

SPRING CHARLOTTE ISSUE FEATURING FORD!

old cars

Vol. 52, No. 7 | April 1, 2023 | www.oldcarsweekly.com

A GT40 Finally

Ford man lands dream machine



Found! The 'Phantom Mustang'

Uncovering NATMUS' one-off rotary Mustang

Ford Goodies Galore

Inside a rare 'Fordmobilia' collection

Lights! Camera! Ford!

**Cameraman explored America
in Flathead V-8s**



April 13-16, 2023



Don't Miss Charlotte AutoFair!



**AACA Southeastern Spring Nationals
April 15, 2023 at Charlotte AutoFair**



**Buy or Sell Antique & Collector Cars & Parts at Charlotte AutoFair
April 13-16, 2023**

Reserve Your Vendor Space Now
Region Office 704-841-1990 9am-3pm, Mon-Thur

Visit online at Charlotte-AutoFair.com
Produced Since 1978 By Hornets Nest Region, AACA



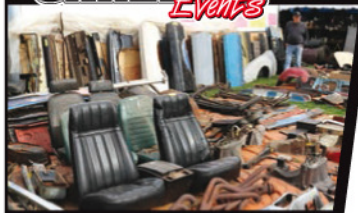
Your one-stop shop for
all things Old Cars



<https://store.oldcarsweekly.com>

80+ ACRE SWAP MEET & CORRAL // COLLECTOR CAR AUCTION

CARLISLE // SPRING CARLISLE & COLLECTOR CAR AUCTION



AUTO FLEA MARKET AND CAR CORRAL

Search 8,000+ vending spaces in the automotive flea market/swap meet and car corral to find your new and used collector car parts, automobilia, classic to late-model vehicles — rare and hard-to-find parts, collector cars, project vehicles, memorabilia, NOS, antiques, and everything in-between. The gates open at 7AM Wednesday through Sunday!

TWO-DAY COLLECTOR CAR AUCTION

400+ collector cars and custom classics are expected to cross the auction block Thursday and Friday, starting at 12PM, with an All-Truck Hour on Thursday at 4PM. Three ways to bid - online, by phone, or in person. Held at the Carlisle Expo Center (just a block from the Carlisle Fairgrounds). For more information on how to consign your vehicle or to register to bid, call 717-960-6400 or visit CarlisleAuctions.com

Spring

CARLISLE

COLLECTOR CAR FLEA MARKET, CORRAL & AUCTION

APRIL 19-23, 2023
CARLISLE PA FAIRGROUNDS

**BUY DISCOUNTED ADMISSION TICKETS
ONLINE AT: CARLISLEEVENTS.COM/TICKETS**



CarlisleEvents.com | 717-243-7855 |



1000 BRYN MAWR ROAD, CARLISLE, PA 17013

GATES OPEN AT 7AM WEDNESDAY-SUNDAY // CHILDREN 12 & UNDER ADMITTED FREE
EVENTS HELD RAIN OR SHINE // EVENT INFORMATION IS SUBJECT TO CHANGE
PA AUCTION LICENSE # - VB001027 // PLAN AHEAD: CARLISLEEVENTS.COM/PLANNER

MADISON Classics Wisconsin's Premier Swap Meet & Car Show!

Spring 46th Annual
JEFFERSON
April 28th - 30th

JEFFERSON CO. FAIR PARK
503 N. JACKSON AVE., JEFFERSON, WI

2 Day Car Show (Saturday & Sunday)
All Makes & Models Welcome -

3 Day Swap Meet & Car Corral
3,100+ Swap Spaces & 100s of Cars for Sale
Spectator Hours: Fri. 10-4, Sat. 6-4, Sun. 6-3

www.madisonclassics.com (608) 244-8416

CLASSIC CARS
at the Palace

MARCH 30TH - APRIL 1ST

**400 VEHICLES
& 1000+ MEMORABILIA**

Jerry Smith
NO RESERVE Collection
600+ 500s

**VINTAGE
INSPECTION
STICKERS**

A year appropriate reproduction sticker. Most years and states from 1930-1990. We also carry WWII gas ration stickers, vintage vacation stickers, Oil change door stickers as well as many auto related stickers.

See us at
Indianapolis World of Wheels, March 24-26
Charlotte, April 13-16 • Spring Carlisle, April 20-22
www.inspectionsticker.net

Bob Hoyt
(708) 567-5380
Bob74b@msn.com

COLLECTOR CAR FRAUD

- ♦ Seller Misrepresentation
- ♦ Odometer Problems - TMU/Exempt
- ♦ "Live" Car Auction Problems
- ♦ Title Problems - Open Titles
- ♦ Restamping - Engines/Trim Tags
- ♦ Fraudulent Documentation
- ♦ Inaccurate Car Appraisals
- ♦ Transportation Damage Claims
- ♦ Internet Auction Fraud
- ♦ Estate/Divorce Car Problems

BRUCE SHAW, Esquire
215.657.2377

www.shawlaws.com
50-STATE REPRESENTATION

Beverly Hills Car Club

**WE BUY EUROPEAN SPORTS CARS
IN ANY CONDITION**

Top Dollar Paid • 365 Days a Year • We Pay Finder's Fee
Pickup Anywhere in the USA

Please call Alex Manos: 877-356-2365
alex@beverlyhillscarclub.com
www.Beverlyhillscarclub.com

Delivering good looks

The sedan delivery body style has fascinated me since I was a wee lad who could barely see above a car's beltline. They were rare to see at car shows as far back as I remember (the mid 1980s), and they don't seem to have become more common. Of course, sedan deliveries were relatively rare when new, and given their working status, those few that were built usually became used up in their owner's business pursuit. Due to their low production and low survival, and my own affinity for them, it always thrills me when we get to dedicate some paper and ink in *Old Cars* to the sedan delivery.

The first sedan delivery that made an impression on me was a 1946-'48 Ford painted blue with "Looney Tunes" characters on the sides I found at a National Street Rod Association event in Minnesota. When I first spotted that sedan delivery, the car would have been about 40 years old. Coincidentally, it was pictured last year in *Old Cars* while displayed at a Nebraska car show that John Lee covered — almost 40 years later!

Maybe it's the paradoxical mashing of a stylish car front end with a boxy, utilitarian rear end that makes the sedan delivery so appealing to myself and others, and the sedan delivery doesn't get much more appealing than the 1937 and 1940 Fords featured in this issue. At the same time Edsel Ford's influence was seen in the styling and design of Ford products (namely, the Model A), Ford released its first sedan delivery in late 1928. Both Ford cars and trucks featured beautiful styling from the period of the Model A and beyond. The 1930s stand out to me as the high-water mark for Ford styling, making Ford sedan deliveries of this era the most beautiful of the sedan delivery body style to have ever carried flowers, baked goods, paint cans and other goods in their working days — and now people to car shows.

Ford, of course, was not the only manufacturer to have featured sedan deliveries. Entry-level-priced car companies such as Chevrolet, Plymouth and even Willys began offering sedan deliveries by the 1930s, if not sooner. And if Ford gets the award for the most beautiful sedan deliveries, Chevrolet must get the award for the wildest sedan delivery for its 1959 model, and a runner-up award for its 1960 sedan delivery, the last of the full-size-car-based sedan deliveries with blanked-out panels in the rear compartment. Ford had stopped building a big sedan delivery that had the blanked-out panels to truly look like a sedan delivery in 1958, but to its credit, the company brought back a traditional-looking sedan delivery on the Falcon model during the 1960s.

I suppose the convenience and room and easy storage compartment access of vans such as the Econoline replaced the sedan delivery, but I still find myself looking into traffic, wondering what a modern sedan delivery might look like. Sometimes I'll spot a sedan delivery revival model, such as a Chevrolet HHR, but even those were rare when new and by now have almost completely disappeared from the landscape of the everyday commute. I suppose it's just as well. Even as good-looking as a modern-day sedan delivery might be, it would never deliver the beautiful style of those Ford sedan deliveries of the 1930s.



Angelo Van Bogart

Angelo Van Bogart, Editor
avanbogart@aimmedia.com

VP/GENERAL MANAGER, COLLECTIBLES
Corinne Zielke

EDITOR Angelo Van Bogart
(avanbogart@aimmedia.com)

ONLINE EDITOR Mike Eppinger
(meppinger@aimmedia.com)

EDITORIAL DIRECTOR Brian Earnest
(bearnest@aimmedia.com)

SUBSCRIPTIONS CUSTOMER SERVICE

www.oldcarsweekly.com/OCSubQuestions
www.oldcarsweekly.com/OCPSubQuestions
877-300-0243 (U.S. & Canada)
386-246-3431 (International)
PO Box 37217
Boone, IA 50037

(Note: Some issues may include a special, combined or expanded issue that may count as two issues toward your subscription.)

PLACE A CLASSIFIED AD
www.oldcarsweekly.com

ADVERTISING

ADVERTISING SALES REPRESENTATIVE
Michelle Kraemer - 715-318-0946
(mkraemer@aimmedia.com)

ADVERTISING SALES ASSISTANT
Kathy Shanklin - 715-350-7090
(kshanklin@aimmedia.com)

EDITORIAL/ADVERTISING OFFICE
5225 Joerns Drive, Suite 2,
Stevens Point, WI 54481
715-445-2214 Fax: 715-997-8883

www.oldcarsweekly.com
www.oldcarsreport.com
oldcars@aimmedia.com



VP General Manager of Finance Craig Stille
Advertising Sales Director Heather Glynn Gniazdowski
Production Director Phil Graham
Director of Retail Sales Susan D. Rose



President Home Group Peter H. Miller
President Marine Group Gary DeSanctis
CTO Brian Van Heuverswyn
CFO Stephen Pompeo
VP Marketing Amanda Phillips
VP Events Julie Zub
VP Circulation Paige Nordmeyer
HR Director Scott Roeder
Chairman Andrew W. Clurman
Chairman Emeritus Efreim Zimbalist III

Old Cars® (ISSN# 0048-1637) (USPS# 884840) is published twice monthly by the Home Group of Active Interest Media HoldCo, Inc., 2143 Grand Avenue, Des Moines, Iowa 50312. The known office of publication is located at 2143 Grand Avenue, Des Moines, Iowa 50312. Periodicals postage paid at Des Moines, IA, and at additional mailing offices. Canadian Agreement No. 40665675. POSTMASTER: Send address changes to Old Cars, Circulation Department, PO Box 37217, Boone, IA. COPYRIGHT: 2022 by Active Interest Media HoldCo, Inc., Des Moines, Iowa. This publication may not be reproduced, either in whole or part, in any form without written permission from the publisher. All rights reserved. Old Cars® is a registered trademark of Active Interest Media HoldCo, Inc. Other names and logos referred to or displayed in editorial or advertising content may be trademarked or copyrighted. Old Cars assumes no responsibility for unsolicited materials sent to it. Publisher and advertisers are not liable for typographical errors that may appear in prices or descriptions in advertisements. **PRIVACY STATEMENT:** Active Interest Media HoldCo, Inc. is committed to protecting your privacy. For a full copy of our privacy statement, go to aimmedia.com/privacy-policy.



March 24-25, 2023

SPRING CLASSIC

BEND XPO | 922 MISSISSIPPI PARKWAY | EAST MOLINE, IL

TRACTORS • VINTAGE TRUCKS • ROAD ART & RELICS



STAR K17 | 1958 International Harvester A110 Pickup



STAR K26 | 1978 Ford Ranger XLT Pickup



STAR K28 | 1978 International Scout Traveler



STAR K30 | 1975 Ford F250 Ranger Pickup



STAR K31 | 1947 Ford Flatbed Truck



STAR K33 | 1976 International Scout



STAR K35 | 1998 International Truck



STAR K40 | 1978 Chevrolet Scottsdale K20 Pickup Truck



STAR K51 | 1981 Dodge Power Wagon Pickup

REGISTER TO BID

LIVE AUCTIONS. ALL WAYS.



IN PERSON TELEPHONE INTERNET

MECUM
AUCTIONS
MECUM.COM | 262-275-5050

STEINER
TRACTOR PARTS, INC.



**World's Most Complete Supplier
of 1937-54 Chevrolet Car Parts**



**800-952-2904
CHEVSOFTHE40S.COM**



**877-367-3060
FABULOUSFORDS.COM**





restoration

: an act of restoring or the condition of being restored.

You have invested all that time and resources to build your dream car, are you really going to cover it up?
Now that She's Restored, take a long Hard Look at How She gets Stored.

PRESERVE, PROTECT, AND PRESENT!

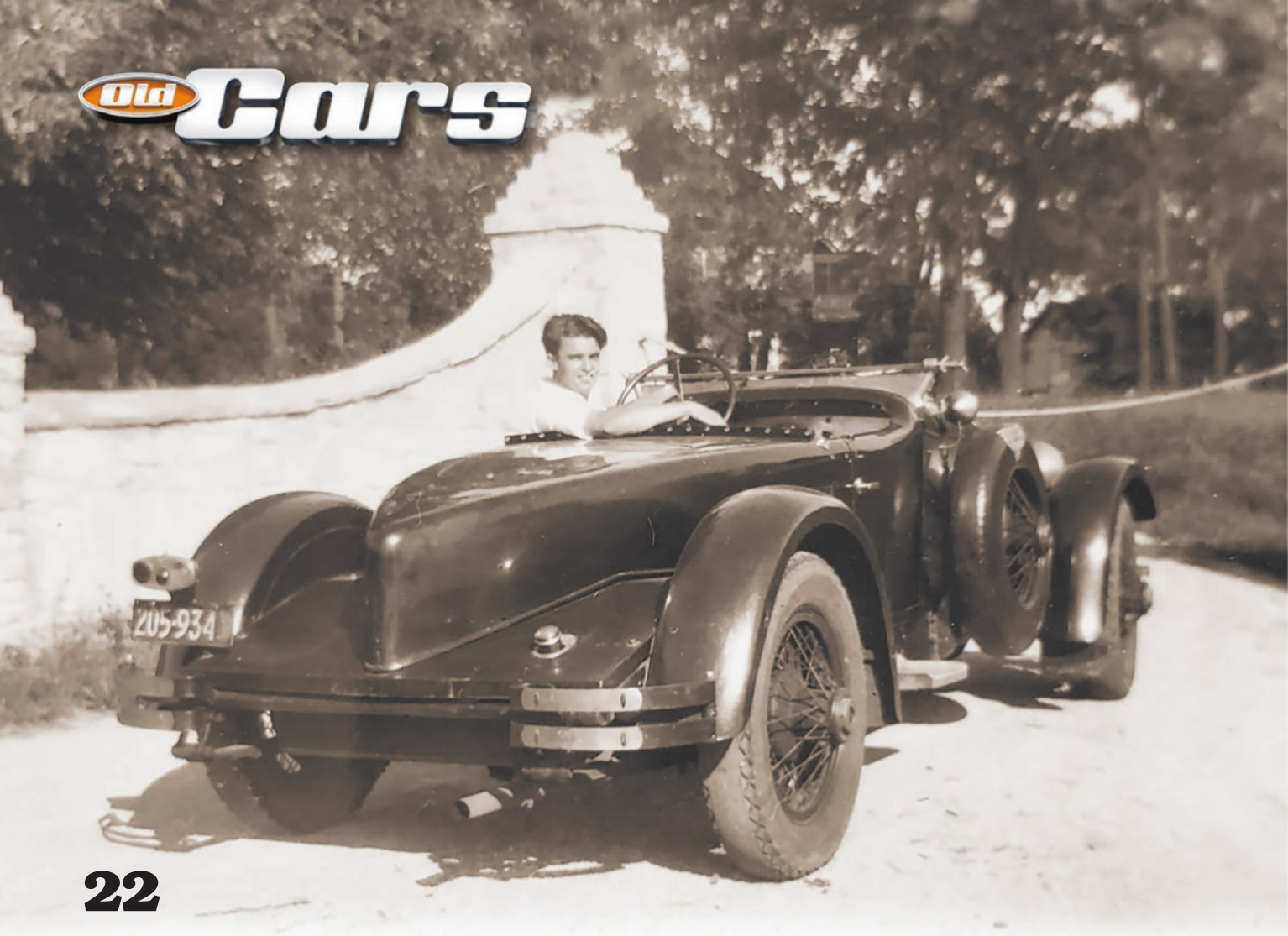


Save Big with
Promo Code
OCW

No tools Needed. 360 Coverage.
24/7 Protection.
No Car Cover Does What We Do. Period!



Visit CarCapsule.com or call 219-945-9493 for more information. Follow us on Facebook. 



22

20 Race Track Souvenir

Jeepster remains a remnant from forgotten track

22 Classic Photo Album

OC reader shares Dad's prewar pictures

26 Candid Camera Fords

1937 & 1940 Ford sedan deliveries made perfect cameraman haulers

28 A Monarch for Keeps

A Mercury just like Mom's

32 A GT40 Finally!

Ford man catches his dream machine

38 Connecticut Ford Hoard

'Fordmobilia' collection even draws Dearborn lookers

48 'Phantom Mustang'

Digging into the rotary-powered Mustang urban myth



48

DEPARTMENTS & COLUMNS

4 From the Editor

10 Sound Your Horn

10 Reader Wheels

12 News/The Scoop

12 Reader Photo

14 Weathered Wheels

16 Wreck of the Week

17 Club Clips/Vintage Ad

18 Q&A

24 Classic Customs

42 Auction Express

46 Independents Day

53 OC Show Calendar

55 OC Classified Ads



COLLECTOR CARS

APRIL 21 & 22

**MS COAST COL. & CONV. CENTER
2350 BEACH BLVD.
BILOXI, MS 39531**

— REGISTER NOW! —

MS #: 1099

THE MS COAST COLISEUM PRESENTS
30TH ANNUAL
CRAWFISH
Music Festival
APRIL 19TH-23RD 2023



S542
1975 CHEVROLET CORVETTE

AS SEEN ON:  check your service provider for dates & times



504.264.CARS (2277) | WWW.VICARIAUCTION.COM

Sound Your Horn



Memories of the Tucker factory campus

That 1948 Tucker article in the March 1 issue of *Old Cars* brought back some childhood memories.

I remember that Tucker plant, which was located around 7600 S. Pulaski on Chicago's southwest side — not far from our home — which was a pretty unpopulated area at the time. That land also had a small Tootsie Roll factory on it on the far north side, which may still exist (last I heard).

As an aviation and car enthusiast, I can tell you, and it should be known, that they didn't build B-29 bombers in that factory, as stated in the article. They were built by Boeing in its Renton, Wash., and Wichita, Kan., plants. What *were* built there under license by Chrysler Corp. during World War II were the Wright 2200-hp B-29 engines. After the war ended in 1945, the plant laid idle until Tucker took it over around 1947 from the War Assets Administration.

When the Tuckers were being built there, the company had an open house once on a Sunday. Mom and Dad took me and my two brothers there for a tour. Factory personnel were also giving some rides in a new Tucker in the huge parking lot,

and my older 12-year-old brother was one of those chosen from the crowd to go for a ride. Since we remember he was 12 at the time, the year must have been 1948, because he was born in 1936.

After Tucker shut down the plant, it lay idle for a year or two and Ford Motor Co. then took it over to again to build aircraft engines, this time building them under license from Pratt & Whitney. By early 1955, the building was again abandoned and my dad took me to the huge parking lot to practice driving for my upcoming 16th birthday driving license test. We were driving around and got close to a glass shack, which apparently had a security guard there. He yelled to us, "Hey! Get the hell outta here!" So we left.

Later on, in the late 1950s, we used the access road to the parking lot for a drag strip. At around 77th Street, there was a two-lane road that went one mile from Pulaski Road to Cicero Avenue that had a slightly elevated railroad track on the south side of it with no crossroads, and the huge, empty, abandoned Chrysler/Tucker/Ford parking lot on the north side with little to no housing in the area. It was perfect for a drag strip.

Some guys had marked off a starting line near the Pulaski Road entrance to that road and a finish line one-quarter mile in, which left an over half-mile shut-down distance before we got to Cicero and could merge onto Cicero there. Guys would meet at the local fast-food joints, bets would be made, and off everyone would go to watch. Sometimes late on Fridays and Saturdays, we'd take our dates into that dark and empty parking lot near the quarter-mile finish line and, well, you know, watch for any races!

Of course, by around 1970, almost that entire property was turned into a large indoor shopping area, appropriately named Ford City Mall. I can't pass by the place now without recalling the great times there.

Lou Antonacci, Hampshire, Ill.

Happy with changes

Congratulations on the re-imagined *Old Cars*. When I reflect on the publications that are now gone, or vastly diminished, your effort to sustain the magazine is very much appreciated. I look forward to future issues and renewing my subscription to *Old Cars*.

Jack Lyons, Jackson, Miss.

Reader Wheels



"I am British, but have lived in Germany for many years," says Collin Williams. "It was always a dream to have a farm and to fill the barn with old cars. I am very happy that my dream has been fulfilled! I particularly like my 1919 Model T speedster and my 1926 Chevrolet Superior. Both cars were imported from the United States and modified as required to pass the German vehicle test. This includes fitting brake lights, indicators, emergency flashers and European-spec headlight glasses. Both cars create quite a stir when I take them out for a run — Germany is certainly a car country. Sharing the barn are eight other old-timers, including a '74 Dodge Charger, '76 Eldorado, '57 Skyliner and a Rolls-Royce Silver Spirit — I am a Brit, after all! I use the cars as often as I can, except when there is salt on the roads, like now, unfortunately."





1-855-862-2257 | GREENSBORO, NC | GAACCLASSICCARS.COM

The

Ferry Smith

NO RESERVE Collection



MARCH 30 - APRIL 1

400 VEHICLES & 1,000+ PIECES OF MEMORABILIA



TEXACO

BID LIVE IN PERSON, BY PHONE, & ONLINE

BUICK

NALB #9949, PARKS

The Scoop

Hobby News & Views



Charlotte AutoFair to kick off April 13

CHARLOTTE, N.C. — The Charlotte Spring AutoFair, hosted by the Hornets Nest Region of the Antique Automobile Club of America (AACA), bills itself as the “largest and greatest collector vehicle event in the Southeast.”

The Hornets Nest Region launched the Charlotte AutoFair in April 1978 at Charlotte Motor Speedway. A second annual event — the Fall AutoFair — was added in 1990.

The four-day spring show will be held April 13-16 this year, with thousands of vendors again selling collector vehicle parts, tires, glass, restoration supplies and more. The AutoFair includes parts vendors, collector car sales in the car corral, multiple car shows, a collector car auction and other attractions.

The spring AutoFair features 10,000 vendor spaces with a car corral on the main track oval with 1,200 collector vehicles for sale. The Blue Field will no longer be available for the show. Vendors will use the Green Field, Red Field and Orange Field.

The Spring AACA National Car Show attracts approximately 350 vehicles for judging within the standards of the AACA. All vehicles must be at least 25 years old and pre-registered with the AACA to participate.

In addition, more than 50 other car clubs will have vehicles on display on Saturday and Sunday. Learn more at www.charlotte-autofair.com/about-hornets-nest/

MoPar display returning to Carlisle show

CARLISLE, Pa. — For many years at Carlisle, Mel Major helped put together a display that was a big hit with visitors. Major was the mind behind the MoPar Survivors Display at the Carlisle Chrysler Nationals. It was his idea, and he fielded the submissions for consideration. Each year, he sat under the tent with car owners as he mixed and mingled with guests. Major died not long after the 2022 Chrysler Nationals, but his legacy will continue July 14-16 with the return of the MoPar Survivors Display.

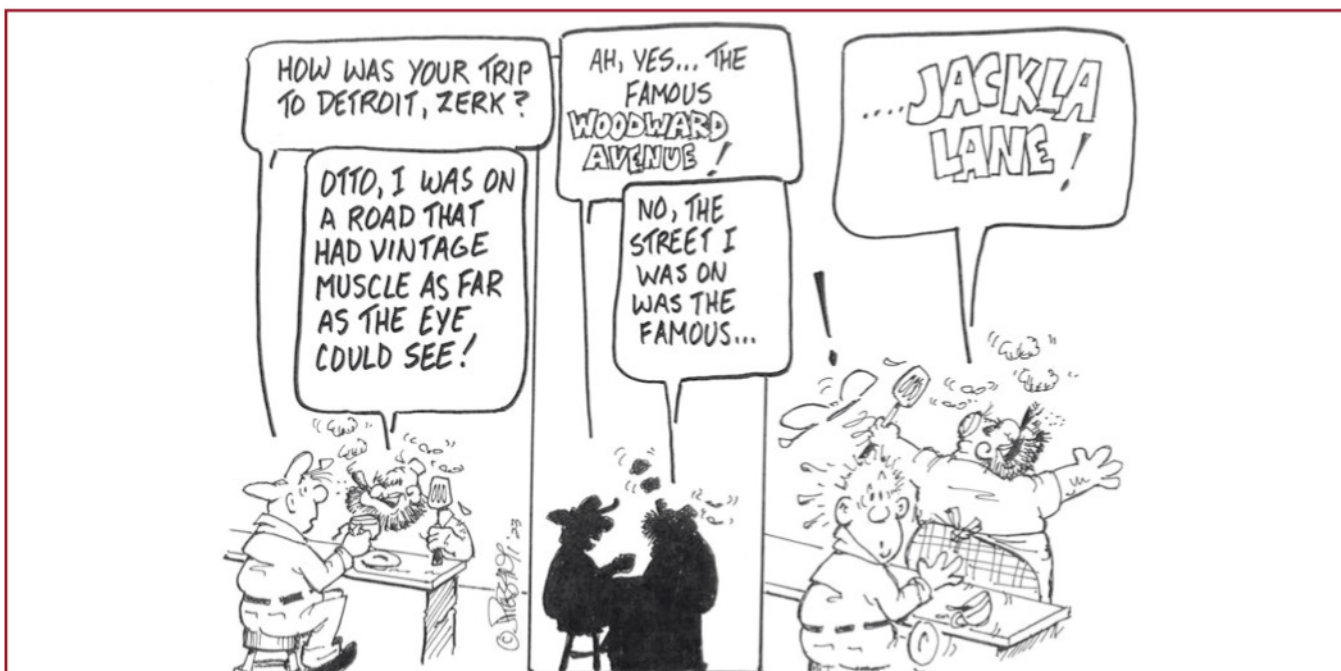
Powered this time around by Mel's sons Ken and Gregg, the display will again welcome 40-plus cars that are at least 85% original. The cars and their protective tent will be located just east of the stage, with ample access space for guests to walk through.

To learn more about the display and the 2023 Carlisle Chrysler Nationals, visit www.CarlisleEvents.com.

Reader Photo



Coy Thomas always shares a lot of fun old photos of cars. This one has a dapper fellow and three gals posing proudly with an early-'20s Buick. We can't quite identify the license plate — if you can pinpoint the license plate or verify the year of the Buick, it drop us an e-mail at oldcars@aimmedia.com.



Grundy
INSURANCE

Agreed Value Insurance
Zero Deductible
Unlimited Mileage

www.grundy.com | 866-338-4006



**TOM
MACK'S**

SPRING

FLING

10:00 AM

AUCTION

**Cabarrus County Arena & Event Center
Concord, NC**

Consignments accepted—Call today!!
Live, phone, and internet bidding available

Unrestored collectibles from The Tom Mack Collection



1970 Mustang Boss 302

**May
20
SATURDAY**



1967 Pontiac Grand Prix
39K mi.



1965 Chevrolet Impala
24K mi



1968 Chevrolet Nova SS-350
53K mi.



1966 Mercury Monterey
32K mi

proxibid.



HAGERTY
CLASSIC CAR INSURANCE



1964 Chevrolet Nova SS-409



NCAL4017

Auction details and information at tommackauctions.com

Tim Tuck • 704-400-1127 • timtuck70@gmail.com

Sherry Mack • 704-661-5646 • sherry@tommackclassics.com

Tom Mack • 803-351-3695 • tmack@tommackclassics.com

Voisin, Ferrari The Amelia's Best in Show

AMELIA ISLAND, Fla. – A 1935 Voisin C25 Aerodyne and a 1964 Ferrari 250 LM were crowned Best in Show at the 28th annual The Amelia Concours d'Elegance on March 5. The 2023 event, now known simply as The Amelia, hosted many accomplished competition cars and drivers at the Golf Club of Amelia Island and the Ritz-Carlton in Amelia Island. Honored at this year's event was Jeff Gordon, four-time NASCAR Cup Series champion and Vice Chairman of Hendrick Motorsport.

"Racing is where drivers and machines meet in their purest form — and The Amelia is where the best of both gather," said McKeel Hagerty, Chairman of The Amelia and CEO of Hagerty. "We would like to congratulate Merle and Peter Mullin and the Indianapolis Motor Speedway Museum team on their well-earned honors. Thank you to all of our guests, entrants and volunteers for helping us celebrate the belief that certain cars are just super important, deserving of celebration and recognition."

The 1935 Voisin C25 Aerodyne that was awarded the Best in Show Concours d'Elegance Trophy was displayed by Merle and Peter Mullin of Oxnard, Calif.

The Aerodyne was Voisin's "Car of the Future," an automobile that sought to capitalize upon the public's growing fascination with streamlining and aerodynamics. It was first shown in October 1934 at the 28th Paris Salon de l'Automobile and was considered avant-garde, even in an era of progressive design. In total, 28 C25s were produced which included six Aerodynes, four of which survive.

"We had some serious contenders and I am honored that they chose us to win," said Best in Show – Concours d'Elegance winner Merle Mullin. "I have the blessing of be-



ing married to a passionate collector who has never restored a car with an eye to winning a prize. His intention is always to restore a car to its historical correctness. But winning a prize is always greatly validating."

The Best in Show Concours de Sport was awarded to a 1964 Ferrari 250 LM displayed by the Indianapolis Motor Speedway Museum of Indianapolis. While most of the attention at the 24 Hours of Le Mans in 1965 focused on the battle between the "factory" team entries of Ferrari and Ford, it was the privately entered, one-year-old 3.3-liter V-12 Ferrari 250 LM that caused a major upset by winning when the favored entries encountered difficulties. Entered by Luigi Chinetti's North American Racing Team (NART), American Masten Gregory partnered with future world champion Jochen Rindt of Austria for the unexpected win. This victory was the last time a Ferrari won overall at Le Mans. This 250 LM also competed at the 24 Hours of Daytona in 1966 and 1968. It returned to the 24 Hours of Le Mans in 1968 and 1969 before its final race at the 1970 24 Hours of Daytona, where it finished seventh. Shortly after its final race, the Indianapolis Motor Speedway Museum acquired the Ferrari 250 LM.

Wreck of the Week

This 1956 Nash Rambler Super four-door sedan suffered a lot of damage when it left the road and skidded along the shoulder. It looks like the entire undercarriage was ripped apart. Just to add insult to injury, a taillamp has gone missing as well.



Rusty Herliocher collection

Low Ceilings?

The MaxJax portable two-post lift is one of the most versatile DIY tools ever invented. Its patented design allows you to get full-sized lift advantages in spaces with limited ceiling heights. Best of all, MaxJax is completely portable and can be setup virtually anywhere. For more info call 1-844-629-5291 or visit www.MaxJax.com.



See it on
YouTube

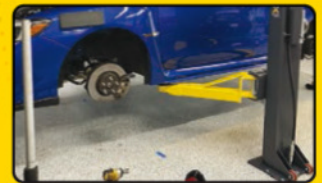
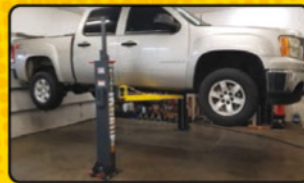
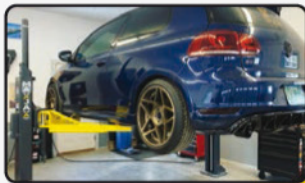


NEW 7K lb. Capacity



Model: M7K

Durable, Portable, Reliable

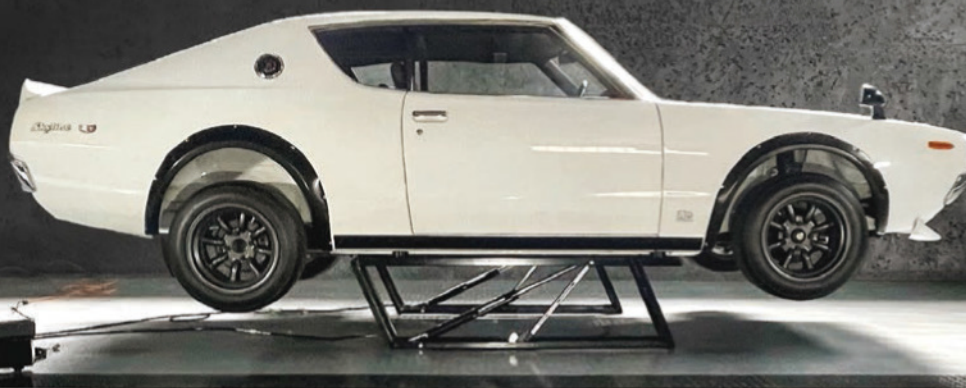


1-844-629-5291 • www.MaxJax.com

© 2023 BendPak Holdings LLC. A wholly owned subsidiary of BendPak, Inc. Patent NO. US 8,256,577 B2 and US 9,150,395 B2.

MAXJAX

THE ULTIMATE PORTABLE CAR LIFT



FAST



EASY TO USE



SAFE

QuickJack is the go-anywhere lift that offers full open-center access to your vehicle's undercarriage. Featuring durable mounted wheels, simple controls, and automatic mechanical locks, QuickJack is perfect for your garage or as a backup lift for your shop. Don't let limited space keep you from getting some serious work done. To learn more, visit www.quickjack.com or call 1-888-262-3880.

LEARN MORE



QUICKJACK™

www.quickjack.com • 1-888-262-3880

© 2023 QuickJack, LLC. QuickJack products are protected by one or more patents.

Singer Levine suing over deal for Maserati

Singer Adam Levine, the front man for the popular band Maroon 5, is suing the man who he says sold him a fraudulent 1971 Maserati. Levin's suit says his 1971 Maserati is not the car that was represented when he traded two classic Ferraris for it in late 2020.

The lawsuit was filed in the U.S. District Court for the Central District of California by the Adam Levine Living Trust. It claims classic car dealer Rick Cole or his agents "faked documentation and chassis and engine authentication marks on what was represented as one of only 25 or so 1971 Maserati Ghibli 4.9 Liter Spyders ever manufactured," according to a report in the *Los Angeles Times*. The lawsuit stated that "Cole purported to have found an authentic Maserati Ghibli 4.9 Liter Spyder that he described as being 'as good' as an authentic Maserati Ghibli 4.9 Liter Spyder with a clear and indisputable identity that a representative of the Trust had seen and drove in Monterey a year or so earlier, and which was valued at over \$1 million."

The singer's trust agreed in December 2020 to trade a 1972 Ferrari 365 GTC/4 and a 1968 Ferrari 365 GTC for the 1971 Maserati plus \$100,000.

The car had apparently been pulled from an auction in 2015 after questions arose about its authenticity. The lawsuit contends that numbers stamped on the chassis and engine showed evidence that they were after-market additions to the car. **oo**

HOF to feature African-American achievement

DEARBORN, Mich. — The Automotive Hall of Fame has launched a multi-stage project featuring African-American accomplishments and contributions to the automotive industry. This initiative will highlight African-Americans' inventions, designs, engineering innovations, dealership ownership and new leadership methods that changed their respective fields. The first installment of this project runs through September. Future versions will launch roughly every six months, into 2025.

For information, visit www.automotivehalloffame.org.

Cadillac sending 3 cars to 24 Hours of Le Mans

Cadillac will return to the 24 Hours of Le Mans in June with three of the newly named Cadillac V-Series.Rs to compete for the overall win in the Hypercar class.

The three Cadillac V-Series.R race cars made their competition debut Jan. 28-29 in the 61st Rolex 24 At Daytona, with the No. 01 Cadillac V-Series.R earning a podium finish. The No. 02 Cadillac V-Series.R placed fourth and the No. 31 Whelen Engineering Cadillac V-Series.R finished fifth. They will join other competitors in the Hypercar class with revised car numbers for the 24 Hours of Le Mans and contest for the overall win.

Weathered Wheels



Reader Gerald Taylor found this AMC Machine at an outdoor storage lot in Texas shortly after reading Brian Earnest's article in *Old Cars* featuring a restored example. He inquired about purchasing the Machine, but was told the owner isn't interested in selling at this point.

"I haven't seen a 1970 Machine in decades," Taylor said. "The article was truly awesome in the survival of the beast. What's really interesting is I had just rented a storage spot for my RV and was over there Friday afternoon, and as I was leaving, I decided to go look at a few older rides that were on the front side of the lot. Well, to my surprise, there sat a '70 Machine. Looked to be mostly complete, but needing restoration... I'm sure that whoever the owner is would say it is either a family heirloom, or that someday he is going to restore it. Yeah right. Who knows, though. I might be able to locate the owner and spark an interest into selling it."



Two clubs that deserve salutes for club pub efforts

A round of applause for the great cover image and fine articles in a recent issue of *Front Wheel Driver* (Tornado Owners Association, Brad Bishop, editor, brad442@me.com). The cover shows a bevy of seven beauties dressed in a multitude of colors plus a turntable with a new Tornado displayed at the 1966 Detroit Auto Show. Club president Darwin Falk can be proud of the issue as a fine representation of a notable club.

Between the covers is an article by Bob Jerke on his two '66 Toros, an article by James C. Willner on the model's racing history (1966 to 1972), plus a page by Thad Dupper on a new interior for a "Gen 1" version. News and classifieds round out the issue.

Tornado Owners Association
PO Box 373
Hubertus, WI 5033-0373



Speaking of noteworthy cover views, a recent issue of *Foundation News* leads with a new 1936 Ford displayed by a dealer. The publication is produced by the Early Ford Foundation Museum (info@fordv8foundation.org; editor Henry Dominguez, 260-927-8022). Inside are salutes to members, a feature by Mickey Holton on a 1937 Ford sedan, a featured 1932 Ford roadster, early Fords at the museum, plus a Phase III building update with pictures by former president John Knecht. Appropriately, the new facility has a rotunda facade. This and every issue is an advancement of history on the subject of Fords, as is the museum's issuance of a third hardbound book on Ford dealerships (call 260-927-8022 for details).

Early Ford Foundation
PO Box 284
Auburn, IN 46707



VINTAGE AD OF THE WEEK

By Old Cars staff

The gal in this colorful 1948 print ad decided she was going to head out on a beautiful summer day and do some antique shopping in her shiny new Willys-Overland Jeepster. The Jeepster was a whole new beast for post-World War II car buyers to consider when it debuted. It probably reminded more than a few returning soldiers of the military jeeps they had been bouncing around in during their tours of duty. The boxy styling and open-air phaeton body certainly set the Jeepster apart from anything else on the market.

"Grin and steer it ... learn why the Jeepster puts such fun into motoring," the ad read. "We don't recommend one-hand driving, but you'll wonder why you need two!"

The marketing folks at Willys-Overland were clearly hoping customers would visualize how much fun they could have with a new Jeepster. "Dawdle along the boulevard, or bowl down the highway in a flash of color, the Jeepster's quick to join your mood."





Q. I have a 1925 Hudson Super Six two-door that is all original. I need a float for the Stewart-Warner carburetor. Can you help me? I enjoy driving it in parades in the summer. The car has never been restored.

— David Eichholz, Pierce, Ida.

A. What a coincidence! I, too, own a 1925 Hudson Super Six, a four-door brougham with the close-coupled sedan body by Biddle and Smart, coachbuilders of Amesbury, Mass. It's original, too, but for a repaint and new roof covering in the 1960s. Stewart carburetors were part of Detroit Lubricator Co.; I think you'll be looking for a Model 25. I don't, however, have a spare float. That carb was also used by some models of Hupp, Maxwell, Dodge and, of course, Essex.

If you don't belong to the Hudson Essex Terraplane Club, you should. All the essential knowledge and lots of parts reside there. There's a forum on the Club website dedicated to the 1916-29 Super Six models. Check out: www.hetclub.org, or contact H-E-T Club, 7115 Franklin Ave., Windsor Heights, IA 50324.

Q. In the Q&A for Feb. 15, Dan Huttinger commented on seeing shipments of raw sleeper cabs pass by daily in the Cleveland area in his youth. I, too, attended a school along the route into Cleveland in the 1954-'58 period, prior to the Interstates. Like him, I recall seeing open stake-body single-axle trailers passing by, pulled by single-axle tractors carrying White 3000 cabs in primer. The tractors were identified as operated by the Orrville Body Co. There had been much media about the design of the 3000 since its introduction in 1949, and many were in use locally by the mid '50s. Thus, even a 10-year-old could surmise that Orrville was producing the cabs

for this model when the local Cleveland truck manufacturer needed help.

Google search reveals an extensive history of Orrville Body, relating to cabs for all of the manufacturers. At some times, Orrville Body was second only to J.M. Smucker in employment numbers in Orrville. Some 35-40 years later, the folks in Orrville again assisted the Volvo-White-GM production with a temporary assembly plant, employing more than 400 while the new Dublin Virginia assembly was being built.

When I joined the parts department of the Columbus factory-owned dealership in 1997, there was a two-week school at the parts depot to assist identifying a customer's vehicle, due to the confusion related to the multiple makes that fell under the Volvo ownership. Volvo acquired White in White's 1981 bankruptcy; GM joined up in 1989 when exiting heavy truck business. The negotiations stipulated that 1989-'95 models would be known as White GMCs. The Volvo name finally stood alone on the hoods in 1995.

When hired in 1997, I was advised that the Volvo corporate goal was to stabilize the Columbus dealership and sell it. That happened in 1999 and I was off to seek another memory.

— Fred Slaybaugh, via e-mail

A. Thanks for sharing your experience. Insider stories are always fascinating.

Q. My mother-in-law gave this to me saying that is a flower vase off an old car. It appears that the bracket mounts to a dash. It has two screw holes. She thinks it is rare. Can anyone tell me what it goes to?

— Bill Bailey, via e-mail

A. She's right. It's a flower vase (usually called "bud vase") and



intended to be installed in a car. Usually they were on the "B" pillar of a closed car, upscale limousine or town car, but sometimes lesser vehicles. I've seen them on Model T town cars. My 1926 Franklin Victoria Coupe came with two vases of this similar style installed.

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

Looking for a collector car? Or looking to sell your car?

If you're looking for your dream car, or looking for a quick and easy way to list your own car for sale, check out the *Old Cars* online Marketplace classified pages. Visit www.oldcarsweekly.com and click on the "Marketplace" tab to check out many great cars for sale, or follow the easy steps to get your car on the market online or in *Old Cars*!



OLD CARS

Home Search Browse Dealers

Add Listing

OLD CARS CLASSIFIED MARKETPLACE SINCE 1971



WELCOME TO YOUR MARKETPLACE FOR OLD CAR ENTHUSIASTS!

Your place to sell your vintage vehicle. Your place to buy your next vintage vehicle.

Factory Fit Classic Radios

Since
1977

With Modern Technology and Sound Quality



USA-630 in 1955 Chevy

Over 500 Applications!

No Cutting, No Trimming & No Extra Parts Needed!

Includes: USB, Bluetooth® Connectivity, Aux Ins, CD Options, Hi-Volt RCA Preouts, Multi Color Digital Display and More!

Full Line of Speakers, Kick Panels and More
For Your Classic, Custom or Street Rod



For A Dealer Near You Call:
800-888-8637

customautosoundmfg.com

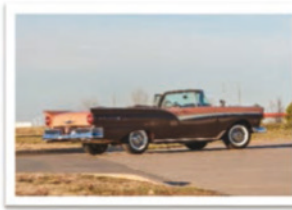
Jerry's Classic Cars & Parts

www.jerryclassiccars.com

jerrysclassiccars@gmail.com

Specializing in 1957-59 Ford car restorations, carrying a full parts selection, new and used.

Toll Free: 1-800-828-4584



4285 McRay Ave., Springdale, AR 72762

Phone: 479-750-1681

Fax: 479-750-1682



Since 1988

Life is a Journey...

*Insure with Grundy,
and enjoy the ride.*



Grundy

INSURANCE

"The Olde Original"

Protect your classic with insurance created specifically for collector cars. Grundy combines the strongest insurance companies with our unmatched Agreed Value coverage which protects 100% of the value of your car. Plus, there is no deductible*, you get unlimited mileage, low costs, and much more.

*No deductible in most states.

Call For
A Free Quote!

1-888-647-8639

Get A Quick
Quote Online!

WWW.GRUNDY.COM

Sam Raly in his 1914 Simplex on the way to winning the 1932 Anglo-American Rally. This Simplex was later acquired by the Briggs Cunningham Collection, and currently resides in the Collier Collection. Sam Raly was Jim Grundy's grandfather.

A view of the now-defunct Gold Mine Speedway in Tower City, Pa. Apparently the speedway is still there, but nature has taken it over in the years since it closed.

Race Track Souvenir

Jeepster remains a remnant from forgotten track

BY PETER G. MOZZONE

Eugene Mease, Willys Overland Jeepster Club member No. 3153, is 80 years of age and is emphatic in saying he's going to own his Jeepster until the day he dies. That's high praise considering Mease is a retired car dealer and car rental agency operator, and a car collector who has experienced a number of different types of vehicles in his business and hobby over the decades.

After selling a 1935 Ford coupe and a Corvette in the car corral of last year's AACA Fall Hershey meet, Mease is down to eight collector vehicles. Among those remaining in his

collection are his 1966 Ford Thunderbird and 1968 Plymouth Barracuda convertible. But of any collector car he's ever owned, he says his 1948 Jeepster gets the most attention.

"I can't take it anywhere — to the store or a gas station — without being surrounded with people asking what it is and telling me how much they like it," he says.

Mease doesn't know the complete history of his Jeepster, but he knows it was once owned by the Gold Mine Speedway in nearby Tower City, Pa. He currently resides less than 20 miles away from the speedway.

"The track is still there, but it's been closed for years, and nature has taken back the land," Mease says. He says the speedway was a dirt track very similar to so many small, rural quarter-mile tracks in Pennsylvania back in the 1940s and 1950s. The track is recorded in some sources as opening in 1950 and closing in 1953. Yet, newspaper advertisements have been found online promoting events in 1954. The original promoter's son reopened the track in 1962, but had to shut it down in 1968 due to fewer and fewer racers showing up, as well as a lack of racing fan support. Eugene says the track was



ABOVE: Eugene Mease's 1948 Jeepster still retains lettering promoting Gold Mine Speedway. He's hoping to learn more about the Jeepster's history there, especially how and when the speedway used it. LEFT: An old advertisement for Gold Mine Speedway. OPPOSITE: A three-window coupe stock car pictured at Gold Mine Speedway during the track's heyday.

great entertainment for local folk in the years it was open. Many guys wanted to race their cars, which were mostly 1932 through 1938 Fords. These cars were considered jalopies at the time. Mease isn't sure how his Jeepster was used by the speedway owners, suggesting, "It may have been a pace car, or they simply drove it around town to advertise the track. You know these Jeepsters always get lots of attention!"

Mease happened to spot the 1948 Jeepster long after Gold Mine Speedway was forgotten, and he bought it on the spot.

"I drove it for a year or two, but man, did she burn oil!" he said. "I had a friend who had been in the racing game, and he rebuilt the engine for me. He bored out the cylinders, added larger intake valves, and we developed a custom intake manifold so we could install a Holley 4412 two-barrel carburetor."

According to Mease, the Jeepster will now cruise at 60-65 mph all day long.

It's not known how the Gold Mine Speedway was named, but Eugene Mease certainly has an historical gold mine in his unique Jeepster.

The Willys Overland Jeepster Club is a Pennsylvania 501c7 nonprofit social club with more than 370 members in the United States, Canada, Europe, Scandinavia and Israel. Its monthly newsletter, JeepsterNews, is a frequent recipient of Old Cars' Golden Quill Award. Membership information is available at www.Jeepsterclub.com or by reaching out to Pete Mozzone, president and newsletter editor, at Jeepsterme@aol.com.



SHIPAUTO.com

Auto Shippers Express Inc.



SINCE 1998 AUTO SHIPPER'S EXPRESS HAS BEEN THE AUTO TRANSPORT SOLUTION FOR THOUSANDS OF COLLECTORS, DEALERS, HOBBYISTS AND VEHICLE RESTORERS FOR BOTH OPEN AND ENCLOSED TRANSPORT

CALL NOW FOR FREE QUOTE!!!

Toll Free 1-800-454-1315

Direct Line 347-748-2113

MENTION OLD CARS WEEKLY TO SAVE \$25

22nd Annual Corvette Raffle



WIN A 1963 CORVETTE CONVERTIBLE! or \$40,000.00

2nd Prize: \$500

3rd Prize: \$250

Early Bird Drawing for \$1,000 on December 16, 2022

Win a 1963 Corvette Convertible

Purchased From Previous Owner of 8 Years • Indiana Car
Red Exterior • No Hit Body • Black Interior • Soft Top • 327 NOM 4 Speed Transmission

Drawing held April 22, 2023 at 10 PM

ONLY 10,000 CHANCES AVAILABLE

Donation: \$25/ticket or 5 for \$100

For Information Call: 1-866-WIN-VETT (1-866-946-8388)

Mail Name, Address and Phone Number to:

C.C.A.B.C. or Col. Crawford Athletic Boosters Club, PO Box 96, Galion, OH 44833

Phone Orders, Checks, Money Orders or Debit Cards Accepted. All orders, by mail or phone, must be received by 12:00 Noon on April 22 for the drawing. Winner need not be present to win and is responsible for taxes and transportation. Taxes based on value of prize. For additional information call 419-569-9312.

www.colcrawfordcorvetteraffle.com • 866winvett@gmail.com



Classic Photo Album

OC reader shares Dad's prewar photo album

EDITED BY THE *OLD CARS* STAFF

Cameron Dall is a second-generation gear-head. His father was early to the game and in the 1930s, he was already hopping up his ride, swinging through the junkyard for interesting trinkets and cruising around in some pretty righteous rides.

"I have been going through photos that my father took during his life," writes Dall. "My father, Frank Dall, and his best friend, Phil Hermann, would go to the junkyard to collect car emblems off of the cars there."

As evidence of his father's exploits, Dall shares the accompanying photos taken at a salvage yard in Chicago on April 17, 1937. Dall notes, "I find it interesting that he would bring a camera to the junkyard to take photos."

The pictured Pierce-Arrow and Stutz sedans weren't the only interesting cars that Dall's father saw at Chicago-area salvage yards, although they're the only cars for which Dall has found photos thus far.

"I do recall him saying that when they were in the junkyard, a Cadillac V-16 limo drove in — they didn't have enough money to pay for gas for the car."

The Stutz that Dall's father photographed in the salvage yard was likely of particular interest to him since another friend owned the ca.-1927 Stutz Black Hawk speedster also pictured here.

"His best friend, Ralph McCutcheon, ran a Standard Oil gas station in Chicago and bought this car in around 1930. They had great times driving it around," Dall reports.

Soon after, Dall's father was driving a well-accessorized 1931 Ford Model A Tudor with a hopped-up four-cylinder that the Stutz owner coveted. The 1931 Model A Tudor was "a seven-wheel vehicle — dual sidemounts and a spare on the back," Dall said. "My father purchased a Ford Model A with (a) Miller overhead [conversion] and he put it on his Tudor. He said the Model A would go fast with this."

"My dad's friend wanted to trade this Stutz for the Model A Tudor he had," Dall recalls. "His friend's girlfriend didn't like an open car. My grandfather talked him out of (the trade)."

The Model A Ford was followed by a few other interesting cars of which Dall has photographs, but we'll save them for a later issue of *Old Cars*.



Frank Dall (left) and Phil Hermann with a ca.-1929 Stutz Model M at a Chicago junkyard in 1937.



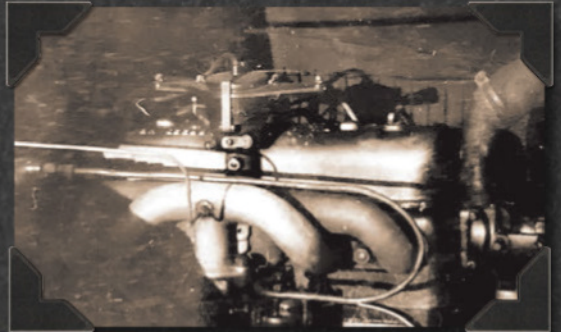
ABOVE: Dall with a ca.-1930 Pierce-Arrow at a Chicago junkyard in 1937.



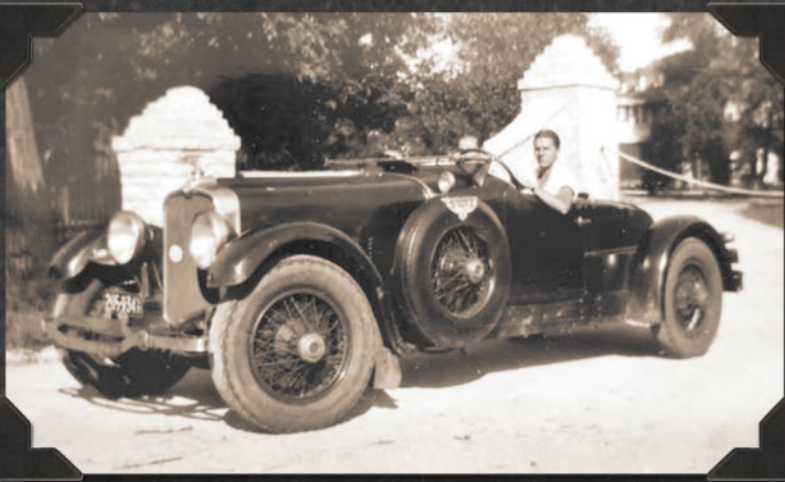
RIGHT: Dall (top) and Hermann with the junked Pierce-Arrow.



Frank Dall with his hopped-up Model A Tudor.



The Miller overhead-valve conversion on the Model A Tudor.



Ralph McCutcheon at the wheel of his Stutz Black Hawk speedster.



Rear view of McCutcheon's Stutz Black Hawk speedster.



Group photo in McCutcheon's Stutz speedster.



The Art of Engineering & Design

The automobile business for special-ordered and high-dollar cars was on the verge of shifting to a gear never seen before. It was necessary as the booming business of making and selling automobiles grew to a new peak in the 1929 model year. For the transition to happen, fresh thinking was fomenting in the minds of car moguls and the liberally moneyed sliver of the public that could afford such forms of luxurious personal transport.

Julio Andrade, whose star was attached to the rise of noted designer Amos Northrup, sided with him at the Detroit-based Murray Corp. of America, a fine house for custom automobile designs. As 1929 approached, ideas bounced between them and other designers. What designs could be innovative and fresh and still not be too far ahead?

For thinking such as this, it remains to be known how many people took the advice of former U.S. President Teddy Roosevelt when he surprised a reporter, years previous, who had discovered Roosevelt encouraged a key suffragist in women's struggle for equal rights. The reporter asked the vote-hungry Roosevelt why he did not make his support public. Roosevelt calmly indicated that a man should be only slightly ahead of his time. Otherwise, he would outpace the voting public. Thus, car designers were most often obliged to be creative, and carefully so.

Andrade seemed to catch that drift. He said, "It seems to me that there should be a wide distinction made between that

art, the aim of which is to create masterpieces for the glory of art — for the enjoyment of a few, for the gratification of the artist's emotions — and that art, the aim of which is to sell as much as possible of his products to the general public for the financial progress of a particular industry." His mind was seasoned with practicality that equated to ongoing business among a car-interested and financially burgeoning public.

The logic of Andrade was further expressed in this manner: "An artist in the first classification does not have to consider the tastes and likes of the people. In fact, he considers his work an absolute in art and it is for the public to value it. However, the artist engaged in industrial activity should consider mainly what motor-car buyers like, and give it to them." Then he reflected a widely held opinion: "But the artist or designer of any kind does not know much about the taste of the masses; he acts upon an emotional impulse, not upon a rational solution; his taste is to him an absolute in design; if he likes it, everybody should like it."

At the heart of successful design was the understanding that likes can widely differ. The designer added that the artistic designer "forgets that 'the people' include races, classes, ages and regional groups, and are not like an individual." He tagged on the extension, "Often the individual himself does not know what he would like."

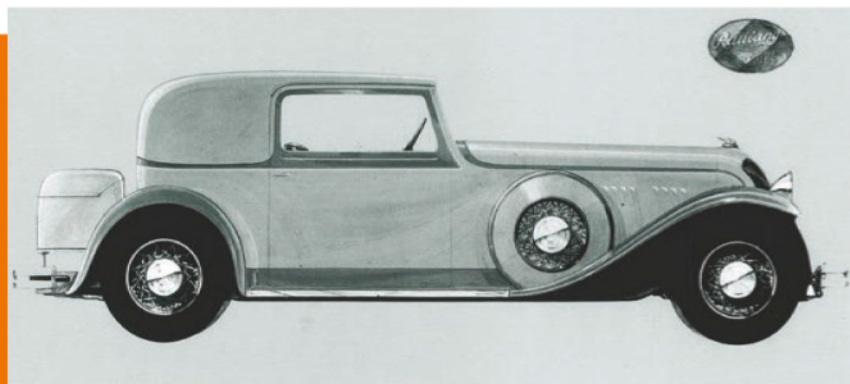
Hence, it was the duty of an automotive designer, especially if he were doing a

special-ordered design, to listen to the individual customer and then translate his or her wishes to a graphic form to show how such a car with special features might please the buyer. The unknown factor, often arising over the days of designing a special job, meant that the buyer might change notions of what was wanted for the final design. This resulted in a back-and-forth process, whether short term or long, before the final commitment was made by the dollar side of the buyer.

Andrade proposed scientific study and research be made by sociologists and psychologists to earmark the underlying motives and hopes of car buyers as it related to designs and features. That seemed an innovative notion beyond the trial-and-error approach of car design, whether in appearance or function. Andrade offered an explanation to extend that thought.

"Consider the front-drive car," he postulated. "Two makes will be on the market soon," he noted as 1929 advanced. Naturally, history proved those two to be the Ruxton and the Cord. "If they are a success, we shall develop an opinion as to why they sell. Other manufacturers may start producing front-wheel drives and will feature those characteristics which in their opinion are the cause of success. They may or may not be successful. If the first front drives are a failure from the sales standpoint, we shall probably not have front-wheel drives for a long time to come, but this will not be a conclusive proof that people do not want automobiles of this type. Well conducted tests, scientifically planned in the salesrooms throughout the country, would give us a more logical and rational answer."

The front-drive idea was, borrowing the idea from Roosevelt, an idea ahead of its time. The backers of Ruxton (involving the remnant companies of Kissel and Moon) and E. L. Cord (who birthed the car of his name) fondly and strongly believed their offerings would succeed. Yet, overall exterior styling was different; front interior compartment space seemed more limited; lower designs were unique among other car makers; handling features were beyond the expected of the late 1920s; the



Shown is an artist's rendering of a proposed long-hooded 1930 front-drive Gardner with body by Raulang, but which, according to history, was never made. Notice the front-drive Gardner's unique sloping grille.



Slow to offer a front-drive model, but ready to provide its proven classic in eight-cylinder form, Gardner in the late 1920s was speculative about its automotive ventures.

sounds of the transmission seemed unusual; and roads plus dealership support in repairs were, well, lacking in their ability to keep abreast with the innovation. Automotive repair shops tossed in their oily towels by refusing to take on repairs since they were unfamiliar with the technology. Nay-sayers had their day, too, especially among sales staffs of competitors, who felt a front-drive car would slip too much while climbing steep hills or would otherwise fail to perform as well as the customary rear-drive vehicles.

Other front-drive cars were in the wing of commitment, awaiting potentially successful launches. The Gardner brand was among those, initially being catered to team with the old Moon plant to launch the Ruxton. The griffin mascot design, a favored feature of the Gardner brand, was applied to Ruxton badging, perhaps indicative of that hoped-for joint effort. It was not to be, for a variety of reasons, likely beyond styling and overall design, and moreso due to negative speculation and a growing uncertainty in the car business.

The bubble of sales success was about to burst in 1929, and some sensed it. But the weight of disapproval on appearance of the front-drive designs and, more impactfully, on unexpected performance, seemed overwhelmingly speculative. These factors, coupled with a declining economic market that would crash and take years to recover, killed the notion of front-drive cars being a smashing success in the early 1930s. Gardner quickly abandoned the notion with only one known front-drive version being made. However, other designs were drawn by artists in potential anticipation.

Andrade surmised, "If scientific data were obtained as to people's likes and expectations with respect to automobiles, it would then be possible to predict with some certainty the design of the future." True, in part. What also would be helpful is a reliable crystal ball that could predict the economic twists and turns that generally affect business. **OC**



Classique Cars Unlimited

1958-2008 Lincoln/T-Bird Parts

Catalogs \$15.00 Each in USA – State Year/Make

4523 Hwy. 589 • Sumrall, MS 39482

www.classiquecars.com

(601) 758-3357 • E-mail: parts@classiquecars.com

"Celebrating Our 48th Year!"



BIRD NEST

Specializing in 1958-1966 Ford Thunderbirds parts and accessories

- Our 20,000 square foot warehouse is crammed full of new, used, NOS, and rebuilt parts.
- We have parted out over 500 T-Birds. So whatever your needs are, large, small or unusual, we should have the parts you are looking for at fair prices.



See thousands of parts for your T-Bird at:

www.tbirdparts.com

1091 Willamette Falls Dr., West Linn, OR 97068

971-233-9000 www.tbirdparts.com






WIN This 1962 Corvette

St. Bernard Church Classic Corvette Raffle

327-340 hp, 4 speed, numbers match, Honduras Maroon, black interior, auxiliary hard top & white soft top. Includes Wonderbar radio, T3 headlights, stainless wheel covers, whitewall radials & much more!

Looks, runs & drives fantastic! NCRS Top Flight Award Winner!

\$30 Each or 4 for \$100

ONLY 18,000 Opportunities

Ticket Orders at www.StBernardCorvette.org

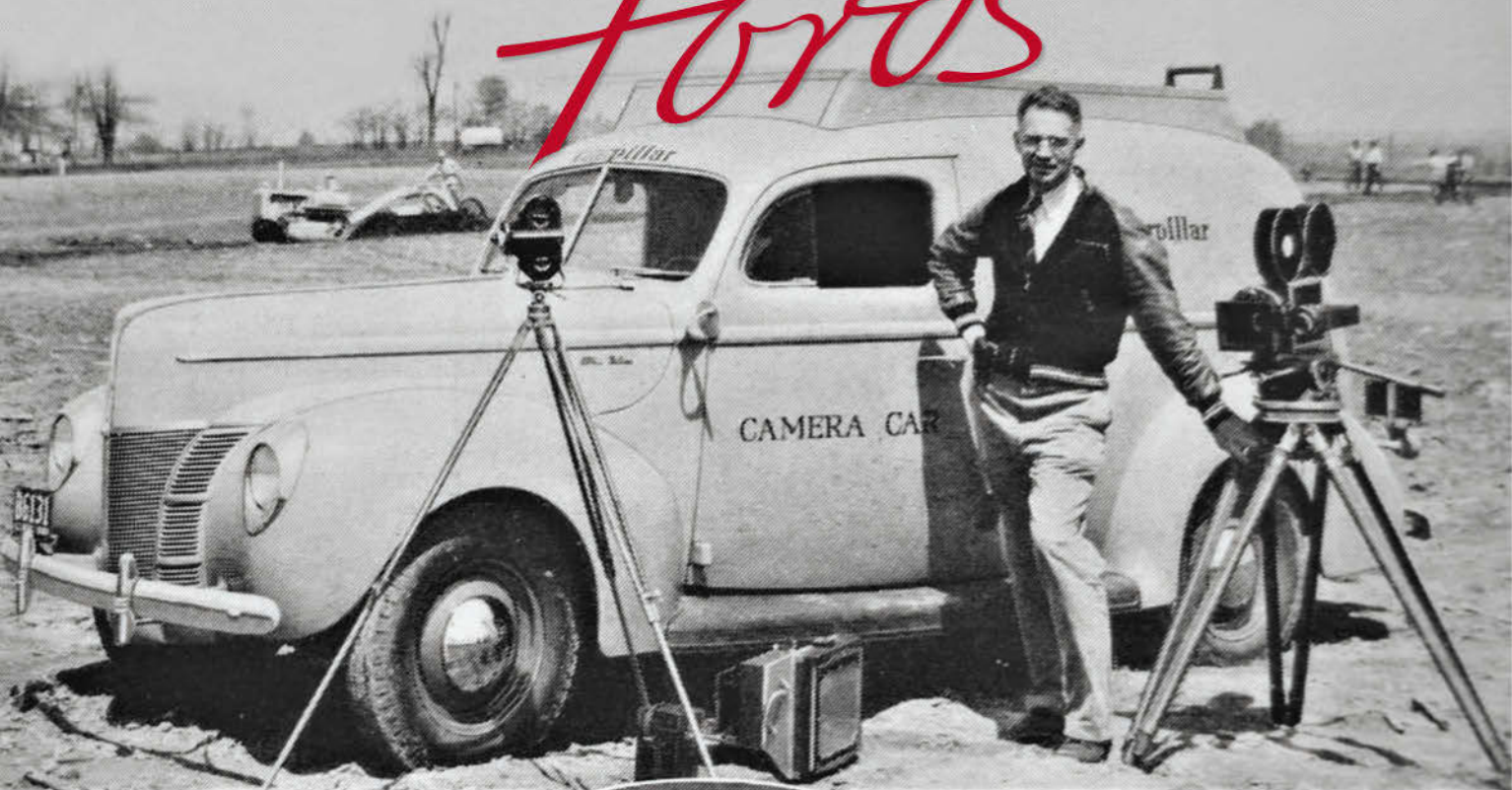
or call (812) 649-9113...Drawing is 8/20/23...3:00 p.m. CDT

at 547 Elm, Rockport, IN 47635

OCW
License #002405

CANDID CAMERA

Fords



Fred R. Jolly posed with several of the cameras he carried around the United States in the 1940 Ford V-8 Deluxe sedan delivery pictured behind him. The sedan delivery was named the "Caterpillar Camera Car" as Jolly was photographing and filming for the machinery company.

In the 1930s and again in 1940, photographer Fred R. Jolly and an assistant drove V-8-powered Ford sedan deliveries across the United States to photograph the nation's people and places for Caterpillar. They covered 13,000 miles from Jolly's home in Peoria, Ill., to Cape Cod, Mass., in a 1937 Ford sedan delivery. On that trip, they stopped along the Atlantic Ocean and then drove west to International Falls, Minn., located along the Canadian border, followed by a drive even farther west to Denver. The 1937 Ford averaged 2,000 miles per week for 13 weeks, and the two men shot about 900 still photographs and 25,000 ft. of 16mm color and black-and-white film for the Caterpillar machinery company. It was the first trip that the photographers made.

In 1940, they then drove a new Ford Deluxe sedan delivery on a

1,000-mile-per-week trip that included a stop at a terracing job that Caterpillar tractors were working in Indiana.

On the earlier 13,000-mile trip, the 1937 truck proved very reliable, traversing more than 5,000 miles of secondary roads, including very rough caliche clay trails in Texas. On a three-week summer side trip just after a six-week drought, they traveled the southern logging territories in Arkansas over roads covered with ankle-deep dust. They then entered Louisiana, driving over logging roads that were "plenty wet." This leg of the trip took them through a woods and over bumpy railroad track ties.

The travelers eventually entered Texas, encountering knee-deep mud in the oil fields near Galveston. They saw heavy-duty trucks get bogged down in slime and tractors being used

to tug them out. Somehow, the '37 Ford sedan delivery made it through and safely delivered them to the 1.2-million-acre King Ranch. There, they spotted cowboys in Ford V-8 woodies towing horse trailers. King Ranch bordered the Rio Grande Valley where they photographed orange grove workers and shot a film about the methods used to grow citrus.

On the East Coast leg, the men visited the area where the Pilgrims had first landed in America. They learned that the landing didn't really occur at Plymouth Rock, but instead at Provincetown, located at the tip of the cape. Even before World War II, this locale was an artists' colony; a seaside village with crooked streets and dozens of quaint shops, where Portuguese fishermen dropped their nets into the nearby water.



The 1937 Ford sedan delivery could actually have been driven into this giant hopper that was being used to clear the way for a coal strip-mining operation in Illinois.



In New England, the 1937 Ford crossed this old covered bridge.

Many photos were taken at sites where Caterpillar tractors might be used, such as rock quarries, logging camps, road-building project sites, dams, snowy cities and earth-moving mines. Near Wilkes-Barre, Pa., a planned highway that was to run from Lewistown, Pa., to Bayonne, N.J., was being cut through rock along a river that was 282-ft. high, 500-ft. long and 43-ft. thick. One section cost \$300,000 per mile.

Once, the Camera Car (the name lettered on the Ford's doors) was used to photograph the damage caused by a tornado that flattened a small Illinois town. The cameramen filmed Caterpillar tractors helping the storm's victims clear debris. More than 100 photos were taken at a time when photographers used large Speed Graphic cameras and large, heavy tripods. Taking a professional-quality photograph required quite a bit of setup time. The 16mm movie cameras were also bulky.

Jolly actually designed his own 8x10 "candid" camera for still photographs. It was still somewhat large, but it did not require a tripod, a focusing cloth or a lot of time to set up. It was even equipped with a range finder, a synchronizer for flash photos and a viewfinder.

Jolly designed his own 8x10 "candid" camera for still photographs. It was somewhat large, but did not require a tripod, a focusing cloth or a lot of time to set up. It was equipped with a range finder, a synchronizer for flash photos and a viewfinder. He also made good use of a smaller, hand-held motion-picture camera.

On a trip to a northern United States logging operation, the cameraman and the Ford sedan delivery had to endure negative-33-degree temperatures. A breakdown would have meant spending a cold night in the woods, but the Ford kept running. After three weeks, Jolly returned to the Caterpillar factory in Peoria with another feather in his cap.

In total, the photographers logged about 75,000 miles in the 1937 Ford sedan delivery over areas with good roads and unimproved roads.

The official purpose of the trips was to make still photos for advertising and publicity use, and motion pictures for sales promotions and training. Their trip reports documented that they had gone over plowed fields, through swamps, down sandy orchard rows and up and down steep rocky trails. At times, they had to drive the Ford for many miles in low gear, or in extreme heat and cold.

"The Ford took us where we went and back," they said of the reliable V-8 sedan delivery. **OC**

BRATTON'S

ANTIQUE AUTO PARTS

*Your source for
Quality
Model A Ford
Parts
since 1976*

800-255-1929 Phone
www.brattons.com



800-774-1930 Fax
1606 Back Acre Circle
Mount Airy, MD 21771



A MONARCH FOR KEEPS

A midsize Mercury like mom's car

STORY AND PHOTOS BY BOB TOMAINE

When Carl August was looking for a car in April 1991, he had a clear purpose in mind, and the actual car he ended up with would be secondary.

"I'd bought a brand-new pickup truck and I was going to take the truck, keep it off the road and buy something to drive in the winter," he explained. "I found this (at the dealership) where the original owner traded it in, and I just happened to be in the right place at the right time."

August was more than "in the right place at the right time," as the 1977 Mercury Monarch S was not easily seen in its parking space. It was located at the rear of the dealership where it was being held for someone else. The would-be buyer who had asked that it be set aside had both foresight and patience, given that the Monarch was 14 years old, and despite the 33,000 miles showing on its odometer, at least a few more years would pass before a mid-1970s family two-door would enter into collector-car status.

Ford answers the embargo

Looking back over the 32 years that have passed since that day, it's not hard to appreciate the Monarch's appeal, but it might never have been built if not for the Arab Oil Embargo of 1973. That October, oil producers in the Middle East put a hold on shipments to the United States with the predictable effect that prices for gasoline and diesel fuel would skyrocket. The Federal Reserve lists \$2.90 per barrel of crude as the price before the embargo began, and \$11.65 the following January. Those figures translate to about \$19.10 and \$69.14 respectively today, while the Energy Information Administration's per-gallon prices for gasoline at the pump are listed as 36 cents in mid-1973 and 65 cents in 1975, or about \$2.37 and \$3.53 respectively today.

What those numbers don't show are the impacts they had and the reactions they created. Concerns over availability of fuel were constantly reinforced by long lines at some gas stations, and "no

gas" signs at others, odd-even sales days, limits on the amounts of purchases, the imposition of 55 mph as the "national speed limit" and various conspiracy theories. Rumors and discussions of rationing only made conditions worse, and it all added up to a targeting of large cars as being wasteful of what was perceived as a resource that was about to run dry. Suddenly, even the most basic compact cars became popular, and as Detroit began the process of shrinking its full-size models, the word "downsizing" came into common usage.

At Ford Motor Co., the Ford Granada and its upscale twin, the Mercury Monarch, represented this new thinking when they arrived for the 1975 model year. The plan had been for them to replace the compact Maverick, but when it became clear that smaller cars were becoming if not desirable, then at least acceptable, the Granada/Monarch plan was adjusted to create what amounted to a scaled-down version of the big cars to which American drivers had grown accustomed.

OPPOSITE Marketing materials noted that “the precision size Mercury Monarch is the car of tomorrow. Here today.” Such claims are generally hard to prove or dispute, but the Monarch’s styling remained unchanged through all of the tomorrows and into its final year, 1980.

RIGHT: The trim between the taillamps has held up nicely, something undoubtedly attributable to the care given the car over the last several decades.



Ford explained that the Granada was “elegance in a new, efficient size” with its 109.9-inch wheelbase and 198-inch overall length. Those figures put it at a foot shorter in wheelbase and 26 inches shorter end-to-end than a full-size Ford. A base Granada four-door weighed in at 3,230 pounds, making it more than a half-ton lighter than the base big Ford. Engine choices ranged from a 200-cid six-cylinder available with a manual three-speed transmission to a 351 V-8. *Road & Track* found that fuel consumption was only 12.5 miles per gallon, which, in retrospect, suggests that there was more to economy than just cutting weight and size.

It was much the same for the Monarch and its “precision-size luxury with small-car economy,” and with both versions, Ford had a winner. The Granada enjoyed first-year sales reaching almost 303,000 while the “luxury” model Monarch sold just fewer than 104,000 examples. Prices ranged from Granada’s \$3,698 entry-level two-door to Monarch’s \$4,349 Ghia four-door.

By the time August’s car was built for 1977, the Monarch’s changes had been mostly the annual updates typical of the time, the notable exception being the fact that the base three-speed manual transmission had been replaced by a four-speed whose top gear was an overdrive. No doubt, Ford was smart enough to avoid too much tinkering, and that approach produced almost 128,000 Monarch sales for the model year. Then in 1991, it now appealed strongly enough to someone that he’d arranged to have the featured Monarch quietly — perhaps too quietly — hidden away until he could make the deal.

The matriarch-Monarch connection

“The car was (being held) in the back,” August said, “so the salesman I bought it from didn’t know that and I got the car. The guy, three days later, found me at a car show with it and he said, ‘You bought that car from underneath me.’ I said, ‘I did not. It was the salesman, you’ve got to discuss that with the dealer,’ and that was the end of that. He wasn’t upset with me, but it was like, ‘You did that.’ ‘Well, it is what it is. I can’t do anything about it.’”

The fact that he had the Monarch at a car show might seem odd in light of the reason why he bought it, but that original plan changed when his mother saw it, decided it was far too nice to use in upstate New York winters and “suggested” that it be treated with care and shown. She might have been slightly less than objective about it, and her son might have felt that way, too.

“My mother liked car shows,” August said, “but she couldn’t afford a lot of cars when she was raising

Tired of Excuses?

We finish projects that other shops haven’t!!



Since 1979
Cameron, Wis.
715-458-2277

**2023 Cruise In
& Open House
Sunday, June 4th**

See our videos at
www.lcars.com

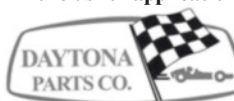


NEW! DAYTONA CARBURETOR

High Quality, *alcohol resistant*, single barrel replacement carburetors for CHEVROLET- FORD- DODGE- JEEP and many other applications.



Tired of trying to rebuild your old original 1bbl carb, and have it last with modern alcohol laced fuel? Replace that old, worn out single barrel with this NEW Universal replacement, alcohol resistant DAYTONA carburetor. Perfect for Hot Rod, Performance, or Nostalgia 6 cyl Dual and triple applications. Also available for Industrial engine Fitment. Phone us for application fitment and pricing.



1191 Turnbull Bay Rd.
New Smyrna Beach, FL 32168
Ph:386-427-7108
www.daytonaparts.com



The Monarch's 302-cubic-inch V-8 was rated at up to 137 hp as early emissions-control equipment was taking its toll. That number probably wasn't as bad as it seemed at the time since it was a net figure, which is automatically lower than the gross horsepower rating used throughout the industry until just a few years earlier.



RIGHT: Trunk script told followers this was a Monarch from Mercury, not the similar Ford Granada.

me ... Actually, my mother had a '75 (Monarch), standard-on-the-column, sunroof, six-cylinder, vinyl top... and that's what I learned to drive on. That's what I took my test on and that's why I kind of gravitate toward these cars a little bit."

Showing the Monarch didn't rule out driving it, and since there were no immediate problems to be addressed, he enjoyed it for about a year even though the ride was rough enough that he described it as feeling like the car had square wheels. Eventually, it needed a new set of shock absorbers, and that was when he learned that the problem was that the car was equipped with Firestone 500s.

"The guy said the tires were all deteriorated," August recalled. "He said, 'These tires were recalled many, many years ago.' I ended up buying tires."

Whether the original owner had never received a recall notice or simply chose to ignore it is unknown, but those tires being on the car showed the extent of the Monarch's originality. It now wears its HPOF badge from the AACA.

New tires were a worthwhile investment, and the car now has covered more than 60,000 miles. August had just driven it 74 miles from his home in Schenectady, N.Y., to the Hudson River Valley Antique Auto Association's show at Rhinebeck with no problems, but it's been farther from home.

"This car never broke down on me going to Carlisle or going to Michi-

gan," he said. "Nothing broke down on me. The only thing that went on it was the clutch in the air conditioning unit. Like everyone else, I've replaced the hoses and so on. I've had a couple of brake cylinders, mainly maintenance stuff that goes."

The Monarch is noticed on the road and at shows, but not surprisingly, he said it's often assumed to be a Granada. Sometimes, though, those who see it at a show recognize it and appreciate it.

"I took this to an all-Ford show in New Jersey," August explained, "and a couple of people, mechanics who work for a Lincoln-Mercury dealer, said,

'This is an odd car, no vinyl roof and a console.' They asked me about my car and I don't have a clue if (the original owner) bought it off the lot or the dealership ordered it or whatever the case may be, because the dealership he bought it from is out of business."

Unusual and slightly mysterious, but it's doubtful now that the Monarch will ever again have the chance to be hidden away.

"I've got it 32 years now," August said. "I don't think I'm going to get rid of it. One of my kids'll get it. I've got two kids, three other cars. They'll figure out something." **OC**



An 85-mph speedometer and the "important safety precautions" decal below the Aeronutronic AM radio. The Monarch S option group included the bucket seats.



1947 Ford Super Deluxe Sportsman Convertible
 1 of just 2,274 built in 1947, Formerly a part of the Richard L. Burdick Collection, Beautifully restored in the striking color of Maize Yellow, Equipped with a desirable Columbia overdrive rear axle
Offered Without Reserve



Exciting Lineup This April in Auburn - Register to Bid Today!

WorldwideAuctioneers.com | 260.925.6789



1934 Ford 1/2-Ton Pickup Truck
Offered Without Reserve



1938 Lincoln Zephyr Two-Door Coupe-Sedan
Offered Without Reserve



1935 Auburn 851 Salon Phaeton



1936 Ford V-8 Cabriolet
Offered Without Reserve



1932 Chevrolet Confederate Roadster
Offered Without Reserve



1967 Shelby GT500 Fastback



1963 Chevrolet Corvette 'Split-Window' Coupe



1934 Chevrolet Master Five-Window Coupe
Offered Without Reserve



1937 Packard Twelve Model 1507 2/4-Passenger Coupe
 1 of only 42 believed to have been built in 1937, Known history from new, First place at the Packard Automobile Classics National Meet, Less than 1,000 miles since engine rebuild and full servicing by Parker's Packards

Roderick C. Egan, Auctioneer - IN License #AU10000207 • John Kruse, Auctioneer - IN License #AU19900072 • Worldwide Auctioneers Company License #AC31400111

A GT40 Finally

Ford man finally catches his dream machine

STORY AND PHOTOS BY AL ROGERS



Nearly a decade ago, I did the unthinkable and jumped a security fence at a private airport in Decatur, Ark., in hopes of securing use of the property for a photo shoot. Not only was I lucky enough to not get shot by the owner for trespassing, I learned he was a fellow Ford man with some incredible examples of the breed, and we've been friends ever since.

Prior to getting up the nerve to climb that fence, I had spent half a day trying to gain legal access to the airport. I visited the local post office

located less than a mile away and ran into a letter carrier who told me she'd been with the United States Postal Service for a decade and had never made a delivery to the property. She didn't even know its actual mailing address!

Earlier in the week, I had traveled from the Detroit area to Billups Classic Cars in Colcord, Okla., to photograph a one-of-a-kind 1967 Shelby GT500 that Jason Billups and his team had just cosmetically restored. Billups and I discussed possible photo-shoot locations in the area to photograph the Shelby. I mentioned my prefer-

ence for private airport tarmacs so we drove to a local airport, but it didn't have a clean, clutter-free background. At that point, I began searching on my own for a suitable photo-shoot location within the area, and that's how I found the private airport.

A GPS search located the airport in Decatur roughly 20 miles away. When I drove to the airport, I discovered what was possibly the most stunning location I had ever encountered. However, I could not find the entrance. As strange as it sounds, I drove around that airport for a few hours in



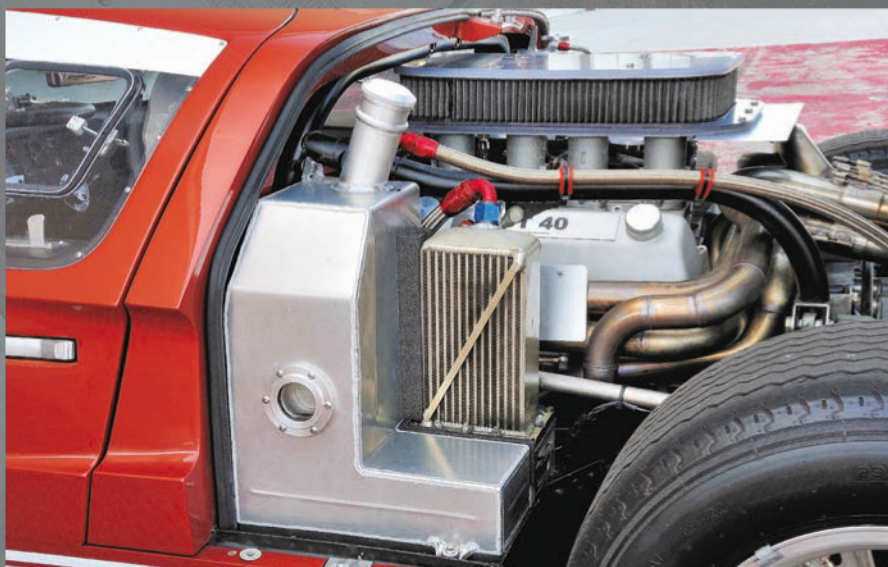
Mike Trusty's Superperformance GT40 at the Crystal Lake Airport in Decatur, Ark., during its photo shoot.

search of an entrance, my Mustang consuming nearly a half tank of fuel in my search. Yet no matter where I drove, I couldn't find a way into the airport. Numerous times I ended up at the entrance to a driveway within a small city park, but the driveway abruptly ended at a gate that was secured with several locks and chains. Attached to the fence was a sign that read "Private Property." The driveway seemed to be the best way to access the airport, and after standing at it for the last time, it was evident there were no security guards or dogs to come af-

ter me. That's when I noticed a silver Saturn driving down a steep inclined driveway just to the right of the airport hangar, then pull into an open door. It was at that moment I decided to go for it and climb the fence.

Once over the fence — my heart racing — I walked across a freshly cut lawn, then onto an asphalt runway to the tarmac where a white 2008 Ford F-250 pickup truck was parked. The truck's front license plate read, "My Other Car is a GT40." As I walked up to the hangar, a man approached me. I apologized for jumping the

fence to get into the property and introduced myself and my dilemma. When I asked if he knew the owner of the property, he nodded his head and said, "Yes, I might be able to help you with that. I'm Mike Trusty, and I'm one of the owners of the airport property." We walked outside and I pointed to the license plate on the truck and he said, "That's my truck. My boys put that license plate on it as a joke." I asked if he really owned a GT40. He replied, "Yes, a Superformance 1966 Ford GT40 MK II. It's at my shop in Little Rock."



The dry-sump oil cooler and 416-cid V-8 engine.



The Trustys' GT40 chassis during its build at the Superformance factory.



Mike Trusty behind the wheel of his GT40 while racing at Road America in 2009.

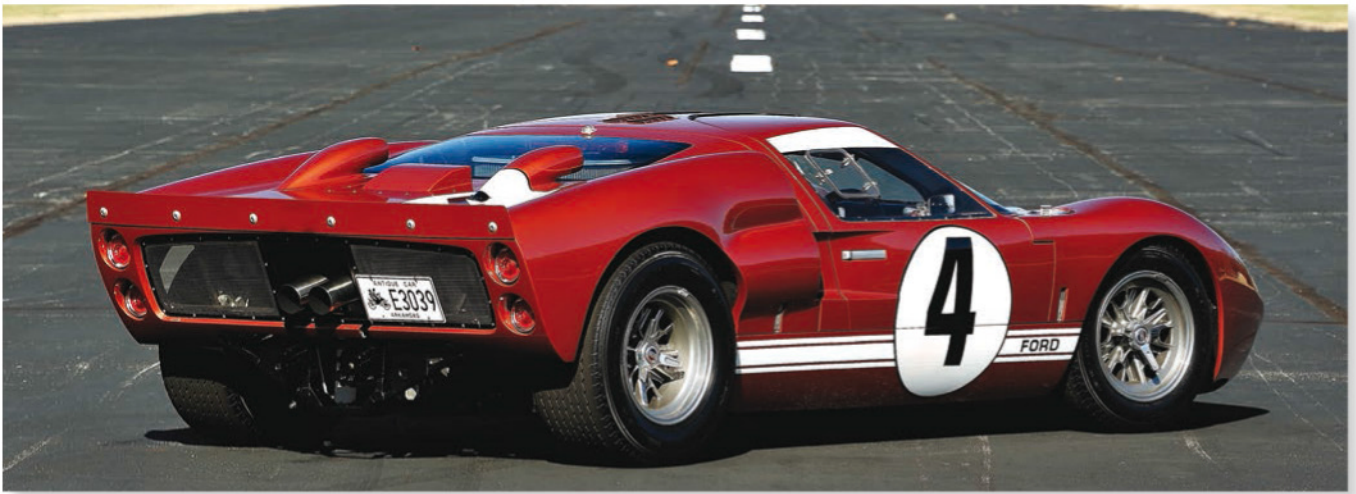
Dreaming of a GT40

I've since learned a lot about Mike Trusty. He was born on Aug. 9, 1948, in Russellville, Ark., and graduated from North Little Rock High School in 1966. After graduating high school, he went on to earn a Bachelor of Science Degree in Mechanical Engineering (BSME) from the University of Arkansas (Fayetteville) in 1972.

Trusty's first car was a 1966 Ford Fairlane GT 390 four-speed in Ford's Emberglo color inside and out. Mike's parents ordered the car for him in October 1965 and, as he puts it, "only because they were the best parents ever. They gave me the choice of any car I wanted, but it had to be something Ford produced. They surprised me by delivering it to me at a high school band concert that I was playing in."

Trusty may have selected a Fairlane GT 390 as a gift from his parents, but it wasn't his only dream car.

In 1964, Trusty read a magazine article that featured the development of the Ford GT40 and it piqued his interest. After reading the article and doing some research, the Ford GT40 became his ultimate dream car. He read about Mark Donohue being hired by Ford Motor Co. to pilot the No. 4 Emberglo GT40 MK II that was going to be campaigned by Holman-Moody Racing during the upcoming race season. The GT40 Mark II's winning 1-2-3 sweep of the 24 Hours of Le Mans race in 1966 only added to the cars' mystique.



The scoops at the rear of the car work to bring cooler air to the engine intake, oil cooler unit and rear brakes.

Trusty admired Mark Donohue. Like Trusty, Donohue had a laid-back demeanor and was a mechanical engineer whose knowledge allowed him to enhance or improve the race cars he piloted. Donohue took a good car and made it even better.

Although the Fairlane GT 390 was great, ownership of a GT40 would have to remain a dream for Trusty for nearly five decades.

Superformance GT40

In 2003, Superformance ventured into the GT-40 continuation market. After pursuing many avenues, Superformance acquired the original drawings and jigs that were used by KarKraft, one of the two original manufacturers of the GT40 during the mid 1960s.

At this point, a licensing agreement with Safir GT40 Spares Ltd. (holders of the GT40 trademark) was signed. This marriage allowed Superformance to produce exact continuation cars of the original GT40 with serial numbers to match. As these cars were exact to the 1960s versions, they were approved for inclusion into the GT40 registry.

In May 2005, the first Superformance GT40 prototype was air-freighted to the United States and appeared at various shows, to wide acclaim. In December 2005, Dennis Olthoff, of Olthoff Racing, tested the first production Superformance GT40 in South Africa. Various upgrades and changes followed before full production started in February 2006. The car was then tested by Tiff Nidell for the BBC TV program "Top Gear" before arriving in the United States.

WIRING HARNESSES BATTERY CABLES SPARK PLUG WIRES SWITCHES & more

MADE IN USA
BUY FACTORY CORRECT
FACTORY DIRECT
45 yrs. in business

OEM-style wiring for: Chevrolet, Buick, Olds, Pontiac, Cadillac & Ford.
Complete line of 53-82 Corvette and 55-57 Chevy Wiring.

LECTRIC LIMITED INC.
*AUTOMOTIVE WIRING HARNESSES *WIRING SYSTEMS *ELECTRICAL PRODUCTS
 6750 W. 74th Street - Bedford Park, IL

708-563-0400
www.LectricLimited.com

**1932 to 1972
Ford Car
1932-1979
Ford PU
Reproduction
Parts**

760-740-2400
Quality & Service Since 1978

www.cgfordparts.com

1941 Commercial St. • Escondido, CA 92029-1233

OBSOLETE FORD PARTS CO.

**Restoration Parts for Ford cars and trucks
from 1948 to 1979 are in our stock.**

Ford parts specialists since 1950.

**OBSOLETE FORD
PARTS COMPANY**

"The Old Reliable"

311 East Washington Ave, Nashville, GA 31639
obsoleteford@windstream.net
www.obsoletereliableparts.com
229-686-2470



Mike Trusty had his GT40 built with right-hand drive.



Headlamp covers improve aerodynamics and shield the bulb from debris when racing.



Designed by Ford racing legend Dan Gurney, the "Gurney Flap" mounted horizontally across the rear of the GT40 is designed to force air downward for improved handling.

At first, only the Mark II (big-block 1966) version was offered. In 2006, Superformance acquired molds for the Mark I version from Adrian Newey, formerly of McLaren and now a Red Bull F1 designer.

From 2006 to 2009, 150 street cars were produced by Superformance, 80 of which Olthoff Racing completed.

When Trusty was approached about a new GT40 in 2005, he realized his childhood dream might finally come true.

"Dennis Olthoff, owner of Olthoff Racing, called and told me about the Superformance GT40 that was coming on October 11, 2005," Trusty recalled. "He received his first GT40 chassis on March 8, 2006. My wife, Paulette, and I visited Olthoff Racing on May 27, 2006, to look at a chassis to make sure it really was a real GT40 and not just another replica.

"After seeing it in person and studying the engineering aspects, I walked away with an understanding about its design and structural integrity. It was indeed real. Dennis Olthoff took Paulette for a ride. We ordered our chassis the same day.

It was "like taking off in a jet without ever leaving the ground," recalled Paulette. "We were going fast, and my head was pinned to the seat. Like when Mike and I were going 170 mph on a racetrack in Michigan in our Pantera, but there was one difference: the GT40 was like a flash with its quickness. I don't know if it was flight or fright; it's something I couldn't prepare for... just totally exhilarating."

"My chassis arrived at Olthoff Racing on March 6, 2007, after what seemed like a long wait," Mike Trusty said. "My son, Shane, and I drove from Little Rock, Arkansas, to Mt. Ulla, North Carolina, and picked it up the next week.

"Our GT40 was the first right-hand-drive, right-sill-shift car brought to the U.S. Most Superformance cars are left-hand drive with center-cable shift. Mine is a rod shifter, just like the vintage cars."

The dry sump Ford SVO aluminum engine block in Trusty's GT40 MK II displaces 416 cubic inches with a 9-1/2-in. deck, a steel crank, Oliver rods and Yates C3H heads. Fuel is controlled via 58mm multi-port throttle bodies with digital ignition and electronic injection atop a



Mike Trusty with the GT40 on the Crystal Lake Airport runway.

fabricated multi-port intake manifold. This combination produces 715 hp and 666 lbs.-ft. of torque.

The brakes are something that Superformance changed from the original cars, mainly for safety and use on a street-driven car, says Trusty. The factory car came with four-piston Wilwood calipers and 12.9-inch vented rotors. "I used the rotors, but replaced the street calipers with GN six-piston calipers, same as used on NASCAR cup cars," Trusty said.

The transaxle in Trusty's GT40 is a ZF five-speed, the same as used on GT40 Mark I cars since the four-speed transaxle used on the Mark II cars "was unobtainable at the time," Trusty said.

The suspension of Trusty's Superformance-built GT40 is identical to vintage GT40 race cars, and its parts are interchangeable with the vintage cars.

"I had all the rods, links, hubs, etcetera, electroless nickel-plated like the vintage cars were done," Trusty said. "They came from Superformance painted or bare metal. The wheels are pen-drive Halibrand, same as the vintage GT40 race cars."

Track time!

Trusty and his track-ready GT40 appeared in public together for the first time at the Kohler International Challenge at Road America in August 2009.

"I have been fortunate in my past to work on historic GT40s, but not until now have I been able to fulfill my dream of owning one," Trusty said. "I attempted to replicate the No. 4 Holman-Moody car of 1966 with a few changes of my own. The color (Emberglo) is a color that I have a lot of history with, being the color of my first car, a 1966 Ford Fairlane GT, as well as my 1972 Pantera, being only one of three cars that were factory painted that color."

Trusty's GT40 appeared at the 45th anniversary reunion of the GT40 at Road America. Mike's car was so well received that he was invited to be in an exhibition race that included Le Mans-winning cars, as well as many

world-class drivers such as Brian Redman, David Hobbs and Bob Bondurant, to name just a few.

When he's not racing his GT40, Trusty's current project is the Emberglo 1972 Pantera that he and Paulette bought new. He's basically reengineering the car to "modernize a classic Pantera," as he puts it. When he completes his challenge, expect to see it featured in *Old Cars*. Stay tuned! **OC**

National Impala Association INVITES YOU!



Join Us in Gettysburg, PA
July 23-29, 2023 for our
41st Annual
National Impala Convention

Updates coming soon. Visit
www.nationalimpala.com to join
or call (585) 489-9826

Follow us on Facebook & Instagram

Join NIA Today!
Quarterly Magazine \$35.00/Year



Connecticut Ford Hoard

‘Fordmobilia’ collection even draws Dearborn lookers

STORY AND PHOTOS BY GREGG D. MERKSAMER

The scenic northeastern Connecticut town of Stafford Springs is named for the mineral-rich waters that have attracted visitors to its environs since Mohegan Indians controlled them in pre-Colonial times. Iron furnaces and textile mills later took advantage of this picturesque region’s abundant water power. Today, the area’s chief claims to fame include the Stafford Motor Speedway’s banked half-mile oval, and what is certainly one of the biggest collections of Ford Motor Co. memorabilia outside Dearborn.

TOP: This rare surviving 1935 Ford clay model in Donald Passardi’s Gasoline Alley Automotive Museum was finished as a Tudor on its port side and a Fordor on its passenger side. A full-sized 1935 Tudor is on adjacent display, naturally!

RIGHT BOTTOM: Don Passardi says this circa-1947 “3D” sign is his favorite promotional piece on display at his Ford-focused Gasoline Alley Automotive Museum in Stafford Springs, Conn.



Henry Ford's 1931 Model A – The Model That Saved Ford Motor Company.



Genuine Paint Colors

Boasts a rich paint finish authentic to the era plus a spare inspired by the original Model A wheel design.

Measures 5" long



©2023 H.C. All Rights Reserved. Ford Motor Company Trademarks and Trade Dress used under license to The Bradford Exchange.

935087BDH1

MAIL TO: **The Hamilton Collection**

A Division of **The Bradford Exchange**

9204 Center For The Arts Drive, Niles, Illinois 60714-1300

SEND NO MONEY NOW.

☐ **YES!** Please send me the *A Model of Greatness Ford Model A Collection* as described in this announcement. I need send **no money now**. I will be billed with shipment. I am under no obligation. I understand that I can return any item *free of charge*.

Name _____
(Please print clearly)

Address _____

City _____ State _____ Zip _____

Email _____
(Optional (for product & shipping confirmation)).

Signature _____

MAIL TODAY!

935087-E51901

Subject to product availability and credit approval. Allow 6 to 8 weeks for shipment.

One of the most pivotal models in Ford history!

After producing over 15 million Model Ts, Henry Ford closed his assembly lines to retool for its highly anticipated Model A. Boasting beauty, comfort and speed, the Model A created so much demand that over 500,000 cars were sold the first day!

Now the **"1931 Ford Model A Coupe"** celebrates this pivotal vehicle with a 1:43-scale sculpture of the most publicized car in Ford history. From its iconic chassis and spoked wheels to the spare tire, every inch is faithfully rendered. **Plus this model year was especially notable because it was the first time ALL FIVE Model A body styles — coupe, roadster, tudor, pickup and delivery truck — shared a production year!**

This sculpture debuts the *A Model of Greatness Ford Model A Collection*, a FIRST-EVER series of sculptures showcasing the

most iconic vehicle variations of the Ford 1931 Model A. As a subscriber, you'll receive new issues as they're released. Collect them all, or cancel any time by notifying us.

The **"1931 Ford Model A Coupe"** can be yours for two payments of \$29.99 (plus \$10.99 total for shipping and service, and sales tax; see HamiltonCollection.com). **Send no money now**; we'll bill the first payment with shipment. Our *365-Day Guarantee* assures your satisfaction. Reply today!

- Faithfully replicated trim lines; authentic colors
- Limited to 95 casting days and hand-numbered
- Accompanied by a Certificate of Authenticity

Fastest way to order:
HamiltonCollection.com/Greatness





ABOVE: Don Passardi's collection even touts 450 pieces of Ford-branded china once used in employee cafeterias and at the Henry Ford Hospital in Dearborn. "A friend found much of them in a Michigan antique shop with the original boxes and they weren't that expensive, either," Don recalls.



TOP RIGHT: "Fordmobilia" displayed at Don Passardi's Gasoline Alley Automotive Museum in front of his 1931 Model A Victoria includes a bust of Henry Ford acquired at a liquidation auction for a Lake George, N.Y., wax museum. Note the model of the Ford Rotunda in the foreground.



MIDDLE RIGHT: This approximately quarter-scale 1957 Ford "Planning for Manufacture" model was mocked up as a four-door sedan on its driver's side, but a two-door to starboard. Its sheet metal thickness also felt scaled-down, and rivets represented where the spot welds would have gone on the full-sized body shell. Don Passardi paid just \$400-500 to buy both halves of this remarkable eBay find a decade ago. Even if its shipment from Florida to Connecticut cost him another \$250, this was still a steal compared to the \$2,800 asked for one-half of a 1960 version found at the 2022 AACA Eastern Fall Nationals in Hershey, Pa., and pictured in *Old Cars*' Dec. 15, 2022, issue.



BOTTOM RIGHT: A period service advisory slipped beneath the passenger-side windshield wiper of Don Passardi's 1946 Ford Sportsman convertible advises annual waxing of the woodwork to preserve its factory finish. This jaunty drop-top also touts the earliest known surviving Sportsman body number (52), hydraulic power windows and a foot-operated radio tuner.



This 1991 Bronco XLT four-door in Don Passardi's collection was created by Magnum Motor Coach Works. About 1,500 conversions of this sort were completed by various firms before Ford introduced an equally sized, factory-made Expedition four-door SUV as a 1997 model.



Donald Passardi is partial to "Standard" prewar Flathead Fords, such as this 1939 V-8 coupe, which has a single taillight on its left rear fender (the second, passenger-side windshield wiper was, at least, a new standard fitment that model year). Note how different it looks in comparison to his adjacently displayed 1939 DeLuxe woodie station wagon, whose front clip would be re-used for 1940 V-8 (Standard) Fords, while DeLuxe models added a three-section grille.



LEFT: "Ford-mobilia" displayed at Don Passardi's Gasoline Alley Automotive Museum a plaster model of the Ford Rotunda constructed for the 1933-'34 Century of Progress Exposition in Chicago (background at left) and this baseball autographed by Henry Ford, accompanied by a photo of him signing said baseball!

While Donald Passardi — proud proprietor of the Gasoline Alley Automotive Museum — claims he was a "Chevy Man" back in high school, he was "Dearborn Again" after riding to a circa-1967 old car show in a friend's 1929 Model A phaeton that he owns today. The 11 cars exhibited on the lower level of Passardi's two-story museum are all Ford-built excepting a 1976 Cadillac Eldorado convertible and a 1978 Chevrolet Camaro Z28 belonging to his niece. Much as Don treasures his father's emerald-green 1991 Lincoln Town Car and a four-door 1991 Bronco XLT conversion completed by Magnum Motor Coach Work, he's especially partial to Standard series prewar Flathead Fords. In his collection is a plethora of related memorabilia running the gamut from dealer signage to far greater rarities, such as original magazine advertising artwork and a surviving clay model that designer E.T. Gregorie's sculptors finished as 1935 Tudor on the driver's side and a Fordor to starboard.

Given the sheer variety of Passardi's holdings, it's hardly surprising to hear he once hosted such a large group of Early Ford V-8 Club visitors that they had to be split into five shifts of 40 people each to circulate through his museum without crowding each other! Experts from The Henry Ford in Michigan have also made the pilgrimage to Connecticut seeing as how this is surely the only place where they could see a head bust of Henry Ford acquired at the liquidation auction of a Lake George, N.Y., wax museum; a cabinet full of Ford-logoed china once used in employee cafeterias and at the Henry Ford Hospital in Dearborn; a closet piled high with Ford-branded burlap sacks intended for Portland cement and ammonium sulfate fertilizer; 1924 "Draft Henry Ford" U.S. Senate campaign buttons; and a plaster model of the Ford Rotunda that includes the extension it originally had at the 1933-'34 Century of Progress Exposition in Chicago (the more-iconic circular section was subsequently moved to Dearborn, where it served as a company welcome center until it burned down in 1962). Where else, Dearborn included, would a dedicated Blue Oval historian also get to see a photo of Henry Ford in his casket following his 1947 passing, or find personal correspondence from his wife, Clara, displayed within eyeshot of a silver hairbrush that once belonged to his mistress, Evangeline Dahlinger?

Prospective visitors can contact Don Passardi to arrange a visit. **OC**

**Gasoline Alley Automotive Museum
Stafford Springs, CT
860-684-2675
dppassardi@gmail.com**



This 1964 Amphicar is a good candidate for a high-end restoration, but it still sold for \$47,300 in No. 4 condition at the Mecum Kansas City Auction.

Mecum finishes strong with big K.C. sale

by Chad Ehrlich reporting

KANSAS CITY — Kansas City is the last stop on Mecum's annual schedule and it's always a solid auction to close out the year. The December 2022 edition saw 701 vehicles cross the block, and Mecum reported a strong 74% sell-through rate. Sales for the weekend totaled \$14.9 million.

Surprisingly, the top 10 list was dominated by late-model specialty vehicles, with only the last four of the top 10 being classics. The top seller of the event was a 2022 Mercedes-Benz AMG SL63 convertible hammering at \$253,000. This was followed by one of the legendary 2018 Dodge Demons, this one with 1,000 miles, that sold for \$167,750. Vehicles from 2022 took the next several spots on the list with a Mustang Shelby GT500 Heritage Edition at \$159,500. A Sandblast Edition Dodge TRX was next at \$123,750. The fifth and sixth spots were both occupied by new Ford Broncos, each equipped with the Raptor package and selling for \$115,500 and \$105,600.

The rest of the top 10 list was comprised of cars we would expect to see in the top 10. A 1967 Chevelle SS hard-top sold for \$104,500, followed by a cool little car that is seldom seen, a 1953 Nash-Healey Le Mans Sport Roadster, hammering at \$96,800. The top 10 was rounded out by two classic American convertibles, a beautiful black 1963 Lincoln Continental and a stunning red 1957 Chevy Bel Air, both hammering at \$96,800.

There were two themed private collections that were all sold at no reserve. The first collection was the "Red C4 Corvette Collection." It consisted of 15 cars, many of which were low-mileage, and several of which were ZR-1 models. They were all sold individually at no reserve, and the collection brought in a total of \$354,200. The other collection was the "Stampede Collection" of eight late-model Mustangs and one Expedition Off Road Package Ford Econoline van. After the dust from the stampede had cleared, the collection sold for a total of \$236,500.

The Kansas City Auction proved again that the old car market is still strong. Sell-through rate was strong, and prices were solid. It was a good way for Mecum to wrap up the year.

1964 Amphicar

OC Price Guide condition #4. Sold for \$47,300. Amphicars have gotten extremely popular in recent years. This car did appear to have been treated to some upgrades and minor restoration work over the years. The interior looked good and had probably been redone at some point. It was advertised that the electrical system had been upgraded. The paint looked OK, but it would need to be repainted to be really nice. Under the hood looked original and used and would require, at minimum, clean-up work to look nice again. Overall, this little car could be used "as is" and it would be a ton of fun, or it would make a great candidate for a full restoration.

1979 Lincoln Mark V 'Bill Blass'

OC Price Guide #3. Sold for \$13,200. Mark V Lincolns are starting to show signs of appreciation, but the price

ranges have been all over. This car was a fairly rare, limited-edition Bill Blass model in two-tone navy blue and white, an attractive combination on these cars. This was a highly original car showing 61,000 miles. The paint appeared to be original and still presented very nicely. Most of the chrome and trim still looked good with the exception of a few dings and dents here and there that would be expected on an original car. The only thing that detracted from the exterior presentation were several chips in the strip that covered the break in the two-tone between the blue and white paint. The interior also appeared to be original and was still in nice, clean, original condition. This was a nice, desirable Bill Blass Edition that is sure to appreciate.



1967 Ford Pickup Truck F-250 Camper Special

OC Price Guide #3. Sold for \$28,600. The pickup market continues to be hot and it isn't just half-ton shortbeds anymore. This 1967 F-250 Camper Special was a nice truck that presented well. A clean, original truck that was treated to fresh repaint and a new seat. The Grabber Blue paint really stood out. Most of the trim appeared to be original and while still presentable, had signs of age. Aftermarket wheels were added to the truck as well. The interior had a new front seat that had been covered with a distressed-looking leather. The interior appeared to be otherwise original and still presentable, but it was obvious that its metal parts had not been repainted when the truck's exterior was resprayed. Overall, this was an attractive truck that stood out and the hammer price reflected that.



1950 Plymouth Deluxe 2d sedan

OC Price Guide #3. Sold for \$10,450. This was a nice, old Plymouth that looked good and proves that you don't have to get a second mortgage to have some fun in



the old car game. The light-blue paint looked nice with a bright shine. It had a few chips and scratches, but nothing that really stood out. The chrome looked good, but it was showing its age. The interior looked sharp in gray. A nice car that somebody took home without breaking the bank.

1982 Chevy Sport Van

OC Price Guide #3. Sold for \$15,950. Vans are starting to get popular again, and this was a great example of an original time capsule that screamed "1980s!" Original condition with nice paint that only showed a few rock chips on the front end. It was equipped with many of the essential van accessories for that era, including a bug deflector, outside sunvisor, back door ladder and luggage rack. The inside was just right, all the way down to the original shag carpet! This van looked great for its age and was a really cool prize for the money.



1964 Buick Riviera

OC Price Guide #3. Sold for \$29,700. Early Rivieras are starting to get the respect they deserve. These cars were a beautiful luxury coupe with truly ground-breaking styling. They were powered by the well-respected Buick V-8, and for 1964, the cubic inches had been raised to 425. This car appeared to have had a repaint. The body was straight and panel fit was good. Most of the chrome appeared to be original with some wear, but it still presented nicely. It was a very attractive car with blue paint and interior. The interior was well appointed since Rivieras came standard with bucket seats and a floor shifter. This was a sweet car that will surely give the new owner a lot of enjoyment.



1956 Ford F-600 truck

OC Price Guide #3. Sold for \$19,800. Over the years, larger trucks have commonly been shunned in favor of the typical and more easily



stored and driven short-bed half-tons. This 1956 F-600 looked great and was also equipped with Custom Cab trim. The red paint really stood out on this big work-horse. The flatbed had also been restored with nice paint and beautiful wood. The chrome did show some signs of age, but still shined nicely against the red. Powered by the Ford V-block V-8 engine. An attractive truck that shows that even the larger series trucks are generating a following.

1974 Pontiac Grand Prix

OC Price Guide #3. Sold for \$17,600. 1970s cars are continually getting more attention, and this highly original Grand Prix stood out. The brown paint didn't make it the flashiest Grand Prix ever built, but it was a very solid car showing 59,000 miles. Advertised as having one repaint. Good panel fit and nice chrome that showed a little age. Factory Rallye II wheels and Pontiac Historical Services documentation. Overall, a nice car that someone can really enjoy while the value goes up.



1955 Ford Crown Victoria

OC Price Guide #3. Sold for \$31,900. Very attractive



1955 Crown Victoria in the very-seldom-seen color combination of Regency Purple and Snowshoe White. The color combination was very attractive, especially with the way the stainless trim on a Crown Victoria breaks up the two-tone colors. A highly optioned car equipped with a 292 Y-block and an automatic transmission. Also included many highly sought-after appearance options, such as accessory bumper guards, continental kit, fender skirts and even an illuminated rear antenna base! This car definitely stood out, and the chances of parking next to another one in this color combination are pretty slim.

1955 Chevy Bel Air Beauville station wagon

OC Price Guide #3. Sold for \$50,600. This very



attractive 1955 Chevy Bel Air Beauville station wagon looked great in two-tone blue and beige. Bel Air wagons are fairly rare today, and this particular car was loaded with options and even included original paperwork. It was powered by an original 265 V-8 and an automatic. Equipped with desirable options such as factory radio, fender guards front and rear, power brakes, and even a tissue dispenser, plus aftermarket fender skirts. An older restoration with the expected minor paint issues from age. The chrome still looked nice, but it, too, was showing age.

1969 Chevy C-30 Longhorn NAPCO 4x4 conversion

OC Price Guide #2. Sold for \$66,000. Very rare NAPCO-converted 1969 Chevy C-30 Longhorn pickup. This truck was original purchased by a utility company. It had the Longhorn package with the



9-foot bed and had a NAPCO four-wheel-drive conversion. Powered by a small-block 302 Chevy engine and a manual transmission. Attractive in dark blue with blue interior, this pickup had been treated to a very high-quality restoration. Every inch had been gone over, and the restoration presented very well. The body was straight with very nice paint, restored to original condition, all the way down to the blue hubcaps. A great-looking truck that really stopped people in their tracks, and the price reflected that.

1957 Studebaker Provincial station wagon

OC Price Guide #3. Sold at \$18,700. The 1957 Studebaker wagon is not a common sight, and this example looked good in two-tone teal and turquoise. It appeared to have an older restoration that still looked good, but with scratches and other blemishes. However, the paint retained its shine. The chrome appeared to be mostly original with some scratches and pits. Nice interior. Powered

by a Studebaker V-8 backed by a three-speed manual transmission. Cool-looking car that you don't see very often, and a bargain long roof when compared to the 1955 Chevy Beauville at this sale!



1966 Oldsmobile Toronado

OC Price Guide #3. Sold at \$29,700. An attractive first-year Toronadot hat stood out with red paint and red interior. Advertised as having had one repaint. The paint and body had good finish and panel fit. The chrome showed signs of age with some scratches and pits. The interior appeared to be original with signs of wear in high-use areas, such as the driver's seat. Powered by an original 425 engine with, of course, the Toronado's signature front-wheel drive. These cars are often overlooked, and some people considered their design almost too much for time. However, these cars do seem to finally be getting the prices they deserve, at last on occasion, including at this sale.



1963 Lincoln Continental convertible

OC Price Guide #3, Sold at \$96,800. Very nice build on a very popular suicide-door Lincoln convertible. This 1963 had been done in classic black on black. It was powered by what appeared to be the original drivetrain with the big Lincoln V-8 under the hood. An extensive restoration had been completed in 2019. The car was equipped with all of the Lincoln options, including power seat and windows. It had been upgraded to four-wheel disc brakes and fitted with custom wheels that resembled the original Lincoln wheel covers. The wheels actually rotated around floating centers so the words "Lincoln Continental" were always upright! This was a nice-looking car that looked like it should, plus it had some upgrades for driveability.



1956 Chrysler New Yorker St. Regis

OC Price Guide #3. Sold at \$33,000. Attractive hard-top Chrysler in factory colors of Canyon Tan and Platinum, which almost looked pink and white at a glance. Powered by the 331 Hemi that Chrysler utilized throughout the 1950s. Optioned with power steering and brakes. The trim was nice, but there were still a few dings and dents in the moldings here and there. It was nicely detailed and presented very well. The almost paper-thin horn ring, one of the hardest pieces to find for this year of Chrysler, was also in good condition and not broken! Sweet-looking car that really defined its era with great colors and flashy chrome.



2018 Dodge Challenger Demon

OC Price Guide #1. Sold at \$167,750. The Dodge Challenger Demon has become an instant collectible. These cars have continued to go up in value since the day they were released. The Demon made a huge splash with a very impressive introductory marketing campaign, a limited-production run, an 840-hp Hemi and elapsed times that were so fast right off of the showroom floor that the NHRA banned them for being too fast for the current rule book! And this popularity continues today for these special cars. This particular Demon had just over 1,000 miles and was one of just 97 Demons finished in its very attractive Indigo Blue color. It also included its original "Demon Crate," which came with accessories such as the skinny front tires for drag racing. The future looks bright for these late-model collectibles, but no one knows for sure where the value will go. For now, these special cars continue to generate a lot of attention.



Auction Express



Contemplating Crosley



A boattail Crosley just isn't something one sees every day, but the customized 1947 shown here does match up with what might loosely be described as Crosley's philosophy.

I've liked Crosleys for a long time, and although I'm not actively hunting for one, I can't resist looking at any example with a "for sale" sign. That explains how the boattail Crosley caught my attention in the Hershey flea market a number of years ago, and why several of us stood around it and scratched our heads.

The builder had stopped with plenty of work left to do, but he'd obviously thought the project out well and determined that a hood from the 1940s could serve as a passable boat-tail when carefully mounted at rear. A wood bulkhead was installed behind the seats at the wide end of the former hood, a removable roof was included and — oddly enough — the car also had a trailer hitch. It was intriguing,

and I talked myself out of it only with the fact that I'd be finishing a project that someone else had begun.

I've never seen the car again and I have no idea as to its fate, but despite my being a purist who's generally uninterested in such customs, this one did and still does appeal to me. That's probably because its modifications make sense on a Crosley, given that Powel Crosley perfectly exemplified the cliché about thinking outside of the box.

Crosley's compact cars

Powel Crosley's practical-minded approach to cars led him to introduce a truly compact model for 1939 at a very affordable \$325. That translates to a ridiculously cheap \$6,838 today, but for a better perspective, the lowest-priced Ford in 1939 cost \$640 and the lowest-priced Chevy was \$628. Crosley was able to pull that off by offering genuinely minimalist transportation: a convertible powered by an air-cooled Waukesha twin whose

12-hp output was ample for a half-ton car on an 80-inch wheelbase.

It was "the car of tomorrow," according to ads urging potential customers to see it at "the Crosley Building at the N.Y. World's Fair." No doubt its tiny size was a shock to at least some of those who saw it at the World's Fair or elsewhere, but with just more than 2,000 cars sold by December of that year, Crosley proved that there was a market for practicality, even if it was as tiny as the car. The range expanded and by World War II, Crosley's unconventional thinking produced a sedan delivery called the Parkway Delivery, a pickup, a panel, a wood-bodied station wagon, a Covered Wagon wearing a full-length canvas covering and a closed, steel-roof sedan known as the Liberty.

Model names such as "Covered Wagon" and "Liberty" were unconventional, as was a 1940 brochure promising — accurately — that "you will have the surprise of your life when you sit

in this Crosley Car with three other people and see how roomy it is. This roominess, of course, is to be expected because Powel Crosley, Jr., is 6'4" in height and weighs over 200 pounds."

As someone almost as tall as Powel Crosley, I can confirm the claim of "roominess," and I understand why the ad doesn't mention getting in and out of the car.

World War II halted production of civilian vehicles, but Crosley managed to get its share of defense contracts. One of them was for a water-cooled overhead-cam four — clearly an unusual configuration for an American engine of the time — pushed far out of the mainstream by being constructed of copper-brazed sheet metal. Known as the CoBra, it powered the completely new post-war Crosley line and soon became a horror story for its frequent failures. Crosley responded with a drop-in replacement called the CIBA for its everyday Cast Iron Block Assembly.

Crosley went on with improvements and freshened styling, through

it all adding variations such as a cab-and-chassis, a \$799 Sport Utility ("America's lowest-priced car. Removable fabric top and sides. Removable rear seat") that was the conceptual descendant of the prewar Covered Wagon and, most notably, the Hotshot.

Billed as "America's own sports car," the 1949 Crosley Hotshot would "collect a crowd on Main Street or at the club," but the fascinating part about it is that it came from Crosley. Granted that Crosleys are generally likable cars in spite of (or because of) their quirks, and have a deservedly devoted following, it's hard to imagine just where the Hotshot fit in with the rest of them. After all, it was "light, fast, economical. For those who want to participate in track racing, road racing or hill climbing competitions, the engine may be souped up to as high as 12 or 14 to 1 compression ratio." Its CIBA engine was "the only light, high-speed, high compression, racing type engine built in quantity in this country."

If the Hotshot's slot in the Crosley line was less than clear, the Farm-O-

Road was at once even more surprising, and a better match. Introduced in 1950, it was a purely utilitarian vehicle that looked nothing like any other Crosley. In fact, the unknowing might have mistaken it for a contemporary Jeep despite its lack of four-wheel drive and its really small 63-inch wheelbase.

Compacts: Discussed, not purchased

In the end, none of it mattered. If Powel Crosley had proven anything, it was the simple fact that ultra-practical cars were talked about more than they were purchased. The market just wasn't there, and that explained why he was out of the automobile business after 1952. He did, however, have something of a last laugh as the CIBA engine went on to other uses, including inboard and outboard marine powerplants, while the Farm-O-Road only seemed to disappear with the company. Instead, it returned in 1959 as the Crofton Bug and with modifications and upgrades, it remained available into 1963. **OC**



With cut-down doors and missing its roof, this 1947 Crosley seems to be someone's attempt at a homemade convertible, but a rear view shows that its builder put some thought into it. Instead of building a convertible, he chose to make it a boattail.

Phantom MUSTANG Found



Digging into the rotary-powered Mustang urban myth

STORY AND PHOTOS BY AL ROGERS

Among all of the gleaming cars at the National Automobile and Truck Museum (NATMUS) in Auburn, Ind., there's a little 1965 Mustang 2+2 that might appear to be "just another red Mustang." Even *I* looked past the unique car the first few times I scoped out the museum, and I have been active and in the Mustang community for 40 years and was once a Ford corporate employee. In my years of travels, I have seen Mustang prototypes and one-of-a-kinds, some of which have been kept hidden from public view for decades. Yet this red Mustang at NATMUS remained right under my nose until something about it caught my eye during a visit in 2021.

That year, during one of my regular visits to NATMUS in search of story subjects, I decided to change things up by starting at the rear of the gallery and working my way toward

the front. While scanning the automobiles, my eyes locked on the uniquely different front fender emblems on the red Mustang fastback that I'd glanced

over so many times before. Even from afar, I could tell the car's "RC2-60" emblems were unlike any I'd ever seen. Most other passersby had probably



This 1965 Mustang 2+2 was purchased used in 1970 from Dockery Ford in Morristown, N.J. The Curtiss-Wright employee parking sticker also remains on the back bumper.

done exactly what I had done on earlier visits and scanned past the unique emblems since they are the same size and general shape of the “V-8” emblems they replace on a production Mustang.

Upon approaching the Mustang, I noticed weathered “Curtiss-Wright” parking stickers on the front and rear bumpers, indicating it was a one-time employee or company car and making me further wonder what I had stumbled upon.

In the past, I’ve taken part in the automotive archaeology of one-of-a-kind Mustangs and Shelsbys, and there were too many unique items on this Mustang to ignore. It was time to dig deeper, study the clues and look at the evidence that lied within this unique automobile.

The front of the Mustang seemed to be higher than normal. I walked up to the front of the car and raised its hood, only to find an engine bay minus the power plant. Even though the Mustang was void of an engine, I could tell this engine compartment was unlike any other I’d ever seen on a Mustang. The car had an unusually thin radiator with heavy-duty steel brackets that were unlike those on a factory Mustang. The compartment also had a large metal container resembling an oil or water cooler mounted in front of the shock tower on the driver’s side, and like the front and rear bumpers, the passenger side shock tower had a Curtiss-Wright decal. This decal read, “Rotating Combustion Engine — A New Shape in Power.”

A stalled Wankel

I put the Mustang’s hood down and sought out Don Monesmith, NATMUS’ Youth and Adult Volunteers Coordinator. Monesmith oversees the volunteers who help him maintain the museum’s collection of 175 automobiles.

Monesmith said a museum benefactor by the name of Steve Estes had donated the red ’65 Mustang to NATMUS back in 2005, and that it’s powered by an unusual RC2-60 Wankel rotary engine, but the Mustang was not road-worthy when the museum received it. The rotary engine in the Mustang would start up, but then it would stop running.

John Taller, a volunteer at NATMUS who heads the museum’s engine maintenance and rebuild department, along with one of the youth volunteers, pulled the engine in 2019 with the idea of rebuilding it. Once the rotary engine was out of the Mustang, they ran into issues with damaged O-rings and other one-of-a-kind components.

I asked Monesmith if NATMUS still had the engine and he said, “Yes, it’s in our engine room. Follow me and I’ll take you there.”

When we walked into the engine room, Monesmith pointed to the back where I saw the entire Curtiss-Wright rotary engine and its components strategically spread on shelves and a work bench. Monesmith pointed to several O-rings on the work bench and mentioned he’d never seen a Teflon-and-silicone O-ring like the ones in the rotary engine. A search to find replacements or a company to produce them had been a major issue with reassembling the engine. To date, they had not found replacements or a company to produce them.

The following week, John Taller directed me to the NATMUS engine room and walked me through the RC2-60 rotary engine disassembly process. As Monesmith explained earlier, Taller had discovered issues with the rotary engine.



TOP: One of three Curtiss-Wright employee stickers still on the Mustang from its real-world use and testing following the rotary engine conversion.

MIDDLE: From the back, there’s no clue that the rakish Mustang 2+2 fastback holds a unique powerplant.

BOTTOM: “RC2-60” badges for the rotary powerplant replaced the Mustang’s original 289 badges on the front fenders.



A series of gauges were mounted below the instrument panel to monitor the rotary engine's functions during testing.

It would start up, run briefly, then shut down. During the engine tear down, Taller noticed the Apex seals had been overtaken by carbon and collapsed. But the major issues were the damaged O-rings and worn main bearings. These components were one-of-a-kind experimental parts, and he said finding replacements has been impossible. This lack of available replacement parts had derailed the engine rebuild and presented a major setback to getting the Mustang running again.

An experienced electrical engineer, Taller has spent his career specializing in mechanical practices and manufacturing operations. For more than a decade of that time, he's successfully worked with several private companies to find unique and rare parts for special or unique automobiles. Unfortunately,

none of his contacts could produce an O-ring that would work as a replacement for the Curtiss-Wright original. He continues to search for replacements, reaching out to manufacturers in hopes of finding replacement O-rings for the rotary engine.

As Taller explained the challenges of the rotary Mustang project, something inside me said this car is an important part of automobile and Mustang history. The passion that Taller and Monesmith have for this project greatly inspired me. Even with all the roadblocks and obstacles, Taller continues his mission to see the '65 Mustang up and running with its RC2-60 Wankel rotary engine. He's determined to one day drive it in downtown Auburn. Wanting to see the RC2-60-engined

Mustang drive under its own power influenced me to get involved in the project and start the fact-finding journey with him and the NATMUS team.

It also helps that NATMUS is a dynamic museum. The collection is diverse and not just one person's dream. There's also a team approach involving adult and youth volunteers who work together to learn, mentor and educate each other, a process unlike anything else I have seen within the automotive industry or community. Simply put, NATMUS has a system that stresses hands-on learning through mentoring and team work. It's a proven model for success.

Installing a Wankel in a Mustang

Under the leadership of William "Bill" Figart, manager of advanced programs at Curtiss-Wright and founder of RPI (Rotary Power International), the Wankel rotary engine Mustang project was developed. According to sources, Curtiss-Wright purchased a red 1965 Mustang 2+2 fastback from Dockery Ford in Morristown, N.J., in 1970 for the purpose of replacing the car's factory-installed 289-cid V-8 engine with the RC2-60 rotary engine. A team of Curtiss-Wright engineers helped with the rotary engine conversion. The project was done off-site at a private automotive body shop belonging to the father of one of the engineers. It's fair to say the engine swap was small scale by today's standards.

Apparently Curtiss-Wright didn't have the facilities nor the resources of an automotive manufacturer and the installation was relatively crude. How-



Close-up view of the gauges under the instrument panel, and the Curtiss-Wright decal above them.



The rotary engine in the engine compartment of the 1965 Mustang. It has since been pulled from the Mustang for a rebuild that has stalled.



**HELPING KEEP
FORD MUSTANGS
ON THE ROAD SINCE 1969**

CALL 800-854-0393 TO ORDER OR VISIT LARRYSTBIRD.COM



The unique spark plug used in the rotary engine is a Champion unit marked "365-4."

ever, it demonstrated that the team's engineering knowledge and expertise could adapt and rise to the challenge of installing an aircraft engine into a Ford Mustang, and make it perform much like a factory-built 289-cid V-8-powered production car.

The RC2-60 twin rotor engine was mated to the Mustang's stock torque converter and Cruise-O-Matic transmission with no adjustment for the rotary engine's different characteristics. A Rochester two-barrel carburetor from a Buick 401-cid V-8 was used, and the exhaust from the rotary engine's peripheral exhaust ports was routed into the Mustang's original single exhaust system.

The RC2-60 was a light engine, weighing 237 pounds, including the alternator and other accessories — significantly lighter than the approximately 600-lb. 289-cid V-8. The RC2-60 was also more compact than the 289-cid V-8, and when installed, there was a 15-inch gap between the fan and the radiator with a plastic shroud installed to bridge the large space. The power output for the rotary engine was 185 bhp compared to 200 bhp for the 289-cid V-8 engine it replaced.

The interior of the Mustang also has a few clues that it's not a factory-stock Mustang. Starting with a sheet-metal panel installed below the dash on the passenger side for accessory gauges, there are two gauges recording pyrometers. Additionally, there's a small knob under the driver's side of the instrument panel that controlled which of several pickups were to be monitored. These gauges were installed to record the performance, durability and overall

operation of the RC2-60 rotary engine during real-world driving. There's also a "Curtiss-Wright Rotating Combustion Engine — A New Shape in Power" decal on the instrument panel that's identical to the one on the passenger side shock tower. Except for the gauge panel, knob on the driver's side and decal, the interior is all Mustang.

Why a Wankel?

It's not clear if Curtiss-Wright intended to get into the automobile industry. This '65 Mustang served as a platform for its research center and to likely license its technology. I've discussed the rotary-powered '65 Mustang with retired Ford Motor Co. (FoMoCo) power train engineers, some of whom mentioned how the 289-cid V-8 engine had been in high demand during the 1960s. Back in the '60s and '70s, the company stretched itself thin by offering its small-block engine (initially the 289, then the 302) in just about every Ford and Mercury model. The engineers indicated the company was looking at alternative small-displacement engines to power their automobiles. It was also known within FoMoCo that emission standards were going to get tighter, and rumors of an oil embargo were on the horizon. Being a major manufacturer of aircraft engines, it's possible the management team at Curtiss-Wright looked at the demand that the government and the buying public was putting on the automobile industry for small-displacement, energy-efficient engines with low emissions, and tested whether it could produce a small-displacement rotary engine for automotive use in cars such as the Mustang. If successful, the RC2-60 engine might entice Ford or other American automobile manufacturers to use the engine. However, the project doesn't seem to have gotten farther than the Mustang inside NATMUS.

NATMUS' RC2-60 Wankel rotary engine-powered Mustang was last registered by Curtiss-Wright in 1973. The company sold the rotary branch and license to John Deere in February 1984. During the transaction, Jim Barricella, owner of Mazda 17 — an Upper Saddle River, N.J., automobile dealership — purchased it and added it to his automobile collection where it was displayed for several years.

It's believed that during the acquisition process, Barricella (or someone from his organization) requested an endorsement for the Curtiss-Wright Mustang, and William Figart obliged by signing the glove box door.

Back in 1971, William "Bill" Figart had given an interview to the *New York Times* in which he discussed the Curtiss-Wright RC2-60-powered Mustang and how the company had an interest in possibly providing rotary engines to automobile manufacturers. He personally used the '65 Mustang as his company car. This explains the Curtiss-Wright-issued stickers on the car's bumpers.

During his career at Curtiss-Wright, John Deere and RPI, Figart consulted on rotary engine programs for NASA and the U.S. military. He remains a major presence within the rotary engine community, although he's since retired and living in New Jersey.

The rotary Mustang's future

Under the leadership of John Taller, NATMUS intends to rebuild the Curtiss-Wright RC2-60 rotary engine and reinstall it into the 1965 Mustang with the purpose of making it safe, drivable and road-worthy. However, generating the resources to complete the Mustang project has been challenging.

A fund for donations for this project has been set up at NATMUS with all money going directly into a dedicated account for the rotary-powered 1965 Mustang. (Contact Dave Yarde at NATMUS with questions: info@natmus.org or 260-925-9100.)

Old Cars intends to follow the Curtiss-Wright RC2-60 engine rebuild process. Research and fact finding also continues for this historic Mustang. Stay tuned for the latest developments when this project gains traction.

Epilogue

When I began researching this unique car, some of my contacts within the Mustang community said that, during the 1970s, they'd heard about a rotary-powered '65 Mustang. Those contacts referred to it as the "Phantom Mustang," as not one of them had ever seen the car in person. They thought it was just an urban myth. We're here to say it exists and resides at NATMUS in Auburn, Ind., and is a phantom no more. **OC**

Old Cars Calendar

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

SHOWS

ARKANSAS

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

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

CALIFORNIA

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

Apr 21-23 CA, La Jolla. 17th Annual La Jolla Concours d'Elegance. www.lajollaconcours.com

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

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

CONNECTICUT

May 21 CT, Litchfield. Car, bike and truck show located at the Litchfield High School- Constitution Way. 9am to 2pm. Gary 860-797-1563.

GEORGIA

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

ILLINOIS

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

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

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

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

Apr 29 IL, Farmington. 1st Annual Car Show. Farmington United Methodist Church. 1-4pm. Registration \$25.585-398-2626, www.farmingtonumc.com/

May 7 IL, Sauget. 54th Annual Swap Meet and Garage Sale. 6am-4pm. GCS Credit Union Ballpark. 314-830-0873, www.stlmotoclub.org. Model T Ford Club of Greater St. Louis.

INDIANA

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

IOWA

May 13 IA, Central City. 47th Annual Swap Meet & Marketplace. Linn County Fairgrounds. 8am-4pm. Edd Carlson 319-854-6240, www.hawkamodellclub.org

KANSAS

May 6 KS, McPherson. 23rd Annual McPherson College CARS Club Motoring Festival. www.mcpherson.edu/autorestitution/cars/registration



We're Back.....
Celebrating 60 Years of The
"Original" Easter Concours
d'Elegance in Forest Park
St. Louis, MO

April 9th, 2023...Upper Muny Parking Lot...
Free to the viewing public...Car Show
registration can be found at
www.hccmo.com

This event is open to all historic vehicles 25 years or older...no street rods or customs...only OEM original or restored to OEM vehicles...Judged Vehicles must be Pre-Registered...no Day of Show Judged Vehicles.

The Horseless Carriage Club of MO, Inc.

ROLLING ANTIQUER'S OLD CAR CLUB
★★★★★ 56TH ANNUAL ★★★★★

Auto Show

CAR PARTS, ANTIQUES & COLLECTIBLES MARKET
Chenango County Fairgrounds, Norwich, NY
MEMORIAL DAY WEEKEND 2023

Sat., May 27th Muscle Cars & Street Rods
Sun., May 28th Antique & Classic Cars

Motorcycles • Military Vehicles • Antique Engines
Food & Beverages • DJ Music Service • Free Shuttle Bus

Open Daily 8 am - 5 pm • General Admission \$10
Children under 12 free - No pets No refunds.

MUSCLE CARS (2018 & OLDER): 607-226-4919
ANTIQUE AUTOS (1998 & OLDER): 607-336-2277
CAR PARTS & CORRAL/ANTIQUE ENGINE DISPLAY: 607-895-5424
ANTIQUE & COLLECTIBLES: 607-334-5038

Pre-Show Registration due by May 1, 2023
Show Forms at www.raocc.org

KENTUCKY

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

MARYLAND

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

MICHIGAN

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

May 13 MI, Hickory Corners. Vintage Boat Show & Travel Trailer Rally. Combined show featuring classic boats, travel trailers and RVs. Gilmore Car

**The Gopher State Chapter,
Buick Club of America
will host its 36th Annual**

SPRING EXTRAVAGANZA

**CAR SHOW
& SWAP MEET**

on **Sunday, May 7, 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 vehicles 2005 & older, plus any year Buick, are 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

Calendar

Museum. www.GilmoreCarMuseum.org, call (269) 671-5089 or email info@gilmorecamuseum.org.

May 20 MI, Hickory Corners. Congress of Motorcars, Family Day, and Dollar Hot Dogs. Pre-1942 gas, steam, & electric cars. Gilmore Car Museum. www.GilmoreCarMuseum.org, 269-671-5089 or email info@gilmorecamuseum.org.

May 20 MI, Kalamazoo. Kalamazoo Spring Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. www.uniqueeventsshow.com/shows-1/kalamazoo-antique-%26-collectible-toy-show--

MISSOURI

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

NEW JERSEY

Apr 2 NJ, Pompton Lakes. 25th Anniversary Metro Petro Show. Elks Lodge. 8am-1pm, 201-493-7172

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

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

NEW YORK

Mar 18 NY, Peconic. 8am to 2pm, Car Parts and Auto Related Collectables Swap Meet, Southold Recreation Center. Sponsored by the Peconic Bay Region/AACA, 631-208-6725, charliede-sign@aol.com

Apr 23 NY, Monroville. The Fabulous 50s&60s Nostalgia Car Club annual Car Show. 9am-3pm, The Maples, 10 Ryerson Ave. Frank 631-402-2798, Dan 631-631-672-6182, Arthur 631-463-4983

NORTH CAROLINA

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

OKLAHOMA

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

PENNSYLVANIA

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

Apr 19-23 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

TENNESSEE

Apr 23 TN, Savannah. 16th Annual Hardin County

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

TEXAS

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

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

WASHINGTON

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

WISCONSIN

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

Mar 12 WI, Waukesha. Brew City Advertising Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshow.com/shows-1/scale-auto-hobby-%26-toy-show-

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

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

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

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

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

AUCTIONS

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

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

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

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

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

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

APRIL

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

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

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

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

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

Apr 22-23 UK, Stafford. The Spring Sale, UK Motorcycles. [bonhams.com](http://www.bonhams.com)

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

JUNE

Jun 2-3 MN, Winona. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com



SHOW US YOUR WHEELS!!

Got a cool car? The editors at Old Cars want to see it! E-mail us a photo, 1 MB or larger, at oldcars@aimmedia.com.



NEW AND IMPROVED! ★ FASTER ★ EASIER ★ MORE CONVENIENT THAN EVER!

If it's car related, find it on Old Cars Classified Marketplace.

LOOKING FOR YOUR DREAM RIDE?

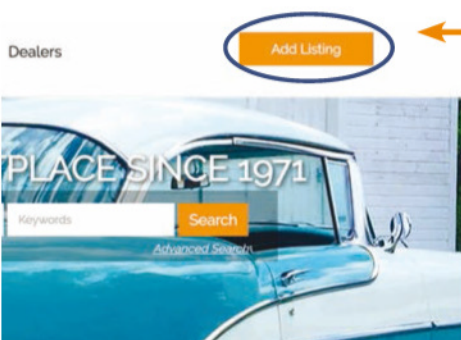
HAVE PARTS TO SELL?

NEED THAT SPECIAL PIECE TO FINISH YOUR RIDE?

CHECK OUT OLD CARS CLASSIFIED MARKETPLACE

Your one-stop classic car marketplace since 1971

Sell quickly and conveniently! Reach the largest audience of qualified buyers through Print and Online advertising. The Old Cars Classified Marketplace enables you to create and manage ads from the comfort and safety of your digital device. A variety of convenient packages are available!



Visit:
www.oldcarsweekly.com
and click on Marketplace.

- Click on **"Add Listing"**
- Easily create an account
- Choose your package
- Add your ad information

It's that easy!

CHOOSE YOUR PACKAGE

ONLINE ONLY LISTING

1 month online: Online ad includes up to 10 photos, link to your website and video. **\$15.00**

1X1 PRINT AD LISTING

1 month online + 1 print issue ad: Online ad + print ad. Print ad includes 250 characters. An additional charge of \$0.06 for each additional character over..... **\$20.00**

1X1 PRINT AD LISTING W/PRINT PHOTO

1 month online + 1 print issue w/photo: Online + print ad with 1 photo and 250 characters. An additional charge of \$0.06 for each additional character over..... **\$33.00**

2X2 PRINT AD LISTING

2 months online + 2 print issues ad: Online ad + print ad. Print ad includes 250 characters. An additional charge of \$0.06 for each additional character over..... **\$32.00**

2X2 PRINT AD LISTING W/PRINT PHOTO

2 months online + 2 print issues w/photo: Online + print ad with 1 photo and 250 characters. An additional charge of \$0.06 for each additional character over. **\$48.00**

4X4 PRINT AD LISTING

4 months online + 4 print issues ad: Online ad + print ad. Print ad includes 250 characters. An additional charge of \$0.06 for each additional character over..... **\$55.00**

4X4 PRINT AD LISTING W/PRINT PHOTO

4 months online + 4 print issues w/photo: Online ad + print ad with 1 photo and 250 characters. An additional charge of \$0.06 for each additional character over. **\$80.00**

9000 AMC-NASH CARS FOR SALE

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

9010 ANTIQUE CARS TO 1948 FOR SALE

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

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

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

9015 ANTIQUE CARS 1949-1966 FOR SALE

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

9030 ANTIQUE PARTS



BATTLESHIP LINOLEUM
for runnings 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

9045 AUBURN

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

9070 BOOKS & LITERATURE FOR SALE

Estate Sale: Collector car magazines from 1974-2022. Most great condition. Sold in groups only: Car Collectors & Car Classics; Cars and Parts; Classic Cars; Old Cars; and misc. publications from 1940s. Pick up Milwaukee area. Leave message at 262-251-4145 or email lemekdave251@gmail.com. oc3297

Original sales literature,
owner's manuals and shop
manuals. US and Imports.
Very good to mint condition.
Mainly 1935-2010.
Press Kits late 80's-2003
580-430-1341

PJ'S AUTO LITERATURE HUGE SELECTION

BROCHURES, MANUALS BUY SELL
TRADE REASONABLE PRICES
PH: 319-345-6760
E-mail: pjsautolot@aol.com

9080 BUICK CARS FOR SALE

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

9090 CADILLAC-LASALLE CARS FOR SALE



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

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

countryclassiccars.com



1940 Cadillac Series 60 Fleetwood.
Dressed in a two-tone dark silver over black fenders covering a all grey interior. Powered by the 346ci V8 engine mated to a 3-speed manual transmission.
\$29,950.00

(618) 635-7056

countryclassiccars.com



1937 Cadillac Series 60 4-Door sedan
dressed in all black with chrome accents. dual spot lights and dual fender mounted spare tires. Powered by the flathead V8 and mated to a floor shift 3-speed transmission.
\$23,500.00

(618) 635-7056

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

877-356-2365

alex@beverlyhillscarclub.com

WANTED CADILLAC

Any Cadillac From
1902 Thru 1960

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

**GULLWING
Motor Cars, Inc.**
Tel: 1-800-452-9910

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

9092 CADILLAC-LASALLE PARTS FOR SALE



"Serving Cadillac - LaSalle
Enthusiasts Worldwide" for over
20 years

**CADILLAC &
OTHER GM**
Speedometer
Windshield
Washer Pump
Wiper Motor
Repair

Our top notch technician, with
35 years experience can restore
these vital components of your
car to like new condition.

Call for details
PH: 913.722.0707 • Fax: 913.722.1166
www.mcveys.com

**WHEN
PLACING
YOUR
CLASSIFIED
AD AT**
www.oldcarsweekly.com,
please include
your contact
information.

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

Jenkins Interiors

P.O. Box 1509, 102 Chestnut St.
N. Wilkesboro, NC 28659
music_man_jetliner@yahoo.com
www.jenkins-interiors.com



336.902.0717
336.667.4282



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

9120 CHEVELLE-NOVA CARS

countryclassiccars.com



1969 Chevrolet Chevelle SS396.
Dressed in a dark green with chrome accents covering a green interior. Under the hood this beast is powered by the big block 396 V8 engine mated to a proper 4-speed manual transmission.
\$39,500.00

(618) 635-7056

9130 CHEVROLET CARS FOR SALE

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

countryclassiccars.com



1957 Chevrolet Bel Air Street rod.
This is dressed in a patina bronze with excellent chrome and stainless accents all around. The car is powered by a small block chevy V8 engine mated to an automatic transmission.
\$27,500.00

(618) 635-7056

countryclassiccars.com



1951 Chevrolet Styleline custom 4 door
dressed in an eye-catching two-tone pink and grey. This is powered by the original inline 6 cylinder engine mated to a manual 3-speed column shift transmission.
\$18,250.00

(618) 635-7056

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

9131 CHEVROLET CARS WANTED

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

9167 CORD

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

WANTED CORD

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

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.

Tel: 1-800-452-9910

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

9180 CORVETTE CARS

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

WANTED: CORVETTES 1953-1969, will pick up from anywhere in the USA, top price paid in any condition please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039379

WANTED CORVETTE

1953-1994

Beverly Hills CAR CLUB

FINDER'S FEE PAID Any Condition Top Prices Paid Will Pick Up From Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED CORVETTE

Any Corvette from 1953 Thru 1972

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.

Tel: 1-800-452-9910

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

9190 DODGE-DESOTO CARS FOR SALE

countryclassiccars.com



1948 Desoto S11 4 Door Sedan, dressed in a new green paint, powered by the 236.7ci inline 6-cylinder engine mated to a 3-speed manual transmission.
\$19,950.00

(618) 635-7056

9208 DUESENBERG CARS

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

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

WANTED DUESENBERG

Any Year, Any Model, Any Condition

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.

Tel: 1-800-452-9910

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

9210 EDSEL CARS

EDSEL ENTHUSIASTS

Join the original
Edsel Owners Club, formed 1967.
6 issues of The Big E plus color calendar, local chapters, annual convention.

Contact
Lois Roth 503-492-0878, OR.
Or email: lois_roth97030@msn.com

9218 FINANCING

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

9230 FORD CARS FOR SALE

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

countryclassiccars.com



1921 Ford model T roadster pickup, older restored truck is powered by a 20 horsepower inline-four engine and paired to a two-speed planetary gear manual transmission.
\$17,250.00

(618) 635-7056

INTERNATIONAL FORD RETRACTABLE CLUB

52ND IFRC NATIONAL CONVENTION
JULY 17-21, 2023
OASIS HOTEL & CONVENTION CENTER
SPRINGFIELD, MISSOURI 65803

I.F.R.C. OFFICE
6059 DARBY RD.
CICERO, NY 13039-9050
315-877-6553

Annual dues: U.S. \$43
Canada \$55
Outside U.S. \$80

www.skyliner.org

9232 FORD CAR PARTS FOR SALE

FOR SALE: 1957 T-Bird Body Shell-No Doors, No Hood, No Trunk, California Car Rust Free Body \$12,000.00 Call: 626-241-7686 oc3299

FORD PARTS

1909-1948
gaslightauto.com
800.242.6491

America's Convertible & Interior Headquarters



- Convertible Top Cylinders
- Top Motor, Latches
- Hose Set and Much More!

Hydro-E-Lectric
941-639-0437
www.hydroe.com

Reproduction Parts For Early V8 Fords


1932-1948 Cars
1932-1947 Pickups



Joe's Antique Auto Parts
Shop from our secure website.
www.joesantiqueauto.com
508-278-3980

Joe's Fast Friendly Service & prompt shipping!

THE ULTIMATE SUPERCHARGER KIT FOR FLATHEAD FORDS!



Single, Dual or 4 Carb Setups!

Pricing & Instructions **AVAILABLE ONLINE!**
www.tr-designs.com
or call 805-644-8899

9250 GTO CARS

WANTED: PONTIAC from 1964 to 1970, GTO, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970643

9270 JAGUAR CARS

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

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

WANTED JAGUAR

All XKE, E-Types, XK 120, 140, 150, MK IV & V, SSK, SS1, SS100, Coupes, Convertibles and Roadsters



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED JAGUAR

SS-1, SS100, MK IV, MK V, XKE-I, II, III, XK120, XK140 & XK150

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

9300 LINCOLN CARS FOR SALE

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

9310 MG CARS

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

WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8177198

Connect with us for the latest old car news.

facebook

Become a fan Old Cars Weekly

twitter

Follow OldCarsWeekly

9320 MERCEDES CARS

WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039402

WANTED MERCEDES-BENZ

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

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.

Please Call Peter Kumar

1-800-452-9910

Email: PeterKumar@gullwingmotorcars.com
GullwingMotorCars.com

WANTED MERCEDES BENZ

190SL, 280SL, 230SL, 220A, 280SE, 220SE 250SL, 300S, 300 Gullwing, 300SL 170, 220SE Coupes and Cabriolets; 300 Series Coupes, Convertibles & Sedans; 500K and 540K



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

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

9330 MERCURY CARS FOR SALE

Join the Int'l Mercury Owner's Assoc. Quarterly 56-page Quicksilver magazine. Free classifieds. Take part in our active online forums & more! Annual dues \$45 US \$50 Canada & \$55 International.

IMOA

PO Box 1245, Dept OCV

Northbrook, IL 60065-1245

Jerry Robbin 847-997-8624

Info@mercuryclub.com • www.mercuryclub.com

Visit our Facebook page.

countryclassiccars.com



1954 Mercury Monterey 2 Door Hard Top, dressed in red with a white hard top and features the original y-block V8 engine that is mated to a 3 speed manual transmission with overdrive.
\$25,250.00

(618) 635-7056

Specializing in Pre-70 Ford & Mercury

BIG Largest Selection Anywhere One-Stop Shopping

AUTOMOTIVE
COLLECTOR
CAR DISMANTLER

271 N. 7th St.

Williams, CA 95987

http://www.bigauto.com

e-mail: bigauto@colusanet.com

530-473-2225

FAX: 530-473-5999

Credit Cards Accepted

9357 MULTI MAKE PARTS

WIRING HARNESSSES: Authentic reproductions thru 1954 (wire, terminals, construction braiding) all with complete installation listing. All vehicles except: Ford, Lincoln, Mercury. Also selling wiring supplies, braiding service.

www.harnessesunlimited.com
Catalog: Harnesses Unlimited, PO Box 435, Wayne, PA 19087.

9360 MUSTANG CARS FOR SALE

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

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

9361 MUSTANG CARS WANTED

WANTED MUSTANG

1964-1973
Coups, Convertibles & Fastbacks



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED MUSTANG

1964-70 Convertibles & Fastback and all Sheldys

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

9370 OLDSMOBILE CARS FOR SALE

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

9380 PACKARD CARS FOR SALE

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

9405 PIERCE ARROW

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

9412 PLYMOUTH PARTS FOR SALE

Plymouth 1932 PB Parts For Sale call- 712-307-0671 oc3298

Old Car Classified Ads
Get Results!

Go to: www.oldcarsweekly.com

www.oldcarsweekly.com

9422 PONTIAC PARTS
FOR SALE

9422 PONTIAC PARTS
FOR SALE

Ames Performance Engineering



FREE CATALOGS!

1964-77 GTO/LeMans/Tempest
1961-63 LeMans/Tempest
1966-81 Firebird/Trans Am
1955-77 Fullsize/Grand Prix

800-421-2637
www.amesperf.com

1982-2002 Firebird/ TA Available Online!

9426 PORSCHE CARS

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

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

Link into the Classifieds!

Seeking, Buying or Selling

The Classifieds are your link to success.

WANTED PORSCHE

356 A, B, C, SC & SPEEDSTERS

911 & 912

FINDER'S FEE PAID

Any Condition

Top Prices Paid

Will Pick Up From Anywhere in the USA

Call Alex Manos

877-912-0007

alex@beverlyhillscarclub.com

WANTED PORSCHE

356 A, B, C, SC & Speedsters
All pre-'73 911 & 912

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.
We'll buy one car or complete collections!

Finder's Fee Paid

34 Years
Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED ROLLS ROYCE

Silver Ghost, 20-25, 25-30, Phantom I, II, III, IV, V, VI, Wraith, Silver Wraith, Silver Dawn, Cloud I, II, III & Corniche, Any Rolls Royce From 1904 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910

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

9440 ROLLS-ROYCE CARS

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

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

WANTED: Rolls-Royce Silver Cloud I,II,III Silver Wraith, Corniche convertible, Chinese Eye; any Rolls any condition; top dollar paid, serious buyer; will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431303

WHEN PLACING YOUR CLASSIFIED AD AT

www.oldcarsweekly.com,
please include
your contact
information.

LET US HELP HAND YOU THE KEYS
COLLECTOR CAR FINANCING with



LOW RATES, LONG TERMS & NO PREPAYMENT PENALTIES

CALL NOW 1-800-USA-1965

APPLY NOW JJBEST.com

TRUSTED FINANCE PARTNER OF HEMMINGS MOTOR NEWS

Subject to consumer loan program requirements and credit approval. Certain fees, closing costs and restrictions may apply.
J.J. Best & Co. operates under the name J.J. Best Banc & Co., J.J. Best Bank & Co. and J.J. Best International.

WANTED ROLLS ROYCE & BENTLEY

**FINDER'S FEE
PAID**
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

9450 **SERVICE &
RESTORATION AIDS**

AUTO CARPET

**Cut & Sewn
Front & Rear** **Press Molded**
From \$49.99 From \$89.99

ALSO AVAILABLE:
• Headliners • Trunk Mats • Convertible Tops

**MOST MAKES & MODELS
FORD GM CHRYSLER
Cars & Trucks**

Spring Jefferson Beef Barn IF 638-639
Finest Quality Auto Carpets 1940's Thru 1990's
• Original Colors • EZ To Install

**Quality Auto Carpet
(773) 622-7404**

qualityautocarpet@yahoo.com
P.O. BOX 390478
CHICAGO, IL 60639-0478

www.qualityautocarpet.com

9454 **SERVICES OFFERED**

J.J. Best Insurance Agency, 888.423.7846 has been a premier insurance provider specializing in collector car, boat and aircraft insurance. J.J. Best Insurance Agency, an independent insurance agency, is partnered with the nation's oldest and largest classic car lender, J.J. BEST BANC & CO. J. J. Best Insurance Agency offers all major types of insurance for auto and property insurance. More than any other insurance provider in the US, we specialize in providing auto insurance that bundles seamlessly with our J.J. BEST BANC & CO. collector car financing as well as our aircraft and boat financing. Call 888.423.7846 or email, insurance@jjbest.com. Please visit www.jjbestinsurance.com to get a quote. | MG2623

Mobile Blasting - Mobile Sandblasting - we come to you!! Located in central NJ- we will travel. We do sand, soda, walnut shells, and glass beads. NON WARPING pick up and delivery service available. Priming also available. Call for details NJ DUSTLESS LLC njdustless@gmail.com 908-723-9991 oc3271

LEATHER FROM KELEEN LEATHERS

1000s of leathers ready to ship OR let us custom produce hides to match the color, grain, & sheen of the original leather for your car. Whether your project is for a Concours d' Elegance quality vehicle, or a "driver", we have the leather you seek. Family owned for over 45 years whose owner is an avid car collector. Budget leathers also available. Give us a call today 630-590-5300 and ask for Linda, our automotive specialist! Let us WOW you with our impeccable customer service and finest quality drum-dyed leathers. If you have a swatch to send us please send it to:

Keleen Leathers
1010 Executive Drive, Suite 400, Westmont, IL 60559
www.keleenleathers.com



Damper Doctor

Replace the rubber in your harmonic balancer. Save your crank from breaking. Many models available for purchase or exchange. Custom rebuilding of your OEM part keeping your cars value.

DAMPER DOCTOR

sales@damperdoctor.com
Ph: (530) 246-2984 | F: (530) 246-2987
1055 Parkview Ave.
Redding CA 96001

CHROME PLATING QUAL KROM-GREAT LAKES PLANT ERIE, PA

1-800-673-2427
www.qualkrom.com
Custom show quality plating.
Copper, Nickel, Chrome.
Satisfaction Guaranteed

Complete Restoration Service Over 60 Years Experience



Stiles Jet., Lena, WI
920-834-4447

www.anticque-automotive.com

NEED TRIM RESTORATION?

We do that & so much more!

- *Stainless Steel
- *Chrome
- *Aluminum
- *Model A radiator shells, cowl bands & more!
- *Complete vent window restoration, chrome, rubber, glass, etc.

43 YEARS OF QUALITY SERVICE!



CALL NOW FOR YOUR FREE ESTIMATE!

Vintage Vehicles Inc.

N1940 20th Drive, Wautoma, WI 54982
920-787-2656

Or see our work online at
www.vintagevehicles.net



COMPLETE EXHAUST SYSTEMS

Pre-bent Pipes, Mufflers & Resonators
Custom Built Mufflers
Aluminized Steel or Stainless Steel
Car & Trucks: 1909-1980's

www.waldronexhaust.com

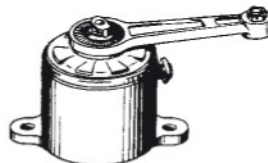
Call us at: **1-800-503-9428**
or **269-467-7185**



SHOCK ABSORBERS

LEVER TYPE

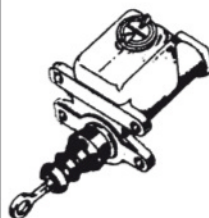
FORD, GM, CHRYSLER,
BRITISH, DELCO,
Houdaille, Armstrong



\$115 - \$245 most

BRAKES

Master cyl sleeved\$115 & Up
Wheel cyl sleeved.....\$65 & Up
Master Slv & Rebuild.....\$165 & Up
Wheel Slv & Rebuild\$85 & Up



AppleHydraulics.com

1610 Middle Road, Calverton, NY 11933
1-800-882-7753, 631-369-9515



Bob's Speedometer Service, Inc.

Established 1929

Family-owned business

Complete repair, restoration
& custom speedometers,
tachometers, gauges, custom
cables, ratio boxes, gas tank,
sending units

10123 Bergin Road, Howell, MI 48843

www.bobsspeedometer.com • bobsspeedometer@aol.com

(800) 592-9673 • (810) 632-0400

WANTED AUSTIN Healey 100-4, 100-6 and 3000, Mk.I, II and III, any year, any condition. Top dollar paid. We pick from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970553

WANTED ASTON MARTIN

DB2, DB2/4, DB4, DB5, DB6, DBS, Any Aston Martin From 1921 thru 1989

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED ASTON-MARTIN DB2, DB4, DB5, DB6 & DBS ANY 1921-1998



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED BENTLEY

8 Litre, 6 Litre, 4 1/4 Litre, 3 1/2 Litre, R Type, All Continental, S1, S2 & S3 Any Bentley From 1919 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED AUSTIN-HEALEY

**100-4
100-6 & 3000**



**FINDER'S FEE
PAID**
Any Condition
Top Prices Paid

Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED AUSTIN HEALEY

**100-4, 100-6,
3000 MK I, II, III**

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED BANTAM, any year, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970562

WANTED BMW 502, 503, 507, 327, 328 and Isetta, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970558

WANTED FACEL VEGA

We Buy Facel Vega in any year, any condition

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED: Alfa Romeos, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com 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

WANTED: Aston Martin DB2, DB4, DB5 and DB6, any Aston Martin, any condition. Top dollar paid, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431306

WANTED: ASTON Martin, DB2, DB4, DB5, DB6, any other Aston Martin, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970554

WANTED FERRARI

**246, 250, 275, 330,
365, & 512. Any Ferrari
from 1947 Thru 2007**

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED FERRARI 246, 250, 275, 330, 365 Any Ferraris 1950-2015



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED: AUSTIN-HEALEY 100-4, 100-6 or 3000, MK I, II and III, in any condition; top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com 0-1000 FWC8039513

WANTED: Bentley from 1900-2005, any condition, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431308

WANTED LAMBORGHINI

Lamborghini from 1900 to 1989, 400GT, Miura, Espada, Jarama, Countach and any other Lamborghini

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED LAMBORGHINI

**350GT, 400GT,
Espada, Miura,
Jarama, Countach
& any other
Lamborghinis**



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; 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, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com 0-1000 FWC9430365

WANTED: DELOREAN, 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. E-mail: PeterKumar@GullwingMotorCars.com 3970591

WANTED: DeTomaso, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

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

WANTED: Excalibur top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446857

WANTED MASERATI

Ghibli, Mistral, 3500GT, Bora, Khamsin, Mexico



FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007

alex@beverlyhillscarclub.com

WANTED MASERATI

3500GT, Sebring, Mistral, Mexico, Ghibli, Bora Khamsin. Any Maserati from 1946 Thru 1978

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED: EXCALIBUR, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970678

WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

WANTED: FERRARI 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, 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 3970671

WANTED: FIAT, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970579

WANTED: Fiat, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, 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 3970662

WANTED: Lamborghini, Miura, Espada, Jarama, Countach, all other Lamborghini; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834

WANTED: MASERATI 3500 GT, Ghibli, Mistral, Indy, Merak, Bora, Khamsin, and any other Maserati, any year, any condition. We pay top dollar, and will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970658

WANTED: MORGAN from 1900 to 1990, 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 3970641

WANTED: Morgan top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446917

WANTED: PEGASO, any year, 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 3970670

9480 STUDEBAKER CARS FOR SALE

WANTED AVANTI, 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 3970555

9482 STUDEBAKER PARTS FOR SALE

Myer's StudebakerParts



Studebaker & Avanti parts & repair, rebuild, restoration. Specialize in High Performance units and rebuilds. In business over 41 yrs. We seldom have to say NO 24K sq. ft. full.

Hrs. 10a-6p EST 740-674-4897
OH spookys@1st.net
www.myersstudebaker.com

9490 THUNDERBIRD CARS FOR SALE

WANTED FORDS, T-Bird from 1955 to 1960, convertibles only, any condition, we pay top price of your car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970567

9491 THUNDERBIRD CARS WANTED

WANTED THUNDERBIRDS

From 1955-1967

FINDER'S FEE PAID
Any Condition
Top Prices Paid

Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com



9492 THUNDERBIRD PARTS FOR SALE

9492 THUNDERBIRD PARTS FOR SALE

Your first choice in:
1955-1957 Thunderbird
Sheet Metal; Used & NOS Parts
Toll free order line 866-949-1956

Cars...

*Check out our website for Cars for Sale and Restorations in Progress

*We buy & Consign

Concours Restorations...

*Classic, Antique, & Muscle

*Full & Partial Restorations Available



HILL'S
THUNDERBIRDCENTER

"Everything you need...
to make your vision come true!"

TRUCK & TRUCK PARTS

9570 CHEVROLET TRUCKS

countryclassiccars.com



1965 Chevy El Camino, rally wheels, new tires, v8 auto, updated to power steering and power disc brakes, Edelbrock intake, Holley Carb, HEI ignition.
\$18,950.00

(618) 635-7056

countryclassiccars.com



1940 Chevrolet KC truck finished in a two-tone Taupe with a Rose Gold undercoat with the fenders finished in Mink. Powered by small block chevy 350 V8 engine fitted with Edelbrock carburetor.

\$41,850.00

(618) 635-7056

Follow us on
facebook
www.facebook/
oldcarsweekly

NOW OPEN!

SHOP THE OLD CARS STORE!

You can now buy Old Cars merchandise online from the comfort of your home... just in time for car show season.

Old Cars Stainless Steel Water Bottle 25.00



Old Cars Hat from 15.00*

MANY COLORS, STYLES & SIZES AVAILABLE!



Old Cars Hoodie Sweatshirts 27.00*

MANY MORE ITEMS AVAILABLE WITH NEW ITEMS ARRIVING WEEKLY!



Old Cars Orange Drawstring Bag 23.50*

Old Cars T-shirts 21.50*

Old Cars Socks 14.00

SHOP AT
store.oldcarsweekly.com

*Prices subject to change. See online store for current prices.



AUTOBAHN USA

COMPETITIVE RATES
QUICK
COURTEOUS
CAREFUL
DOOR to DOOR
FULLY INSURED



COAST TO COAST



AUTO TRANSPORT



Jay Grams, Co-Owner
Volo Auto Museum



Questions?
Need a Quote?
Call Today

"For over 53 Years The Volo Auto Museum has been recognized as one of the most trusted names in the Collector Car Industry."

For the past twelve years Autobahn has exclusively provided excellent transportation services for all of our cars."

TOLL FREE: 888.458.9052

or visit autobahnusa.net



WE BUY CLASSIC CARS

We Buy One Car or Complete collection

Call Peter Kumar

TO SELL YOUR CLASSIC CAR



30 YEARS EXPERIENCE IN CLASSIC CAR INDUSTRY

GULLWING MOTOR CARS

We Buy European Cars:

Mercedes Benz, Jaguar, Porsche, Ferrari, Austin-Healey, Aston Martin, Rolls-Royce, Bentley, Bugatti, BMW, MG, Triumph, Maserati, Morgan, Pagano, Alfa Romeo, Delorean, De-Soto, Delage, Delahaye, Dual-Ghia, Facel Vega, Ferrari, Lotus, Lamborghini and various other European Cars.

We Buy American Cars:

Auburn, Buick, Cord, Chevrolet, Cadillac, Ford, Duesenberg, Packard, Lincoln, Pierce-Arrow, Excalibur, Studebaker, Stutz and any Classic & Sports Car.

Any Condition | Any Location

Top Dollar Paid | Finder's Fee Paid

PeterKumar@GullwingMotorCars.com

1-800-452-9910