodywork was the second such incident. Before the race, Walters had been driving the daughter of the secretary of Automobile Club de l'Ouest and crashed the car while avoiding a wagon. An aluminum-welding expert had to be flown in to make the repairs before the race.

The Collier brothers-driven Series 61 coupe had its own on-track setback. At the start of the Le Mans race, drivers must run to their cars, jump in, fire them up and dart into the race fold. Locked doors on the coupe left the Colliers scurrying for keys. Later, in the race, a stray dog crossed the track in front of the coupe, causing it to stop.

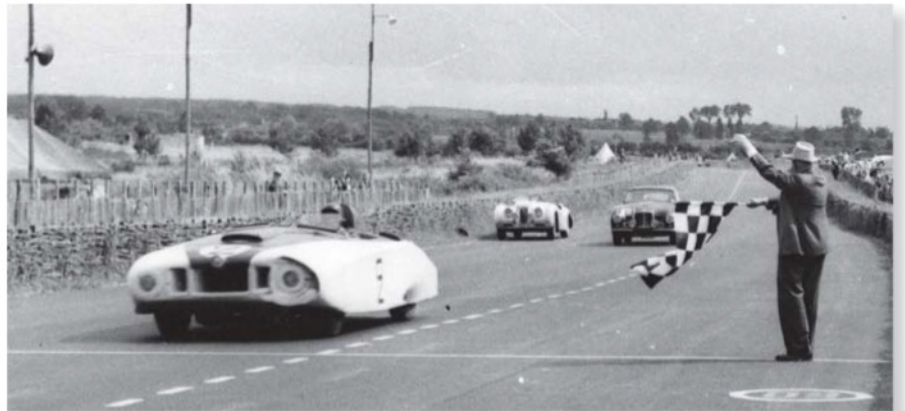
In the end, Le Monstre's slickness caused it to gain ground in the race and on the coupe, but the coupe still finished one place ahead. When the Cadillacs crossed the finish line, the coupe had finished a very respectable 10th overall in the extremely competitive race, with Le Monstre right behind in 11th place. Although neither had won the race, the French are said to have stopped laughing at the lumbering American cars and begun respecting them.

After the Race

Upon the conclusion of the 1950 Le Mans race, the Cadillacs were shipped back to the United States. By this time, Cunningham had the makings of a stunning car collection, and the Le Mans Cadillacs joined Duesenbergs and other prewar exotics. Cunningham used his first Le Mans race to expand his racing experience and develop his own car. He bought Frick-Tappet Motors and created the Cunningham two-seat roadster, which was initially Cadillac-powered. He would return to Le Mans nine more times.



Briggs Cunningham and his copilot Phil Walters seated in "Le Monstre" before the race. Notice the car's two-tone paint job following a body repair; it was repainted after this photo was taken and before the race. Also note how the Cadillac race car dwarfs the car next to it.



"Le Monstre" crosses the finish line, placing 11th overall despite transmission troubles that left it with only third gear by the end. The car sustained damage to the driver's side headlamp area during the race, which has since been repaired.

The Le Mans Cadillacs weren't both left to gather dust in Cunningham's garage. While the streamlined roadster was obviously a purpose-built machine with little other use, the coupe was employed by Cunningham to tow other race cars, and tens of thousands of miles were eventually accumulated on its odometer. Each Le Mans Cadillac remained in Cunningham's California-based collection until he sold it in its entirety to Miles Cunningham, Jr. on Dec. 31, 1986. Collier, whose father had raced the Series 61 Cadillac coupe with his uncle, became the next custodian and retains both Le Mans Cadillacs in the Revs Institute in Naples, Fla. In recent years, the Le Mans Cadillacs have been traveling the show circuit, largely untouched since they were raced (the damage to the streamlined roadster was repaired soon after the race,

and the coupe has since been fitted with a single four-barrel carburetor).

In 2022, the Cadillacs appeared at the Cadillac & LaSalle Club Museum and Research Center's Cadillac Fall Festival alongside other notable Cadillac race cars. More recently, these historic race cars were on hand in February when Cadillac debuted its three new electrified V-LMDh race cars ahead of the Rolex 24 at Daytona. The Le Mans Cadillacs' presence at these notable events and the crowds that they attract show that while their racing days are over, they remain important artifacts of Cadillac and racing history. **OC**

Special thanks to Paul Kierstein and Scott George of the Revs Institute and Lars Kneller of the Cadillac & LaSalle Club for making the cars and information about them available.



The TROG Time Trip



With a sweep of the flag, they're off and racing on the beach at Wildwood, N.J. The sand offers decent traction, but it's not as much about speed as it is beating your opponent. *DAVID CARLO PHOTO*

The Race of Gentlemen (TROG) has only been around since 2012, and it's been held in various locations on both coasts, but it's already achieved the status of an enduring icon. The formula is deceptively simple: racers are limited to pre-1935-model-year hot rods and pre-1947 motorcycles (tank shifters preferred). Engines are limited — four-bangers, flat-sixes and flathead V-8s are preferred — but somebody brought an Auburn V-12 this year. Old carburetors, steel wheels and other American-made parts only. There's minimal safety stuff; roll bars are optional and old-fashioned open-face helmets are OK, and there are no formal classes. It's really “run what ya brung.”

Building TROG

The loosely organized event is the brainchild of Meldon Van Riper Stultz III, himself an icon from Asbury Park, N.J., by way of Keyport. His Instagram handle is “YEOLEGHOST,” and he's worth a follow. Mel's piercing gun-fighter eyes, heavy tats, scraggly salt-

and-pepper beard and standard outfit of a battered and multi-pinned leather motorcycle jacket and rolled-cuff jeans all make him look like a cross between

a pirate and a biker — and he's a bit of both. Mel started as a member of the Rumblerz, who are famous for their “Kustom Kills and Speed Thrills” New



There were scads of stripped-down Ts and As at TROG. The #24 roadster in the foreground packs an 8BA Flatty and twin pots on a high-rise dual intake. The #236 Model A (right) sports an “Equalizer” dual intake manifold and a beautifully crafted header pipe. They were ready to rock before Hurricane Ian washed away everything. *KEN GROSS PHOTO*

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Black Ruthenium/
Rose Gold

Actual size
is 40.6 mm



This hard-chopped '34 five-window had everyone talking. It's powered by a big stroker Flathead with Hotton & Sullivan high-compression heads and a McCulloch centrifugal supercharger, topped by twin Strombergs. Don't you love that Cadillac grille and the alloy caps on "wide 5" wheels? *KEN GROSS PHOTO*



The Race of Gentlemen is the brainchild of Meldon Van Riper Stultz III, himself an icon from Asbury Park, N.J., by way of Keyport. His Instagram handle is "YEOLEGHOST" and he's worth a follow. "I looked at a beach and I saw a racetrack," he says. *DAVID CARLO PHOTO*

York City meet-ups, then resurrected the Oilers Car Club when the last dying member passed him the torch. Surveying the scene, not missing a beat, Mel usually wears a wry smile as if to say, "I'm having fun, I'm having you on and there's nothing you can do about it. So, fire up whatever you drove or rode here, and let's race."

When asked what inspired the idea the idea for TROG, Mel said, "I was reading this great book, 'King of the Boards: The Life and Times of Jimmy Murphy.' It was so good, the hair on my arms would stand up with excitement. At the time, I was growing bored with the hot rod scene, having jumped into it heavy and soaking it all in. I tend to get bored with things that grow popular, and I seemed to be regressing further into the automotive history. I was dreaming of creating a race that was more archaic than '40s-built hot rods, and more like what I was reading in the [aforementioned] book. But I could not find willing racers with this type of museum-quality machines willing to participate. So, I called all the traditional hot rod buddies that I could gather."

The first The Race of Gentleman (immediately abbreviated to "TROG") was held on the beach in Allenhurst, N.J. Not surprisingly, it was a hit right out of the box. Rusty rods, bellowing bikes, a sexy flag lady leaping high between the staged drag racers and no one keeping elapsed times — it was a scene that resembled a '50s flashback, even a reenactment. Participants "got it" immediately, and they couldn't wait to do it again.

For the second year, the circus reconvened and traveled to Wildwood, a classic Jersey Shore beach town that's sprinkled with old-style illuminated signs, funky '50s-style motels, lots of cool bars, narrow streets and ocean-weathered houses. Tradi-

tion lives on strongly here. The 36-room retro StarLux Hotel, where much of the event coalesces, looks as though time stopped when Ike was president. Wildwood is a Fiestaware pitcher-turned-beach town. Colorful flashing neon abounds. Duffinetti's Restaurant and Lounge, just a few blocks west of the StarLux, opened in 1947, serves Italian comfort food (read: lots of red-sauce dishes) and looks the same inside as it did then. The Beach Street Oyster Bar & Grill in Wildwood Crest attracts more sophisticated race-goers. You won't starve. There's a wide range of bars and eateries to please everyone.

TROG's three-day event, now held annually in Wildwood (we'll comment more on this later), and sporadically in other places, such as Pismo Beach and Santa Barbara, Calif., attracts several thousand spectators, and a few hundred racers — some of whom build cars specifically for TROG. Parts swappers, gear vendors and hot rod enthusiasts are there, too, many of whom wouldn't be anywhere else on that date. Astutely — and probably sentimentally — Stultz wanted an event by the ocean. Sand is a lot safer for racing than asphalt. As more cars choose off, the packed, sandy surface changes. You have to be clever to compensate for the shifting coefficient of traction.

Cars assemble in the "pits" on the beach, line up two-by-two, and they race in one direction for an eighth of a mile. The crackle of open exhausts, the aroma of fuel and the colorfully dressed drivers, riders and spectators all make it seem as though you've somehow drifted back into a simpler time. There's a friendly vibe — no one's critical of the cars and bikes. They collectively share a joy that underscores their affection for a bygone era that most of them never knew in person. As someone who was there in the '50s, I can attest that the feelings are the same. "If you dream about the old days of racing, this

is the closest you'll get," reported *Rolling Stone* in an article highlighting the event, and it's true.

Lest one be confused, TROG isn't about counter-culture — it's a '40s-'50s revival.

Mel Stutz had good reason for deciding to hold his event on the beach in New Jersey. He's told people many times "... by having it on the beach, you see the kids, girlfriends and wives actually get excited about it and want to come and spend the day enjoying the show. It creates a neat dynamic of young kids (as well as) the older crowd we typically would see at these events."

TROGlodytes' perspective

TROG gets rave reviews. Rob Gibby is an old hot rodder-turned-contemporary Bonneville racer. Here's his take:

"There are car shows, and there is Pebble.

"There are races, and there is Indy.

"There are fun car happenings, and there is TROG."

In speaking of Stultz, Gibby adds, "Mel evokes the spirit of Von Dutch. And Wildwood has 1950s charm. To be clear, Mel curates a collection of old cars for a weekend-long party that includes racing.

"The way that hot rodders built cars from junkyard parts, back in the day," says Gibby, "is the fodder of TROG. Not only has it enabled young folks (who admire the past) to compete, there are old-timers, too. Senior citizens like 'Speed Swanson,' and Freddy 'The Flash' Mijka, are having the time of their lives. Speed's '29 banger roadster could have been built in the '40s-'50s. Flash's car, the famous 'Lobitz Special,' is part of the extensive Keith Majka Indy Car collection in Paterson, New Jersey. TROG puts all ages in the epicenter of the old hot rod world. Listening to them, you'd think they were driving at the NHRA Nationals!"

Rob Ida, who owns a noted shop in Morgantown, N.J., has been a "TROGlodyte" since the event's inception.

"I've attended every event over the past 10 years," Ida says.



One of the potentially quickest cars was this Olds-powered belly tank with a six-carb log manifold. It's scary, but the Buick finned drums would help it stop. Somewhere, Tom Beatty is smiling.

KEN GROSS PHOTO



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“What truly started out as a gathering of guys that thought it would be cool to run their old hot rods on the beach sand in Asbury Park, New Jersey, grew into a culture. TROG has become not just a #hashtag, but a term to describe a certain type of hot rod or bike. Mel has not just re-created something, it’s more as though he has re-written history. His ability to envision this, and gain enthusiasm in fans and participants, is something special. Some people are spending a year building a vehicle specifically for the next TROG.”

One of the many cool stories that comes from TROG is when Bruce Springsteen appeared in Wildwood. He didn’t show up looking to sign autographs and have his pics taken with fans, he showed up to take photographs. “The Boss” is a hobbyist photographer and went to TROG to have some fun. He even took Mel’s portrait, developed it in his darkroom and sent it to Mel as a gift. Springsteen later assembled images and put together an exhibit at the “Sea. Hear. Now.” music festival that used TROG as its subject.

The Race of Gentlemen doesn’t have formal classes like, say, the RPM Nationals, but for hot rodders who just want to run their cars and have fun, it’s perfect. Tech is cursory, and many of the cars, while great looking and even period-perfect, might not pass a full-on NHRA inspection. Serious, fiercely competitive racers would prefer structured classes, but most TROG entrants love it. So does everyone else, except perhaps, the cops.

Speed Bumps in 2022

Unfortunately, in September 2022, an illegal pop-up “Fast and Furious”-style group called “h2oi” invaded Wildwood. The group had no permits for its impromptu event, things quickly got out of hand, and mayhem ensued. The crowds were unruly; the local police were unprepared and undermanned, and when the dust settled, sadly, two spectators were killed. The New Jersey State Police had to send reinforcements to calm the situation. So, when the “TROGlodytes” arrived a few weeks later, they were subject to frequent random motor vehicle stops and ticketed for minor infractions, such as vintage license plates that didn’t match their



A mean-looking chopped '32 Ford Tudor confronts a Deuce roadster on the beach. That's "Lil Chopit" Fioto in the black jacket. His Dad, Gary "Chopit" Fioto, passed away in 2016 – Gary built the famous "Beatnik Bubbletop." Hot rod heroes are all here at TROG. KEN GROSS PHOTO



This '27 T from the Tornados Car Club in Massachusetts has a square roll bar. Whatever rollover protection these might have provided was negated by the angled ends, which had a tendency to dig into the ground when a car flipped. But they look cool, right? KEN GROSS PHOTO



The parking lot at TROG is just as much fun as the beach. Mel Stultz's chopped '39 Ford convertible coupe and his flamed '39 woodie are lined up with a chopped-and-slammed Chevy custom that sports Corvette grille teeth, frenched headlights and bubble skirts. KEN GROSS PHOTO

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Jimmy and Mike Barillaro, from Barillaro Speed in Knoxville, brought this flathead-powered belly tank – rain halted proceedings before this rocket could take off. Wait until next year. KEN GROSS PHOTO

cars' registrations.

But the real problem was the weather.

I decided to drive up from my home in Virginia to Wildwood in my '39 Ford. It's about 225 miles. My '39 looks pretty stock except for a seriously lowered stance, and it packs an early Chrysler 354 Hemi with twin four-barrels backed by a five-speed Tremec and a Currie 9-inch Ford rear end with parallel leaf springs. I've driven it up to Ty-Rods in Boston and it's very reliable. Of course, the windshield wipers aren't the best, but that's why there's Rain-X.

Hurricane Ian was threatening the Jersey Shore, but the event was still on so my wife Trish and I piled into the Ford and headed up 95 toward the Delaware Memorial Bridge. The rain wasn't too bad yet, and there was always the hope that the hurricane would turn and rumble out to sea. When we reached Wildwood and checked into the StarLux, we found old cars and hot rodders everywhere. The police presence was evident — you couldn't blame them after what had happened earlier — and they seemed to be manning every intersection. But all our lights worked and our car doesn't make too much noise at low speed, so we didn't attract attention. We enjoyed a nice dinner at the Beach Street Oyster Bar, then tire kicking and checking out the scene.

As we headed for the beach Friday morning, hundreds of people were already there. Guys were working on their cars, and the swap meet was in full swing. We spotted the Barillaro brothers, Mike and Jimmy, from Knoxville, and their just-finished belly tank, and we saw a few other guys we knew. All the cars looked as though time had stopped sometime in 1955. No billet, no overheads, lots of patina and surface rust, skinny tires and the ever-present rap of straight pipes in the air. The bikes — Indians and Harleys — were bobbed and stripped like a scene out of "The Wild One." The vibe was upbeat, but so was the wind. People were checking the weather status on their phones, but everyone was surprised with what suddenly happened. Around 11 a.m., Mel Stultz gathered everyone together, picked up a bull horn and sadly announced that the city had canceled the event. We were told the beach could be underwater by late afternoon and surely by tomorrow morning.

We were disappointed, but some folks — those who'd probably spent months building their cars — were really bummed. That said, people gathered 'round, took a quick show of hands to say they'd not seek refunds so Mel wouldn't totally lose his shirt, and many people headed for a host bar downtown where they were selling TROG merchandise.

Looking to the Bright Side

That night, the rain howled and I was sure the water would be in the hotel parking lot. But our '39 was fine and we elected to hang out with our pal, Terry Cook, founder of Lead East. Terry had driven down in a two-tone '56 Hudson Hornet sedan that he'd mounted on a Chevy Caprice chassis with a 350 small-block and a TH400 transmission. When the going gets tough, the tough look for a great bar. We headed for Duffinetti's, and since the storm had receded a bit, we started checking out other places. Gibby suggested Secondo's in nearby Cape May, an Italian-Greek combination that was four stars and then some. I sat next to Mel's mom, Barbara Calvert, and learned how her always-unconventional son had started the whole deal. One of my favorite quotes from Mel is, "I looked at a beach and I saw a racetrack."

While the East Coast TROG sadly ended, Mel was already looking forward to his West Coast event.

TROG West at the Flabob Airstrip in Jurupa Valley, Calif., in early December was a smash hit, with a Night of the TROGlodytes chopper show and a curated traditional custom car show called "Trog d'Elegance." On Saturday, the runway crackled with the roar of bikes and hot rods. They allowed early overheads, and social media lit up. From what I could see in Facebook and Instagram posts by dozens of friends, TROG's California drag racing more than made up for the rain cancellation in Wildwood.

The addition of early overhead-valves isn't by accident, but by Mel's design.

"I've grown bored again with gents stripping down stock Model As to create beach racers," Mel says. "I've really been trying to introduce more early-'50s-style hot rods these last few years. More chopped and channeled cars, with engines set back, etcetera. I also encouraged a rail class. This was so guys could save on buying bodies and hop up their engines more."

We had to ask what his favorite part of the current event is.

"Honestly, Sunday evening, when it's all over and I can finally celebrate," Mel said. "Being a lover of people and good times, I can't relax until I know everyone is safe and sound. So when the races are over, I enjoy the hot tub and a cold beer with friends, and a big, old 'Wahoo! We did it!'"

As this is written, Mel advises that the 2023 East Coast date and exact location aren't posted, but it's my hope we'll all be back in Wildwood. After all, we now know where all the good restaurants are, and we've been promised a roadster ride on the beach.

We'll be there next year — we hope you will be, too. **oo**

At press time, TROG announced on its website that it will be presenting 1/8-mile drag racing for hot rods and motorcycles at the Flabob Airstrip in Jurupa Valley, Calif., on April 15-16.

Learn More

www.theraceofgentlemen.com

www.oldcarsweekly.com

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The Apple Carrier of his Eye



1941 Chevrolet wagon is straight off the orchard

STORY AND PHOTOS BY BOB TOMAINE

Some collectors spend years searching in every direction and following every lead to find the right car, but for others, it works in the completely opposite way.

“I didn’t have to go looking for it,” said John Milton, whose 1941 Chevrolet Special Deluxe station wagon is shown here. “It found me.”

The Chevy had been stored in his barn by its previous owner, Keith Waddin, who’d bought it in 2004. Milton explained that Waddin had passed away about 15 years ago and the car remained in its place and under a car cover, but in August of 2017, Waddin’s daughter contacted him.

“She came to me and wanted to know whether I wanted to buy the car,” he said. “She named a price that I was comfortable with and so I bought the car from Keith’s daughter.”

Milton owns a number of Chevrolets and so the decision to buy the wagon wasn’t difficult. He’d been interested in it for years, he confessed.

“When Keith called me up and said that he’d bought Gene Baxter’s woodie, I said, ‘Are you trying to make me feel bad?’ So that’s how long I wanted it.”

Gene Baxter had owned it since 1964, and his longtime ownership — as well as Milton’s longtime interest in it — is not hard to understand. Chevrolet in

1941 was continuing its move away from its vertical styling theme of the 1930s to a cleaner look with a wide horizontal grille, and with headlamps that were almost perfectly integrated into the fenders. Running boards were gone and now, the “concealed entrance steps, totally shielded from snow and ice by the flared bottom edges of the doors, add safety and convenience.”

Marketing materials boasted of not only the three-speed’s column-mounted shifter, but also the fact that “shifting is performed quickly and surely at the touch of a finger” since “eighty percent of the effort required to change gears is supplied by a vacuum cylinder.” The

OPPOSTIE: Chevrolet spoke of the 1941 wagon's "passenger-car styling" and noted that it wore "contours that depart widely from the slab-sided design of conventional station wagons as built in the past."

RIGHT TOP: The split rear bumper provides clearance for the spare tire when the tailgate is down. Typical of station wagons of the time, carrying luggage on the open gate was promoted as a selling point.

RIGHT BOTTOM: The instrument panel's colors and layout leave little doubt as to the Chevrolet's era.

216-cubic-inch six was now generating 90 hp, up from 85 a year earlier thanks to "redesigned combustion chambers ... with flat-top pistons and stepped-up compression ratios."

All this was also true of the station wagon, of course. The wood station wagon body on Milton's car is a Campbell, produced in Waterloo, N.Y., by Mid-State Body Co., one of several suppliers. At \$995 (\$19,771 today), it was the year's most expensive Chevrolet, and with just 2,045 examples sold, it was also the rarest.

Like the rest of the Chevy line, the station wagon was bigger than its predecessor, and Chevrolet pointed out that the modern look extended even to the more utilitarian members of the family. "Passenger-car styling marks the station wagon, door pillars and panels have the same contours as (those on) the sedans ... The contrasting colors of the ash pillars and mahogany panels give distinguished beauty." The division, in case it hadn't been clear enough with those statements, emphasized that the body's contours "depart widely from the slab-sided design of conventional station wagons as built in the past."

Since a wagon, at that time, was most likely a working vehicle, Chevy told prospective buyers that, "The interior is finished and trimmed to provide the utmost in passenger comfort and convenience." That might sound like a pitch aimed at selling a family car, but "the rear closure, divided horizontally, facilitates the loading of the large luggage space back of the rear seat, and extra luggage may be carried on the tail gate."

Milton's car was purchased new to

Continued to page 62



Calendar

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

SHOWS

ARIZONA

Mar 4 AZ, Phoenix. Chester's Classic Car Show. Melrose on 7th Avenue Street Fair. 11am-3pm.

ARKANSAS

May 6 AR, Conway. 38th Annual Toad Suck Antique Car and Truck Show. 7am-4pm. 501-358-0436

Jun 14-17 AR, Morrilton. 65th Annual Petit Jean Show 2023. Museum of Automobiles - 8 Jones Lane. 501-727-5427, info@mota.com, www.mota.com, www.museumofautos.com

CALIFORNIA

Apr 19-22 CA, Plymouth. Camp Plymouth Military Vehicle Show & Swap Meet. 49er Village RV Resort and adjacent Amador County Fairgrounds. www.mvccnews.net, Chris Thomas (559)871-6507.

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

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

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

FLORIDA

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

Feb 24-25 FL, Melbourne. All Makes Swap Meet (Friday & Saturday). All makes car & truck show on Saturday only. Mopars of Brevard Car Club. www.MoparsOfBrevard.com, Penny Anderson, 321-727-1039, PAnderson2211@aol.com, Tyler Alexander, 321-368-1999, talexander.mob@gmail.com

GEORGIA

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

ILLINOIS

Feb 26 IL, Wheaton. 81st Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds - 2015 W. Manchester Road. 9am-2pm. 630-969-1847

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

Mar 18-19 IL, Schaumburg. Race and Performance

Expo. Renaissance Schaumburg Convention Center - 551 N Thoreau Dr. 1-847-303-4100

Mar 19 IL, Countryside. Countryside Collectors Classic Show. Park Place of Countryside - 6200 Joliet Road. <https://www.uniqueeventsshow.com/shows-1/countryside-collectors-classic-show->

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

Apr 23 IL, Elmhurst. Northern Illinois Region WPC Club 37th Annual Car Show Larry Roesch Truck / Collision Center, 150 W. Grand Ave. 8am-3pm. Guy 630-721-0662

INDIANA

Mar 26 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds. 8am-3pm Clarence/Marisa 317-296-0336, freemanssuper-sunday@gmail.com, www.freemansSuperSunday.com

IOWA

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

KENTUCKY

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

MARYLAND

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

MASSACHUSETTS

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

MICHIGAN

Apr 16 MI, Monroe. Monroe's Spring Swap Meet. Monroe County Fairgrounds - 3775 S. Custer Rd. Nick 419-579-4845 or Sue 419-579-6815, monroeaautoswapmeet.net. Facebook: Monroe Auto Swap

MISSOURI

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

www.gtacarclub.com

NEW JERSEY

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

Apr 29 NJ, Roebling. 13th Annual Roebling Museum Car Show. Roebling Museum-100 Second Ave. 9am-3pm, all years makes & models, foreign & domestic "Rat Rods" welcome. Bobbi 215-752-0484, 215-820-3276. or www.movinonkruzers.com. movin'onkruzers@inbox.com

NORTH CAROLINA

Apr 13-16 NC, Charlotte. AACA Hornet's Nest Regional Spring Charlotte, Charlotte AutoFair. Charlotte Motor Speedway. 704-841-1990. www.charlotte-autofair.com

NEW YORK

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

Apr 23 NY, Monroville. The Fabulous 50s&60s Nostalgia Car Club annual Car Show. 9am-3pm, The

Park Place Of Countryside, Illinois Admission \$8

Sunday, March 19th

Countryside Collectors Classic Model Car & Toy Show!

Up to 150 eight-foot tables of Classic Model Kits, Plastic Promo Cars, Collectible Slot Cars, Racing Memorabilia, Die cast Cars and Vintage Toys.

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for table reservations call

Unique Events 262-366-1314

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More information:
www.hawkamodelaclub.org
Edd Carlson 319-854-6240

Maples, 10 Ryerson Ave. Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

OHIO

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

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

OKLAHOMA

Mar 17-18 OK, Chickasha. 33rd Annual National

33rd Annual National
1895-1945

CHICKASHA PRE-WAR SWAP MEET

"Where the East Meets the West"

March 17-18, 2023

Friday & Saturday

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Spring Show - G.S.C.B.C.A
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www.gopherstatebuick.org

1895-1945 Chickasha Pre-War Swap Meet. Mike
or Susie Erslund 405-224-9090, www.pwsm.com

PENNSYLVANIA

Mar 5 PA, Hamburg. Hamburg Automotive Swap
Meet & Car Corral. Hamburg Field House - 127 S.
Fourth St. 7am-2pm. 610-823-4656, Lhedge-
hog1@aol.com

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

TENNESSEE

Apr 23 TN, Savannah. 16th Annual Hardin County
Bank Cruz'n For a Kids Cure Car Show. The
Hardin County Bank. 8am. St. Jude Children's
Research Hospital. Kelly Dunn 731-926-7933,
Kelly.Dunn@hardincountybank.com

TEXAS

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

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

WASHINGTON

Mar 12 WA, Puyallup. 40th Annual Spanaway
Moonshiners 4x4 Off Road & High Performance

Swap Meet. Washington State Fair & Events
Center. 9am-4pm, www.moonshinersjeepclub.com. 360-264-2131.

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

WISCONSIN

Feb 24-26 WI, Milwaukee. 60th Annual Milwaukee
World of Wheels. Wisconsin State Fair Park. PH:
1-248-373-1700. <https://autorama.com/>

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

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2023 DATES

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SEPT: 1-2nd



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OhioSwapMeet.com

Springfield, Ohio

Clark Co. Fairgrounds

(I-70, Exit 59, between Dayton & Columbus)

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Xenia, OH 45385 • Fax 937-372-1171

Calendar

stevefreemanevents.com

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

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

Apr 16 WI, Waukesha. Milwaukee Miniature Motors Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshow.com

Apr 28-30 WI, Jefferson. 46th Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Saturday & Sunday only). Featuring Mustangs, all makes models welcome. Demo Derby noon Sunday April 30. Madison Classics, P.O. Box 7414, Madison WI. 53707 or call 608-244-8416, www.madisonclassics.com

May 20 WI, Hillsboro. Crossmembers CC Wisconsin Hot Rod Hundred. Starting @ Greg's Speed Shop in Waupaca, WI & ending @ Hillsboro Drag-Away www.hotrodhundred.com, 322neil@gmail.com, 920-222-2615

May 21 WI, Cudahy. Wisconsin Early Mustangs 41st Annual All Ford Car Show - Celebrating 75 years of the "F" Series Ford Trucks. Venus Ford located - 2727 E. Layton Ave. 8am-3pm (Rain or Shine). Check-in 8:00-11:30am. Day-of-show registration \$10. Don 414-331-4946, Don@DJShultz.net, http://www.wemustangs.com/

May 27 WI, Humboldt. North Branch Rod & Gun 4th Annual Car Show. 9am-3pm. 715-299-1527

AUCTIONS

Mar 2 FL, Amelia Island. The Amelia Island Auction. bonhams.com

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

Mar 4 FL, Amelia Island. RM Sothebys' Amelia Island Sale. 772-219-9215, www.rmsothebys.com

Mar 4 FL, Amelia Island. Broad Arrow's Inaugural Amelia sale. Ritz-Carlton. www.broadarrowauctions.com

Mar 10-11 FL, Orlando. Vicari Auction at Dezerland Park Orlando. Collector Cars and Memorabilia. Opens 8:30am both days. Vicari Auction 504-264-CARS (2277), info@vicariauction.com, www.vicariauction.com

Mar 11 NY, Clarence. Guns, Military & Antiques Auction. Schultz Auctioneers - 11177 Main Street. 10am. 716-407-3125, www.shultzauctioneers.net

Mar 17-18 FL, Punta Gorda. The Gulf Coast Classic. 75 Taylor Street. Gates open at 9am. 844-593-7355, www.classiccar.auction, www.pagauction.com

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

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

Mar 24-25 IL, East Moline. Gone Farmin' Spring Classic. Bend XPO, 922 Mississippi Parkway. 262-275-5050, www.mecum.com

Mar 30-Apr 1 NC, Greensboro. Jerry Smith Collection Auction. 301 Norwalk Street. 855-862-2257. www.gaaclassiccars.com/

Mar 31-Apr 1 IN, Evansville. Spring Wolfe's Collector Car & Memorabilia Auction Event. 2229 S. Kentucky Ave. 812-425-4576. www.wolfesaa.com

APRIL

Apr 1 GA, Hartwell. Rockabilly Auction Company's Live Advertising, Americana & Nostalgia Auction. 76 Ulyanovsk Street. 770-652-8075, www.rockabillyauction.com

Apr 16 UK, Chichester. Goodwood Members Meeting Sale. www.bonhams.com

Apr 20-21 PA, Carlisle. Spring Carlisle Collector Car Auction. 4175 Medulla Road. 717-243-7855, www.carlisleauctions.com

Apr 21-22 MS, Biloxi. Vicari Auction at MS Coast Coliseum & Conv. Center during the Crawfish Music Festival. Collector Cars and Memorabilia. Opens 8:30am both days. Vicari Auction 504-264-CARS (2277), info@vicariauction.com, www.vicariauction.com

Apr 22 UT, Sandy. 8th Annual Salt Lake City Classic Car Auction. Mountain America Expo Center. 10AM, Classic Car Auction Group www.classiccarauuction.us

Apr 22-23 UK, Stafford. The Spring Sale, UK Motorcycles. bonhams.com

Apr 29 RI, Newport. The Two Generations Collection. www.bonhams.com

CRUISES

Fridays Year Round MD, Laytonsville. Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. 5pm

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

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

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

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

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

Friday Evenings MD, Laytonsville. Laytonsville Cruise-In, 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or email inex01@verizon.net

Friday Nights WA, Covington. 4-7pm. 17432 SE 270th PL, Howard Van Erem 425-891-5013 havanerem54@gmail.com www.maplevalleystreet-



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

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

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

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

Saturdays MD, Damascus. Cars & Coffee. By the Dunkin Donuts off Main Street. 7:30-10:30am.

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

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

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

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

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

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

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

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

9000 AMC-NASH CARS FOR SALE

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

9010 ANTIQUE CARS TO 1948 FOR SALE

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

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

WANTED: TRIUMPH TR2, TR3, TR4; any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970647

9015 ANTIQUE CARS 1949-1966 FOR SALE

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9020 ANTIQUE CARS WANTED

Wanted: 1959 impala convertible - Looking for classic cars, one in particular 1959 impala convertible also looking for cutlass, caprice, impala Chevelle classic cars please text or call 414-514-6958 Ron oc3296

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9040 ANNOUNCEMENTS & EVENTS



2023 Schedule of Events
Florida Regional; February 23-25 in Lakeland, FL
Tucson Regional; March 23-25 in Tucson, AZ
Pittsburgh Tri-State Regional; June 1-3 in Altoona, PA
North Central Regional; June 8-10 in Rochester, MN
NCRS National; July 23-27 in French Lick, IN
Ontario Regional; September 14-16 in Ontario Canada
Texas Regional; October 19-21 in Frisco, TX
www.ncrs.org

NCRS Schedule of Events for 2023 - Come see the Corvette shows that the National Corvette Restorers Society (NCRS) has to offer. Find the show details and information by visiting our website. Hope to see you there <https://www.ncrs.org/> oc3278

The Brew City Advertising Show
MARCH 12, 2023
Waukesha County Expo Center Forum Building
1000 Northwest Road, Waukesha, WI 53188
262-366-1314 or
www.uniqueeventsshow.com

9045 AUBURN

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1973 Buick Riviera "Boattail" dressed in all green paint with flames over a green interior. It is powered by the mighty 455-cu.in. OHV big block V8 mated to an automatic transmission. air conditioning, power steering, power brakes, and power windows.
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9090 CADILLAC-LASALLE CARS FOR SALE



1996 CADILLAC DEVILLE D'ELEGANCE 4 DOOR - New Main Bearings, Brakes, Torsion Bar, Electric Switches, 3 New Tires, Some New Paint. Beautiful Driver. \$12,500.00 740-590-1763 or laggoldsberry@gmail.com oc3293

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9120 CHEVELLE-NOVA CARS

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1969 Chevrolet Chevelle SS396, dressed in a dark green with chrome accents covering a green interior. Originally a vinyl top car, the vinyl top was removed and painted to match the body color, powered by the big block 396 V8 engine mated to a proper 4-speed manual transmission.

\$39,500.00

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9130 CHEVROLET CARS FOR SALE

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

WANTED: CHEVROLET Impala from 1958 to 1964, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970584

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1977 Chevrolet Monte Carlo survivor. Exterior is in all red. Features side marker lights, better rear view mirror widths, double master cylinder brakes and more. This is powered by the 305 V8 engine mated to an a 3-speed automatic transmission

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9180 CORVETTE CARS/PARTS

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

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1980 C3 Chevrolet Corvette base with glass t-tops, powered by the 350 V8 engine mated to an automatic transmission. The engine features the Holley Sniper EFI Fuel Injection conversion. The exterior is dressed in classic red covering a white and grey interior.

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1948 Desoto S11 4 Door Sedan. Dressed in a new green paint covering an excellent condition body. The vehicle has been recently serviced including all fluids changed, new battery, new fuel tank, carburetor overhaul, new brakes and wheel cylinders, and tires, powered by the 236.7ci inline 6-cylinder engine mated to a 3-speed manual transmission.

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9208 DUESENBERG CARS

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WANTED: Duesenberg from 1900-1948, and model, any condition; top dollar paid, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11447021

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Any Condition

ANY CONDITION

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1961 Ford Galaxie 2 Door Hardtop dressed in satin black with excellent chrome all around, powered by a 351 V8 engine mated to an automatic transmission.

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

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9300 LINCOLN CARS FOR SALE

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

9310 MG CARS

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

WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC817198

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220A, 280SE, 220SE
250SL, 300S, 300
Gullwing, 300SL
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and Cabriolets;
300 Series Coupes,
Convertibles &
Sedans; 500K and
540K

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Top Prices Paid
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Anywhere in the USA

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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

9330 MERCURY CARS FOR SALE

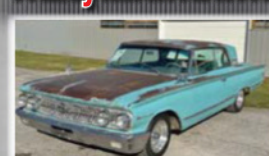
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1963 Mercury Monterey Breezeway S-55. This Merc is finished in a sky blue paint with patina. 390 big block V8 Z-code high compression engine with 335 horsepower mated to a reman Merc-o-matic 3-speed transmission.

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1957 Mercury Montclair sporting a loud two-tone paint scheme of black and hot pink. chrome American Racing wheels. Powered by the 351 V8 engine mated to an automatic transmission which has been changed from the push button to the floor shifter.

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

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2007 Ford Mustang Shelby GT500 covered in all black with dual red racing stripes over the top of a black leather interior with red accents. The Shelby GT500 is powered by the mighty 5.4L supercharged V8 engine producing 500 horsepower.
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1966 Ford Mustang coupe. This Mustang is dressed in all red covering an all black pony interior. Powered by the 289 V8 engine mated to an automatic transmission.
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Website: GullwingMotorCars.com
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9370 OLDSMOBILE CARS FOR SALE

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

9380 PACKARD CARS FOR SALE

WANTED: PACKARD, any year, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970650

9405 PIERCE ARROW

WANTED: PIERCE-ARROW from 1900-1938, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970667

9426 PORSCHE CARS

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

WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8041803

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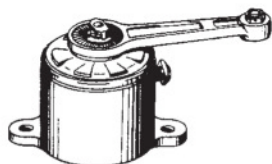


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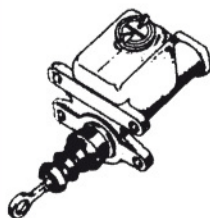


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Continued from page 51

work, but not in transporting passengers to and from railroad stations. While that use gave the station wagon its name — and its synonym, “depot hack” — this Chevy was owned by Kinderhook Orchard in Kinderhook, N.Y. That was where Baxter found it in 1964, Milton said, and its condition today is strong evidence of not only Mid-State’s build quality, but also of the good care that the car has been given by its owners. The wood is original, and Milton has not yet had to revarnish it. There’s more.

“It’s the original paint on the nose,” Milton noted. “The rear fenders were repainted by Gene Baxter, but those are the original fenders. They’ve never been off the car. The tar or undercoating is still there.”

That survival is probably due, in large part, to the timetable of the Chevy’s working life. One missing accessory tells the story.

“There’s no heater in that car,” Milton said, “so when they bought that, in upstate New York, they had no plans of driving it in the winter.”

The wagon’s mechanical condition wasn’t much different. With 55,000 miles, it needed attention, but none of what it needed rose to the level of being a major problem.

“It needed brakes, it needed tires,” Milton recalled. “It needed a battery, fuel pump, exhaust system ... (But) it actually started up with the gas that had been sitting there for eight years, nine years.

“Within a month, I had it driveable. In October I took it to Hershey.” **OC**

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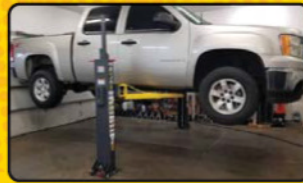


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