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Back in the Camaro again

Readers of this column know that I am not completely in love with my recent “winter beater” purchase of a 1997 Acura CL, which we have named “the Flying Saucer” for its “Jetsons” spacecraft-like profile. Among those who know I haven’t yet taken to the Acura is my wife, who gets to joyously row through the gears of our recently purchased 2012 Camaro coupe. That 2012 Camaro was purchased after our great experience with a 2011 Camaro that was sold after our twins were born six years ago.

During one of our recent conversations about the “Saucer,” my wife said, “Why don’t you get a Camaro instead?” Two Camaros? That’s not logical for people living in Wisconsin (admittedly, even one Camaro for year-round Wisconsin driving seems illogical). Now I consider myself a pretty sensible person, even when it comes to cars. As an essentially sensible person, there was no



way I would entertain the idea of owning two used Camaros that would have to be occasionally driven in snow.

Although I laughed off the thought of buying a second Camaro, that still didn’t stop me from window shopping for cars. After all, I am a gear head, and what gear head doesn’t like an excuse to pore through classified ads? As

I poked around ads, I began to think, “Well, if I happen to find a Camaro optioned exactly like our first Camaro, I might consider buying it.” Knowing our 2011 Camaro was optioned as a bit of an oddball, I thought I would be safe from ever finding one that checked all of the right boxes.

About a month or two into occasionally looking at Camaros for sale, I shared my wife’s suggestion with a friend. Then I flipped open my laptop computer and starting looking at Camaros again. There were no potential hits until I scrolled down to a silver Camaro. It was the same color as our old car, and the same model year. So far, so good, as 2011 and 2012 V-6 Camaros have a good reliability record (there’s that sensibility again). So, I clicked on the ad and started looking at the pictures in the ad. The car was a V-6 with a six-speed, just like our old car. Then, I looked more closely at the pictures. The photos showed an illegible badge on the hood where I had placed an aftermarket “1LT” badge. And the car had color-keyed, molded GM mud guards, and only on the front. I, too, had added the same mud guards and only installed them on the front to protect the body sides (I figured the rear didn’t need the ugly additions). And was that an “Old Cars” sticker on the rear window, right where I had placed one on our Camaro?

This car wasn’t *like* our old Camaro, it *was* our old Camaro!

When the seller replied to my inquiry, she recalled the details of her purchase of the car, including the fact that the sellers put it up for sale because they (we) now had twins. She even recalled she had bought it from someone named Angelo.

Even sensible people can be sentimental, and I’m the worst sensible-sentimental person I know, so last weekend we drove three states away to buy back our old Camaro. My sensible side says that the car has been owned by just one subsequent person who only occasionally drove it. That seller also sold it back to us at a bargain-basement price, and what sensible person can say not to that? Regardless, the sentimental side of me is glad she’s home again, and the sensible side of me is content knowing we still have an old Chevy Suburban for the snowy days.

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Gary's Hot Rod Reunion – New show coming to Southeastern Wisconsin

Madison Classics is proud to promote its newest swap meet and car show tributed to President Gary Esse. **Gary's Hot Rod Reunion** (GHRR) On June 15th, 2024, Madison Classics will launch a new Swap Meet and Car Show in Union Grove Wisconsin located at the Racine Co Fairgrounds. The show will feature an automotive related swap meet, show quality only car show and cars for sale corral.

Madison Classics will be following close to their long proven recipe similar to Jefferson's swap meet, car show and car corral at GHRR. The biggest difference with GHRR will be only allowing automobile related items in the swap meet, show quality only car show and a cars for sale corral. Madison Classics' goal of GHRR is to reunite everyone who has a passion for classic cars. In the words of Madison Classics' operator Erick Esse, "GHRR is a gathering place to reminisce, reconnect, and celebrate the hobby we all love so much."

As the promoter of Spring and Fall Jefferson (one of the biggest swap meet and car shows in the Midwest), Madison Classics is no stranger to



classic automotive events. Madison Classics' Jefferson Swap Meet and Car Shows will celebrate their 47th year in Jefferson, Wisconsin. Jefferson is one of the Midwest's biggest automotive events. Jefferson features over 3000 swap spaces, hundreds of show cars and

200-300 cars for sale in the car corral. The Jefferson shows are held in April (Spring Jefferson) and September (Fall Jefferson) each year.

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Mystery pedal ride a 'car bike'

In the Feb. 15 issue of *Old Cars*, Ron Kowalke asked if the pedal car from his 1947 photo could be identified.

I had a similar pedal bike in 1947 at seven years of age, and it was called a "car bike." I believe mine was made by Murray, and a neighbor kid had one made by Montgomery Ward which looked like the pedal car pictured in *Old Cars*. They were very popular at the time and could be ridden over unlevel terrain that trikes or bikes could not negotiate as the frame was designed to flex, acting like independent suspension and keeping the rider seated and safe. They were not fast nor could you "coast," because one rear wheel was a direct drive with a belt or chain.



Bob Stark, Land O Lakes, Fla.

Carb intro article a winner

The article by Steve Turchet was spot on regarding what to expect and look for with a carburetor when dealing with an older vehicle. I have seen many times people overthink things or are afraid to tinker with them. Some even insist on replacing the carburetor when it isn't necessary. The only thing I would add is to use a vacuum gauge when making adjustments, and to read your spark plugs, which will tell you what is happening with the fuel mixture.

Ron Green, via e-mail

Just dive into old car repair

I thought Steve Turchet's article on carburetors was great! The kind of thing I might write. I am appalled by how little so

many of the younger generations know about how things have changed. So many in my generation learned by a lot of trial and error, but also paid attention to how things worked.

I first worked on the updraft carburetor from a 1929 Chevy truck. I knew nothing and had no manual, but studied it, figured out how it worked, tweaked everything, and got it working. Of course, I later bought repair kits for such matters. Over the years, I learned to fix almost anything on cars built through 1970, except automatic transmissions. I worked on differentials, brakes, generators, starters, fuel pumps, water pumps, and I rebuilt engines. I had some good manuals, too, although many were a little vague on how to accomplish what they said to do!

Turchet's article was great advice to those considering buying an antique vehicle of any age: learn about them, and get a manual!

"Pat" Jacobs, Bothell, Wash.

Aerovette designed in U.S., not Italy

I was surprised to see my all-time favorite automobile in the Feb. 15 issue of *Old Cars*: the Corvette 4-Rotor. The caption is very incorrect, however. While the 2-Rotor Corvette's body coachwork was farmed out to Pininfarina, the 4-Rotor (now known as the Aerovette after the rotary engine was replaced with a 400-cubic-inch small-block) was designed in-house at Chevrolet.

There are far too many books with enough material on this car to prove me correct, the biggest one being "Corvette: America's Star Spangled Sports Car" written by Karl Ludvigsen. He was present at its press release, and this car was very nearly the 1980 Corvette and was initially approved for production. But the retirement of Zora Arkus-Duntov

See Sound Your Horn, page 10

Reader Wheels



Rocco Salerno says his 1978 Datsun 280Z has "the same color combo [as the car] I put a deposit on at the dealership in 1978. The transaction fell thru and I was a sad 20-year-old at the time. Fast-forward about 35 years and two sons finished with college, I saw this car on eBay in 2015 and started an inquiry with the owner. The car was an original Washington State car. After many phone calls, pictures and videos, I purchased this car. I had it shipped cross-country to Massapequa, N.Y. The car was stored in Washington State for 20 years (1993-2013). The gentleman I purchased it from bought it at an estate sale, towed it home and got it running. He did some body work and a repaint. I shipped it to me in 2015 and started my work. An aircraft mechanic... for 40 years, I did all brakes, a tune-up, water pump, belts, clutch servo. Next was some chrome trim, repaired door locks, new tires. The second and third year, I stripped the whole interior out — while still able to drive it, of course. Then sound and noise proofing, clean and paint all trim, new seat covers and foam, console and boots and shift knob, new padding and rug. As of now I am working on the suspension — shocks, sway bar bushings, steering rack bushings etc. The car is 99 percent rust-free, which is rare for a Datsun."

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

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

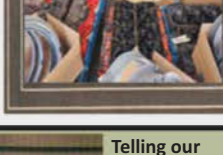
of Chevrolet Big Block Parts. Thousands of people ventured to Roy's place from all over the US and beyond for a piece of this collection. Corvettes that had sat for 25 Years, Many projects, and more. A 1967 Corvette Stingray that hadn't started for 25 years sold for \$231,000! A mystery 1970 Chevelle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

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

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and Bill Mitchell, two of the biggest supporters of the car, changed minds, and the *Aerovette* was never produced. I have actually sat in and photographed this car, and have collected stacks of information about its development and how it didn't get into production.

Dennis Koons, Stafford, Va.

Olds' air bag 'demo guy'

The article on the 1974 Chicago Auto Show brought back memories of the 1974 show, as I was involved in the in that show.

I worked for Oldsmobile's advertising agency, Leo Burnett, and covered the preview taping of WGN TV Chicago's auto show program with Wally Phillips at McCormick Place.

An image accompany's Mitch Frumkin's article in *Old Cars* showed the "Air Cushion Restraint System" demonstrating (what was to be known as the airbag). For the TV show taping, I was delegated to be in the car when it was "blown" (at reduced power) to demonstrate to the TV audience how an airbag worked and was designed as a people-restraint system in the event of an accident. The demo worked perfectly.

I had worked for the ad agency for more than 45 years, retiring in 2003.

Alan Lapides, Reseda, Calif.

'Stang a 390, not a 428

Regarding your coverage of the Muscle Car and Corvette Nationals in the Feb. 1 issue, there was an error in the description of the 1968 Mustang GT coupe in the barn finds section of the event.

The pictured car was, in fact, *not* an R-code 428, but a 390 version. There was a real R-code 1968 coupe at the event — a fully restored black car belonging to a good friend of mine, Danny Truitt.

By the way, there were a total of 221 Cobra Jet Mustang coupes produced in 1968, not 30, as stated in the caption.

Name not provided

Drive-in memories

At 17 years of age, I was working at a Standard station on the northwest corner of Firestone Boulevard and Alameda Street. I had a few bucks burning a hole in my pocket and wanted

another car to replace my 1949 Ford that was on its last leg. Some of my buddies talked about this 1950 Olds 88 that was for sale. They all thought it was quite a car for the money. They took me to see it and I thought, "Wow, I have to have this car," so I bought it that night. That was in late 1956 or early 1957.

Boy, did I ever get taken to the cleaners. It was an old highway patrol car. If it could be worn out on a car, it was worn out on the this Olds. Thank goodness it was a stick, because we had to push-start it quite often.

One Friday night, I had a date and didn't feel it would be right to ask my date to help me push my car, so I asked my buddy, Carl, if he would trade me cars for the night. He had a nice 1953 Chevy and agreed.

That night, my date and I were at the Rosecrans Drive-In Theater in Paramount, Calif., waiting for it get dark and the movie to start. About three or four rows in front of us, three of my buddies were pushing my Olds and my date said, "Isn't that your car?" About that time, they saw us and started waving and yelling. I thought, "Oh, great, park right next to us," but they didn't. Needless to say, it was my first and last date with that girl.

Dennis Storms, Tehachapi, Calif.

'58 Chevy memento



In the early spring of 1958, my father went in to Cox Chevrolet in Bradenton, Fla., to order a 1958 Chevrolet appropriately painted Anniversary Gold and Honey Beige for General Motors' 50th anniversary. He was presented with this commemorative brochure celebrating the 50th anniversary of GM. The brochure highlighted each of the GM brands, from Chevrolet to Cadillac, and also included GM's foreign brands of Vauxall and Opel.

Steve Facemire, via e-mail

Editor's note: This brochure seems rare compared to other brochures published by General Motors in 1958; from our research, this brochure sell in the \$30 range. Interestingly, the brochure pictures a gold 1958 Chevrolet Biscayne coupe, but makes no mention of its Anniversary Gold paint color. Likewise, the Pontiac section fails to mention the GM 50th anniversary model, which was exclusive to that GM division.

Recalling new car season

The article "New Car Fever" in the Jan. 1 issue took me back when I lived in Brooklyn, N.Y., during the late '60s. At that time, my good friend, Paul, and I would start our trek on a well-known car dealership avenue (Coney Island Avenue) in Brooklyn. I was about 10 years old, and we would start on Avenue I and walk to Avenue U — it was seven miles of walking block after block into every dealership representing manufacturers from A to Z. We knew when the new cars would be unveiled and dealers would get all the new brochures and giveaways. Paul and I would talk to the sales people, who would spend time answering our questions and happily supply us with answers, ever hoping that our parents were with us. Sales people would even have us sit in the new cars on the showroom floor while other adults were looking over the new cars. Every salesman asked us, "Are your parents here?" We would point to someone in the crowd, and meanwhile he would beg us not to push any switches or blow the horn.

It was a day well spent with brochures in-hand and our stomachs full of food from these new car introductions: hot dogs, popcorn, sodas — all free.

I am sad to see these old days of purchasing a new car change so much. It was once a family event. That is long gone. In the old days, salespeople knew customers' names as they entered the dealership and greeted the whole family with a smile. The children would walk away with a toy car or a poster, too. These salesmen saw a future customer in the children. I was just 10 years old, but these positive experiences with sales people made me feel good.

Don Laratro, via e-mail



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The Scoop



Hobby News & Views

GT40 reunion set for Pittsburgh Historic Races

PITTSBURGH, Pa. — The legendary GT40 turns 60 this year and a grand reunion is planned in conjunction with the Pittsburgh Vintage Grand Prix's Historic Races at Pittsburgh International Race Complex in Wampum, Pa., July 26-28.

The GT40 was the first American car to win the prestigious 24 Hours of Le Mans, having first raced in May 1964 at Nürburgring and embarking on a career that changed the international racing landscape.

This summer's gathering will feature original Ford GT40 race cars, recreations and even modern-day versions such as the Ford GT. The reunion welcomes all Ford GT variants, from the original 1964 Ford GT, which became the GT40 in both Mk I and Mk II versions; the Mk IV; which won both races it entered; the reborn 2005-2006 Ford GT; and the latest in the GT lineup, the 2017-2024 Ford GT. Accurate Ford-powered replicas are welcome to participate.

Many famous and historic GT40s will attend, along with significant people involved in the development, racing and history of these incredible cars. For more information and details, visit www.fordgtreunion.com.

National Woodie Club to celebrate 50 years

HICKORY CORNERS, Mich. — The National Woodie Club (NWC) will celebrate its 50th anniversary on Aug. 3

at the Red Barns Spectacular car show at the Gilmore Car Museum. Early woodie wagons and other wood-bodied vehicles have been designated "Cars of the Year" by the Kalamazoo Antique Auto Restorers Club (KAARC), which sponsors the annual one-day show. The Red Barns Spectacular annually attracts more than 1,500 collector vehicles 25 years or older.

During the day, participants and visitors are able to visit the Gilmore Museum collections, which include several examples of woodies.

The show will highlight the NWC's annual National Woodie Meet that will headquarter at the Holiday Inn Express in Kalamazoo. Other activities during the Aug. 1-4 meet include a visit to the Air Zoo Aerospace & Science Museum, a woodie cruise around western Michigan and a 50th anniversary banquet.

Information on this year's 50th anniversary and club membership can be found at www.woodieclub.com.

Lane Motor Museum launches new exhibit

NASHVILLE, Tenn. — Lane Motor Museum has launched a major new exhibit. The exhibit, called "Redefining Remnants: The Art of Parts," highlights the art form created by Edwin Lockridge and features several vehicles from the museum's collection to complement Lockridge's creativity in a unique

Reader Photo



"I own this photo of a 1927 Cadillac in a Chas A. Stevens department store window on State Street, Chicago—assuming in the 1920s," reports Bret J. Smith, of Lake Geneva, Wis. "It has a woman and dog mannequins enjoying the scene in this Art Deco display. I purchased this photo and others on the last day of their bankruptcy sale in 1988, in the basement of this store."





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way. The exhibit celebrates all the unusual ways people find to make something out of what others deem junk. The exhibition explores the life of these pieces and parts after they are left behind from their original purpose.

Lane Motor Museum specializes in seldom-seen European cars. For information, visit www.lanemotormuseum.org.

Charger, Challenger production ends — future of both unclear

Production of the Dodge Charger and Challenger has ended, at least for now. The last of the modern versions rolled off the assembly line Dec. 22 after nearly two decades and more than 2 million cars built.

The final Challenger was a black SRT Demon 170, according to *Road & Track* magazine. The final Charger was a gray Scat Pack Widebody. The last current-gen Chrysler 300C was also built in the same month, leaving the factory on Dec. 20.

A next-generation Charger is in the works, but details are scarce. The Charger Daytona SRT EV concept debuted in 2022, so an EV Charger is believed to be coming soon. It is unknown if Dodge will offer a version with a traditional gas engine.

Revs Institute new home for historic photography stash

NAPLES, Fla. — Revs Institute, an institution dedicated to the study and celebration of the automobile's rich history and cultural significance, has acquired the historic André Van Bever photography archive.

"Throughout his career, André Van Bever chronicled motor racing history, from Juan Manuel Fangio in 1949 to Niki Lauda in 1975, making him one of the most renowned visual witnesses of post-war motorsport," said Scott George, curator of collections at Revs Institute. His archive, comprising nearly 29,000 photographs, will be indexed and digitized, making Van Bever's work more accessible to researchers and the old car community.

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Wreck of the Week



After this 1955 Chevrolet Bel Air convertible failed to negotiate a curve somewhere in Pennsylvania, it sheared a pole in half, then eased its backside onto a porch. This was the first model year that Chevrolet offered a V-8 engine, but pictured is the last day for this once-beautiful Bel Air.

Rusty Hercher collection

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Together with his wife and collaborator, Nicole Englebert-Van Bever, André Van Bever covered the great European races of the 1950s and 1960s. As a freelancer, he continued to cover racing until 1975. His portfolio includes images from his 28-year tenure as the official photographer for the Belgian newspaper *Les Sports*. His work graced the pages of publications such as *Royal Auto*, *Le Moniteur de l'Automobile*, *Sport Moteur*, *Virage*, *Autosport*, *Auto Motor und Sport*, *Car and Driver*, and more.

Revs Institute is home to more than 120 archival collections from the history of the automobile and automotive culture. For information, visit www.revsinstitute.org.

An EV classic Roller? Yup, actor Jason Momoa has one

Film star Jason Momoa, known for his roles in *Game of Thrones*, *Aquaman* and *Dune*, recently had his 1929 Rolls-Royce Phantom II converted to electric power by British EV technology company ElectroGenic.



Sprite Photography

Momoa's electrified 1929 Rolls-Royce Phantom II

The car was originally powered by a huge 7.7-liter pushrod straight-six engine, producing between 40 and 50 bhp, bolted directly to a four-speed, non-synchromesh manual gearbox. Now, the gas engine and gearbox have been carefully

removed and replaced by 93kWh of batteries. The batteries feed an electric motor mounted between the chassis rails via a custom single-speed direct-drive transmission, channelling 150kW and 310Nm of torque to a fixed reduction gear.

The electric version of the big Rolls-Royce is said to have a range of about 150 miles.

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Weathered Wheels



Steve Isola found this 1952 Chevrolet pickup parked in front of a small towing/scrapping yard in northern Wisconsin, near the shores of Lake Superior. "This truck will not have an appointment with the crusher, as the business owner uses it to bring attention to his place," Isola says. "Clean, straight old 3600 3/4-ton longbox that could easily see the road again... The yard also had a 1966 Ford 1/2-ton pickup [top left], but that one was already on its way to be recycled."



Three cheers for three strong club magazines

Always loved my '64 Chrysler Newport, so when a '63 300J appeared on the cover of *Brute Force*, I was tempted to pause and read. The magazine is published by The Chrysler 300 Club, Inc. (www.chrysler300clubinc.com, Danny Goss, editor). Inside I found 36 pages of "300" insight, plus the ongoing tale of club officer Randy Thorne's "Restoration Diary" of his 300D—it's quite a story on traveling for rare parts and on special challenges. Can you relate? Just as an old car is being revitalized, so is this club. Bravo the effort!



Doing its part in keeping Oldsmobile history alive is *Classic Olds Journal* (Mary Degler, editor, www.oldsclubofflorida.com), a

chapter of the Oldsmobile Club of America. She clearly enjoys the hobby for its members, their dedication and the infatuation with Oldsmobile (may it never wane!).

The dozen-page publication fills the cups of readers with events past and coming, club personalities and their achievements, shows, classifieds, sponsorship support and helpful viewpoints. Keep it up!



CORVAN-ANTICS is a 16-pager edited by Molly Bacon (CorvanAnticsNews@gmail.com) for the Corvanantics Chapter of the Corvair Society of America (CORSA). The recent edition presents insights on leadership and a special section on "Glove-box Contents" from 1963 through 1965. It compares changes in annual owner guides and related ownership publications for the brand with notes on variants, plus factory-issued pamphlets. Seldom do clubs offer such information, so this treatment may put Corvair owners a step ahead of other car collectors.

Finally, club historian Steve Spilatro covers peaks of the publication's long run by his synopsis of coverage from 2014 back to 1974. Interestingly, Corvanantics had 302 members in 1984 and had 319 members in 2024 as of press time. Seems like a stable range. Pretty cool for a totally air-cooled club.

OC

Vintage ad of the week

By M.J. FRUMKIN

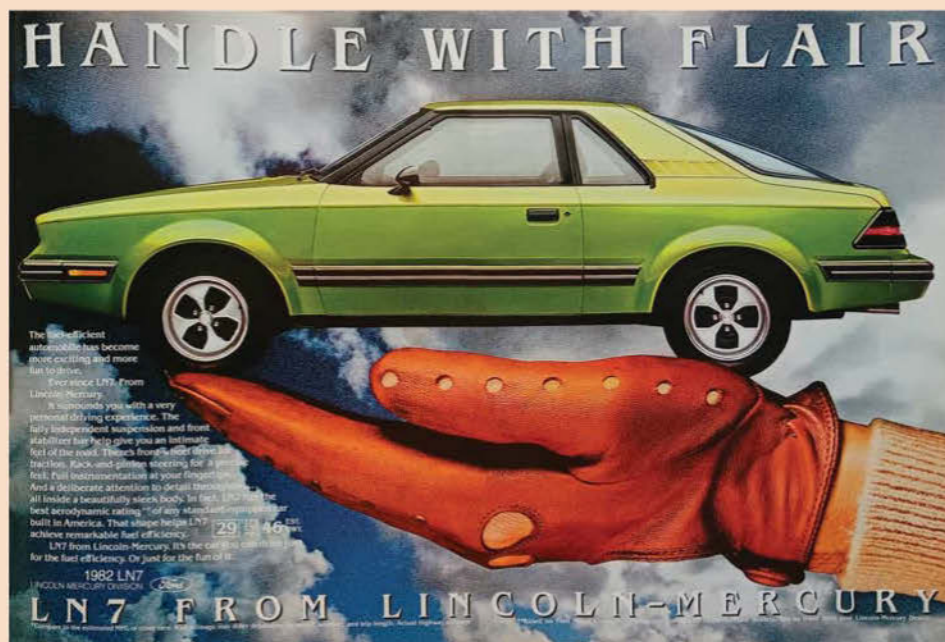
There's a saying, "Why does life give you lemons—why not limes?"

Well, for the 1982 model year, Lincoln-Mercury filled that wish with the release of its new LN7 painted Bright Lime Green Metallic, one of three optional Glamour Colors available to buyers.

In selling the compact LN7 (a sibling to Ford's EXP), Mercury proclaimed that, "starting today, there is something beyond fuel-efficient automobiles."

"Ready to take on your driving pleasure" and "put fun back in motoring," the LN7 came with a 1.6-liter CVH inline-four, either married to a four- or five-speed manual, otherwise a three-speed automatic.

Mercury said the LN7 was recognized as a "stunning coupe" thanks to its flowing shape that not only met the wind, but was



blueprinted to "slice" through it. Additional marketing material clarified that LN7's fastback design wasn't there just for looks, but its "specially calibrated slope" helped achieve the best aerodynamic rating of any standard-equipped car made in America.

In conclusion, no matter the color, Mercury's sporty two-seat LN7 "recaptures the romance between you and your car."

OC



Q. I brought over from England a 1963 Vanden Plas Princess limo in 1973. People often called it an Austin, but I looked in vain for the word “Austin” under the hood (bonnet). There was a plaque which said “British Motor Car Company,” if my memory serves me. I do know that it had a six-cylinder mill and not a four, as the auction result sheet said.

Perhaps the confusion came from the Princess 1100, produced starting in 1963. It was a small but attractive four-cylinder car. The web is not much help because all sources, including wikipedia, call Princess limos of that era “Austins.”

I always dodged the issue by calling it a Vanden Plas Princess. It was a very luxurious car and our kids had it for their weddings, not to mention those of several friends.

Preston Stevens, Atlanta, Ga.

A. You're correct. Your car was called “Vanden Plas Princess” by its manufacturer, then known as the Austin Motor Co. Ltd. I had to look it up, though, as its ancestry is rather complicated. “Vanden Plas” was the name of a Belgian coachbuilding firm, founded in 1884. In the motor car era, it supplied bespoke bodies to the likes of Minerva, Metallurgique and Berliet. In the 1920s, it established a British branch in North London. It was purchased by the Austin Motor Co. in 1946 and was dedicated to making bodies for the Austin Princess luxury saloon, also known as the A120 or, when fitted with a 3995cc engine, as A135.

A long-wheelbase limousine was added to the line in 1952, and this



one had “Vanden Plas” added to its badge. The first two cars went to Buckingham Palace for the newly crowned Queen Elizabeth. The model became popular with diplomats, politicians and funeral directors, and some were bodied as hearses or ambulances. Total production of the long-wheelbase limousine was 3,350, of which 2,100 carried the Vanden Plas name. In 1968, the model was dropped and replaced by a Vanden Plas-trimmed Daimler DS420 limo.

The Vanden Plas name, however, lived on as the Princess R, essentially a luxury Austin Westminster. In 1964, it received a 3,909cc six-cylinder Rolls-Royce B60 engine. As you have noted, there were also Princess versions of other models, from what had become the Austin-Morris Division of the British Leyland Motor Corp., Ltd. These were based on the “ADO16” front-drive 1100 and 1300 Austin and Morris models and included luxury touches such as wood veneer interior panels, leather upholstery and picnic tables. The last car to bear the Vanden Plas name was a version of the Austin Allegro, sold as the Vanden Plas 1500 from 1974 to 1980. All photos are from Wikimedia Commons, reproduced with permission.

Q. Recently I was given a Ford radio. I would like to discover its age and in which car it was originally installed. I would sincerely appreciate its inclusion in an upcoming issue of *Old Cars* where someone could identify it.

Phil van Leeuwen, Lawrenceville, N.J.



A. Indeed, we can identify it. It's a Deluxe radio for a 1946-'48 Ford. Coincidentally, my second car was a 1947 Ford, but someone had pilfered the radio by the time it got to me. **OC**

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

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Studebakers by the Lake



The 2023 Studebaker Drivers Club International Meet in Manitowoc, Wis., marked only the third time Deanna and Harold Manley of Iowa had shown their 1932 Studebaker Commander Regal Model 71 since its restoration was completed earlier that year.

SDC gathers on western shore of Lake Michigan

STORY AND PHOTOS BY ANGELO VAN BOGART

Manitowoc, Wis., could have been mistaken for South Bend, Ind., the week of Sept. 12-16 when Hoosier-built vehicles of the Studebaker Drivers Club gathered near Lake Michigan's western shore for the club's annual International Meet. True to the club's name, SDC members traveled from near and far to participate in the meet, and organizers were happy with the 195-Studebaker turnout and 888 registered participants.

"This is pretty typical for the Midwest," said Mark Wheeler, the SDC's membership management and event registrar. "This is a really good turnout for the Midwest. South Bend is, of course, the Mecca."

Steve Kanter, president of the Wisconsin Region of the SDC, which

hosted the International Meet, noted the enduring passion of Studebaker enthusiasts that he and his region welcomed to his state.

"The Studebaker Drivers Club is the biggest club in the world dedicated to one marque."

He credits the wide availability of new and used Studebaker parts for helping maintain interest in vehicles from an independent automaker that hasn't built a car since 1966.

"Studebaker kept their parts supply and sold them off to people (versus scrapping old new parts)," Kanter said, "so it's actually easier to restore a (postwar) Studebaker than a Chevy in many instances."

That parts availability allowed Studebaker owners to trek from across the

country and the northern international border to the Manitowoc area for the Studebaker club meet. Among those travelers were Glenn and Nancy Johnson, who were debuting their freshly restored 1951 Studebaker 2R14 one-ton pickup truck that they've owned since 1984.

"We bought it at a mission in downtown Minneapolis," recalled Glenn. "We just saw it there, derelict, and Nancy went and found who owned it and we bought it from a young guy. We had it pulled back to our apartment building to see if we could get it running and then drove it up to Grand Forks, N.D., where my dad lived, did a little more work on it, and then drove it all the way to Detroit — very slowly...."

"...Through Chicago and lived to tell about it!" continued Nancy.

When found, the truck was rusty, had incorrect and missing parts, and the couple didn't even know if it ran. After initially getting it running and then later driving it from North Dakota to Detroit, they used the truck as a workhorse, then they say it sat again for a while. About 10 year ago, they embarked on a restoration that has left the truck looking new again.

"The trickiest part [to the restoration], I think, was finding some of the hard-to-get parts, things like the spare tire holder, gas tank supports, places where pieces that were missing or rusted out that were unique to the one-ton truck," Glenn said.

The restoration even left Glenn in awe.

"When we bought it, the interior was all done in shag carpet glued on with the world's strongest glue," Glenn said. "When we finally got it done, I was surprised how pretty it was inside with the green and the tan. We'd never seen it except painted black with a spray can and all this brown carpet."

While at the SDC meet, Glenn and Nancy were hoping to learn about the truck's early past, or simply more about the dealer that originally sold the truck.

"We don't know anything [else] about it," said Glenn. "It was delivered to Spring Field, Minnesota, and we're hoping somebody at the meet can tell us about that dealer that was there."

Another freshly restored Studebaker at the meet and in the long-term care of faithful owners was the 1932 Studebaker Commander Regal Model 71 sedan of Deanna and Harold Manley of Newton, Iowa. The couple has owned their Commander Regal since 1997 when they found it in an *Old Cars Weekly* classified ad.

"We were at the Barrett-Jackson auction in Scottsdale, Arizona, in 1997 and we picked up an *Old Cars Weekly* and looked through the ads to see what was available prewar, and a Studebaker Model 71 was listed for sale in Sierra Vista, Arizona," Deanna said.

The couple was living in Arizona at the time so the Studebaker wasn't terribly far from their home. It had spent time in a museum, but was presentable and functional enough to drive it as it was with its original wool broadcloth interior, turquoise-and-black repaint and original, 50,000-mile engine.

"After it was delivered from Sierra Vista, we used it in our local car club activities and at our local car shows including the one that our church, the Arizona Community Church at the time, ran each year," Deanna recalled. "We would drive



Glenn and Nancy Johnson of Ohio debuted their freshly restored 1951 Studebaker 2R14 truck at the Studebaker Drivers Club International Meet. They've owned the truck since 1984.



Striking 1934 Studebaker convertible coupe was part of the SDC meet display.



With its three-window coupe styling and its streamlined body, this 1937 Studebaker cuts a sharp profile.

Right: William Clark's 1964 Studebaker Daytona coupe packs the R2 supercharged V-8 engine with 290 hp and a four-speed manual transmission with Studebaker's Twin Traction rear differential. It's reportedly one of 27 high-performance R2 Daytona hardtops built in 1964.



Left: 1950 Studebaker business coupe was offered for sale at \$12,000.



Right: A Packard at a Studebaker meet? By the time this Packard Hawk was built, Studebaker and Packard had officially merged.



Left: It appears a late-model Ford Mustang convertible was the basis of this modern take on the original Avanti.



Right: Gasser'd 1953 Studebaker Champion was built by owners Gordy and Annette Buetsch as a vintage drag car, and with 259-cid Studebaker V-8 power!





The sliding rear roof panel of Studebaker's Wagonaire station wagon continues to captivate, and this 1965 example had plenty of people inspecting its novel feature.

Clear air ducts on the package shelf were an obvious indication this 1956 Studebaker President was equipped with rare factory air conditioning.



Studebaker's handsome Coupe Express was represented by this bright-yellow 1939 example brought to the meet all the way from New Mexico.



Stately 1941 Studebaker Commander Land Cruiser with mostly original black paint was driven 936 miles to the Studebaker Drivers Club meet in Manitowoc, Wis., by owner Ross Miller!

it around town, on the highway. We would drive it 65 mph; just had to aim it down the road at first, because it didn't have very tight steering. But we enjoyed it for years—16 years after we bought in Arizona.

"My husband did regular oil changes on it to clean up the engine," Deanna continued. "It smoked a little bit when we got it, but it ran like a sewing machine so we drove it like that for many years."

In 2013, the couple moved to Iowa and decided to embark on a full-blown restoration of the Commander Regal. They were hoping to leave the fine-running engine as it was, but plans changed during an inspection of the straight-eight.

"Harold checked the compression on the engine and Number 7 cylinder was a little low, and even though we thought we weren't going to rebuild the engine, he decided as long as we were going to take it down to nuts and bolts—we did a frame-off—we did the engine and everything was done."

"We needed something to do in these Iowa winters!" Harold added.

The restoration began in earnest during 2015 and was completed at the end of April 2023.

"It hasn't been out much since we've been rather busy," Deanna said. "But its first outing was Tulip Time in Pella, Iowa. Last weekend we were in Des Moines, Iowa, for the Des Moines Concours d'Elegance. We did win first in our class in the early collectibles class."

The couple's Commander Regal was one of 82 Studebakers set to be judged during the SDC International Meet in Manitowoc. Some of those beautiful Studebakers, as well as others in the display-only class, are illustrated in the accompanying images. **OC**

*Studebaker Drivers Club
c/o Cornerstone Registration, Ltd.
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HOT ROD HUNTING AT HERSHEY



Many people were drooling over this rare '38 Ford Standard sedan delivery survivor. Its mottled exterior—an artistic blend of worn green paint and surface rust—drew spectators like a magnet. It was clearly not for sale. Parked in 1948, the current owner had just gotten it running.



RM Sotheby's sold this modified, right-hand-drive 1935 Ford speedster for a whopping \$143,000 at its annual two-day Hershey Auction. Reportedly built in Argentina, it was powered by a Ford flathead.

I have lost count of the number of years I've been trekking to Hershey, Pa., for the annual Antique Automobile Club of America Eastern Fall Nationals hosted by the AACA Hershey Region. I started going there every October beginning in the early '70s, so you can do the math. Who can resist 80 acres and thousands of flea market vendors selling all manner of things automotive? Add the faint whiff of chocolate from the Hershey facilities, the bright red and gold hues of the autumn leaves and the enticing aroma of Bricker's French fries sizzling in oil and I'm hooked.

For years, the AACA remained fervently anti-hot rod with the zeal of religious fanatics. One didn't even think of trying to bring even a mildly modified car into the hallowed car corral, as the AACA watchdogs expressly forbid anything resembling a hot rod or a custom car onto the asphalt. Oh, you could install dual exhausts on your prewar Ford and they probably wouldn't have kicked you out, but a visibly modified car was curtly refused entry.

That changed for 2023. Last fall, the AACA Hershey Region added HR's Back Lot, "a special section of the Hershey Fall Meet Car Corral especially for non-AACA members and vehicles," it advertised. Indeed, there were a handful of hot rods offered for sale in this remote section of the Hershey Car Corral.

Still, the only way a period hot rod can be judged in the (now) Friday car show is if it's a documented race car. That's Class 24A, and over the years, people such as Kirk F. White and Ron SanGiovanni made history with cars such as Ray Brown's '32 Ford roadster (now permanently in the Petersen Automotive Museum). Brookville Roadster can sell its steel reproduction '32 Ford bodies in the flea market, but if you bring a Visa card-financed hot rod with a Chevy small-block and re-pop parts, you'll be shown the gate.

It's a little different in the flea market. You can readily sell authentic vintage speed equipment, even display it right out in the open, and no one will harass you. Connecticut native Ron SanGiovanni has been steadily decreasing his once-enormous Ford and Mercury flathead

Continued on page 26.



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Continued from page 24.

multi-carb manifold and high-compression head stash over the last few years, and he still had more than 100 pieces for sale, arranged neatly on the tarmac in the Chocolate Field, with prices noted in magic marker. They weren't cheap, but if you were looking for rare items, Ron's flea market space was the one to peruse. I can't image lugging all that aluminum. My collection of flathead manifolds—sold all at once—now resides in the Museum of American Speed in Lincoln, Neb.

Longtime speed equipment vendor John Brown and his charming wife, Ronnie, opted for a smaller display in the Orange Field, offering a set of reproduction Harrell heads for \$550 (one had a broken fin), and a handsome Tornado high-rise dual intake for \$650. He also had a pair of "gennie" Badger air cleaners with their original cartons and a pair of faded '50s-packaged Badger chrome radiator hoses. All you'd need are a couple of new Stromberg 97s and you'd have a great-looking flathead. By the way, stated prices are just a starting point at Hershey. You can usually bargain 10-20 percent off, especially on the last flea market sale day.

Over in the Orange Field, the father-and-son duo of Randy Bianchi and Randy, Jr., presented an impressive display of Grant/Spaulding "Flamethrower" distributors. These bright-orange, period-'60s units have shafts running in ball bearings for accuracy—and can be used on most mid-century overhead-valve V-8s. The Spaulding brothers built their first hot ignitions in the 1940s when they were in high school, cleverly converting stock Lincoln-Zephyr units, with their standard dual coil/dual points setup, from 12-cylinder function to work well on a flat-head V-8. They were good for a seamless 5,500 rpm and they looked great. Later, the Spauldings offered performance distributors with a unique design finished in a distinctive blood-orange hue. Grant bought out the company in 1965. The Bianchi team



John Brown and his wife, Ronnie, opted for a small display in the Orange Field, offering a set of reproduction Harrell heads and a handsome Tornado high-rise dual intake. He also had a pair of gennie Badger air cleaners with their original cartons and a pair of faded '50s-packaged Badger chrome radiator hoses. All you'd need are a couple of new Stromberg 97s and you'd have a great-looking flathead.



Ron San Giovanni and his wife, Laura, had more than 100 rare flathead intake manifolds for sale in the Chocolate Field. It's easier than buying them on eBay. He's still selling them for top dollar one or two at a time. Having sold my intake collection a few years back, I'm not tempted.



Mixed in with Ford restoration parts was this six-carb manifold set—definitely not a part you'd find on an AACA show car.



Search and ye will find hot rod parts at Hershey, and not just on flea market tables. This instrument cluster is from an Auburn, but it's not pictured in an Auburn....



Here's an Edmunds Custom dual intake manifold for a V-12 Lincoln-Zephyr. Stock L-Zs suffered from fuel distribution problems, but not with one of these.



Manifolds, manifolds, manifolds! If you were looking to hop up a flathead, Hershey offered a bounty of engine parts.



Looking for a Grant/Spaulding Flamethrower distributor? The Bianchi's, father Randy and son, Randy, Jr., had plenty of them for sale. Randy, Sr., runs one of these now-rare sparkers on his Olds-powered Tudor Model T.

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Capped with four carbs, this blower body sure would look great in a man cave—or a living room.

Here's a Weiand 4-71-style blower with four 94s, a '32 Ford firewall, a four-carb intake for a GM overhead and a pair of finned heads for a '49-to-'53 flathead—there's no shortage of speed equipment at Hershey.



The dual-carb manifold was priced at \$500, and the four-carb manifold was \$1,500. Sure, that was lots of money, but your search was over, you could inspect them on the field and you didn't have to wait for the UPS man to deliver them.



This Berk conversion of a Lincoln-Zephyr dual-point/dual-coil distributor would take a Ford or Mercury V-8 to more than 5,000 rpm. Spaulding built a similar conversion. If you want one, they are \$750-\$1,000.



had cornered the market and you could buy one for \$750 to a grand.

If you were looking for a supercharger, there were *beaucoup* SCoT units plus McCullochs, Frenzel centrifugal units and GMC 4-71s and 6-71s to be found. Like many hot rodders, I'm a big proponent of superchargers—I like to say that there's nothing the matter with a flathead that forced induction can't fix. I run a SCoT on my '32 roadster and a 4-71 on my '40 Ford coupe. They work a treat and people gasp when the hood is lifted.

There's no price guide for blowers—you start with what the vendor is asking and just negotiate. You can buy brand-new reproduction SCoT and Frenzel units, and GMC made thousands of -71 series truck blowers, so they're plenti-

ful. BDS (Blower Drive Services) in Whittier, Calif., can repair nearly any blower—they rebuilt my ScoT years ago—and Dyer's Machine Services (Summit, Ill.) sells drives, snouts and other supercharger components.

The flea market vigilantes did their scrutinizing well this year—I didn't see any obvious hot rods, but there was a lot of tempting raw material. My pick for a nice hot rod-able car went to a stock and nicely patina'd 1933 Ford Standard Tudor. Although I wouldn't suggest carving up this beauty, there are folks who would cheerfully chop its top, lower the chassis, install any number of interesting engines and probably repaint it. I'd keep the weathered body and finish the way it is, upgrade the engine and driveline, try to resuscitate the faded mohair interior, install big-and-little rubber on black steelies with poverty caps and have an attractive cruiser.

Many people were drooling over a '38 Ford sedan delivery in the Green Field. Its mottled exterior—an artistic blend of worn green paint and surface rust—drew spectators like a magnet. The lettering on the panels said "Zach-



Check out these chrome-plated J-2 valve covers for a 1957 Oldsmobile — just the right touch for a 371-cid-powered hot rod.

suhr," and it was clearly not for sale. It was parked in 1948, and the current owner had just gotten it running with a 59AB flathead. Most of these hardworking trucklets were all used up by the time World War II was over, so stock survivors are rare. Everyone wanted to buy it, including me.

Continued on page 30.

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Continued from page 28.

RM Sotheby's held a crowded two-day auction at the Hershey Lodge, as they have for many years. I liked the racy little 1935 Ford boattail speedster with Adler Trumpf sport roadster bodywork that was on offer. A look inside found that the throttle was located between the clutch and the brake—and it was right-hand-drive. The headlamps were Swiss Scintilla units and the horn was by Magneti Marelli. Built in Argentina, it sold for an impressive \$143,000 with the commission.

Overall impressions for 2023: Hershey Corp. (HERCO) mandated a major change last year with the big car show moving from Saturday to Friday.

Despite a brief rain shower, the huge car show was again mobbed. The traditional wooden nickel with future show dates only had two dates listed, not the usual five—but I'm reliably told that the AACA has future dates locked up. Once again, many flea market spaces were either empty or filled with parked vendor cars and trucks. If you want to see it all, you still have to walk just as far on that hard, unforgiving asphalt, and once again, there's not quite as much on display as in years past. Still, from a hot rod perspective, as always, if you knew where to look, there was lots to see.

I'm still a Hershey devotee. I'll see you next year. **OC**



Here's a de-icer tank for \$100. For years, these were used as fuel tanks on dragsters. They used to be very common. Try to find one today? That's the beauty of Hershey.



Left: Edmunds heads, Halibrand quick-change, '37 grille... hot rod parts abound here—take your pick.

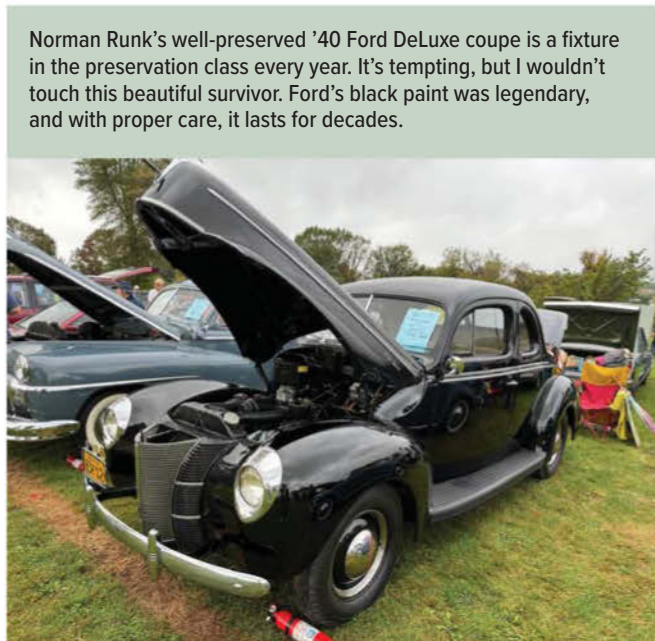
Below: The carbs were already rebuilt on this ready-to-install manifold.



I don't know what this high-performance distributor fits—do you?



This 1933 Ford Standard Tudor with great patina was too nice to cut up into a wild hot rod. However, with some minor, reversible changes (wheels, tires, flathead speed equipment, etc.), it could become a mild hot rod...and get changed back again.



Norman Runk's well-preserved '40 Ford DeLuxe coupe is a fixture in the preservation class every year. It's tempting, but I wouldn't touch this beautiful survivor. Ford's black paint was legendary, and with proper care, it lasts for decades.

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1964 LINCOLN COSMOPOLITAN CONVERTIBLE



1967 PONTIAC GTO CONVERTIBLE



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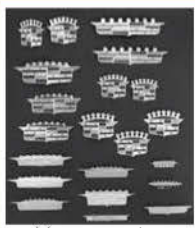
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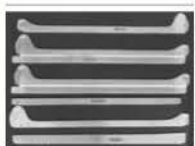


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Story and photos by Al Rogers

With General Motors announcing that the 2024 model year would be the end of the run for the sixth-generation Chevrolet Camaro, we're going back in time to retrieve from our archives one of our all-time favorite photo-shoots to tell an amazing story, to celebrate the Camaro's history, and to pay homage to an American classic.

Rocking an IROC-Z

Yes, there was
a 1986 IROC-Z
convertible



This 1986 Camaro IROC-Z convertible, with its original factory white paint finish and black custom cloth interior, is so rare that even knowledgeable Camaro fanatics consider it an urban legend. Only 82 IROC-Z convertibles were produced during the '86 model year, and the whereabouts of most are unknown. This unrestored-original example is the fourth such white IROC-Z Camaro convertible produced in 1986 and resides in the small city of Fenton, Mich., northwest of "The Motor City."

From its factory grease pencil paint marks to its 245/50VR-16 Goodyear Gatorback tires to each one of its belts and hoses, everything on the featured IROC-Z Camaro is factory-original and in pristine condition. With slightly more than just 3,200 miles on the odometer during the time of the photo-shoot, this IROC-Z has always been trailered to car shows by owner Dan Boratynski. At those shows, more than one judge over the years has asked Boratynski for documentation proving his Camaro IROC-Z was



Above: With its aggressive stance, attractive look and stylish body lines, the white 1986 IROC-Z looks great, whether its black convertible top is up or down.

Lower Right (Top): When powered by the TPI 305-cid V-8, the IROC-Z required the transmission to be automatically shifted. Note the significant overhang of the instrument panel cover over the round gauges.

Bottom Right (Bottom): Of the three engines available in the IROC-Z during the 1986 model year, the tuned-port injection 305 was the top dog.

originally a convertible, because some judges don't realize any such beast was built that way for Chevrolet in 1986.

I discovered this amazing '86 IROC-Z convertible and met its owner at a Camaro Superfest National event in Ypsilanti, Mich., years ago. There, Boratynski was joined by his wife, Kathy, and their sons Matt and Mark.

The now-legendary IROC-Z Camaro was introduced to the public in 1985 as part of the third-generation Camaro line, and the 1986 model year represented the first time a Camaro was built as a convertible since 1969. Production of 1986 Camaro convertibles started late in the model year, so few people are aware they were built before 1987, when production ramped up.

With so much attention paid to first-generation Camaros from 1967 to 1969, and to their late-model 21st Century brethren, all of the "middle" second-, third- and fourth-generation Camaros often go overlooked. When introduced to the public on Jan. 14, 1982, the third-generation Camaro was a smashing success thanks to a squared-off design that was very much en vogue during the 1980s. Chevrolet had built 109,707 Camaros for the 1981 model year, the final model year for the second-generation design. Even with a late-season introduction, 148,649 new 1982 Camaros—all of the new hatchback "Sport Coupe" body configuration—were built, greatly surpassing 1981 model-year production figures. Some 175,004 Camaro Sport Coupes followed in 1983, the third-generation Camaro's first full model year. For 1984, third-generation Camaro sales crossed the 200,000-car mark when 207,285 Camaro Sport Coupes were built. However, since the 1990s, third-generation Camaros have flown under



the radar, and their historical significance in the automotive world seems to have gotten lost.

IROC-Z origins

It was in 1984, the first model year that third-generation Camaro production crossed the 200,000-car mark, that the seed for the IROC-Z Camaro was planted. That year, the International Race of Champions returned to the racing circuit after a three-year absence. Co-sponsored by Chevrolet, Anheuser-Busch, Goodyear and True Value Hardware, the races put a dozen of the world's top drivers behind the wheel of identically prepared Camaro Z28s, according to the "Standard Catalog of Camaro." (Identically equipped cars were used to emphasize a driver's skill rather than the vehicle's mechanical prowess.) The IROC racing series had begun in 1973 using Porsche Carrera RSRs, then switched to Camaros in 1975 for budgetary reasons. Camaros remained the car of choice through 1980, when the IROC races went on hiatus.

With heavy TV coverage, the return of the races for the 1984 season drew considerable attention to Camaro and paved the way for the soon-to-be IROC-Z production cars that debuted for 1985. That model year, the IROC-Z was sold to the public with features that were found on the Z28 Camaros that raced on the IROC circuit: foglamps; ground effects around the car's perimeter, including a front air dam; ornamental hood louvers; IROC-Z door decals and rocker panel striping; special 16x8-inch aluminum five-spoke wheels; Delco/Bilstein rear shocks; special struts and springs; rear stabilizer; and reinforced front frame rails. Offered to the public on production IROC-Zs in 1985 were a choice of three 5.0-liter (305-cubic-inch) V-8s (regular carbureted, high-output carbureted or tuned-port fuel injection (TPI)). The two carbureted 305 V-8s were available with a five-speed manual transmission or four-speed automatic transmission, but the 305 V-8 with TPI was only available with the automatic. In total, 21,177 IROC-Z Camaro Sport Coupes were built for 1985.

Today, this rare, first-year IROC-Z convertible deserves more than a passing glance, as such vehicles kept the Camaro fire burning in the dark years following the first OPEC oil embargo, when "performance" was a dirty word.

With the introduction during the 1985 model year and its IROC-inspired 305-cid V-8 available with fuel-injection, the IROC-Z was General Motors' answer to Ford's 5.0-liter fuel-injected Mustang. Fuel injection had found its way back into the American automobile industry, through, in part, these two high-performance pony cars.

The 1986 model also sports several unique features. The horizontal rear stop light on the spoiler, above the license plate, was newly mandatory, and only in 1986 was this size and style used. The McLaren convertible door molding was also unique to the 1986 Camaro Z28 and IROC-Z convertibles.

Life with an IROC-Z

Back in 1985, when 20-year-old Dan Boratynski convinced his mother to co-sign for a loan to purchase this soon-to-be legendary, high-performance '80s muscle car, he wasn't expecting

that he'd be the owner of a vehicle so rare that he'd be asked for its documentation almost everywhere it appears.

"At 20 years old, all I'm thinking is, 'Hey, I'm going to go out and tear up the town,'" he recalls. He added that, at the time he purchased the car, his father thought the car was a "total waste of money." (Over the years, his father changed his mind.)

"It was the '80s and things were much different then—you went cruising a lot more back then," he recalls, "There was a local spot in town where everyone hung out, so that's where I took the IROC. I was surprised, even then, at how many people would comment on the car or give me a thumbs up."

Among the admirers was his future wife.

"Cool car," he recalls her saying—words that Kathy admits with a laugh were just a ploy to start talking to a

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Top Right: 1986 marked the first model year a Camaro convertible had been offered since the 1969 model year. The drop-top conversion was completed by ASC, which dipped into its McLaren Mustang convertible parts bin for the molding atop the beltline!

Middle Right: Badge on the instrument panel let the passenger know this wasn't simply a Z28 Camaro, but an IROC-Z version.

Bottom Right: When the IROC-Z convertible's top was lowered, there was no sign of a bulky top boot.



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Picture-perfect photo-shoot

While writing the article on this 1986 Camaro IROC-Z convertible this past January, the reality of its rarity and the perfection of this photo-shoot experience really struck me.

Normally, this show car is trailered to events, but knowing what the IROC-Z means to Dan and Kathy Boratynski and their two sons, I suggested taking it US 23, not far from their home near the Motor City, for some car-to-car motion shots. Surprisingly, Dan agreed to meet at sunrise when the lighting would be just right and there would be minimal traffic.

We met at a roadside location, and I expected to see Dan roll in by himself. To my delight, the whole family showed up at the location with the convertible top down, even though it was a cold winter morning. I explained to Dan the process of sequencing and the positioning of me in the camera car and he with his family in the IROC-Z. We ended up driving a few miles north on US 23, then looped back south. Amazingly, Dan drove right into place, and with the cold wind blowing in our faces, we successfully pulled off the photo shoot. To this day, I still marvel at how well things turned out, even when recently looking at the photo-shoot portfolio. A great deal of planning went into the photo-shoot. It was cold, but fortunately the roads were snow- and salt-free. The area hadn't received its first snowfall, so driving the IROC-Z on the local roads and the highway in January was low risk. Honestly, looking at the big picture, things couldn't have fallen into place any better.

It's the one and only time in 15-plus years that I've photographed an entire family nestled together in their heirloom, making motoring history. Most importantly, it was special how everyone put forth the effort and time to make memories that each of us will carry for the rest of our lives. It was truly an experience of a lifetime.

When I was given the assignment by editor Angelo Van Bogart to come up with a rare and unique Camaro for this issue of *Old Cars*, this 1986 IROC-Z convertible—with its rarity, family history and completely known lifetime—was my only choice. This car was a perfect fit, and I couldn't think of a better Camaro to grace the cover of *Old Cars* magazine.

To Dan, Kathy, Matt and Mark, thanks for the opportunity to share your 1986 Camaro IROC-Z convertible and its amazing story with the *Old Cars* family!



Top: Chevrolet had several evolutions of a five-spoke wheel leading up to the third-generation Camaro that debuted in 1982. This particular style of five-spoke wheel became known as the IROC wheel even though a nearly identical wheel was offered on the 1982 Camaro Z28—three years before its IROC-Z derivative. **BELOW:** “Tuned Port Injection” script on back bumper cover; unique 1986 rear brake lamp lens on deck lid; and IROC-Z door decals.



cute guy. Eventually, he'd completely win her over.

Two years later, in 1988, Boratynski and Kathy were married with the white IROC-Z convertible serving as their get-away car for the special day. By then, Boratynski realized just what a truly valuable vehicle he owned.

"Initially, we moved into an apartment and had no garage, so I paid for a storage unit and limited driving to perfect-weather days," he says, adding with a mixture of gratitude, "It took a lot of support and understanding on Kathy's part."

An operating engineer, Boratynski supplemented his regular income by running a landscaping and snowplowing business on the side, working all hours of the day in his pursuit of his American dream of Camaro ownership—and retention.

When even a knowledgeable GM official insists that you must be mistaken about the model year of your car, you know you have something rare and valuable.

"He insisted the IROC had to be a 1987," Boratynski recalls of his first conversation with this GM official. "It wasn't until I showed him all my original documentation that he realized the IROC was real and, reluctantly, agreed with the facts and believed me. He was amazed when I pulled out the window sticker, factory build sheet and letter from ASC. It was apparent this person was somewhat miffed that he didn't know about this vehicle."

Dropping the top

1986 was the first model year in which American Sunroof Corp. (ASC) partnered with Chevrolet to convert a very limited number of IROC-Z sport coupes into convertibles as an after-market project for a dealer consortium. The joint venture was such a success that GM contracted with ASC for a full production program starting with the 1987 model year. Some 744 Z28 convertibles were produced that year, according to the Camaro White Book, of which only a small percentage were produced as IROC-Zs.

The window sticker for Boratynski's 1986 IROC-Z shows the car originated at GM's Van Nuys, Calif., plant. A letter from Rod Edie in ASC's program management department dated May 16, 2003, confirms that Boratynski is "the owner of production sequence number

4-of-82 convertibles produced during in 1986 at our Livonia, Michigan, production facility."

The car's documentation, including its original build sheet showing Van Nuys production; the original window sticker from Marty Feldman Chevrolet in Novi, Mich.; and the previously mentioned letter from Rod Edie at ASC are all the evidence Boratynski needs to authenticate his IROC-Z convertible.

ASC was an automobile supplier of highly engineered and designed roof systems, body systems and other specialty-vehicle systems for the

world's automakers. The company was headquartered in Warren, Mich., and was one of several coachbuilders of convertible. ASC sold the assets to its Creative Services division in late 2016 to Roush Industries. In late June 2017, ASC effectively ceased operations, thus ending an era for the one-time leader in automobile sunroof and convertible top systems.

Today, ASC is remembered for bringing back the convertible during the 1980s—cars that, in turn, made memories for owners such as Dan Boratynski. **OC**

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GOLD AGAIN



Lost 50 Millionth GM vehicle recreated

STORY AND PHOTOS BY DAVE DOUCETTE

In the magic land of “Tri-Five” Chevys, there exists a mystical unicorn. Unless you were alive in 1954 and lived in Flint, Mich., you never saw that unicorn, and you may not even know it existed.

But it did for one day that November when General Motors celebrated the production of its 50 millionth car—a one-of-a-kind gold ’55 Chevrolet Bel Air Sport Coupe (two-door hardtop). The utterly gold car—with almost everything painted a special gold paint, more than 600 pieces of it gold plated and with seats covered in a special gold-laced fabric—rolled off the assembly line and onto a float that starred in a massive parade in downtown Flint. Then it disappeared.

Of the nearly five million 1955-1957 Chevrolets produced during the “Tri-Five” era, this is the mystery that has remained unsolved in the nearly 70 years since that celebration in Flint. No

one has since claimed seeing the car in all of its golden glory, nor has anyone come forward as its owner. But for a phone call several years to Joe Whitaker, co-owner of Real Deal Steel and a long-time Tri-Five Chevy specialist, that puzzle would remain unsolved.

That call generated a string of

discoveries: First, the original gold car remains missing. Second, there were actually three special gold ’55s produced, not just one. And third, while cars two and three disappeared, the first gold ’55 survived, passing through several owners before ending up in burned pieces in North Carolina.

On Nov. 23, 1954, General Motors built its official 50 millionth car in Flint, Mich., and marked the occasion by assembling a special gold 1955 Chevrolet Bel Air Sport Coupe.



The 1955 Chevrolet that was built on Nov. 23, 1954, was paraded through Flint following its assembly. Note the car looks copper in this old image, which likely has color-shifted.

And the subject of this significant call? The caller told Joe that he had a pair of Trico gold wiper arms and blades that were produced for the gold '55, complete with a corporate shop order that confirmed the pieces were made for the 50th Millionth GM car. The owner was willing to part with them, but at a high price that Joe wasn't interested in paying at the time.

Joe posted a photo of the gold blades on social media, which prompted a call from someone who said he knew the location of the original car's remains. After that call, Joe discussed this discovery with Dave Snodgrass of Snodgrass Chevy Restoration in Melbourne, Fla.

"If there was ever a million-dollar Tri-Five Chevy, it would be this gold car," Joe told Dave at the time. They agreed that pursuing the North Carolina lead was worthwhile.

Joe found the family in North Carolina that owned the car, only to learn that it had burned years before and was scattered in pieces around their property. Joe eventually bought the remnants, but there was not enough to restore.

"It's rather a miracle, because we entered the project not thinking that we'd get anything from the original Motorama car," Joe says. "To wind up with much of the remnants of the original car is amazing."

By 2022, Joe became friends with Steve Blades of Kentucky, who knows as much as anyone about Tri-Five Chevys. Joe, Dave and Steve decided that, since the original car no longer existed, why not build a replica, a tribute car, using a brand-new Real Deal Steel body?

In early 2024, that tribute car was completed. But, along the way, the story of the 50th Millionth GM car took its share of twists and turns. The big discovery—a big one—is that there were actually three gold '55s built. The first, of which the remains were found in North Carolina, was actually produced



before the actual 50 millionth car, because it was needed for promotional uses and materials and is known as the Motorama car. This car was produced with the custom paint and the hundreds of gold-plated pieces. The second car—apparently less decorated and gone without a trace—was produced to generate a film of it going down the production line. The third car—that real 50 millionth car—rolled down the line in Flint on Nov. 23, 1954—the day GM held a huge celebration throughout Flint and at its assembly plants across the country on the occasion of its 50 millionth car being built.

There is essentially no GM documentation on the three cars. Joe and Steve worked with GM archivists to find any trace of the cars, but the general consensus is that the North Carolina car is the first, the second was probably repainted and sold, and the actual 50 millionth car just evaporated.

The new car is based on the history of the actual 50 millionth car (the third car). Thanks to the efforts of Real Deal Steel, Snodgrass Chevy Restoration and a group of restoration industry suppliers, the tribute car is a spectacular finished product, recreated to a much higher quality than what could



This recreation of the 50 Millionth GM car is based upon a new Real Deal Steel '55 Chevy body which has a retail value of \$21,500.

have come off a mass-production assembly line during the 1950s.

The tribute car is a mix of reproduction parts and used pieces from people such as Steve, who provided several date-coded parts from his collection, including the engine, transmission and various suspension parts. He was even able to locate a set of NOS AC spark plugs correct for the '55 Chevy (a different plug was used in succeeding years).

Golden Star Classic Auto Parts supplied some sheet metal components that were incorporated by Real Deal Steel. Shafer's Classic Reproductions provided brake lines, fuel lines, exhaust and other engine compartment pieces. American Autowire supplied the wiring system. Auto City Classic provided all the glass, as well as the chrome metal frames. Gene Smith Parts provided the grille, grille surround and other chrome items.

The original gold '55 Chevys used a one-off fabric insert on the seats. Ciadella Interiors was able to source NOS vinyl and fabric to completely upholster the interior of the tribute car.

All of these components were expertly assembled by the team at Snodgrass Chevy Restoration, which spent at least 1,800 hours creating the tribute Bel Air. As part of that process, the car was assembled, checked for fit and disassembled multiple times during the body-prep work.

"You have to fit every piece," Dave Snodgrass says. "You can't take anything and expect it to fit the way you want it to fit."

The gold paint on the original car was a custom blend, not a standard GM production color. The recreation team tested various shades of gold (good quality color images from 1954 are rare) before settling on the correct shade. Once the body was ready for paint, five coats of basecoat were applied, followed by four coats of clear. Then, of course, hours of wet sanding and buffing.

Axalta paint was used—five-and-a-half gallons of gold—at a cost of \$350 a quart. Add the costs of primer, sealer, clear, etc., plus the labor, and you have an idea of the cost of this type of paint job.

Another critical element of the build involved gold-plating more than 600 pieces of trim, handles, switches, nuts, bolts and screws. A Southern California Chevy enthusiast who also has a gold-plating operation performed the tedious work of applying the 24-karat gold.

Omar Asad said the work took him and his cousin, Nader Suliman, three weeks of



These original gold-plated wiper arms destined for one of the three "50 Millionth" cars and were the impetus for the recreation.



Construction of the new body for the recreation 50 Millionth GM car underway at Real Deal Steel.



Even the chassis and engine were painted gold on the actual 50 Millionth car, and many parts were gold-plated, so they were likewise made gold on the recreation.

Continued on page 46.

For the Man Who Gives Everything and Expects Nothing

If you're anything like my dad, you give your family everything. Your name, your time, your values — the people in your life know they can depend on you for practically anything. In exchange for imparting all of this energy and experience, you expect nothing in return.

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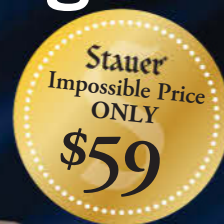
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12-hour days to apply the gold, which comes in liquid form at a cost of \$5,000 a gallon.

Much of the detail work on the car is subtle, but critical to creating a true representation of the original 50 Millionth GM car. For example, early-1955 production cars used a radiator support that was later changed to what is seen on almost all subsequent '55 Chevys. Randy Irwin, a co-owner at Real Deal Steel, recreated that early version using historic photos as a guide.

During the installation of the exhaust system, the end of the tailpipe was trimmed to match the original work. And, one engine component won't be seen but it adds to the authenticity. The early 265-cubic-inch V-8s that were

introduced in the 1955 Chevys had a swing-arm oil pickup that floated up and down rather than being fixed. They were soon replaced with a fixed pickup to cut costs.

"I had one so we put that in the engine," Steve Blades says. "Even the oil pickup is correct to the date of the car."

The tribute '55 debuted at the Detroit Autorama in early March where it was displayed with several pieces of the original number-one car as well as memorabilia surrounding the 50 millionth car celebration. The Chevy will then be displayed at various automotive events throughout this year.

The Facebook group "1955 Chevrolet 50,000,000th GM Gold Cars" has additional background on this project and will promote the car's upcoming appearances. **OC**



Upper Left: Gallons of gold paint—priced at \$350 per quart—were sprayed on the body, chassis, chassis components and metal interior areas of the 50 Millionth GM car recreation.

Middle Left and Lower Left: Special upholstery as used on the original 50 Millionth cars was sourced for the interior of the recreation at great expense.

Above: All of the trim—even the hidden door latch hardware—received gold plating, which cost \$5,000 a gallon in liquid form. There's more than \$100,000 in gold plating on this car!

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Ideal Impala



Anniversary Gold 1962 Chevy restored to suit its owner

The Chevrolet's clean lines and restrained styling are obvious, particularly when compared to some of the immediate postwar cars parked around it at Das Awkscht Fescht in Pennsylvania.

STORY AND PHOTOS BY BOB TOMAINE

Will Weisel knows very well that among the points in favor of Chevrolets is the truism that, for decades, seemingly everything was interchangeable with minimal modification.

"A young kid had the car," said Weisel, the Sellersville, Pa., owner of the 1962 Impala featured here. "He put the first V-8 in it. It was a 350 that he put in. He went off to college and he never put antifreeze in it, so the block broke.

"That's how I bought it. I left it sitting for about 15 years."

The "first V-8" is an important distinction to make, since Weisel's Impala was delivered new with a 135-hp, 235-cid Hi-Thrift Six under the hood and a Powerglide two-speed automatic transmission. The 235 was the only six available that year, but five

V-8s were offered in 1962. The V-8s ranged from the relatively sedate 170-hp 283 to the 409-hp 409 at the extreme opposite end of the range. Similarly, the Powerglide was one of three transmissions available—three-speed and four-speed manuals were the others—or four, if counting overdrive.

Chevrolet, of course, was about more than drivetrains in 1962. It was "a car that does justice to its tradition," according to a sales brochure. "... In it, you will see many of the enduring qualities that have consistently made Chevrolet America's most popular car." They were "the same concern for craftsmanship" and "the same basic engineering excellence." In what was possibly a shot at the full-size Plymouths that had been made somewhat smaller,

the brochure boasted that the 1962 Chevrolet line was "even the sensible size people liked so much last year."

Dimensional differences aside, it's almost impossible to imagine anyone's confusing a Chevy and a Plymouth in 1962. The Plymouth was heavily sculpted while the Chevrolet was almost as smooth and uncluttered as it could have been, this just a few years after the division had flirted with some sculpting of its own. The horizontal fins that had been the signature features of the 1959 and 1960 models were reduced to small reminders for 1961, and the rest of the car was equally simplified. Even that was cleaned up for 1962, but still, there were a few extravagances.

Continued on page 50.

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Continued from page 48.

Upper Right: It's a 327 now, but when this Impala was built during the 1962 model year, Chevrolet fitted it with a 235-cid six-cylinder. An owner had replaced the six with a 350 before Will Weisel bought the car.

Middle Right: The dashboard is quite possibly the flashiest part of the Impala, something at least slightly odd in a car with the economy-oriented three-speed manual transmission and overdrive.

Lower Right: Rare Anniversary Gold paint honored Chevrolet's 50th anniversary in 1962.

The Impala Sport Coupe wore an "exclusive convertible-contoured hardtop," which was much more attractive ("couldn't look more like a convertible unless it were one") than it sounds. Three lamps per side at rear—two taillamps and one reverse lamp—in a "tasteful bright metal trim" panel again set Impalas apart from the lesser Bel Airs and the even lesser Biscaynes with their two lamps per side.

As the model at the top of the line, the Impala was the flagship and its marketing reflected that status. Potential customers were told that, "if you really care about luxury in a car, take a look at the car that was made for you." Chevrolet was "pretty proud of this year's Impala ... In every way, '62 Impala has the elegance of expensive cars without the expense." It was "built for people who want room, refinement and riding comfort found in much more expensive cars."

The 1962 Impala combined "refreshing beauty with a restful ride" and that was clearly a nice sales pitch, but it wasn't the deciding factor for everyone. Weisel explained that it was sometime in the early 1980s when he learned from a newspaper ad that the car was for sale in Doylestown, Pa. It wasn't identical to the car he'd bought decades earlier, but it was close enough and so he bought it.

"When I was in school," he said, "that was the thing, an overdrive transmission, and when I graduated, I bought a '61 Chevy hardtop and I ordered it with overdrive and Positraction. Those were the two things I needed to have, and so when I got this, I decided I was going to make it the same way. I went underneath the '61."





Three lamps per side identified the Impala as the model at the top of Chevrolet's range since 1958, the first year of the Impala model.

And the '61 he went underneath is that '61 from his youth.

"Oh, it's beautiful," he said, "like the day I bought it."

He needed to study his original '61 Chevy hardtop so that he could install a three-speed manual transmission and an overdrive unit on the 1962 and do so accurately and correctly.

"I marked down all the wires," Weisel said, "what color they were. I got all of those wires and I made a long string of them and then I started putting them in this car, starting at the transmission. I came up to the carburetor; some go to a kick-down relay in the front. Everything is right according to the wire codes, color and everything."

There was more to it, as he said that, even before beginning work on the car, he'd rebuilt a 300-hp 327 to have it ready. His plan was that, once he'd reached the point where the Impala could be shifted around, the engine would be ready. That came together, and when the chassis' restoration was finished, he dropped in the 327 and the car could be moved under its own power.

He then moved onto the body and once again, there was a plan.

"I did all of the bodywork, underneath and on top, except for the final paint job," Weisel said. "I did all of the paint around the doors, the edges and everything, and then I had a profes-

sional do the finish paint job on it."

Although the car is on at least its third engine and second transmission—thus illustrating Chevrolet's easy interchangeability—its equipment differs from the original in several other ways that are minor.

"I put the dual mirrors on," Weisel said. "I put the dual aerials on. I'm kind of fond of them. And it's got the radial tires on it."

The optional aerials atop the quarter panels are certainly stylish and definitely a fitting accessory for a car built in the early 1960s, but while the mirrors were also optional, they go beyond mere appearance and represent a significant improvement in terms of safety. The radial tires are another upgrade with which it's almost impossible to argue.

"When I got this car," Weisel said, "I took it to a Chevy show down in New Jersey and there was a road that they had just milled. I'd put bias-ply tires that I had at home on it and I was 'like this' the whole time. I was going back and forth. I said, 'That's it.' With these on it, it's straight as an arrow."

It's not a surprise that the Impala isn't the first car he's restored. Among them are three full-size 1961 Chevrolets and a 1967 Camaro, all stock, so he's able to make comparisons with the 1962.

"I'm happy with it the way it is," he observed. "I'm really happy with it." **OC**



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Old Cars Calendar

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

SHOWS

ARIZONA

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

CALIFORNIA

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

Mar 30 CA, Campbell. SCVMTFC Cars in 23rd Annual Bunnies & Bonnets Parade. If interested in participating contact Allan Greenberg 408-997-0879, allangreenb01@gmail.com

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

Apr 19-21, CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

Apr 26-28 CA, Bakersfield. 47th Western Street Rod Nationals. Kern County Fairgrounds. www.nsra-usa.com/

CONNECTICUT

May 19 CT, Enfield. 6th Annual Supreme Auto Charity Car Show. Mt. Caramel - 93 Park Ave. 10am-2pm. Kristie 860-882-9041, supremeautocart@gmail.com, www.supremeautosc.com/charity-car-show

FLORIDA

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

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

GEORGIA

Apr 4-6 GA, Moultrie. 48th Spring Moultrie Automotive Swap Meet & Car Corral. Spencefield. www.moultrieswapmeet.com/

ILLINOIS

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

Mar 24 IL, Wheaton. All Sports Car Swap Meet & Auto-jumble. DuPage County Fairgrounds. Chicagoland MG

Club. Includes British, other European and Asian Marques. www.britishcarswap.info, Jim Evans 630-858-8192

INDIANA

Mar 24 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indian State Fairgrounds. 8am-3pm. Clarence/Maria 317-296-0336, freemanssupersunday@gmail.com, www.freemanssupersunday.com

Apr 5-7 IN, Fort Wayne. 10,000 sq. ft. Indoor Car Show

IOWA

Feb 24-25 IA, Monticello. 55th Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center, 766 N. Maple St. Sat. 11am-10pm, Sun. 8am-7pm. Galen Muller, 319-465-5119. www.rodandcustomcarshow.com

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

MARYLAND

Mar 23-24 MD, Westminster. The Sugarloaf Mountain Region of the Antique Automobile Club of America 54th Annual Parts & Swap Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. 8am-4pm. www.smaaca.com or Jack Gallagher 301-674-5431 to register

MASSACHUSETTS

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

MICHIGAN

May 4 MI, Fowlerville. 51st Annual Great Lakes Region Swap Meet. Fowlerville Fairgrounds. Wilma at 419-212-2195 or John at 419-350-3666, vmccabrightonmi@gmail.com, tinyurl.com/GLRFowlerville.

May 11 MI, Hickory Corners. Vintage Boat & Travel Trailer Rally. open to all boat & trailer types with a focus on vintage



Freeman's Super Sunday Swap Meet

The Midwest's Largest 1 Day Indoor Swap Meet!

*Located at the Indiana State Fairgrounds
West Pavilion*

MARCH 24, 2024

Restoration Parts along w/literature, tools,
accessories & high performance parts.

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500+ Indoor Spaces • All make & model

Pre-Register for your spot today

Hours: 8am-3pm Admission: \$8

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www.FreemansSuperSunday.com

Countryside, Illinois

Sunday, March 17th

**Admission
\$10**

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.

THIS IS THE MIDWEST'S FINEST ONE-DAY SHOW!

1/43rd Collectors Club Vendors!

Local 150 Union Hall in Countryside

Show Times: 10am-2pm

6200 Joliet Road, Countryside, IL

"See our web site for upcoming shows"

For hotel and show information, printable map, and driving directions
Visit our web site: **www.uniqueeventsshow.com**
for table reservations call

Unique Events 262-366-1314

& antique vehicles. 6865 Hickory Road | Hickory Corners, Michigan 49060. 269-671-5089, 269-671-5843, Gilmore-CarMuseum.org

May 18 MI, Hickory Corners. Donald's Dust-Off. All makes & models. 6865 Hickory Road | Hickory Corners, MI 49060, 269-671-5089, 269-671-5843 | GilmoreCarMuseum.org

MINNESOTA

Apr 6-7 MN, St. Paul. 66th Annual GSTA Rod & Custom Spectacular Show presented by Brainerd International Raceway. Minnesota State Fair Coliseum. Sat. 9am-8pm, Sun 9am-6pm. www.gstarod-custom.com

May 31-Jun 2 MN, Stillwater. 40th Anniversary Mopars in the Park National Car Show & Swap Meet. Sponsored by Mid-west Mopars. 612-446-0827. www.moparsinthepark.com.

34th Annual National
1895-1945

CHICKASHA PRE-WAR SWAP MEET

"Where the East Meets the West"

March 15-16, 2024

Friday & Saturday

Mike or Susie Ersland (405) 224-9090
PO Box 562, Chickasha, OK 73023

www.pwsm.com

**The Gopher State Chapter,
Buick Club of America
will host its 37th Annual**

SPRING EXTRAVAGANZA

CAR SHOW & SWAP MEET

on **Sunday, May 5, 8 AM to 3 PM**
at the **Minnesota State Fairgrounds**
in **St. Paul** (rain or shine).



Machinery Hill and the Northeast Parking lot.
All Show Cars - Any Year, Any Make,
Any Model WELCOME.

Trophies for Top 21 - participant voted,
plus Top 5 Buicks and Best of Show

Day of Show costs:

\$20 per vehicle, driver and one passenger;
\$30 per 25' long x 15' deep swap space;
and \$10 per spectator over age 12.

Spectator parking available
south of Larpenteur Avenue (NW lot)

For flyer & more info, including early registration
discounts, contact us:

Spring Show - G.S.C.B.C.A
P.O. Box 130067 Roseville, MN 55113

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

MISSOURI

Mar 31 MO, St. Louis. Horseless Carriage Club of Missouri
Easter Concours d'Elegance. Upper Muni. Opera Parking
Lot Forest Park. www.hccmo.com

May 5, MO, Sauget. 55th Annual Swap Meet and Garage
Sale. 6am-4pm. GCS Credit Union Ballpark. 314-830-
0873, www.stlmodelclub.org.

NEW JERSEY

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

NORTH CAROLINA

Apr 4-7 NC, Charlotte. Charlotte AutoFair. Charlotte Motor
Speedway. 704-841-199 9am-2pm Mon.-Thur. www.charlotte-autofair.com

Apr 19-21 NC, Raleigh. Goodguys 9th Griot's Garage North
Carolina Nationals. North Carolina State Fairgrounds-1025
Blue Ridge Blvd. www.good-guys.com/ncn

OHIO

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

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

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

Apr 26-28 OH, Canfield. Rodders, Classics & Antiques
Swap Meet & Car Corral. Canfield Mahoning County
Fairgrounds. www.autoevents.com

OKLAHOMA

Mar 15-16 OK, Chickasha. 34th Annual National 1895-1945
Pre-War Swap Meet. Mike or Susie Ersland 405-224-9090,
www.pwsm.com

Jun 1 OK, Mustang. Thursday Night Cruisers' 13th Annual Car
Show. Wild Horse Park Main Pavilion. 8am-2:30pm

PENNSYLVANIA

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

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

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

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

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

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

TENNESSEE

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

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

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

TEXAS

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

WISCONSIN

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

Apr 26-27 WI, Jefferson. Spring Jefferson 47th Annual
Swap Meet, Jefferson County Fair Park 503 N Jackson

FONDY VINTAGE AUTO CLUB, INC.

ANNUAL SPRING

AUTO PARTS SWAP MEET

March 17, 2024

Fond du Lac County Fairgrounds, WI
Exhibition Building - Hot Concession Stand
Open to Public 8:00 a.m. sharp to 2:00 p.m.

\$5.00 DONATION AT DOOR

Under 12 years free

www.fondyvintageautoclub.weebly.com

Greg Freund (920) 579-8450

Steve Hamilton (920) 924-9000

The Brew City

Advertising Show

Sunday, March 10th, 2024

Beer Advertising, Old Cans, Bottles,
Signs, Neons, Tap Knobs and many
other interesting items.

Admission: \$10.00, Early-Bird: \$30.00

Waukesha County Expo Center

Forum Building

1000 Northview Road, Waukesha, WI 53188

Show Times: 10am-2pm

For table reservations or more show information

Call 262-366-1314 or visit the show web site:

www.uniqueeventsshow.com

Ave. Jefferson, Wis.. Auto Swap Meet /Cars for Sale Corral & Show Cars Featuring Mopars, all makes/models welcome. Spectator hours 4/26 9am-4pm, 4/27-6am-4pm. 608-244-8416, www.madisonclassics.com

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

AUCTIONS

FEBRUARY

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

MARCH

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

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

Mar 5-9 AZ, Glendale. Mecum Glendale. State Farm Stadium, 262-275-5050, www.mecum.com

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

APRIL

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

Apr 5-6 GA, Hartwell. 2-Day Advertising & Automobilia Auction. 76 Ulyanovsk Street. 770-652-8075, RockabillyAuction@gmail.com, www.rockabillyaction.com

Apr 15-26 ONLINE. GAA Classic Cars Auction. 301 Norwalk St. 855-862-2257, www.gaaclassiccars.com

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

Apr 19-20 MS, Biloxi. Vicari Auction 4th Annual Crawfish Music Festival Sale 2024. MS Coast Coliseum & Convention Center - 2350 Beach Blvd. 504-264-2277, www.vicariauction.com

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

MAY

May 31-Jun 1 MN, Winona. 2024 Classic, Antique & Collector Car Auctions. Remlinger Auctions - 3560 Service Dr., Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

CRUISES

YEAR ROUND

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

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

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30pm

Wednesdays FL, Kissimmee. Old Town Kissimmee Themed Car Shows. 5pm. myoldtownusa.com/events/wednesday-night-car-show/

First Thursday of the month through November, CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm. 5-8pm, www.sactomofo.com/calendar

Thursday mornings CA, Chatsworth. Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869

Thursdays FL, Ft. Myers. Larry's Cruise-In. U.S. 41N. 4pm-7pm. 239-995-3999 www.shellfactory.com

Thursdays East Coast Drifters Cruise-In, MD, Accokeek. Wendy's in Mannoek Shopping Center - W. 228 Accokeek. 6-9pm. Bobby 240-682-6432

Last Thursday of every month, CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. 7-9pm.

Fridays FL, Kissimmee. Old Town Kissimmee Muscle Car Show & Cruise. 3pm. www.myoldtownusa.com/events/wednesday-night-car-show/

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

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

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

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

Friday Evenings MD, Laytonsville. (Year Round Cruise-in): Laytonsville Cruise-In Members meet in Italian restaurant during poor weather conditions. 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or email inex01@verizon.net

Saturdays FL, Kissimmee. Old Town Kissimmee Classic Car Show & Cruise. 1pm. www.myoldtownusa.com/events/wednesday-night-car-show/

Saturdays FL, Kissimmee. Show Car Saturday Nights. Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights

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

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

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am.

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

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

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

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

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

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

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

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

3rd Saturday CA, Grand Terrace. Blue Mountain in City Terrace Cars & Coffee. 22365 Barton Road. 8-10am. gallojm1@outlook.com, Facebook at: www.facebook.com/GTCarsAndCoffee or on Instagram at: www.instagram.com/grandterracecarsandcoffee

May-October last Saturday of month. All Gateway Classic locations. Cruise into Gateway Classic All makes and models welcome. 9am-noon.

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

Last Saturday of each month CA, Winnetka. Cruising' Cupids Hot Dogs - 20030 Vanowen Street at Quakertown Ave. 4-8 p.m.

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

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

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

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

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

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

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

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

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

Sundays CA, Northridge. Classic Cars & Coffee. Supering Shopping Center. 6-10am. www.facebook.com/SoCaleruScene, carsandcoffeebags@yahoo.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 pick up 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

WANTED DUALGHIA, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970565

9030 ANTIQUE PARTS



BATTLESHIP LINOLEUM
for runningboards and floorboards. Gray, black, brown and green. Cut to size.
Call for free samples.
Tony Lauria
511 Church Hill Rd
Landenberg, PA 19350
610-268-3441
www.battleshiplinoleum.com

9040 ANNOUNCEMENTS & EVENTS

Adults: \$10 **The Brew City Advertising Show** **10am-2pm**
MARCH 10th, 2024
Waukesha County Expo Center Forum Building
1000 Northview Road, Waukesha, WI 53188
262-366-1314 or
www.uniqueeventsshow.com

9045 AUBURN

WANTED AUBURN from 1900 to 1936, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970556

9070 BOOKS & LITERATURE FOR SALE

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BROCHURES, MANUALS BUY SELL
TRADE REASONABLE PRICES
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E-mail: pjsautolite@aol.com

9080 BUICK CARS FOR SALE

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

countryclassiccars.com




1986 Buick Turbo Grand National dressed in all black over a two-tone black and grey interior. Powered by the 3.8L Turbocharged V6 engine mated to an automatic transmission.
\$32,000.00
(618) 635-7056

9090 CADILLAC-LASALLE CARS FOR SALE

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

9091 CADILLAC-LASALLE CARS WANTED

WANTED CADILLAC
Any Cadillac from 1900-1976
FINDER'S FEE PAID
Any Condition • Top Prices Paid
Will Pick Up From Anywhere in the USA



Call Alex Manos
866-301-6431
alex@beverlyhillscarclub.com

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ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid
34 Years Experience
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Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9092 CADILLAC-LASALLE PARTS FOR SALE

"For all of Your Cadillac and Buick Interior Needs"
Specializing in Leather & Cloth Interiors, Carpets, Mats, Trunks, Tops and Dynoc for Dashes

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www.jenkins-interiors.com



336.902.0717
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9100 CAMARO CARS

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

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1969 Chevrolet Camaro finished in satin black with gloss white racing stripes over a black interior. Powered by a small block 327 engine mated to a 4-speed manual transmission.
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9130 CHEVROLET CARS FOR SALE

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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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2007 Chevrolet Corvette convertible finished in all black over a black leather interior. Powered 6.0L V8 engine produces a crisp 400 horsepower and 400ft-lbs of torque through an automatic transmission.
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2016 Dodge Challenger 392 Scat Pack Shaker finished in blue over a black interior. Powered by the optional SRT 392 Hemi V8 engine with the Shaker Hood/Intake system option.
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9270 JAGUAR CARS

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

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9300 LINCOLN CARS FOR SALE

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

9310 MG CARS

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

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

9320 MERCEDES CARS

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

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

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

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9380 PACKARD CARS FOR SALE

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9440 ROLLS-ROYCE CARS

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

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

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

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WANTED: AUSTIN-HEALEY 100-4, 100-6 or 3000, MK I, II and III, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC8039513

WANTED: BENTLEY from 1900-2005, all vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11431308

WANTED: BMW 502,503,507,327,328, Isetta. All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-301-6431, email: continental5000@gmail.com. FWC11431311

WANTED: BUGATTI 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 3970666

WANTED: DELOREAN, All models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-932-2074, email: continental5000@gmail.com. FWC9430365

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

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