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# old cars

Vol. 53, No. 7 | April 1, 2024 | [www.oldcarsweekly.com](http://www.oldcarsweekly.com)

## TWICE BITTEN

*Original owner  
buys back his  
'69 Cobra*



### Out of this Galaxie(s)

Recalling Dad's 1960s Fords

### First Impressions of an F-5

1948 Ford truck proving to be a winner





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# My First Cobra Bite

As much as we may want to try in this day and age, it's impossible to live in a vacuum. Until reading Brian Earnest's 1979 Ford Mustang Cobra article in this issue, I firmly believed that I became obsessed with cars almost entirely on my own. Sure, when I was born and shortly thereafter, my parents drove what might now be considered interesting vehicles: a red 1967 Ford Mustang convertible followed by a 1976 Ford Mustang II coupe in fecal metallic brown, a fender-skirted 1973 Chevrolet Caprice Classic four-door hardtop painted green with a white interior, a 1976 Ford pickup so plain it was the same brown as the Mustang II, and a 1978 Chevrolet Malibu Classic Landau coupe in a more exciting metallic dark red. However, the most exciting of these—the red '67 Mustang convertible—was long gone by the time my memory developed, and in its place was the brown Mustang II.

Since my dad was too busy driving semi trucks, doing yard work and raising me to have time for cars when I was a youngster, time around them was limited to oil changes, car washes and other maintenance. Naturally, I figured my "car bug" was self-developed. Sure, I occasionally heard about dad's 1967 Ford Mustang, which was traded for the Mustang II shortly after I was born. And his two older and two younger brothers also had cool cars before I entered this world and shortly thereafter, and almost exclusively Mustangs: I recall his brother's pair of mustard-yellow 1971-'73 Mustangs, his youngest brother's blue 1969 Mustang fastback and his immediately younger brother's silver 1979 Ford Mustang Cobra.

The Mustangs owned by Dad's brothers were driven by them when I was very young, so they only remain as faded Kodak Fotomat snapshots in my memory. All except that 1979 Mustang Cobra since it was the newest and most recently owned Mustang that any of his brothers owned.

Dad's brother Mark probably bought that Mustang Cobra new. In my earliest memories of the car, Mark was shifting through the gears as he pulled into our driveway. However, most of my memories of that car are of it sitting off to the side of Mark's driveway. Remember when people would park an old, beloved car on the side of their driveway, hoping to revive it someday? In this throw-away world in which we now live, you don't see that too often anymore, but I remember a blue 1973 Nova coupe parked alongside the driveway of one of Dad's friends, and a 1955 Chevrolet Bel Air two-door sedan alongside another one of his friend's driveways. Neither of these cars ever saw the revitalization that their owners someday dreamed for them, at least not while in their ownership, and the same goes for Mark's 1979 Mustang Cobra.

Mark must have loved that Cobra, because he had the engine rebuilt at 80,000 miles and the turbo rebuilt at 120,000 miles, but at 149,000 miles, it had too many mechanical issues to justify repairing what was a used car and Mark parked it. As Mark's family grew from two to three to finally four kids, the parked Cobra sank further into the grass and the tin worm took bigger and bigger bites from its metal. Eventually, the Cobra disappeared from the yard, sold for pennies on the dollar. When recalling cars of his past, Mark has always fondly recalled the 1969 Chevrolet Camaro he owned before the Cobra—and before my memory—but I bet today he wishes he still had that Cobra. I know I miss seeing it parked off to the side of his driveway as a reminder that I don't live in a vacuum, and that my automotive influences come in all types of cars, especially Mustangs.



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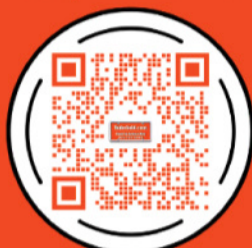
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## Details of the Henry J

I liked the two-tone Hudson Jet in the “Independents Day” column of the March 1 issue, which also mentioned the Henry J.

There is just one problem with the information in the column; I refer to the paragraph where Bob Tomaine makes mention of the Henry J for the first time. To begin with, the Henry J went into production (six-cylinder types first) in July 1950 and production of the four-cylinders started during the first week of September (four-cylinder engines from Willys-Overland were not available until after Labor Day due to government requirements for the 132.4-cid four made in Jeep configuration be available for spare parts). The Henry J went on sale on Sept. 29, 1950, as a 1951 model-year vehicle.

As for 1951 model-run production (July 1950 through Nov. 4, 1951), a total of 82,862 Henry J's came off the production line, but several thousand (the exact breakout may never be known) were re-tagged and refinished as 1952 Vagabond series cars. That still leaves 1951 model-year cars sold as 1951s at 75,862. Those numbers and comments come from Kaiser-Frazer's own statistics. Based on numbers for 1951 model-year Nash sales in the *Standard Catalog of American Cars 1946-1975* (Krause Publications), total production of Nash Ramblers came to 56,893, all models.

From the date that the 1951 Henry J went on sale in 1950 until March 2, 1951, when government-approved price hikes went into effect, the retail delivered price of the bare-bones, four-cylinder Henry J started at \$1,299 delivered at the Willow Run, Mich., factory. The price included federal taxes and regular delivery preparation charges (state/local tax and license/title fee). Optional equipment cost extra, as did freight charges).

*Jack Mueller, via email*

*Bob Tomaine responds: Thank you for writing. I should have been more specific and written “1951 model year.”*

## Ordering parts today vs. yesterday

I just read about Angelo Van Bogart's frustration ordering Honda/Acura parts. I currently work at a Toyota dealer, and we have a similar access problem with Toyota/Lexus parts. Although they are both Toyota products, we cannot order exclusive Lexus parts as we are not a Lexus franchise. However, if a part is used by both Lexus and Toyota, we can get it. Our catalog is set up so that we cannot look up any Lexus parts. However, we do have a way to look up the Lexus parts via an alternative source, and then we can check if we can source it, or if it's exclusive to Lexus. Honda/Acura is very similar in that, if the part is exclusive to Acura, you will not be able to obtain it from a Honda dealer. My suggestion in the future is to look up the parts online on an Acura parts website. Have your VIN number ready, get your part number, call your Honda dealer with it and they should be able to tell you if they can get it for you or if you have to order it online.

Thanks for your appreciation for us parts people! This month, I'll be working in the parts field for 39 years. I started with General Motors and I've worked for Honda, Hyundai, Napa, a small independent parts chain (Weaver Auto Parts here in southern Wisconsin) and the last 19 years with Toyota. I like to tell my younger co-workers how, back when I started in the parts business, there were no computers; we had a counter full of books that were separated by car line, such as A, B, F, X (GM body codes). These books were double-stacked and were separated by illustration and text. You also needed to know the car line and body codes. For instance, “1BL69” was an Impala four-door and “1BN69” was a Caprice four-door, and on and on. Repair orders and retail receipts were written up by hand, and you had to look up prices and figure taxes. Today, the computer deciphers the VIN and pretty much tells you the part to order. The parts business has drastically changed over the years for sure. Thanks for a great magazine.

*Chris Strasburg, via email*

## Reader Wheels



Brian Sutton is a proud New Zealander now living in Australia. His 1956 Champion proves Studebaker still has a following around the world.

“When I was in my early-mid teens (1955), my dad subscribed to the venerable *Saturday Evening Post* magazine. Very often the front covers showed Norman Rockwell paintings of idyllic American homes and family life in general,” Sutton recalls. “Inside the magazine...were advertisements displaying beautiful automobiles of the era. Along with girls, how could I not fall in love with those magnificent mechanical icons of the postwar era? When I turned 20 I was fortunate enough to be able to afford to buy a one-owner, 4-year-old 1956 Studebaker Champion, which I owned when I met the girl I married two years later. We still have the car, which we drove on our honeymoon 15 months later and own to this day. I believe, apart from museums, our car is probably one of the most original of its model in great condition...remaining in the world. These vehicles were produced in right-hand drive for export to various right-hand-drive countries around the world, including Australia and New Zealand.”



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# The Scoop



## Hobby News & Views

### AutoTrader ranks world's best car museums

AutoTrader.com recently ranked its list of the world's best auto museums for car enthusiasts to visit in 2024.

After analyzing Google review scores and annual global Google searches for more than 180 auto museums around the globe, AutoTrader chose the Gilmore Car Museum in Hickory Corners, Mich., as the top museum destination.

The Gilmore achieved a Google review score of 4.9 out of five stars, with AutoTrader noting there were 177,600 global searches made for the museum. The Gilmore is one of the largest automobile museums in North America, boasting more than 400 vintage and collector vehicles.

Second on the list is the Nethercutt Collection in California, which is also highly rated by visitors, scoring 4.9 and receiving just shy of 100,000 annual searches around the world. The museum has more than 250 prestigious, antique and exotic vehicles of global origin, with notable cars including the Duesenberg "Twenty Grand," one of the world's most valuable cars, and the Bugatti Type 51 Dubos, considered to be one of the world's most beautiful vehicles.

AutoTrader's complete top 20 list:

1. Gilmore Car Museum, Michigan, USA
2. Nethercutt Collection, California, USA
3. Ţiriac Collection, Otopeni, Romania
4. Auburn Cord Duesenberg Automobile Museum, Indiana, USA
5. Revs Institute, Florida, USA
6. Museum of American Speed, Nebraska, USA
7. Automuziejus Vilnius, Vilnius, Lithuania
8. The Henry Ford Museum, Michigan, USA
9. Brooklands Museum, Weybridge, England
10. Lane Motor Museum, Tennessee, USA
11. Blackhawk Automotive Museum, California, USA
12. Don Garlits Museum of Drag Racing, Florida, USA
13. National Automobile Museum, Nevada, USA
14. Ford Piquette Avenue Plant, Michigan, USA
15. Malta Classic Car Museum, St Paul's Bay, Malta
16. Studebaker National Museum, Indiana, USA
17. Great British Car Journey, Derbyshire, England
18. Rahmi M. Koç Museum, Istanbul, Turkey
19. Riga Motor Museum, Riga, Latvia
20. Simeone Foundation Automotive Museum, Pennsylvania, USA

## Reader Photo

"I'm in Ballina, Australia... Hoping you can identify my grandfather's car," writes reader Miles Blacklidge. "Any info regarding this car would be greatly appreciated."

Thanks for the great old photo, Miles! This unique machine is a circa-1927 Velie — a company that stopped building cars in 1928. Velie Motors was founded during 1902 in Moline, Ill., by Willard Velie, the grandson of John Deere. It is believed that only about 230 Velies still exist. The Velie Register tracks these known survivors.





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## St. Michaels Concours honored for excellence

**KENT ISLAND, Md.** — The St. Michaels Concours on Chesapeake Bay has received the highest award in motoring excellence as the recipient of the Concours Achievement of the Year Award. The award is part of the inaugural The Concours Year Awards recognizing the achievements of the entrants and the organizers of leading events. The award comes from Hothouse Media.

The 16th Annual St. Michaels Concours d'Elegance on Chesapeake Bay—held during the torrential rains and winds of Tropical Storm Ophelia on Sept. 22-24, 2023, at the Kent Island Yacht Club—was recognized for its special endeavors in 2023.

“The Concours d'Elegance world continues to grow around the globe, with new events being introduced every year and existing ones expanding in size and variety,” says Hothouse Media Publisher Geoff Love. “Until now, though, there haven’t been any awards that specifically recognize all concours events worldwide. Now The Concours Year Awards recognize the achievements of the entrants and the organizers of leading events, including those of St. Michaels Concours d'Elegance on Chesapeake Bay.”

He says the event deserved praise for continuing despite high winds, driving rain and extreme flooding.

“While the cars were safely stowed and boats were deployed—entrants, attendees, and volunteers made the best of things with high spirits and much enthusiasm,” Love says. “Everyone made it home safely from an event that will be long remembered for its achievement in the face of adversity.”

The 17th Annual St. Michaels Concours d'Elegance on Chesapeake Bay is set for Sept. 27-29 along the docks and waterfront lawn of the Kent Island Yacht Club.

## Old Cars

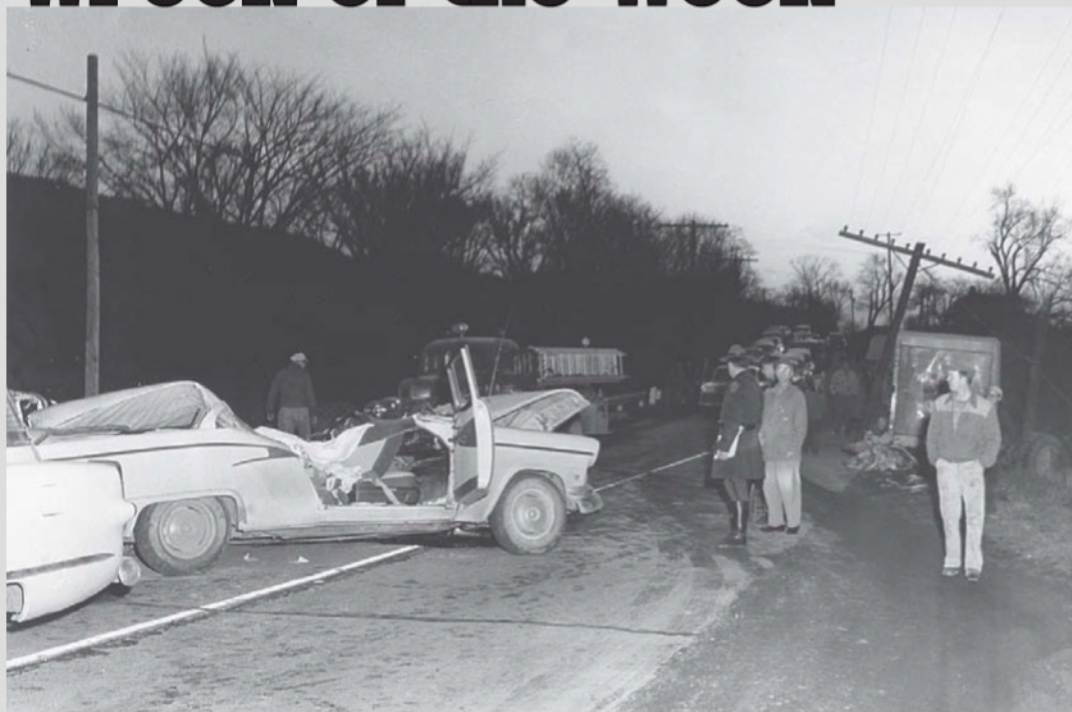


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# Wreck of the Week



This 1956 Ford Customline two-door with a 173-hp 272-cid V-8 was completely demolished. There doesn't seem to be anything unusual about this particular stretch of highway. This night, high speed was no doubt responsible for the Ford's intrusion into the opposite lane and slamming into a truck (seen in the background by the broken utility pole). Note the rear of the Packard ambulance at far left of the photo. The accident is believed to have taken place in Pennsylvania during the mid 1950s.

Rusty Herdner collection



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## Automotive Hall of Fame names class of 2024

**DEARBORN, Mich.** – The 2024 Automotive Hall of Fame has announced its Class of 2024 inductees. The Induction & Awards Ceremony will take place on Sept. 19 and will recognize a group of global pioneers. This year's class includes:

- Bill Ford, Ford Motor Co. executive chair for the past 25 years
- Dr. Betsy Ancker-Johnson, who broke barriers as the first woman VP in the automotive industry when she was hired in 1979 at General Motors.
- Vic Edelbrock, Sr., and Vic Edelbrock, Jr., who introduced hi-po components that revolutionized vehicle performance.
- John James, Sr., who opened the commercial trucking industry to minorities who had previously been excluded.
- Wendell Scott, the first African-American team owner and driver to win in the Grand National Series of NASCAR (now Cup Series) race.
- Vivek Sehgal, who joined his mother in founding the Mothersen company in 1975.

## Foose creations featured in new Savoy Museum display

**CARTERSVILLE, Ga.** – The Savoy Automobile Museum has launched a new temporary exhibit featuring the cars of famed custom designer Chip Foose. The new exhibit has been dubbed “What’s in Chip’s Garage?” and will feature a dozen machines from the star of the reality show “Overhaulin’.” Foose has won numerous awards for his work, including the prestigious Ridler Award, which he has won three times. He is a member of the Hot Rod Hall of Fame. This exhibition will be on display now through June 9.

Included in the exhibit: 1932 Ford Model 18 Deluxe roadster; 1932 Ford Model 18 five-window coupe; P-32 1932 Ford highboy roadster; 1933 Ford Model 40 woodie; 1934 Ford three-window coupe; 1948 Ford Deluxe Custom; 1956 Ford club sedan; 1956 Ford F-100 pickup custom; 1967 Chevrolet C-100 truck; 1968 330 Ferrari GTC; 2023 Meyers Manx “356,” and “Hemisfear.”

For more information, visit [www.savoymuseum.org](http://www.savoymuseum.org).

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# Weathered Wheels



“From the ‘they’re still out there’ files, this 1957 Chevrolet Bel Air project is sitting outdoors in a rural, self-storage facility in northeastern Minnesota,” reports Steve Isola. “Obviously needing everything, this Chevy has no motor, no front seat, no front bumper and is missing a lot of bits and pieces. Headliner is falling, glass is delaminating and the dash has seen its better days. However, the car looks straight and the floors are surprisingly solid. Everything you need for ‘Tri-five’ Chevys is readily available, from complete interiors, sheet metal, trim, bumpers, wiring and drivetrain. Easy restoration? Not really, but for a genuine ’57 and the right enthusiast, it would be a great find. Full restoration? Restomod? Custom? What direction would you take it? And, yes, a vintage dune buggy is parked behind it. Now there’s a fun project!”

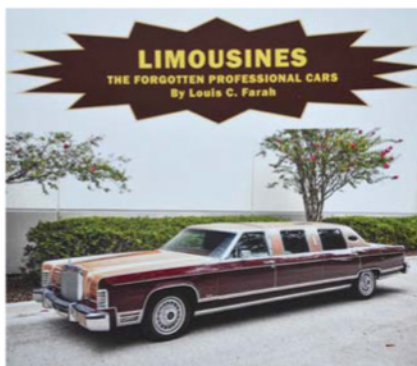


## Making a strong case for professional cars

**W**hen the old-car hobby had its formative rise in the 1940s and 1950s, it was for fun rather than profit. But times changed and so have values on collector cars.

Two articles by editor Louis C. Farah pressed the point in *Professional Car Collector* (issue 268, [procarsinternational@yahoo.com](mailto:procarsinternational@yahoo.com); 432 East Fairmont Road, Burbank, CA 91501-9648). One article pressed the idea of values, while the second article raised the interest level on professional limousines.

He considers “professional cars” to be among the vehicles that can appreciate in dollar value. These include ambulances, limousines and funeral vehicles. He tells how gold and silver are hedges against inflation, and real estate has a good record, too. He emphasizes that professional cars “are solid investments” that “gain in value” over time. As with all investments, there are caveats. “You can’t buy today, sell tomorrow and expect to make a profit,” but rather “buy and hold.” It often is a matter of sitting on a sound investment until the right time.



Let’s add that realizing the rarity and special features of professional cars works in favor of value. Size and length must be anticipated, so garage/storage space has to be accommodated.

He notes that values on many collector cars have increased by 40 percent. Currently, it seems to be a buyer’s market. So here is one way of making a deal: If you buy from a married couple, listen cordially as the husband explains the virtues of the car he is selling. Be agreeable. Then, when his wife is brought into the conversation, show a wad of cash “right now” and make your offer tantalizing!

Of course, check out the operational condition of the car. If its strengths are good, you probably cannot go wrong in getting the vehicle and enjoying it for a time, and realize you may make someone else happy with THEIR purchase from you (at a profit, of course).

Indeed, hobbyists should not anticipate being on the losing side. And one thing is certain: long-wheelbase limousines seem to have an inside track for those who like professional cars.

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## Vintage ad of the week

By Old Cars staff

**W**e’re not sure about a few things that are happening in this great magazine ad for the 1951 Ford Victoria.

Why is this gal riding in the back seat by herself—are they fighting?

What exactly is “Craftcord” upholstery? What’s a “luggage locker?” (Assuming that’s the trunk?)

And, above all, why did the advertising folks decide to put a two-tone brown version of this lively hardtop in an advertisement? We know the rancher and cowboy theme (and colors) were “in,” but it was the fabulous ’50s—how about a nice seafoam green or other pastel?

Regardless, we still love the ’51 Victoria—Ford’s first hardtop and a creation of famed designer Gordon M. Buehrig, previously of Auburn-Cord-Duesenberg fame.

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"You can take your pick of decorator-fashion interiors"

"What'll you get the feel of the Automatic Ride Control?"

Beautiful room with a View

You don't have to be a Fashion Expert to pick this out! Its new "Lounge Lounge" interior features new Craftcord and vinyl upholstery combinations, new "Cafeteria" carpeting, a new "Safety-Close" Control Panel—all Color-Keyed in a wide choice of beautiful two-tone

outside finish! It gives you more headroom, shoulder room, a bigger wrap-around rear window and a bigger luggage locker than any other car of its type in Ford's field! And best of all, this spacious "midsize" beauty costs less than you might think.

Run the windows down — no side pillars obstruct your view. The Victoria is the closed car with the openness of a convertible. What's more, you get Ford's famous 41 "Look-Ahead" features such as the Automatic Mileage Maker which helped place Ford first in its class in the Midsize Economy Run, Automatic Ride Control and Key-Turn Starting. And there's Ford's great 100-h.p. V-8 engine and your choice of Continental Drive, Overdrive or Powermatic Drive.

It's built for the years ahead! "Test Drive" the new Ford Victoria at your Ford Dealer's today! You'll see, hear and feel the lasting quality that makes Ford your best buy not just for today but for the years to come!

See "Ford Features" starting James Michener on NBC-TV

The '51 FORD Victoria





**Q.** In the Feb. 1 "Q&A," a reader sent in a picture of an old car asking if it was a 1910 Johnson Four. You agreed it was. I'll tell you what I know about it and maybe your readers will find it interesting.

Johnson Controls (then known as the Johnson Service Co.) made automobiles and trucks from 1901 until 1912. They made a wide variety of commercial vehicles, from ambulances to U.S. postal delivery trucks. The first were basically wagons with steam engines



attached to them. Because of that, they called their vehicles "The Johnson Auto-Carriage."

Company founder Warren S. Johnson was a fervent believer in the future of automotive travel and the company's success in the automobile business. He spent the last year of his life in California promoting his company's vehicles. It is very possible then that this vehicle, the "Empress" made in 1910, was his

personal car. We know that only six were made with a 50-hp motor, and they were produced between 1909 and 1912.

Johnson Controls purchased the Empress from a private collector/restorer from Oregon in 2004. Prior to that, there is no other vehicle history. It is one of fewer than a half-dozen of company-

produced vehicles known to exist today. The others are a 1911 stake truck, which Johnson Controls also owns, and a 1912 fire truck believed to be in an East Coast private collection.

The Empress features a four-cylinder, 50-hp, gasoline hand-crank-started motor. It has a four-speed (three forward, one reverse) sliding-gear transmission. The headlamps are acetylene gas, with the gas being supplied by an acetylene generator. It has two horns, one a squeeze-bulb style, the other attached to the exhaust. When activated, the exhaust gas blows across four different pitch pipes, just like a pipe organ! Designed to seat seven, the 3,100-lb. "Empress" had a list price of \$3,000 in 1910.

After Warren's death in December 1911, the company decided to exit the automotive industry and concentrate on its temperature control systems.

*Derek Effert, JCI-CBRE Chief Building Engineer Supervisor, Glendale, Wis.*

**A.** Indeed, it's interesting. Thanks for filling out the story of the Johnson Empress!

**Q.** I'm looking at buying a 1951 Henry J. It needs a new interior and some other work. Is there a way I can tell if the inline-four is original? Also, do you know any sources for parts? Any other advice on these cars is appreciated.

*Roger, Aurora, Colo.*

**A.** Henry J cars used Willys engines. The four-cylinder model you're considering has essentially a Jeep engine, the 134.2-cubic-inch L-head designed by Delmar "Barney" Roos back in 1933. Six-cylinder Henry Js had the 161-cid Willys flathead six. Ironically (or fittingly), Kaiser merged with Willys Overland in 1953, becoming Willys Motors, Inc.

The engine should have a number stamped into the front of the engine block, or on the crankcase behind the distributor. The number should have seven digits and begin with 3,5... There should also be a serial number plate on the left door hinge post with the number K513-1001 to K513-40876.

As for advice and parts, you could contact (and join) the Kaiser-Frazer Owners Club International, 4301 Norpoint Way NE - 16 D, Tacoma, WA 98422, or online at [www.kfclubmembers.com](http://www.kfclubmembers.com).

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

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# First Impressions of an F-5



The 1948 Ford truck line was both attractive and unmistakably new. It was a big step away from the vertically themed styling of its predecessors.

## Recently purchased 1948 Ford already seems a winner

STORY AND PHOTOS BY BOB TOMAINE

Some vehicles really are impossible to overlook, a fact clearly illustrated by Lisa and Gordon Moore's individual experiences with her 1948 Ford F-5.

"I saw it along the road," said Lisa. "It looked good and then he saw the same one and we went and looked at it ... It just caught my eye when I was driving by. He drove by and saw it."

### All new after the war

If any of its designers are still around, they'd be both delighted and unsurprised to learn that their truck had caught her eye more than 70 years after it was built. Not only was the

1948 Ford truck line "new, new, brand new," it was also "the truck with the 'last longer' look!"

Lasting longer was an idea with a strong appeal to truck buyers in 1948 since World War II had halted production of civilian vehicles from early 1942 into mid 1945. Prewar trucks used in business during the war years had been worked hard and needed to be replaced. The result was that a sellers' market quickly developed as production resumed. Manufacturers revived their prewar designs with, at best minor, updates, because that was the fastest way to get vehicles to market after the war.

The good times for the automakers, of course, could not indefinitely continue and the need to compete returned. Ford cleverly took advantage of the years when it had been building everything from jeeps to B-24 Liberators by explaining that "a galaxy of new Ford engineering ideas pent-up by war-born conditions now available in the new Ford Bonus Built Trucks for '48."

The new styling—that "last longer look"—clearly identified the 1948 models. The "recess-sheltered lights and grille" looked modern with the grille switched from 1947's vertical bars to horizontal ones, and the headlamps



**Above and right:** For 1948, the one-and-a-half-ton F-5 was considered a medium-duty truck halfway between the half-ton F-1 and the three-ton F-8. The F-5 was sold new as a chassis and cowl, chassis and windshield or chassis and cab; this chassis-and-cab version received a Galion dump body.

**Below:** The “recess-sheltered lights and grille” are practical in the sense that they’re somewhat protected. It doesn’t hurt that they also look good.



moved from high on the fenders to low at the edges of the inset grille. Adding to the transition from the previous upright look was a feature more important than either the grille bars or the headlamps.

“A new Million Dollar Ford Truck cab,” a brochure promised, “gives drivers Living Room comfort. New coach-type seat. New cab suspension insulates cab from vibration, noise and frame weave. More leg, head and elbow room. New picture window visibility. New Spiralounge floating seat available. New 3-way air control, including Fresh Air Intake Heater at extra cost.”

#### Ford minds the mechanicals

It’s hard to imagine how any driver could fail to notice the new Ford in 1948, but there was more to it than mere appearances. The F-5 offered a choice of the Rouge 226 Truck Six with its 95 hp and 180 lb.-ft. of torque or the Rouge 239 Truck V-8. A flathead like the six, the 239-cid V-8 provided the same 180 lb.-ft. of torque and an even 100 hp while giving Ford a chance to take a shot at its primary competitor, the six-cylinder Chevrolet, by noting “the inherent smoothness of 8-cylinder construction. Power stroke overlaps power stroke with no gap in between ... The V-8 block is more rigid because it is shorter.” Ford didn’t mention that the same V-8 qualities would



**Left:** The Galion dump body is original to the Ford and although it’s operable, its working days are over.



The "Million Dollar Ford Truck cab gives drivers Living Room comfort," according to a brochure. While somewhat Spartan by 2024 standards, it was an improvement over earlier trucks.



also be an advantage over its own six.

By comparison, there was little to say about the transmission beyond its four-speed configuration and readiness for a power takeoff, but Ford made up for that by citing the obvious benefits to the optional two-speed rear axle that included economy and reduced engine wear without sacrificing the gearing necessary for hauling heavy loads or off-road operation. A dashboard-mounted pre-selector controlled the axle's ranges to "reconcile truck performance with driving conditions" and "leaves the right hand free for transmission shifting."

### Impressions of an F-5

Lisa's Ford F-5 is equipped with the vacuum-controlled two-speed rear and it's functional.

"It shifts very hard," Gordon said. "It lets you know. I've driven trucks that have electric two-speeds and they're pretty smooth. This one? There's no smoothness with this. You'd swear the rear end's going to fall out from under it. One guy was just telling me that they work well until you're in a hard pull and it's lost all its vacuum and it shifts back down. You let off the gas and it'll go back in."

*Continued on page 24*



Data plate shows a 14,000-lb. maximum gross weight.



Although a six was also available in 1948, Ford was dedicated to its V-8s as were many of its loyal customers.



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Continued from page 22

The two-speed suggests that the Ford most likely worked both off the road and over it, but when Lisa spotted it, the truck was parked in a field in Camptown, Pa., not far from her home in Lawton.

"It looked like an old truck," she recalled. "It was faded, it was dusty and dirty."

Although the truck immediately caught her attention, its purchase was not equally immediate, and how it arrived at her home is slightly more complicated yet.

"His dad knew we were looking at it," Lisa said, "and his dad knew someone would snatch it up pretty quickly. He knows we think about stuff before we make our decisions, so he went and got it and said, 'If you want it, just pay me back.' So we decided, 'Well, it's here. We're going to buy it,' and we gave him the money and it's ours."

"We hemmed and hawed about it," Gordon confessed.

"He knew we were going to buy it," Lisa said. "He knew we would want it and it was going to go. Other people, I think, would have taken it."

That was only about two months before they were showing the Ford at the Antique Truck Club of America's Northeast Pennsylvania Region show. It had covered just a few miles on the Moores' property since their purchase, and in addition to a week's worth of serious cleaning, it received some minor work including reviving the horn and painting the wheels white to match the body's repaint.



**Left and Below:** The Vari-Flare Model G would provide protection for the truck and its driver when roadside repairs were underway.



Gordon said the truck is believed to be correct and original, other than that repaint, but the color might change again.

"I want to paint it a different color," Lisa said. "... Once we got the wheels back on, 'It kind of looks good in white.' But I like the green, the dark green, so I don't know. After it's all done up with the white, I'm not sure. We've been to a lot of truck shows and I don't remember seeing anything like that."

The brakes are among the areas that still need attention and that's why the truck was trailered to the show, but there's also the matter of the Ford's unsynchronized four-speed. Lisa had an advantage there, but the old cliché still applies as practice makes perfect.

"My first vehicle," she said, "was

a stick ... I'm not driving it every day, but I'm getting it. More practice, just around our property, in the parking lot and up and down our driveway."

She'd driven it from the trailer-parking area to the show field although, admittedly, that required only one shift. It was the truck's first show and it was appreciated.

"A lot of people like the looks of it," Gordon said.

"And there was a girl where I was registering," Lisa added. "She likes it and she's got an F-1."

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Having driven vehicles with manual transmissions since her first car, Lisa Moore's dealing with her F-5 and its unsynchronized four-speed is simply a matter of honing her double-clutching skills.



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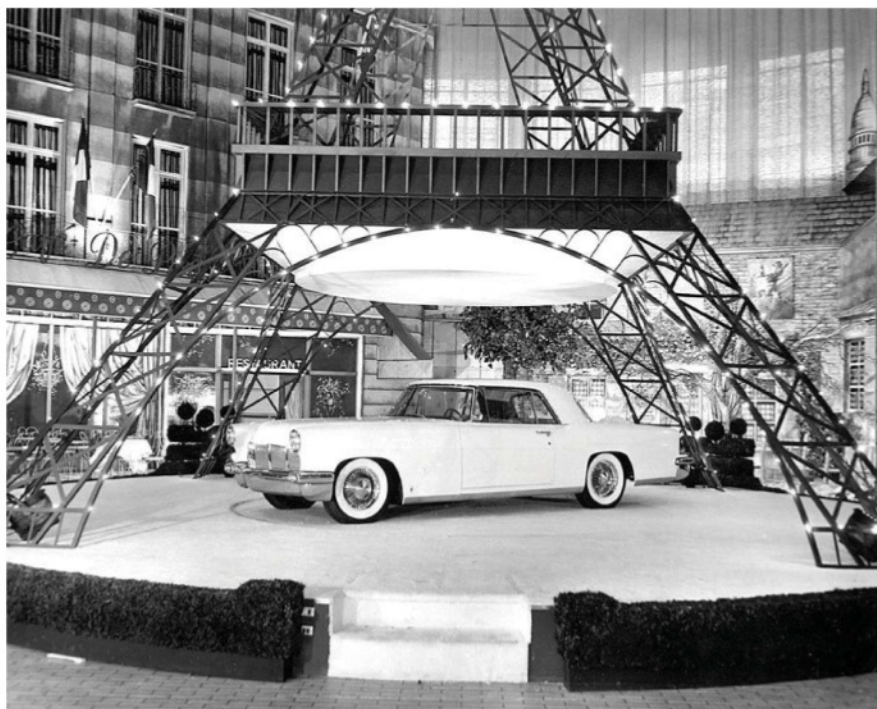
## Continental Comeback: The Mark III

A little more than 65 years ago, in the Spring of 1968, Ford Motor Co.'s Lincoln Division released the Lincoln Continental Mark III for 1969. Unlike its namesake released a decade earlier, this Mark III reflected the styling quality that the handsome Continental Mark II had presented when unveiled in the fall of 1955, but on a bit more economical scale. It was indeed a continuation of the personal luxury car theme.

During the 1960s, Lincoln automobiles were assembled at only one location, the modern Wixom facility in Michigan. From the time it opened in the fall of 1957 up into the 1960s, only full-size uni-body vehicles had been assembled there. This included the 1958-and-newer Ford Thunderbird coupes and convertibles and all Lincolns, whether a Capri, Premiere or Continental Mark III model. In 1961, all Lincolns were marketed as Continentals (without the Mark designation) and were offered only in four-door sedan and convertible-sedan models. These Wixom-built Thunderbirds and Lincolns shared many engineering traits, and the quality of the build at Wixom for both was the best in the industry.

Looking to expand Lincoln market penetration, a two-door hardtop version of the slab-sided Lincoln Continental was released for the 1966 model year. While this new model did boost overall sales figures for Lincoln by 36% over 1965's figures, Lincoln's total sales of 54,755 units still lagged far behind Cadillac's more than 196,000 total for that selling season.

Ford Vice-President of the Car and Truck Group, Lee Iacocca, wanted that to change. For 1967, the Ford Thunderbird had been completely redesigned and returned to body-on-frame construction. With Thunderbird's redesign came a four-door version for the first time. According to reports of the day, Iacocca directed Gene Bordinat, Ford Motor Co.'s Vice-President of Design, to



When the Continental Mark II was introduced, many compared its build with that of a Rolls-Royce. The Mark II was hand-assembled with specially selected components, and the most expensive American-built production car of its day. (Courtesy Ford Motor Co.)

create a Lincoln based on the new Thunderbird platform, and to "put a Rolls-Royce grille" on it. To get the proper proportions for this new model, Bordinat's team started with Thunderbird's longer four-door chassis, then essentially mounted a two-door hardtop body a bit farther back on the frame. This resulted in a design that closely matched the proportions of the Continental Mark II. Helping shave off thousands of dollars of development expenses, the team either used or adapted numerous existing Thunderbird parts wherever possible. Yet from the exterior, there was no family resemblance between the two brands, and both models appealed to a new breed of upscale customer shopping in the luxury car market.

While the 1956-'57 Continental Mark IIs had been effectively hand assembled, this new Mark III would be an assembly-line product, instilled with the same famous built-in quality of preceding

Wixom-assembled Lincolns and Thunderbirds. After all, the official parade vehicle for the president of the United States was still a Lincoln, despite the tragedy in November 1963!

When placed on sale in April 1968, response to the new Continental Mark III was immediately successful, placing another feather in Iacocca's cap following his previous success with the Ford Mustang.

A car's front-end design is what most people see when looking at a car, and the Rolls-like grille on the Mark III was similar enough to draw comparisons, but different enough to keep Lincoln's legal team from having to defend design infringement concerns. Ford Motor Co. didn't skimp on the quality of the car, and that extended to the new Continental Mark III grille. This part was built as a high-quality, chrome-plated die-cast piece. At the peak of the grille was the elegant Continental four-point star rather than the

Today, the Mark II is a prized addition to any collection. Prices have now exceeded six figures for prime-quality examples, and parts for these postwar classics can be just as pricey. (Photo by author)

Rolls-Royce winged “Spirit of Ecstasy.” Reportedly, this Continental grille alone cost about \$200 each to manufacture, a pretty hefty price, but well worth the expense.

The new Continental Mark III also presented instantly noticeable modern features such as hide-away headlamps, a low silhouette, integrated wrap-around taillamps, open wheel wells and limited use of side trim and ornamentation.

Overall, the all-new Mark III carried on the tradition of past Continentals, and in the smartest of modern fashion. Offered only as a two-door hardtop, just like the Mark II, the Mark III’s long hood, compact passenger compartment and short deck lid design exemplified the ideal of a “personal” car of the



present and the past. Adding to the exclusivity of the Mark III were its wide sail panels at the rear of the greenhouse that concealed back seat passengers and added a bit of mystique, much like the original Continental coupes of the 1940s and the 1956-'57 Continental

Mark II coupe. There was even a simulated spare tire hump on the Mark III to complete the car’s ancestry.

For its first season, the Continental Mark III was offered in one of 21 different exterior colors, and came standard with six different and sumptu-

When introduced in the Spring of 1968 as the 1969 Lincoln Continental Mark III, it was the modern equivalent to the 1950s edition, but at a more affordable price. It was also more in the tradition of the original 1940s Continental and Continental Mark II, unlike the top-line Lincoln Mark III models of 1958-'60. (Courtesy Ford Motor Co.)





Unlike the Mark II, the Mark III, such as this 1970 edition, is available in good numbers, and prices for nice, driver-quality examples usually don't require a second mortgage on your estate. (Photo by author)

ous interiors that featured pleated and overstuffed nylon tricot fabrics. Deep-pile carpeting greeted occupants on the floor and the lower portions of the door panels. Simulated wood trim was offered in a choice of English Oak or Indian Rosewood, which was applied to the instrument panel, steering wheel center and door panels. In addition to being visually pleasing as well as very comfortable, all the padding absorbed outside road noise, providing one of the quietest rides ever in a production automobile. For those who sought out a bit more prestige, leather-vinyl interiors were optionally available in nine different selections, each offering "sitting parlor comfort" for the well-pampered occupants of the Mark III.

Drivers knew they were in command of a brilliant machine by the instrument panel, which was equipped with a full array of gauges for oil pressure, fuel level, engine temperature and electrical systems, plus an electric clock.

Power was provided by the 460-cid Lincoln V-8 engine rated at 365 hp with 500 lb.-ft. of torque backed by the Select-Shift automatic transmission. Standard features included power steering, a dual power brake system with discs up front and heavy-duty drums to the rear, "Silent Strut" front suspension with coil springs, 64-in.-long rear leaf springs and all-around hydraulic shock absorbers, providing a silky-smooth ride on the 8.55x15-in. radial tires.

Creature comforts included individually adjustable front seats, front and rear seat armrests, power windows, flow-through ventilation and a host of warning lamps that warned of a door or the deck lid being ajar or a burnt-out taillamp. While an electric clock was standard, after the Mark III's introduction, an upscale clock by Cartier was offered as an option. Other accessories included automatic temperature control, a tilt steering wheel, several



sound systems including an 8-track tape player, plus several other items. At the start of production in the spring of 1968, the vinyl roof was listed as an option, but became a standard feature shortly after introduction. In the fall of 1968, a letter was issued to Lincoln dealers stating that Mark IIIs "were not" to be ordered without vinyl tops!

Lincoln pointed out that the Mark III was designed with safety in mind, with each car built with passenger seat belts plus shoulder harnesses, extra padding and an energy-absorbing steering wheel and column. Also touted was the Continental's "controlled crush" front design that would collapse in stages should a front-end accident occur, plus a perimeter frame that provided solid body-side support.

Some period motorist magazines panned the Continental Mark III. One stated it "doesn't quite turn you on" while another simply called it a "disappointment." However, the buying public seemed to think differently. Introduced as a 1969 model in April 1968, a total of 7,770 Mark III coupes were produced before the Wixom plant shut down in mid-July 1968 for the switch over to the 1969 model year for both the regular Lincolns as well as the Thunderbird. During this change, a few improvements were made to the Mark III and when 1969 model-year production resumed in mid-August 1968, keeping up with Continental Mark III demand was job number one at Wixom. (To help relieve some of

the production burden, Ford switched some production of the Thunderbird from Wixom to its Los Angeles assembly facility in Pico Rivera.)

Lincoln priced the new Mark III around the \$7,500 mark for the 1969 model year, which was on a par with the Cadillac Eldorado. However, prices sharply rose to about \$8,500 for the 1970 model, making it about \$500 more than the Eldorado hardtop's base price.

The Continental Mark III took a few sales away from the traditional Lincoln two-door coupes for 1969, though this impact was minimal. There was also a slight dip in Cadillac Eldorado sales for 1969 compared to 1968. Iacocca ultimately surpassed his best expectations for the Mark III as Continental coupe sales almost matched the Eldorado totals that year, coming in with a production of 23,088 cars produced after July 1968 compared to 23,333 Eldorados—a spread of fewer than 250 units!

Lincoln would continue Continental Mark III production through the 1971 model year when it was superseded by the Mark IV for the 1972 model year.

In 1958, Ford pioneered a four-passenger personal luxury car for the masses with the introduction of the "Square" Thunderbird for 1958. Ten years later, it stepped up its game and took on its main competitor, showing the automotive world that Lincoln was every bit of what a luxury car should be.

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## Packard Bows to the V-8 Wave



The 1955 Packard V-8 Endurance Test Car that accompanied Packard's news release of Jan. 5, 1955. This press release visual was sent as the Packard-built V-8 was introduced for the 1955 model year.

Packard's straight-eight preference in the 1920s was a dominating influence among luxury car makers. The choice in that bygone era was based on reasons of simplicity, economy of lesser moving parts than a V-8 engine, ease of assembly and power. The likes of other adherents, such as Duesenberg, cast an additional luxury aura around the inline configuration.

Still, from the late 1930s onward, Packard's history was practically pricked and plagued by a growing urge to relinquish its inline for the more modern V-8 format that dominated high-end sales in the early post-World War II era. By 1955, even Packard and Pontiac, two major holdouts, jumped into the V-8 era.

A review of major articles in Packard's mainline prewar publication, *Packard Inner Circle*, and its postwar equivalent, *Packard News*, shows the emphasis the company put in its marketing of its engines through its grassroots dealership sales force. As the corporate HQ in Detroit set the pace, salesmanship followed.

In August 1939, *Packard Inner Circle* headlined, "Price? \$867 at the Factory! Quality? Better than Ever!"

The main emphasis was on low prices for better, finer cars in the medium-priced field. The cover of that issue was brimming with nine action photos of Packards being tested at speed on the Packard Proving Grounds. Among proponents in that action-filled event was Jimmy Lynch, a nationally known test driver who raced Packard Senior Eights for 1940 against those of Senior 1939 models with nary a thought beyond inline eights. It was as if Packard had not even acknowledged the existence of a V-design. Yet Packard had been a leader in the V-format with its Twin Six for 1916, which was designed by Packard's venerable chief engineer, Jesse Vincent. This often is seen as a response to Cadillac's V-8 of 1915 as a rising star attempting to eclipse the likes of higher-priced brands, especially Packard. By 1924, Packard abandoned its V-type Twelve and settled its pattern to inline improvements, but for a V-12 limited to its highest-priced, low-production Twelve models from 1932-1939.

In October 1946, when the shift to ethical business patterns graced the early postwar return to normalcy, *Packard*

*News* notched up the corporate business image as "second to none" as elder dealer D.M. Campbell in Boston was quick to state. Dealers in 25 other major locations chimed the same note. No one in the "Packard family" seemed to care for anything to sell but the inline eight.

Packard's golden anniversary, marked in 1949, promoted the company as the maker of "fine cars" that had outlasted most of its competition and still outsold them (including Cadillac). But not for very long. Still, unheeding of indications, heads of Packard's future did not bow to the growing demand for a V-8 under a car's hood, even though such a move may have placed Packard on a higher road for the future in its anniversary celebration.

Packard's straight-eights were fabulous performers overall, acceptably economical and practically ironclad, plus trouble-free with substantially less moving parts as a V-8. As for pep, the Packard eights were no slouches with manual transmissions. Packard's own Ultramatic was very good and competed well against Hydra-Matics. But regardless, the handwriting was on the wall. "Old-school" thinking ignored the major

shift to V-8 motoring that Cadillac and Oldsmobile innovated with their lightweight, economical and powerful overhead-valve V-8s starting in 1949.

As time ebbed, Packard stuck to its old guns under the hood, but introduced crisp and modern styling lines for 1951 through 1954. That last year saw the final bow of the magnificent inline powerplant, as the sales force weakened in large cities and small towns. Cries arose for a V-8! Loudest among those voices was that of the new corporate president, James J. Nance, a great success at Hotpoint who was offered the head spot at Packard.

He introduced his new "Packard Plan" in *Packard News*' "1952 Special Announcement" issue. Readers were convinced of a sales chasm. "The buying public over forty years of age remembers Packard as the only prestige product in the automotive market prior to 1935. People under forty have heard of Packard's former prestige but never knew a time when it existed." Nance wanted to split the lines into high-priced Packards and medium-priced Packard Clipper ranges. *Fortune* magazine characterized Packard's movement under the title of "Packard's Road Back." It was a bold initiative that soon had a V-8 in its future. Large banners sported: "Now...look to PACKARD for a Great New Era!" and "A Great New Car with Grand Old Name!"

Had circumstances and finances allowed, Packard would have launched a car with a V-8 nestled under-hood during its last major Detroit styling. But the idea was held back for a raft of reasons. When the heavily facelifted 1955 range debuted, it carried the V-8 with some unfortunate teething problems.

In its news release for Jan. 5, 1955, Packard's News Bureau announced initial plans for its V-8 went back to 1946, and that, more recently "under sanction of the AAA contest Board, a Packard ... with a pre-production V-8 traveled 25,000 miles in a total elapsed time of 238 hours, 41 minutes, 44.3 seconds, for an average of 104.737mph." Horsepower ranged from 225 to 260 with a compression ratio of 8.5-to-1 and torque rated at 355 lb.-ft.

Still, it was not enough to stem the tide.

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# TWICE BITTEN



## STORY AND PHOTOS BY AL ROGERS

In 1963, Warren Mansfield was looking over the magazine rack at his local Rexall drugstore in Woodbury, Conn., when he came across a copy of *Motor Trend* magazine. He opened the magazine to an article about the Daytona 500 race where he found an eye-catching head-on picture of five Fords, nose-to-tail, with the headline, “Ford sweeps the Daytona 500 first 5-places.” Just 15 years old at the time, Warren already had the car bug and knew enough about NASCAR to realize Ford had done something that no automobile manufacturer had ever done before at the

Daytona 500. To say Ford dominated the race is an understatement. Tiny Lind won the race followed by Fred Lorenzen in second, Ned Jarrett in third, Nelson Stacey in fourth and Dan Gurney in fifth—all in Fords. Never in the history of the Daytona 500 had one manufacturer finished in the top five spots.

Mansfield bought the magazine and after reading the article, became hooked on NASCAR. The article also further cemented his affection for the Blue Oval brand.

Now 61 years later, much has changed for Mansfield, Ford and NASCAR. But Mansfield still has fond memories of the day he came across

that *Motor Trend* magazine at the Rexall drugstore. He’s reread the article several times and remains shocked at the outcome of the 1963 Daytona 500, much like other NASCAR fans who had the opportunity to read about the race, see the race in person or watch it on ABC’s *Wide World of Sports*.

“It still makes the hair stand up on the back of my neck,” Mansfield says. “After reading how Ford dominated the competition at the Daytona 500 in 1963, I was 15 years old and a teenager at the time, and the car bug had started to consume me. I was hooked on NASCAR and Ford. Besides, Woodbury Connecticut, wasn’t really a ‘Blue Oval’ town and I



# *Original owner buys back and resuscitates his 1969 Cobra*



Ford poised the Cobra to take on the likewise midsize Chevrolet Chevelle SS and Plymouth Road Runner, and this Cobra did just that in the early 1970s while in the hands of original owner Warren Mansfield.

kind of wanted to change the landscape someday. I once told myself, 'If I was ever to own a new car, it would be a Ford.'"

## **The first Cobra bite**

On March 16, 1967, Mansfield began what would become a 43-year career with the National Cash Register Co. (NCR) in Waterbury, Conn., as a cash register repairman. He was earning a decent income and saving as much money as he could in hopes of one day buying a new Ford muscle car.

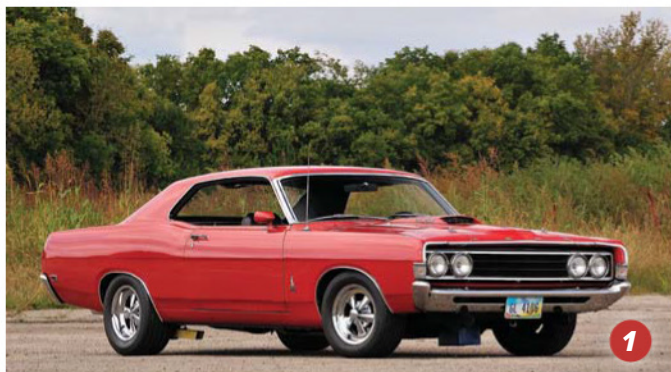
In the fall of 1968, he came across an advertisement in *Car Craft* magazine wherein Ford Motor Co. advertised the new Ford Cobra for the 1969 model year.

The following spring, Mansfield walked into a nearby Ford dealer's showroom and ordered a yellow 1969 Ford Cobra. Woodbury, Conn., was a small town in 1969, and word of Mansfield's order traveled fast. A salesman from nearby Murphy Ford in Ansonia, Conn., who went by the name "Big Dee," heard that Mansfield had ordered a new Cobra from a rival Ford dealership across town and called him within days of the order. Big Dee convinced Mansfield that Murphy Ford would beat the price quoted by the rival dealership and persuaded him to cancel the order so he could sell him the 1969 Ford Cobra in the color and options of his choice.

Over the course of a couple hours in April 1969, Mansfield and Big Dee went through the meticulous process of ordering a 1969 Ford Cobra 428 Super Cobra Jet painted Indian Fire.

The Cobra arrived at Murphy Ford in May 1969. When 21-year-old Mansfield arrived at the dealership to take delivery of his new Indian Fire SCJ Cobra, he found it parked in a special location and was blown away. The experience grew more memorable as he drove out of the dealership and onto Main Street while hearing the 428-cid SCJ V-8 engine roar as he methodically shifted through the four-speed transmission for the first time. It's a day he'll





1. Original owner Warren Mansfield restored his 1969 Cobra to just how he remembered it at its peak performance during the early '70s.

2. "428 Cobra Jet" was identified on the hood scoop so competitors only caught a glimpse of the script before the light turned green.

3. Traction bars were another period, "day two" mod that kept the Cobra competitive on the quarter-mile track. Note Mansfield selected the formal-roof version of the Cobra, rather than the SportsRoof fastback.

4. Although in a square housing, Cobra taillamp lenses had a horizontal theme shared with the base midsize Ford Fairlane.

5. The Cobra's door panels were rather Spartan, likely so all the greenbacks could go into the muscle car's performance drivetrain.

6. All-black bench seat interior continues the Spartan theme and nicely contrasts the Indian Fire external paint color.

7. Back when he first owned the car, Mansfield installed tow hooks for pulling the Cobra to the track; they're still there.

*Continued on page 36.*



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

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

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

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**Above:** The Super Cobra Jet 428-cid V-8 was good for 335 hp in 1969, but this one has some internal tweaks to bump up the “h-p.”

**Right:** Warren Mansfield (front, in sunglasses) with his resuscitated 1969 Cobra and Jim Zehring, who completed the body work on the restored Cobra.



never forget and even now, recalling the experience puts a tear in his eye and a smile on his face.

While growing up, Mansfield says his father purchased used cars that fit the family’s budget. Until his Cobra purchase, no one in Mansfield’s family had ever bought a new automobile, and the purchase of the ’69 Cobra served as a catalyst for Mansfield to stick with his plan to have a successful career at NCR.

### Speed kills a Cobra

Mansfield initially drove the Cobra to work only on days when the weather was nice. Then, in 1970, the drag racing bug bit him.

“By the end of 1969, I was a big fan of the NHRA, especially the stock classes, and got a monthly fix through my subscription to *Car Craft* magazine,” Mansfield recalled.

Mansfield wasn’t just reading about racing, he was becoming an enthusiastic spectator of the sport. After attending a few drag racing events with some friends at the Connecticut Dragway, Mansfield noticed there were few Fords.

The lack of Fords competing on the track motivated Mansfield to alter his Cobra so it would be more competitive in the Super Stock F class. He was going all in with the intent to win races and make a name for the Ford brand on his local track. In factory form, his 335-hp SCJ Cobra was a fast car, but to make it more competitive, performance enhancements had to be made.

“In early 1970, I decided to race my Cobra and was keen on showing all the GM and MoPar guys that Fords could

run strong, too,” Mansfield said. “So, beginning in 1970 through 1971, I proceeded to modify my prized Cobra. I was anxious to have it remain looking like it was bone stock, unless you looked closely and saw the seven-quart, deep oil pan hanging down up front. Most of my guidance to the mods came from Ford’s very first performance parts catalog titled ‘Muscle Parts: A New Concept in Staged Performance,’ a catalog I still have to this day, and by ads and articles I saw in *Car Craft* magazine.”

In addition to the deep-sump oil pan, Mansfield added a dual-point distributor; an aluminum intake from the Ford “Muscle Parts” catalog (part C6AZ-9424-H); Jardine headers, which were all the rage for Cobra Jet race cars in the 1970s; a Schiefer clutch; a 40-lb. flywheel; a Lakewood blow-proof bell housing; a Hurst shifter; a Crane solid-lifter cam; Lakewood traction bars; and a Melling high-pressure oil pump. The engine was bored .030 over and fitted with Jahns lightweight pistons, and Mansfield had tow tabs welded to the car’s frame horns so it could be towed to the drag strip.

Mansfield did well enough with his 1969 Ford Cobra that it earned a Connecticut Dragway class winner decal that he proudly affixed to the car.

“I did most of my racing at Connecticut Dragway, an NHRA-sanctioned track,” Mansfield said. “This track was frequently visited by cars from the famous Tasca Ford out of Rhode Island since it was the closest to their dealership. The track went out of business around 1986 and the facilities were

purchased by *Consumer Reports* and now serves as their test site.”

From 1970 through 1972, Mansfield regularly raced at the Connecticut Dragway, but then the first oil crisis hit the world and drag racing came to a screeching halt for Mansfield and his ’69 Cobra. A local guy by the name of John Jungen had tried to convince Mansfield into selling him the Cobra. Once fuel became scarce and prices for it went sky high, Mansfield reluctantly sold Jungen the Cobra.

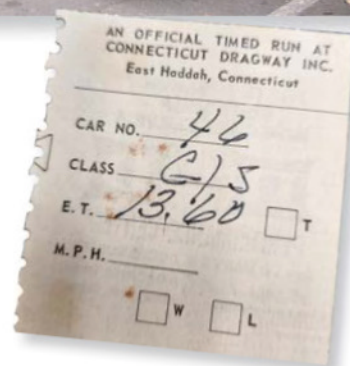
Jungen went on to continue racing the Cobra at the Connecticut Dragway and during a pass, blew up the original 428-cid SCJ V-8 engine. It was replaced with a Ford 352-cid FE V-8 engine and when that engine started having issues, Jungen parked the Cobra. Around 1975, Jungen pastured the Cobra beneath a tree where it began to decay.

### Bringing back a Cobra

Mansfield heard his old Cobra had suffered a blown engine and was no longer operational, so he tried to buy it back, but with no luck. Although he was initially rebuffed, he continued trying by regularly calling the owner about buying back his car—for some 35 years!

By the end of those 35 years, Mansfield found himself established in Ohio, but he still had roots in Connecticut and in 2009, was back in the Constitution State for a family function. During the trip back east, Mansfield’s son, Joe, urged him to reach out to Jungen again since they were back in town. Reluctantly, Mansfield made another phone call only to be told the car still wasn’t for sale.





**Top left:** Mansfield with his new 1969 Ford Cobra.

**Left:** The 1969 Cobra in the Connecticut Dragway staging lanes during 1971.

**Top right:** Towing home the Cobra when Mansfield repurchased it in 2009.

**Right:** The Cobra once ran an elapsed time of 13.6 seconds with open headers.



Just one month later, Mansfield received a call he never expected. On the other end of the line was John Jungen.

"Warren, this is John, are you still interested in your car?" Jungen asked. "If so, I'll take this for it and it's yours."

Without hesitation, a deal was struck between Jungen and Mansfield. It was as if Hollywood had scripted it.

Soon after the phone call, Mansfield made another trip back to Connecticut to retrieve the '69 Ford Cobra that he had ordered new. The Cobra was pulled out of the field and loaded into a trailer, never to look back at that Connecticut field again. The Cobra would begin the next chapter of its storied life in Dayton, Ohio.

For much of 2009, Mansfield planned for his forthcoming 2010 retirement from NCR. Upon retiring, he would put his resources into the restoration of his 1969 Ford Cobra, the car he'd bought shortly after he started his career with NCR.

"How many people get to pay for the car two times during their lifetime?" Mansfield jokes.

He says the restoration work began in 2009, shortly after he brought the

Cobra home, and became a full-time effort in September 2010. His purchases of the car book-ended his career at NCR, and his time there was about to continue to impact the future of the Cobra.

"A guy who worked for me at NCR had a neighbor who was a retired auto body technician," Mansfield said. "His name is Jim Zehring, and he has a shop at home in Farmersville, Ohio, where he works on restorations and performs custom body work. All the sheet metal work and paint were performed by Jim. The disassembly and reassembly were performed by me. I also did all the drivetrain restoration except for the machine work needed on the engine block, heads, crank and rods. I assembled the engine, rebuilt the four-speed, and rebuilt the 9-inch 3:91 rear axle.

In resuscitating the car, Mansfield didn't bring it back to exactly how it appeared on the first day he saw it parked at Murphy Ford, but to the "day two" look of how he remembers experiencing it in 1969 and into the early 1970s. Even the tow hooks, deep-sump oil pan, traction bars, engine tricks and hood pins are back in place—everything down to the

Connecticut Dragway decal that the car once earned.

"When I sold the car, it proudly wore a Connecticut Dragway class winner decal," Mansfield says. "When I got the car back to restore it, the decal was long gone, but by a stroke of luck, I found a guy in Connecticut that had an unused decal in his desk drawer, which he graciously gave to me and is now on the restored car.

"I consider the restoration to be finished in 2012, but as with most hobbyists, there are always projects to improve on something. For example, two years ago, I decided to add Ford power steering. They are never really finished...."

After tearing into the Cobra, Mansfield became an active member in the Fairlane Club of America (fca.clubexpress.com) and writes articles for *The Fairlaner*, the club's publication. He has also served as the club's technical advisor for the 1968-'69 model years.

"I've been to eight FCA Nationals with the '69 Ford Cobra," Mansfield adds. "We'll be in Dearborn, Michigan, from June 27-29, 2024, at the Double Tree Hotel for the Fairlane Nationals."



## Not So Fast

After years of careful work, the 1957 Harley-Davidson Flathead Duo-glide was almost finished. Sitting in the garage, Bob could almost feel the wind in his face just by looking at it.

The process of hunting down each elusive part had been exhausting at times, but mostly it was exhilarating when original parts were located.

Between the handlebars stood a void. The missing speedometer hole stared at Bob with the promise that soon this project would be complete and the open road awaited.

Searching the internet for parts can be a hit-or-miss adventure. Some parts are real, some are not, some in a condition less than promised and some never existed at all. The best source of parts tends to be the word-of-mouth parts. You know, the guy who knows someone who has a friend who has some bike parts. You follow every lead because you just never know who has what parts.

Bob had a hot lead for his 1957 speedometer. There was a guy who lived out in the middle of nowhere at least a four-hour-drive away. Was it worth the chance? You bet. A phone call was made and a date was set. Bob had cash in his pocket and hope in his heart. Driving directions were given; no GPS then—this was a throwback to directions by landmarks only. Paved roads turned into gravel roads that turned into dirt roads that turned into paths only driven by the owner of the property.

Bob had asked the parts owner how he would know if he was at the right location. The answer was, “I’ll leave the red flag up on the mailbox.” Not fool-proof, but at least it was something.

The four-hour drive outside of Los Angeles was full of anticipation for Bob as he imagined riding his soon-



“The Missing Piece....”

to-be completed bike down these very roads. When Bob felt he was getting close, he examined every mailbox he passed until he saw that little red flag that marked the spot. He made another turn on to an even smaller road with no house in sight. A quarter-mile later, a house appeared. Hoping this was it, and thankful there were no snarling dogs to greet him, Bob called out a friendly, “Hello, anyone home?” a few times until a lone figure appeared from behind the garage.

This was direct from central casting: 80 years old at least, probably more, well-worn denim overalls and, in an odd sartorial touch, dress shoes. Perhaps our purveyor of parts had finally worn out all of his shoes and was now down to the least-worn pair. At this age, who wants to invest in new shoes?

It was an odd image.

Greetings all around and quickly down to business. Bob and Mr. Parts entered the darkened garage and made their way to a workbench piled to the ceiling with tools, parts and everything he had collected over the many years. Not surprisingly, no shoes. Mr. Parts proceeded to go to a shelf and retrieve an old cardboard box, the type that held so many old parts over the years that the cardboard was split open and was now a golden yellow slick with oil saturation. Inside, carefully wrapped in an old bath towel, was Bob’s prize: a 1957 Harley-Davidson Flathead Duo-glide speedometer. It was beautiful. Not rusted or dented, the dial face clear and bright. It even looked like it had its original glass.

Bob was very excited that all the driving and anticipation was going to pay off. Now, by previous agreement,



the price has been set over the phone: \$1,200, cash only. Bob was prepared to purchase, but not prepared for what happened next.

He set the speedometer down on the workbench and looked to Mr. Parts and then said these words: "I'll give you \$800."

The room suddenly froze and an unknown eclipse of the sun seemed to occur as the room felt oddly dark. A cloud. Mr. Parts, without saying a word, reached behind and retrieved a rather large ball peen hammer, took two steps toward Bob and suddenly swung the hammer directly on the face of the speedometer, smashing it into uselessness.

Sometimes the universe spins events in front of you so fast that you think you have entered another realm. Then Mr. Parts turned back toward Bob and said, "Well, since your father never taught you this lesson, I will. You don't renege on a deal."

Bob was speechless and terrified at the same time and suddenly bolted out of the garage without saying a word lest his face become the next speedometer.

The four-hour-drive home felt much longer. Now eight hours total invested and no speedometer, but a new appreciation for human behavior. Mr. Parts was right, he did teach Bob a lesson. More than 12 years later, Bob has never again attempted to reduce an agreed price on anything. The memory of that hammer forever imprinted in his brain.

Much later another speedometer was located, but at twice his original price with Mr. Parts. He paid it.

Want more "Garage Tales?" Rodney Kemerer's new book, "Tales From the Garage," is an illustrated collection of his best essays and is now available from Amazon. Go to [Talesfromthegarage.com](http://Talesfromthegarage.com) for more information.

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# Several Trips Around in Galaxies

## Recalling a lifetime with full-size '60s Fords

STORY AND PHOTOS BY DAVID W. TEMPLE



Of all the Galaxies bought by my parents, this 1967 Galaxie 500 never left the family.

Throughout the 1960s, Chevrolet and Ford netted the most car sales with the latter maintaining second place—a situation that was typical throughout the preceding few decades. These were the entry-level cars that the vast majority of people could afford to buy. My dad, Bill Temple, was one of those who bought Ford cars during that decade. We talked about the cars he owned back in the 1950s and 1960s, and I recall most of what he told me. However, I will never know how he started with a Ford as the first new car he bought as I never asked.

Dad had owned Chevrolets while in the U.S. Air Force from 1951 to 1954, and he and my mom got a 1957 Chevrolet as a used car while living in Little Rock, Ark., around the time he graduated from pharmacy school in 1959. His choice to ultimately buy five Fords in the 1960s was driven by circumstance, no doubt, rather than by some loyalty to the brand. He also owned a one-year-old 1965 Cadillac

Calais for a while, so I know he liked cars made by General Motors, too.

For whatever reason or reasons, while still living in Little Rock, he purchased a 1962 Ford Galaxie 500 four-door sedan powered by the 292-cid V-8 and automatic transmission. My guess as to what led to this selection is that a customer of the pharmacy where Dad worked was a Ford salesman. By then, Dad had been working for about two years as a pharmacist. Not long after getting that car, he found an opportunity to be a partner in a Walgreens with another pharmacist from Arkansas in the East Texas town of Longview. He and Mom moved there in the summer of 1962 and one year later, they had a house built. The associated expenses likely kept Dad from buying a 1963 Ford, or any other make of car. My birth one year after that, though, did not keep him from buying his next new car, a 1964 Galaxie 500 two-door hardtop.

### Two spins with a 1964 Galaxie 500

The '64 was a demonstrator before being sold to my dad. The dealer came into the store one day and gave my dad the old pitch that went something like, "I have a deal for you. If I can't sell this car to you, then I just can't sell a car." It was Pagoda Green with a 390-cid V-8, automatic, factory air conditioning, power steering, power brakes, a radio and a remote mirror. My dad didn't even realize it had a 390 and its power took him by surprise. He noticed the fender-mounted "390" emblems after a few days and thought, "No wonder it has so much power!" He sold it to his boss and friend before buying it back one to two years later. Regardless of just when, it was definitely back in the garage before mid 1967, when I was three years old. Otherwise, I would have no memory of that car other than seeing it in a home movie and in the background of photos in the family album.

### A brief jaunt with a '65 Galaxie 500

After the '64 was sold the first time, a 289-powered 1965 Galaxie 500 two-door hardtop took its place. It was Raven Black with black upholstery, but without tinted glass nor air conditioning. Dad had the dealer install air conditioning as it's needed to survive summer in Texas—especially in an all-black car! The car did not even have an outside rear-view mirror, which remained an option at that time, although it had the extra-cost rocker panel extensions along the quarter panels and an all-vinyl upholstery, an extra-cost upgrade over the standard-issue cloth-and-vinyl combination. That is all I know of it other than it being in an accident in which the entire front end and radiator had to be replaced. Fortunately, no one was hurt.





LEFT: This image showing the 1964 Galaxie 500 owned by my father was taken from a home movie transferred to a DVD. He owned the car twice—first as a new car and then from the second owner in 1966 or 1967.

RIGHT: This photo of the family's new solid-black 1965 Galaxie 500 was taken in the driveway of my paternal grandparent's home in Arkansas. The car had a 289, automatic transmission and dealer-installed air conditioning.



ABOVE: My father took this photo of my mom with me in her arms about to get into their new Raven Black 1965 Galaxie 500.



Your author at age one getting a nap in the back seat of the family's new 1965 Galaxie 500. Note the optional all-vinyl upholstery. Standard issue was a combination of cloth and vinyl.



At left is the only photo in the family album of the 1966 Galaxie 500 my dad purchased new. Because the black '65 became so hot in the Texas summer, Dad next bought a white '66, though it still had a black vinyl interior. This one had factory air conditioning.

### A 289 '66 Galaxie 500

Next time, Dad bought a Wimbledon White '66 Galaxie 500 two-door, also with a 289-cid V-8, automatic transmission, factory air and tinted windshield, though still with a black vinyl interior because "black interiors look luxurious," Dad said. That is all I knew about that car until recently when, by happenstance, I found an ad Dad had placed in the local newspaper while I was searching through old newspapers via an online service. The

ad was in a May 1966 issue of the newspaper, thus revealing the '66 was not kept more than several months. Why so short an ownership I do not know, but suspect Dad had finally bought a Cadillac, a car he had long wanted to own. Back then, Cadillac was known as "The Standard of the World" and I guess Dad felt that was true. His Cadillac was a blue 1965 Calais four-door hardtop. He said it was a year old when he bought it, so my theory seems reasonable.

### A keeper '67 Galaxie 500

In mid-June 1967, my parents went shopping for a new Galaxie 500. Dad had one he described as "palomino" in color, but there was no such color that year. Therefore, I can only assume the car was Pebble Beige, the closest match to Palomino which, by the way, was a 1964 Mercury color. This car was equipped with a 289 and very likely had factory air conditioning and definitely an automatic transmission. However, Mom was looking at a Candyapple Red car equipped with a two-barrel 390 and a black vinyl top. She liked the color combination. Dad was not enthused about the extra costs of the 390 and the vinyl top. While he was frugal as the result of growing up in the latter years of the Great Depression, he was also practical. Dad bought what Mom wanted! (At the time, he did not know this would be the final new car he would buy until 1988, when he purchased a Mercury Cougar for my mom (red, of course). So, he really got his money's worth out of the purchase.)

# Cars I Wish Could Have Been Kept

My father had a sideline of selling used cars. He partnered briefly with a man in 1967 to form Gregg Motor Co. (I suppose “Gregg” was for Gregg County, because neither was named Gregg.) Sometimes my dad brought home a car for minor repairs. The partnership dissolved by early 1968 when dad’s partner suddenly died. However, my dad continued to sell used cars as a sideline, but from home.

Among the cars I recall were a blue 1962 Impala, a 1963-’65 Riviera and a turquoise 1965-’66 Bonneville four-door hardtop. My sole memory of the Impala is not a good one. My dad backed it over my pedal car, thus totaling my first “car.” (At least I still had a tricycle!) However, the Riviera and the Bonneville fascinated me; I recall riding in them on just one occasion each, but those memories stuck with me all these years. One day, probably about 20 years after the fact, I mentioned those two cars to my dad. He said, “The Riviera burned too much gas,” and the Bonneville was “too big.” However, I loved them!

The 1964 Galaxie 500 my dad owned twice is remembered by me from the second ownership. I was brought home from the hospital in that car after my birth. I was probably three years old when I saw what must have been the first flat tire I had ever seen. My parents and I were going to go somewhere in it, but the car’s left front tire was flat. That is my one memory of the car, but seeing it in a home color movie and in the background of family photos, plus the story of my mom driving it at 80-85mph on the highway, left an impression on me, plus the 1964 model is my favorite full-size model of the decade.

Another car he had to sell, which I do not recall, was a blue 1965 Galaxie 500 with a four-barrel 390 and four-speed. He told me a young guy came to look at it, but the car would not start. The problem was a simple one; the tachometer had shorted out. Dad did not think the guy would return, but he did. He gave it a test drive and bought it. Incidentally, the car had come from Hawaii.

Lastly, my father mentioned having for sale a 1967 or 1968 Camaro with a four-speed. He said it was tremendously fast. I suspect he had some fun driving it, but I do not believe he would have ever admitted it.



Here is your author, age three, standing with the family’s new Candyapple Red 1967 Galaxie 500. Mom liked the color combination of the car. The fact it had the optional two-barrel 390 and vinyl top, adding to the base price, was of no particular importance to her. Dad wanted to get a more economical 289-powered car. Mom got her way. This car has stayed in the family ever since.



Here is how the 1967 Ford Galaxie 500 that my parents bought new now appears.

The 1967 Galaxie 500 also came with “Special Equipment Group M” consisting of all-vinyl (black) interior, Select Shift Cruise-O-Matic, 815x15-4 whitewall tires, power steering, wheel covers and bodyside moldings. Other options present were an electric clock, Selectaire Conditioning, AM radio and tinted windshield. With the trade-in of a 1960 Continental for a \$150 credit, Dad recalled the sale price was \$3,210. The window sticker, which Dad kept, shows more than \$3,800. In later years, he claimed that when the car was once again worth what he paid for it, he would sell it, but he did not.

Mom drove the ’67 for many years, including taking me to grade school in it. (That car seemed to stick in the minds of some classmates; those I later encountered remembered the car.) Dad drove the ’64 Ford for a while, but how long I do not remember. I do recall him having a number of used cars at the house, such as the ’60 Continental he traded in, which he repaired as needed and flipped for a profit. I also remember a gold late-1960s Cadillac that must have been owned for only a brief time. There were no more Ford products bought for personal transportation until the aforementioned Cougar.



Eventually, the '67 Ford became used less and less; around 1979, it was driven only 300 miles for the entire year. However, my dad decided to start driving it as his go-to-work car. The vinyl top had deteriorated and needed replacement so a white one was installed. In August 1983, it became mine. By this time, the old car bug had really bit me after attending my first car show a few months earlier. The Galaxie served me through my college years and well beyond. During that time, the front suspension was rebuilt, the rear main seal, timing chain and U-joints were replaced, dual aluminized exhausts were installed and the vinyl top was replaced with a black one, thus giving it its original appearance again. I also added additional options and accessories such as Styled Steel wheel covers, headrests, deluxe seat belts, AM-FM radio, etc. Additionally, an NOS bodyside molding kit replaced the original oxidized and somewhat dinged units.

I drove the car on trips to visit my grandparents in Arkansas; twice to the Petit Jean (Arkansas) Swap Meet; Memphis; Galveston, Texas; Ft. Worth; and elsewhere. By mid 1995, the old Ford's 390 was tired after 143,000 miles and rust had infected the roof panel. Dad passed away that year and I inherited his 1982 Riviera, which I drove for nearly a year before getting a new car. The '67 went into storage until late 1999 when it was hauled to R&R Restoration for major body work that included not only a repaint, but a roof transplant. A vinyl top was not installed this time. Several years later, the transmission was rebuilt using an NOS taxi-type valve body. (It shifts quickly like a shift kit would do.) Axle seals, wheel cylinders and wheel bearings were also replaced. Recently, major mechanical work has been performed, including a new 390 using a slightly used standard-bore block along with NOS cam, lifters and timing chain. The earlier rebuild had been poorly performed, making the block nothing more than scrap metal. All that is left of the original engine is the crankshaft, heads, front cover and intake and exhaust manifolds. It is ready for another 100,000 miles, though it probably will not be driven that many more miles.

My interest in cars ultimately lead to a writing career which includes authoring five books, among them, "Full Size Fords: 1955-1970." Who knew some old Fords could lead to that?

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# Snake Charmed

1979 Mustang Cobra hasn't lost its appeal for original owner

Story and photos by Brian Earnest

**G**reg Pieczynski still laughs at the thought that he's held onto his 1979 Mustang Cobra since it was new.

And he says the fact that he even stumbled onto it and bought it in the first place is even harder to believe.

The Plover, Wis., resident just happened to be driving through the tiny nearby town of Milladore one day and spotted one of the hot new Mustangs sitting on a small Ford dealer lot. The next thing he knew, he was driving it home.

"I heard every Ford dealer was going to get a Cobra—at least one—to start off with, and I happened to be coming through Milladore and I spotted this one that was sitting out there underneath their sign," Pieczynski recalls. "It was just dumb luck.... They had just gotten it in not too long before that."

"I wasn't a big fan of the Mustang II. I had owned a couple of the original Mustangs. Then they came out with the Fox

body and I kind of got interested in it, because of the turbo-charged four-cylinder. That was new technology back then.

That was state-of-the-art, high-tech stuff... I just stopped in and took it for a test drive and said, 'Yup, I m gonna buy this one.'"

As is often the case for vehicles that spend many decades with their original owners, the Mustang started off as daily transportation, then became elevated to summer car and, finally, hobby machine. After almost 45 years, Pieczynski's Cobra has only 34,000 miles on the clock and remains a near-perfect specimen. At the time that he bought it, Pieczynski said he would have wagered plenty on the long odds of ever owning the Cobra this long,

or keeping it in such pristine shape.

"I was 23 years old when I bought it. I just liked the car and thought it was cool—great for going out and chasing around," he laughs. "I just thought it was cool. Then after I





had it a few years, I started thinking 'it's really a fun car,' and I paid it off and I thought, well, I'll just hang onto it. Then I wound up getting married and I thought about selling the car, and my wife convinced me not to. She just said, 'You may regret that. You ever think about just keeping one car for your whole life?' And I thought that wasn't a bad idea. There aren't many people who get a new car and just end up hanging onto it, so that's what I decided to do.

"I drove it that first winter, of course. I got it on December 11 and, of course, it was the start of the winter, and I drove it through the winter, and when the next winter came around I decided I should just park it and save it. I remember my dad saying, 'Are you kidding me? You just bought a new vehicle and you're going to park it in the wintertime and not drive it?'" he laughs. "But I bought an old Chevy pickup and that's what I decided to drive in the wintertime."

### Dawn of the Fox body

If the second generation lacked some of the magic and broad appeal of the original pony cars, the dawn of the new "Fox body" 'Stangs for 1979 gave the model a chance to reclaim its former glory. All-new sheet metal created an all-new machine, at least in the looks department. The Fox chassis came from the Fairmont, but was shortened and modified for the new Mustang body. The Mustang was now 4 inches longer than the 1978s and was said to offer 20 percent more passenger space. Soft urethane bumpers added to the longer look, but weight was actually cut by 200 lbs. The aerody-

namic-wedge design featured a sloping front and hood and a more sculptured roofline. A lower beltline gave the Mustang great glass area for improved visibility. As in the prior year, a two-door notchback and three-door hatchback were offered in base and Ghia trim levels. There was also a Sport package and a Hi-Po TRX package.

In addition to the German-built 170-cid (2.8-liter) V-6 and 302-cid V-8, both carried over from 1978, there was a new 140-cid (2.3-liter) turbo four-cylinder. The base engine remained a non-turbo four. Due to a V-6 shortage later in the year, Ford's inline six replaced the V-6 as the first option above the base model. The turbo was optional on other Mustangs.

For buyers who wanted some fun, the Cobra package was the way to go, but at \$1,173, it wasn't cheap. The Cobra goodies included the 2.3-liter turbo four-banger, turbo hood scoop with "Turbo" nameplate, 190/65R x 390 TRX tires on metric forged-aluminum wheels and a special suspension. Cobras had blacked-out greenhouse trim, black lower body-side tape treatment and wraparound bodyside moldings with color-keyed inserts. The Cobras also had color-keyed grilles and quarter louvers, dual sport mirrors, black bumper rub strips with dual color-keyed inserts, an 8,000-rpm tachometer, engine-turned instrument panel, sport-tuned exhaust and bright tailpipe extensions. Rocker panel moldings were deleted on Cobras. Optional hood graphics were an extra 78 bucks. All of the 17,579 Cobras sold in 1979 carried a manual transmission.



A turbo-charged four-cylinder was not exactly a traditional approach for a muscle car, but the 1979 Mustang Cobra was indeed a whole new beast for 'Stang lovers. It helped usher in the wildly successful Fox-body era and was one of the hottest new American cars on the road at the time. This one-owner example has always been lovingly cared for by Greg Pieczynski, of Plover, Wis.





The Cobra package added a hefty \$1,1173 to the price tag. It included the 2.3-liter turbocharged four cylinder and a big, fat hood scoop with turbo badging.

*Car and Driver* magazine gave a resounding thumbs-up to the new Mustangs when they came out, and although the writers didn't specifically report on the Cobra, they put a nicely equipped turbo Mustang through its paces. "Although a V-8 that performs like this one is news, the turbo motor is News [with a capital N]," one writer commented. "Ford has fitted a Garrett AiResearch turbo to the basic 2.3-liter four-cylinder, and with the extra help the engine produces 132 horsepower, a nice increase from the standard version's 118. And it's smooth, unobtrusive power. There's no neck-snapping surge when the turbo is doing its job: just a steady pull as the revs rise and the engine feeds on its own gases. In our early testing this engine was good for zero-to-sixty times of 9.1 seconds and ran the quarter in 17.4 seconds at 82 mph... Ford, obviously, has done a Very Good Thing with its Mustang. These cars are not only what we've been asking for, they're an indication of things to come throughout the domestic industry. And that is indeed good news."

### Defying Father Time

Pieczynski had to pony up \$6,533 for his new Cobra before he could take it home, but the hit was softened when he traded in his Jeep CJ-5. "I think the difference with tax, title and license was \$3,677," he recalls. "Back then in '79, \$7,000 was a lot of money for a car. It was a really expensive option for that car, but you did get quite a bit. You got the special tuned suspension, the metric wheels, the turbocharged four-cylinder 2.3, or you got the 302 V-8. You couldn't get an automatic with the turbo engine, but you could get an automatic with the V-8... It's got the low-back bucket seats—cloth and vinyl—the accent group, power steering, power brakes, AM/FM, tinted glass."

Other than a couple of belts, some spark plugs and regular oil changes, Pieczynski says the only thing he's ever really done to his black Cobra is swap out the wheels. The rim-



and-rubber switch was more for convenience and practicality than anything else. "The original tires that were on there were the Michelin TRX and they were an oddball size. They were a pretty good tire and I didn't have very many miles on the tires, but after about 30 years they started getting so weather-checked that I didn't feel safe driving on them anymore. I did buy another set (of tires and wheels). They re-popped the Michelin wheels and 16-inch tires ... They were only like \$1,000, \$1,200, so you could buy tires and wheels in one shot. The only thing is they are about an inch bigger than the originals. But if I had to, I could throw the originals on there — if I was getting it professionally judged or something."

Pieczynski insists that the main reason his '79 Cobra still trips his trigger today is the same reason he liked it to begin with—it's frisky! By modern standards it might be a trail horse, but it was plenty fast for its time and still feels and sounds quick when the turbo starts howling.

"They have a warning system on 'em that tells you when you are getting over-boost, and it lets you know about it!"

*Continued on page 48.*



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The all-new Cobra featured the Cobra insignia on the instrument panel and plenty of other cool goodies: ribbed roof panels, 8,000-rpm tachometer and special instrument panel with audible overboost warning and engine oil warning system. On the outside, the Cobras had blacked-out greenhouse trim, black lower bodyside tape treatment and wraparound bodyside moldings. Rocker moldings were deleted on Cobras.

Pieczynski laughs. "That's fun. I've gotten those bells and whistles going! Those turbos, they want you to hammer on them if you want to get power out of them. You've gotta just go, and they are built to take it. The turbo motors were definitely beefed-up over the regular four-cylinders."

Pieczynski has three other hobby cars that are all older than his '79 Mustang Cobra. He certainly still views the Mustang Cobra as the youngster in his stable, even as it gracefully passes into middle age.

"I can't even believe it's been 44 years!" he says. "To me it still almost seems like a new car. It's still got the new car smell... It feels like, 'I just bought this thing, didn't I?'"

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***"I can't even believe it's been 44 years! To me it still almost seems like a new car."***





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This historic 1963 Shelby roadster was the first Cobra to be fitted and sold with the 271-hp 289 cid V-8. Well preserved and much loved and cared for since new, RM Sotheby's sold it at \$1.1 million.

## Supercars carry RM Sotheby's Arizona sale

By Phil Skinner

**W**ay back in 2000, Rob Myers' RM Auctions held the first high-quality collector car catalog auction in Arizona during January. It was conducted at the stately Biltmore Resort Hotel in the posh Camel Hills section of Phoenix. Myers' pioneering efforts have paid off, and though a couple of snags have occurred along the way, notably a temporary relocation in 2021 due to COVID, the show and the sale continue to draw top-shelf collector cars and some of the most elite collectors in the hobby industry.

This year, starting in the early afternoon of Jan. 24, RM Sotheby's presented a total of 84 vehicles on the auction block at the Biltmore to a capacity crowd of bidders, consignors and spectators. Ferrari, Porsche and Mercedes-Benz were among the star attractions with a number of later model "halo" cars, or Supercars, having also been consigned. The condition of most of these vehicles was impressive. Throughout the afternoon and early evening, bidding was quick and moved at an unbroken pace with 63 of the 84 cars being called sold on the block. In addition to the public sale, another four vehicles were reportedly sold in post-block negotiations for a total of 67 cars finding new owners for an impressive 79.8% sell-through rating. By our numbers, sales before commission totaled \$24,093,000. For those cars sold

on the block there was a 12% commission to \$250,000 and 10% fee thereafter; we calculated a sale total of \$26,337,000!

Taking the top spot was the catalog cover car, the 2020 McLaren Speedtail Hybrid coupe called sold with a bid of \$1,825,000. Several other RM Sotheby's cars garnered plenty of attention, including a stunning 1938 Mercedes-Benz 540K, featuring a superbly crafted cabriolet body in the style of Sindelfingen. It sold for a bid of \$1.4 million.

Another car that captured more than its share of interest was an unrestored, long-term-owned 1963 Shelby 289 Cobra. This was the first Cobra to be delivered with the 271-hp 289 cid V-8, and was offered in Scottsdale with its original engine and transmission still in place, finished in white with tattered remains of its red leather seat covers. This historic roadster was called sold with a bid of \$1,100,000.

Another car of particular interest was the 1932 Alfa Romeo 8C2300 recreation by Pur Sang. Located in Argentina, the shops and craftsmen of Pur Sang recreate exacting duplicates of specific vintage Bugatti and Alfa Romeo race cars. The replicas are so exact that only learned experts can tell them apart. The example offered in Arizona by RM Sotheby's displayed those traits and is qualified to take part in many historic events, and at about one-tenth the cost of an original version.

Our personal favorite offering at the Biltmore was the stunning 1931 Marmon Sixteen convertible, presented in dark





An exacting recreation of a 1932 Alfa Romeo by Pur Sang, this car was offered at no reserve and called sold for a bid of \$330,000.



American Classics once ruled the Arizona sales, such as this 1929 Auburn 8-90 Speedster that RM Sotheby's sold for a bid of \$340,000 last January.

A lot of those previewing the RM Sotheby's sale seemed to like this one-off Graber-bodied 1952 Bentley Mark VI drophead coupe, which brought a bid of \$230,000.



burgundy with a saddle leather interior and restored to better-than-new appearance. The mighty 491-cid V-16 engine roared to life and acted like it really want to go for a long ride on an Arizona highway. It sold for \$300,000.

Thanks in large part to RM Sotheby's, the Arizona Auction week has expanded into one of the most popular annual destinations in the collector car calendar. Those who come to the Valley of the Sun and catch the RM Sotheby's event can get a glimpse of the cream of the crop in motor cars.



Raw horsepower is still popular at auction, as seen by the \$280,000 selling bid for this 1969 Chevrolet Corvette convertible in War Bonnet Yellow and fitted with the L89 427 V-8 and four-speed.



## RM SOTHEBY'S PHOENIX AUCTION

Jan 24-25, 2024

Phoenix, Ariz.

63 of 84 lots sold on block; sell-through rate: 75%

Hammer sales: \$24,093,000

Total sales w/fees: \$26,337,000

Phil Skinner reporting

Price/ Cond

1932 Alfa Romeo 8C2300 Monza Pur Sang replica race car 2335cc/150hp/8cyl/4spd	\$330,000	1
1950 Alfa Romeo 6C2500 Villa d'Este 2d cpe 2443cc/103hp/ 6cyl/4spd/RHD	\$450,000	2
1939 American Bantam 4-65 2d rds 45.6cid/20hp/4cyl/3spd	\$44,000	1
1962 Amphicar 770 2d amphibian 1147cc/40hp/4cyl/4spd	\$57,500	2
1965 Aston Martin DB5 2d cpe 3995cc/282hp/6cyl/4spd/LHD	\$720,000	2
1929 Auburn 8-90 Eight 2d Boattail Spdstr 248cid/93hp/ 8cyl/3spd/DSM	\$340,000	2
1984 Audi Quattro Sport Spyder 2d sed 2.1L/Turbo/306hp/5cyl/5spd/ AWD	\$600,000	1
2012 Audi R8 Quattro R-Tonic 2d conv 4.2L/FI/525hp/V8/6spd	\$135,000	2
1952 Bentley Mk VI Graber 2d conv 4566cc/150hp/6cyl/4spd/RHD	\$230,000	2
1958 Bentley S1 Continental Mulliner 4d sed 4887cc/178hp (est)/6cyl/ AT LHD	\$182,500	2
2020 Bentley Continental GT #9 Ed. 2d cpe 6.0L/Twin Turbo/626hp/ W12/AT	\$220,000	1
1935 BMW 319i 2d Rds 1900cc/55hp/4cyl/4spd	\$74,000	2
2001 BMW Z8 2d conv 4.9L/FI/395hp/V8/5spd	\$155,000	2
1958 Chevrolet Corvette 2d conv 283cid/245hp/V8/4spd	\$95,000	2
1958 Chevrolet Corvette 2d conv 283cid/250hp/V8/AT	\$72,500	2
1967 Chevrolet Corvette 2d conv 427cid/3x2-bbl/435hp/V8/4spd	\$152,500	1
1969 Chevrolet Corvette 2d conv 427cid/3x2-bbl/435hp/V8/4spd	\$280,000	1
1964 Citroen DS19 Chapron Decapitable 2d conv 1984cc/90hp/4cyl/ AT	\$110,000	2
1963 Ferrari 250 GT Lusso 2d cpe 2953cc/250hp/V12/4spd	\$1,225,000	3
1966 Ferrari 330GT 2+2 Series II 2d cpe 3967cc/300hp/V12/5spd	\$310,000	2
1972 Ferrari 365 GTB/4 Daytona 2d cpe 4390cc/352hp/V12/5spd	\$570,000	2
2014 Ferrari FF Panoramic 2d cpe 6.3L/651hp/V12/7S-AT/AWD	\$290,000	1
1974 Ford Bronco 2d 4x4 SUV NOM 5.0L/Coyote V8/AT	\$170,000	1
2005 Ford GT 2d cpe 5.4L/550hp/V8/6spd	\$390,000	1
2006 Ford GT Heritage Ed. 2d cpe 5.4L/550hp/V8/6spd	\$500,000	1
2021 Ford GT 2d cpe 3.5L/Twin Turbo/700hp/V6/7S AT	\$910,000	1
2006 Hummer H1 "Alpha 4d 4x4 SUV (armored) 6.6L/300hp/diesel V8/AT	\$175,000	2
1967 Iso Griffo GL Series 12d cpe Chev 327cid V8/5spd	\$290,000	2
1960 Jaguar XK150-S 2d Drop Head 3781cc/265hp/6cyl/4spd: RHD	\$125,000	1
1962 Jaguar E-Type (XKE) Series 1 2d conv 3781cc/265hp/6cyl/4spd	\$106,000	1
1968 Jaguar E-Type (XKE) Series 1.5 2d conv 4.2L/265hp/6cyl/4spd	\$55,000	2
1970 Jaguar E-Type (XKE) Series 2d 2 conv 4.2L/245hp/6cyl/4spd	\$130,000	1
1970 Jaguar XK-SS Lynx 2d rds 4.2L/265hp/6cyl/4spd/replica racer	\$192,500	1
1993 Jaguar XJ220 2d cpe 3.8L/Twin Turbo/6cyl/5spd	\$425,000	2
1965 Lamborghini 350GT touring 2d cpe 3464cc/280hp/V12/5spd	\$570,000	2
1989 Lamborghini Countach LP500 Anniv. Ed. 2d cpe 5167cc/414hp/ V12/5spd	\$430,000	1
1931 Marmon Sixteen 2d conv 491cid/200hp/V16/4spd/DSM/rumble seat	\$300,000	2
2008 Maybach 62S 4d Limo 6.0L/602hp/W12/AT	\$160,000	2
2013 McLaren 12C "Bespoke Project 8" 2d retract cpe 3799cc/Twin Turbo/592hp/V8/AT	\$172,500	1
2020 McLaren Speedtail 2d cpe hybrid, 1035hp/AT	\$1,825,000	1
1938 Mercedes-Benz 540K 2d Cabrio 5.4L/SC/180hp/6cyl/4spd/ rebody in style of Sindelfingen	\$1,400,000	1



Reproduced in exacting detail Sindelfingen-inspired cabriolet body was placed on an original 1938 Mercedes-Benz 540K chassis and offered at no reserve; it hammered sold at \$1.4 million.



Restored to perfection with the exception of the new 5.0L "Coyote" V-8 engine and drivetrain, this 1974 Ford Bronco was a hit at RM Sotheby's sale at the Biltmore where it traded hands for \$175,000!

1956 Mercedes-Benz 300Sc 2d cpe 2996cc/FI/215hp/6cyl/4spd	\$428,000	1
1956 Mercedes-Benz 190SL 2d conv 1897cc/105hp/6cyl/4spd	\$165,000	1
2009 Mercedes-Benz SL65/AMG "Black Series" 2d retract cpe 6.0L/ SC/604hp/W12/AT	\$260,000	1
1934 Packard Twelve Series 1107 2d conv 445.5cid/160hp/V12/3spd/ rumble seat/DSM	\$375,000	2
1957 Porsche 356B Outlaw by Emory 2d cpe 2.6L/240hp/H4/5spd	\$675,000	2
1972 Porsche 911T 2d cpe 2341cc/140hp/H6/5spd	\$117,500	1
1975 Porsche 911 Carrera 2d cpe 2.7L/FI/175hp/H6/5spd	\$120,000	2
1989 Porsche 911 Turbo-S "WLS" (Special Wishes) 2d cpe 2.8L/Twin Turbo/H6/5spd/sunroof	\$220,000	2
2001 Porsche 911 Turbo 2d cpe 3.6L/Twin Turbo/416hp/H6/6spd	\$92,500	2
2019 Porsche 911 GT3-RS 2d cpe 4.0L/510hp/H6/7S-AT	\$230,000	1
2019 Porsche 911 Speedster 70th Ann. Ed. 2d conv 4.0L/502hp/ H6/6spd	\$410,000	1

1934 Rolls-Royce Phantom II Continental 2d sedan 7668cc/120hp/ 6cyl/4spd/RHD/Gurney Nutting coachwork	\$600,000	2
1935 Rolls-Royce Phantom II 4d Tourer 7668cc/120hp/6cyl/4spd/RHD /Thrupp & Maberly coachwork	\$210,000	2
2010 Rolls-Royce Phantom EWB 4d Limo 6.7L/453hp/V12/AT	\$185,000	2
1963 Shelby 289 Cobra 2d rds 289cid/306hp/V8/4spd	\$1,100,000	2
1966 Shelby GT350-H 2d fbstbk 289cid/306hp/V8/AT	\$152,000	2
1967 Shelby GT350-H 2d fbstbk 289cid/306hp/V8/4spd	\$205,000	2
1969 Shelby GT350 2d fbstbk NOM 302 Coyote V8/5spd	\$150,000	1
1999 Shelby Series 1 2d rds Olds 4.0L/SC/360hp/V8/6spd	\$100,000	2
2009 Spyker C8 2d rds Audi 4.2L/400hp/V8/6spd	\$360,000	1
2010 Tesla Roadster 2d conv Lithium-Ion power	\$44,000	2
1983 Toyota Land Cruiser FJ40 2d 4x4 soft top SUV 4.2L/135hp/ 6cyl/4spd	\$75,000	2

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# Old Cars Calendar

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

## SHOWS

### ARIZONA

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

### CALIFORNIA

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

**Mar 30 CA, Campbell.** SCVMTFC Cars in 23rd Annual Bunnies & Bonnets Parade. Allan Greenberg 408-997-0879, [allangreenb01@gmail.com](mailto:allangreenb01@gmail.com)

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

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

**Apr 26-28 CA, Bakersfield.** 47th Western Street Rod Nationals. Kern County Fairgrounds. [www.nsra-usa.com](http://www.nsra-usa.com)

**May 26 CA, Fallbrook.** Fallbrook Vintage Car Club Car Show. Downtown Fallbrook. 10am-3pm. Gary 510-714-4004, Mike Simpson 760-689-2650, [www.fallbrookvintagecarclub.org/carshow](http://www.fallbrookvintagecarclub.org/carshow)

### CONNECTICUT

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

### GEORGIA

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

### ILLINOIS

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

**Apr 20 IL, Crete.** Mustang Kickoff Cruise. 10am-3pm, Gateway Classic Cars, 1329 Commerce Drive. Roger 708-828-9623 or [MustangRog@comcast.net](mailto:MustangRog@comcast.net)

### INDIANA

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

**Apr 5-7 IN, Fort Wayne.** 10,000 sq. ft. Indoor Car Show. Allen County War Memorial Museum - 4000 Parnell Ave. 260-438-1789 [fortwaynerodandcustomshow@gmail.com](mailto:fortwaynerodandcustomshow@gmail.com)

### IOWA

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

### KENTUCKY

**May 15-18 KY, Bowling Green.** 43rd annual Buick GS Nationals. Beech Bend Raceway Park. [www.facebook.com/groups/139992936407979/](http://www.facebook.com/groups/139992936407979/)

### MARYLAND

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

### MICHIGAN

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

**May 11 MI, Hickory Corners.** Vintage Boat & Travel Trailer Rally. open to all boat & trailer types with a focus on vintage & antique vehicles. 6865 Hickory Road | Hickory Corners, Michigan 49060. 269-671-5089, 269-671-5843, [Gilmore-CarMuseum.org](http://Gilmore-CarMuseum.org)

**May 18 MI, Hickory Corners.** Donald's Dust-Off. All makes & models. 6865 Hickory Road, Hickory Corners, MI 49060, 269-671-5089, 269-671-5843, [www.GilmoreCarMuseum.org](http://www.GilmoreCarMuseum.org)

### MINNESOTA

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

**May 31-June 2 MN, Stillwater.** 40th Anniversary Mopars in the Park National Car Show & Swap Meet. Sponsored by Midwest Mopars. 612-446-0827. [www.moparsinthepark.com](http://www.moparsinthepark.com).

### MISSOURI

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

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

**May 19 MO, Hazelwood.** Spirit of the Midwest Rides for Guides Classic Auto Show. IAM District Lodge 837 - 212 Utz Lane. Registration 8am-noon, show at 10am. Chris Tucker 815-280-6400, [ctucker@iamaw.org](mailto:ctucker@iamaw.org), Terry Kimmel 773-633-8988 [tkimmel@iamaw.org](mailto:tkimmel@iamaw.org), [www.spiritofthemidwest.org](http://www.spiritofthemidwest.org)

**May 24-26 MO, Springfield.** 41st Mid-America Street Rod Nationals. Ozark Empire Fairgrounds. [www.nsra-usa.com/](http://www.nsra-usa.com/)

### NEW JERSEY

**Apr 18 NJ, Holmdel.** Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

**Apr 27 NJ, Roebling.** 2024 14th Annual Roebling Museum Car Show. Roebling Museum - 100 Second Ave. 9am-3pm, 1920 & earlier stock cars. Bobbi 215-752-0484, 215-820-3276. or

**The Gopher State Chapter,  
Buick Club of America  
will host its 37th Annual  
SPRING EXTRAVAGANZA  
CAR SHOW  
& SWAP MEET**

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

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

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

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

Spectator parking available  
south of Larpenteur Avenue (NW lot)

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

**Spring Show - G.S.C.B.C.A**  
P.O. Box 130067 Roseville, MN 55113  
Our 24-hour HOTLINE is **651-770-8096**  
[www.gopherstatebuick.org](http://www.gopherstatebuick.org)

**56th Annual  
Swap Meet and  
Garage Sale**

**May 5, 2024 • St. Louis, MO**  
6 AM - 4 PM

Largest and most diverse single day  
swap meet in the Midwest.  
GCS Credit Union Ballpark, 2301 Grizzlie  
Bear Blvd., Sauget, IL. Exit 15 on I-255.  
4 miles east of downtown  
St. Louis on I-255. Free parking, \$5  
per person admission, children 15 and  
under Free. Over 500 vendor spaces.

For more information: **314-830-0873**  
[www.stlmodelclub.org](http://www.stlmodelclub.org)  
Model T Ford Club of Greater St. Louis.



www.movinonkruzers.com. movin'onkruzers@inbox.com.  
Registration closes at noon

**May 16 NJ, Holmdel.** Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

## NORTH CAROLINA

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

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

## OHIO

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

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

## OKLAHOMA

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

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

## PENNSYLVANIA

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

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

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

**May 26 PA, Bristol.** 9th Annual Spring Into Summer Car Show. Nirvana Family Fitness Center. 9am-3pm, Hosted & Judged by Movin' On KruZers Car Club. Bobbi 215-752-0484, 215-820-3276, www.movinonkruzers.com movin'onkruzers@inbox.com. Registration closes at noon.

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

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

## TENNESSEE

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

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

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

## TEXAS

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

## WISCONSIN

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

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

**May 18-19 WI, Wisconsin Dells.** 38th Automotion Classic Cars Show. Mt. Olympus Water & Theme Park - 1881 Wisconsin Dells Parkway. Sat. 7am-5pm, Sun. 7am-3pm. www.wisdells.com/AM

**May 18 WI, Green Bay.** VFW Auxiliary Post 9677 - Winecki Charity Car Show. Josten Park 2280 Two Hall Road. 9am-3pm. Joe Zepnick 920-676-3550, zepswildacres.com

**May 19 WI, Cudahy.** Wisconsin Early Mustangs 42nd Annual All Ford Car Show Celebrating 60 years of the Mustang. Ewald's Venus Ford- 2727 E. Layton Ave.

8am-3pm, Check-in 8-11:30am. Don 414-331-4946, Don@DJSchultz.net, www.wemustangers.com

**Jun 1 WI, Kaukauna.** Annual Ghost Rods Vintage Drags. Wisconsin International Raceway.

# AUCTIONS

## MARCH

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

## APRIL

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

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

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

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

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

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

## MAY

**May 3-4 WI, Wautoma.** Yoder Classic Car /Memorabilia Sale. N2494 Yoder Lane. 920-787-5549, www.yodersold.com

**May 18 WI, Green Bay.** Shelby Parts & Restoration Sale. Shelby Parts & Restoration. 920-787-5549, www.yodersold.com

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

OC

ROLLING ANTIQUER'S OLD CAR CLUB  
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*Auto Show*

CAR PARTS, ANTIQUES & COLLECTIBLES MARKET  
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Show Forms at www.raocc.org

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10 AM to 2 PM

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

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Ray begins the book with an introduction to the straight-eight, technical problems with the straight-eight engine design, the birth of the straight-eight and manufacturers that built them. These brief chapters fill the first 30 pages of the thick, 404-page book with the rest of the pages dedicated to each marque and its straight-eight. These marques are given a brief introduction as it relates to its straight-eight engines with several accompanying current color images of the engines (and sometimes period engine illustrations) and also images of the cars powered by the engine. These 479 images are beautiful, well-composed professional shots showing the engines and the cars they power in all their glory. Many of the vehicle sections are complemented by

charts showing the marque's various straight-eight engines and their engine specs.

In reviewing the book's full-color, glossy pages, we did note one error: a photo of a straight-eight-powered Cord L-29 in the Auburn section. Regardless, the book is surely going to be a treasured shelf mate to Classic-era car connoisseurs' treasured and valuable copies of Roy A. Schneider's "Sixteen Cylinder Motorcars."



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