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Vol. 52, No. 8 | April 15, 2023 | [www.oldcarsweekly.com](http://www.oldcarsweekly.com)

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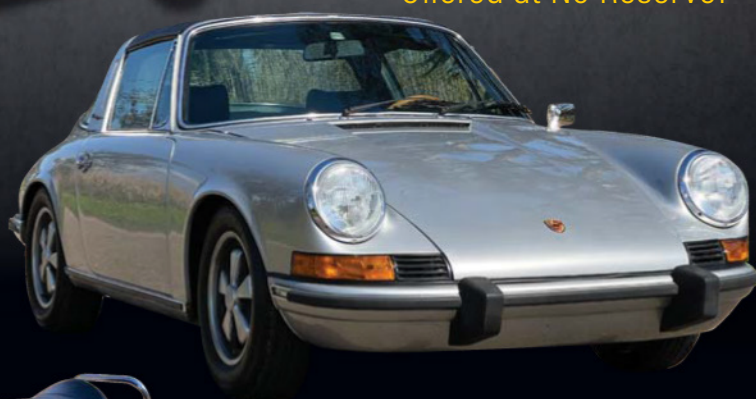
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# Scale memories

Maybe it's because I have been setting up my new office since our family's move last fall, or maybe it's the effects of cabin fever, but for the past few months, I have been ankle deep in die-cast toy and model cars. Whatever the reason, the bug bit again this winter, and lately I've been organizing and sometimes adding to my lifelong collection of die-cast cars and trucks. Since jumping back into the hobby, I've found that I have missed a lot of great new toys while I was away. There have been many great castings from Auto World, Greenlight, Hot Wheels and Johnny Lightning. Matchbox has especially stepped up its game and is replicating some phenomenal vehicles: the 1949 Kurtis, 1941 Cadillac Series 62 convertible coupe, 1957 Ford Custom 300 coupe — even the 1935 Ford customized by Frank Kurtis and George Du Vall for the Southern California Plating Co. (which Matchbox calls a 1936 Ford Sedan Custom).



While recently swinging by the pegs at a local retail store, I spotted a toy vehicle that brought me back to my childhood. There, hanging in the toy section, was a little pocket-size Ford Ranger XL that instantly transported me back to Tousley Ford in White Bear Lake, Minn., during the summer of 1986. At the time, I was a freshly minted 10-year-old, and my father was looking to trade in his late-1970s Ford F-150 for a new truck.

All these years later, I vividly remember shopping the trucks at Tousley Ford that day (June 6, 1986, to be precise), and even some of the other vehicles at the dealership. A white Mustang GT convertible was parked on the showroom floor ("No, we're not buying that," my dad said, despite my best encouragement and reminding him of all his previous Mustangs). We were there to shop for trucks, and it was a truck that drove us home. My parents ended up buying a regular-cab 1986 Ranger 4x4 pickup painted red with a swatch of silver down the side. The little Ranger was parked among the trucks on Tousley Ford's front row, and I remember looking at it and thinking the smaller Ranger pickup was a step backward from the F150. I was hoping my parents would buy one of the full-size trucks on the lot, but since I wasn't making the payments, I didn't have a say.

I recall that little Ranger being a good truck for my parents. They hung onto it until my brother came along in 1990, which warranted the need for an extended cab, so back to Tousley Ford they went. This time, I wasn't along to upsell my dad into a new Mustang GT convertible or a full-size F-150, and they came home with another new Ranger, this one a black XLT Lariat extended cab 4x4. Along with my mom's 1978 Chevy Malibu, that 1990 Ranger was the truck in which I learned to drive. It also carried us on many Boy Scout and family camping trips, so I have more memories in the 1990 Ranger than the 1986 Ranger.

Although our four years with the 1986 Ranger were uneventful, that little die-cast replica from Johnny Lightning made me realize a hidden fondness for a truck I'd almost forgotten. That 1982-1988 generation of Ranger has aged rather well — maybe one day I'll find myself behind the wheel of one.

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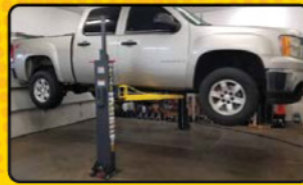


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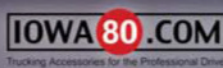
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## Scenes with Frick behind the wheel

I enjoyed reading your article “Inside The Le Mans Cadillacs” in the March 15 issue of *Old Cars*. I have seen these two Cadillacs at the Revs Institute in Naples, Fla.

I thought you might enjoy seeing some photos of Phil Walters, aka “Ted Tappet,” behind the wheel of another very different race car. These are original Kodachrome slide images I own and were photographed by Joe Kizis (I bought some automobilia items from his estate a number of years ago). Joe Kizis was the producer of the Hartford Autorama from 1951-1960 and a short-track public address announcer as well.

Tappet was photographed in the midget at Cherry Park in Avon, Conn., in '51 or '52, I believe. The Cunningham 4-CR was photographed at Thompson Road Course at Thompson, Conn., in '52. This car is a few



cars away from the Cadillacs at the Revs Institutem and I did share these 4-CR images with Miles Collier, Jr., at the 2018 Greenwich Concours reunion of Cunninghams.

I didn't know that Ted Tappet drove at Le Mans until reading your article. That just adds to my esteem for him as a race car driver.

*Steve Sicklick, via email*

## Memories of Cunningham's cars

Thanks for the most excellent piece on Briggs Cunningham's Le Mans Cadillacs (March 15 issue). Briggs was quite the racer and I had the pleasure of visiting his museum in Costa Mesa, Calif., in the summer of 1985, right after I moved to that area. Both Le Mans Cadillacs were in the museum, along with at least 80 other vehicles, including two of the famous Bugatti Royales, only six of which were ever built by Bugatti himself. A good friend of mine, Ashley Carroll, owned a machine shop in Springfield, Mass., and used to build components for some of Briggs' racing cars back in the day. I was sad to see Mr. Cunningham sell all of the museum contents the following year. Of course, he sold them to Miles Collier, Jr., not Miles Cunningham, Jr., as mentioned in the piece. (*Ed. note – thank you for pointing out the typo.*) But Miles, Jr. has done an outstanding job of preserving most of the cars at his Revs Institute in Naples, Fla., which is an outstanding museum to visit. We wonder if folks are aware that Miles' dad, Miles, Sr., and his brother, Sam, built the Tamiami Trail from west-central Florida to Miami.

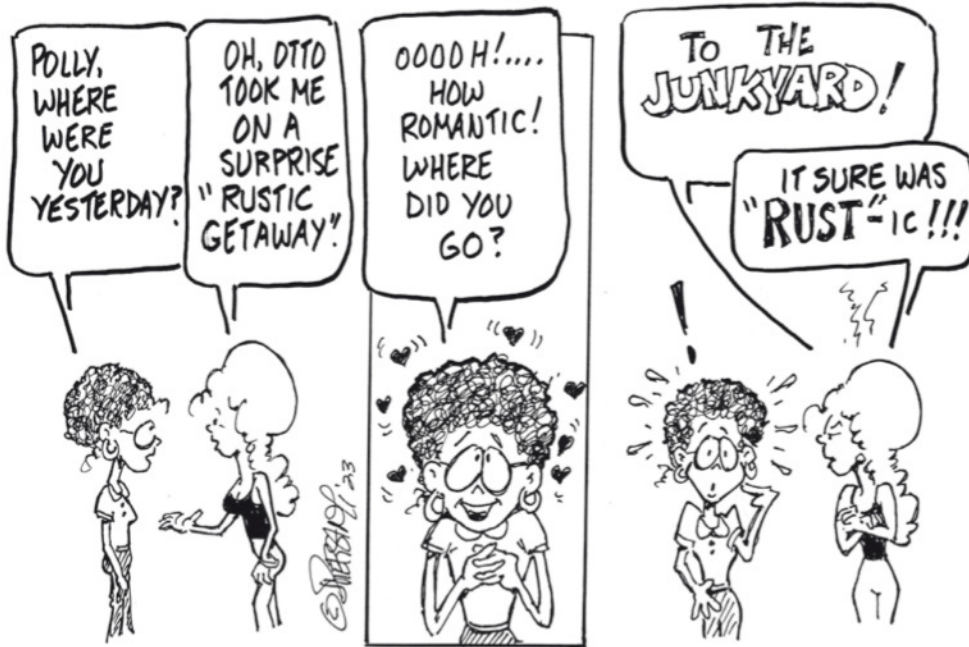
*Bob Rassa, Fallston, Md.*

## Reader Wheels

Paul Veney is the proud owner of this awesome four-speed Hemi 1970 Dodge Super Bee. “This is the 25th year that I have owned my Super Bee,” he says. “It also has a Dana 60 rear-end with 4.10:1 gearing and the Super Trac Pak option. The car is 1 of 21 produced with these options. I am a purist at heart and have spent a lot of time getting the car back to the way it was when it left the factory. I did not have to have it painted, but I spent many, many hours researching all of the details about this car. After making all of the necessary changes, it's pretty close to being 100 percent the way that it was produced.”







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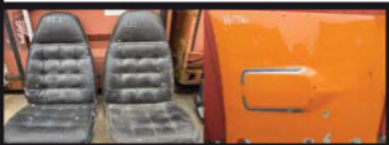
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Hobby News & Views

## Long-lost 'Duesy' makes a return

A 1931 Duesenberg Model J Murphy convertible coupe with the desirable disappearing top option has recently been uncovered.

The long-hidden Duesenberg had last been publicly shown in 1961 and had been parked in a Midwest garage since 1967. In October 2022, Doug Pray of the Auburn Cord Duesenberg Co. in Broken Arrow, Okla., was contacted by the Duesenberg's owner, who was finally interested in selling it. Pray soon visited the car, making him the first hobbyist to see the car since the 1960s. He found it was largely intact, but in need of restoration. His company will be restoring the car for a customer after it's made to run again, but before its full restoration, it's expected to be publicly shown this year.

Although the most numerous body style fitted to the Model J chassis, the Murphy convertible coupe remains one of the most desirable



This rare and desirable 1931 Duesenberg Model J recently resurfaced after having been out of public view since 1961. The Auburn Cord Duesenberg Co. in Broken Arrow, Okla., will be restoring the car in the future. (Auburn Cord Duesenberg Co. photo via Facebook)

## Reader Photo



Cameron Dall shared this photo of his father, Frank Dall, with his new 1949 Pontiac Steamliner. "It was a light-grey color and was the first car he purchased after the war," Cameron says. "Even though we lived in Chicago, he purchased the car in Fond du Lac, Wis., from the Fisher dealership, because he got a better deal from a dealership in Wisconsin. He was a men's clothing salesman and made the connection with the dealership from a men's clothing business in Fond du Lac — what businessmen did for each other back in the day."



types of Duesenberg. At RM Sotheby's Amelia Island auction held on March 4, a restored Murphy convertible coupe with the disappearing top option sold for \$4.295 million, a figure that included the 10 percent buyer's commission.

In February of this year, the Auburn Cord Duesenberg Co. and OC correspondent Chad Ehrlich of Nobody Else's Auto announced the Duesenberg find in Facebook posts containing pictures plus YouTube videos, which were also posted to *Old Cars*' Facebook page. *Old Cars* interviewed Pray on the Duesenberg find and will be publishing the car's full story in the Sept. 1, 2023, Auburn Cord Duesenberg issue, per the owner's request.

—Angelo Van Bogart

## When the snow melts, it's time for Spring Carlisle

**CARLISLE, PA** — The Carlisle Fairgrounds will again be kicking off the collector car season for thousands of enthusiasts from April 19-23 when it hosts Spring Carlisle. The annual event is one of the largest automotive flea markets in the world with 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia. About 100,000 people are expected to attend the five days of festivities. Among the big attractions at the old car extravaganza are a huge car corral with cars for sale and a Manufacturers Midway featuring the latest parts, products and services.

Also returning will be a two-day collector car auction (April 20-21) hosted by Carlisle Auctions, with more than 400 vehicles expected on the menu. The auction starts at noon each day, while the gates for Spring Carlisle open at 7 a.m. daily. Call 717-243-7855 or visit [www.CarlisleEvents.com](http://www.CarlisleEvents.com) for complete details.

## Horton Car Museum closes; Mecum to sell collection

**NACONA, Texas** — The Horton Classic Car Museum recently closed its doors in Nocona. The collection of vehicles will now go up for bidding in the Mecum Auction in Houston on April 13-15.



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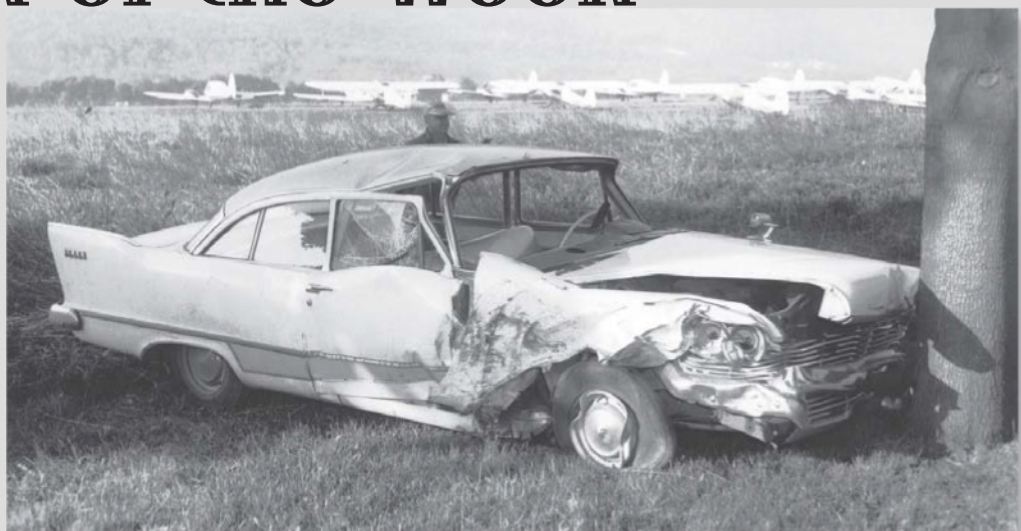
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# Wreck of the Week



A 1958 Plymouth Plaza two-door Club Sedan was found crashed and abandoned near a municipal airport.

Tire marks indicate the car failed to negotiate a curve in the road and struck the tree before it stopped. At first glance, the wrecked Plaza appears to be a rare Silver Special edition, but this car lacks the Silver Special's Forward Look emblems on the tailfins.



Rusty Henocher collection



The museum officially closed Feb. 22. The late owner, Pete Horton, built and opened the museum in 2012 to showcase the more than 125 vehicles in his collection. Horton died on Aug. 14, 2022, and his survivors decided to shutter the museum and liquidate his fleet.

The collection includes iconic vehicles such as a 1969 Plymouth Road Runner convertible, a 1969 Ford Mustang Boss 429, 1970 Plymouth Barracuda convertible and many Corvettes. For more information on the cars that will be up for bids, visit [www.mecum.com](http://www.mecum.com)

## Collector car hobby mourns loss of Don Williams

**DAVILLE, Calif.** — Don Williams, a widely recognized collector car figure and cofounder of the Blackhawk Collection, has passed away at age 78.

Williams had a long and respected career in the collector car world, beginning with a stint at Old Time Cars in Los Angeles. He soon owned and operated his own classic car dealership, then launched California's first collector car auction. In the 1970s, he moved to Arizona and helped Tom Barrett and Russ Jackson with their Barrett-Jackson Auctions.

Ken Behring turned to Williams in 1981 to help create the famous Blackhawk Collection. Williams went on to become one of the top brokers and sellers of blue-chip vehicles in the world. **OC**

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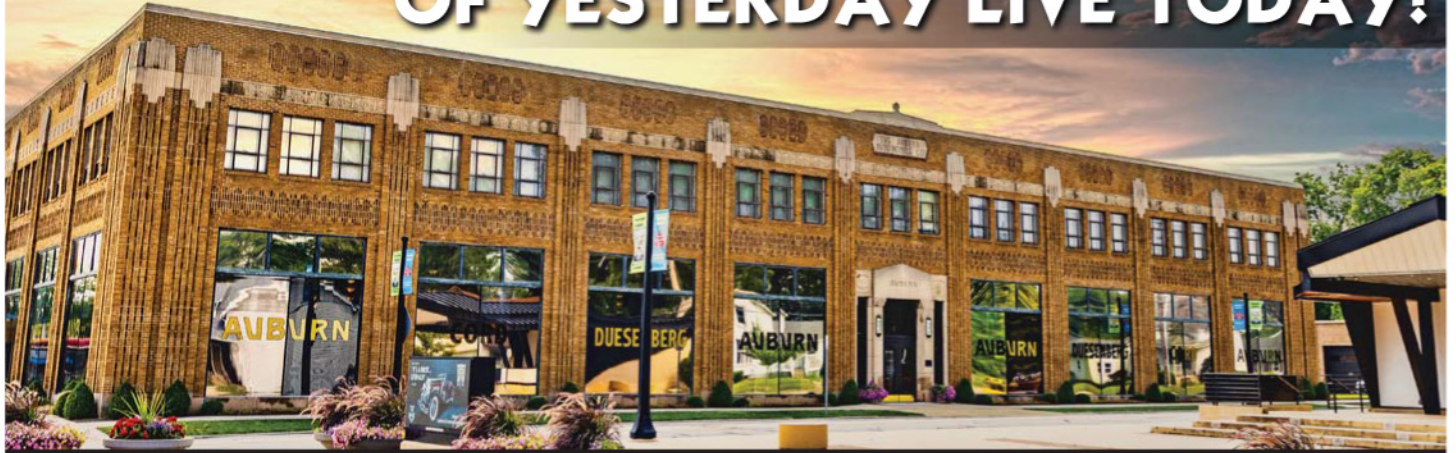
# Weathered Wheels



Randy Knipfer has been watching these two old Ramblers sink into the dirt near Madison, Wis., for about 10 years. "The [blue] one is about a 1966 American and the other is about a 1959 station wagon," he says. "I thought they would have started restoration when they first appeared, but restoration seems to have stalled."



# WHERE THE WORLD'S FINEST CARS OF YESTERDAY LIVE TODAY!



The Auburn Cord Duesenberg Automobile Museum offers over 120 cars on exhibit on three levels, nine automotive themed galleries allow the visitor to experience everything from classic cars (as defined by the Classic Car Club of America), to Indiana built cars, to racing and engineering themed exhibits and the original Auburn Automobile Company showroom and company offices.

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

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**LOCATION: VEHICLES:** E6883 STATE ROAD 154 REEDSBURG, WI. **PARTS:** GAVIN AUCTION FACILITY - E7429 State Road 23 and 33 Reedsburg, WI.

**NOTE:** Jim was an avid car collector and loved all things automotive. Selling will be Jim's car collection and a wide array of parts and other automotive related items. Vehicles range in condition from running, in need of minor repair to parts/donor cars. See catalog for more details. For more information call Laurie at 608-393-3053. Online bidding @ [www.gavinbros.com](http://www.gavinbros.com)

**PREVIEW:** Saturday, April 29th - 9 AM to Noon or Wednesday, May 3rd - 9:00 AM to 1:00 PM

**PICKUP:** Friday, May 5th - 9:00 AM to 3:00 PM or by appointment.

**COLLECTOR CARS:** 1959 Cadillac 2dr convertible (59F123703); 1959 Cadillac 2dr Eldorado Seville (59W030214); 1959 Cadillac 4dr Sedan De Ville (59L125423); 1934 Ford 2dr Sedan (18814340); 1935 Ford Coupe Roadster w/Rumble Seat (181768154); 1935 Ford 3w Coupe; 1936 Ford 3w Coupe (B18984); 1942 Ford 2dr Sedan (671705); 1950 Ford Truck (98RC456174); 1958 Chevy Impala 2dr Hardtop (58S244941); 1958 Chevy 2dr convertible (F58J190138); 1958 Chevy 2dr Impala, hardtop; 1966 Chevy Impala 2dr hardtop (168376R118256); 1959 Chevy El Camino (H59J138496); 1958 Plymouth 2dr Fury Hardtop (LP2L20493); 1950 Mercury 2dr Sedan, chopped, (50SL84056M); 1976 Lincoln Continental Mark IV 2dr hardtop, 71,010 mi (6Y89A832904).

**DONOR/PARTS CARS:** 4-1958 Chevy Impala 2 dr hardtops; 2-1958 Chevy 2dr convertibles; 1950 Mercury 2dr Sedan.

**CAR PARTS:** Large selection of car parts from the 1930s and up including '30s Ford grills, fenders, glass, and frames; '58 Impala parts; car dashes; steering wheels; engines, transmissions, radiators, and other parts; hub caps; decals & hood ornaments; wheels & rims; head/tail lights; rear ends; hoods; bumpers; seats; and much more.

**SIGNS/GAS PUMPS:** Cadillac neon; Cadillac & Pontiac plastic sign inserts; AC Spark Plug 2 sided light up sign; Cadillac 2-sided hanging sign; 2-Mobil gas pumps; diagnostic testers; etc.

**TERMS:** 10% Buyer's Premium. Sales tax applies unless exempt. Cash or good check, Visa/MasterCard w/convenience fee.

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**Q.** I found your discussion of the “10-Year Rule” (Nov. 1, 2022, Jan. 15 and Feb. 15, 2023) very interesting. In the late 1950s I worked in the Cadillac Parts Warehouse on Riopelle Avenue in Detroit as a General Motors Institute co-op student. Back then, Cadillac’s philosophy was to provide replacement parts for *any* Cadillac used regularly. Really...and Cadillac meant it.

It was not uncommon for the Cadillac Parts Warehouse to receive a request for a part not in stock. Immediately that parts request received special handling. We would locate the original manufacturer to see if they could make a replacement. Lacking that option, we would ask the dealer to send the old part back to us to explore a possible rebuild. Most often we could successfully repair the old part. As you can imagine, with Cadillac’s policy, the parts listing department worked hard to make sure current replacement parts were properly stockpiled for future needs. There was no “10-Year Rule.”

I recall two situations where we struggled. The first was the stocking of the four-pointed tail light lenses for the 1959 Cadillacs. In the first two years, we completely sold out the replacement lenses, as the customers’ lenses were being stolen. Fortunately, Delco came to the rescue. The second was the memory module for the Eldorado Brougham. They were troublesome, and we quickly ran out of stock. The dealers had to return the modules for repair.

We also supplied spring kits to replace the original failure-prone (unable to correct) airbag system. I think the replacement cost was paid by Cadillac.

*Tom Payette, Louisville, Ky.*

**A.** Thanks for sharing your experience in the automobile parts field. Behind-the-scenes stories like yours are valuable for those of us who have been mostly on the user-end of the automobile business.

**Q.** I purchased a 5-gallon oil can that is marked “Blue Club,” but nowhere on the can is it marked “Cities Service.” I know that Cities Service used the “Blue Club” name for motor oil. Were there other companies that used the “Blue Club” name?

*Randy Griffin, Wyant, Wis.*



**A.** Not that I know of. In looking online, I find lots of Cities Service Blue Club cans, but none that look like yours. My guess is that somebody stenciled a plain galvanized five-gallon can to use with Blue Club 10-weight oil, so it wouldn’t be mistaken for something else.

**Q.** I have a 1956 GMC with a 270 engine and a Purolator oil filter. I suspect there may be some pieces missing from the oil filter container. I have been unable to find any information that shows either a cross-sectioned drawing or correct sealing of the cartridge. Can you provide any help in this matter?

*Ken Crizer, San Francisco, Calif.*

**A.** Unless somebody has done some extensive disassembly, changing the filter element is as simple as removing the top bolt



seen here, pulling off the lid and lifting out the old filter element, making sure the old gasket comes off. Then drop in the new element, fit the gasket to the underside of the lid, replace lid and tighten the bolt. There are plenty of online YouTube videos for this

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

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BY GERALD PERSCHBACHER LL.D.

## The people who owned them

Packard was known for the people it attracted. Some were extremely wealthy, others were comfortably set when it came to finances, while still others were hopeful to one day own a “Junior” Packard, such as a Model 110 or One-Twenty, rather than hoping for a “Senior” Packard, such as a Super Eight or Twelve.

This became the formula for Packard success: the desire to own. What was driving this desire? Was it purely for prestige? For the feeling of success? For an achievement of ownership that, in itself, bespoke a note of accomplishment? For turning eyes and being envied?

Whatever the desire, it was not necessarily of Packard’s intent. Above all, Packard officials wished to make the very best four-wheeled product on the roads of America and beyond. Packard strove to design and make the very best car in looks, comfort, performance, reliability, craftsmanship and all other virtues which should be applied to the faithful conveyor of owners.

A distinguished car owner should never shy from pride, it was believed. The degree of that pride was not intended by Packard’s initial officials to be degrading toward others. Nay, it was to be self-retained pride of ownership, not a social whip to snap over those who were less fortunate in owning another brand.



Earl Rosen, Jr., pictured in the 1950s beside his 1936 Packard Twelve convertible. He liked other luxury cars, too, but always adored Packards.

Of course, times change. When the initial Packards (brothers James Ward and William Doud) put forth their masterful cars upon introduction in late 1899 and followed months later with modest production, their hopes were not for riches as much as for self satisfaction of making a superb car that brought pleasure in ownership. As time progressed and other leaders took the helm, Packard generally refrained from snobbishness. There were sales forces

that believed otherwise and aimed to make ownership one of the main achievements for a successful businessman’s career. However, this was usually an aspect that had been foreign to early movers in the halls of Packard.

If anything, a motive urging Packard onward was to build a proper motorcar. A car should not be heard, but should provide quiet operation for passengers therein. Hence, tales have been told that when motion pictures were being filmed in Hollywood, that as a Packard drove up and idled, the microphone was hard pressed to pick up even the faintest sounds. Engine sounds from another car were dubbed into the soundtrack so that viewers in theaters could understand the car was running!

Much the same can be said of Packards idling at a stop light. Even Packard owners today are sometimes fooled by the engine’s quietness and turn their ignition key because they believe the engine has stalled.

As for the smoothness of the ride, this writer can vouch for it. Taking a newly acquired 1950 Packard Deluxe Eight across a bumpy railroad crossing in suburbia for the first time resulted in an “oooh” and “ahhh” from wife and driver. The ride was far better than that of most cars from the 1960s and 1970s. The car



Jerry Nau was a car collector who knew what it was like to own a Cord, a very early Lincoln and other famous brands, but gravitated toward Packard to maximize his joy of ownership.



had a feel of comfort plus good visibility and stability, its weight not withstanding. The car rode and handled like a much lighter vehicle. Even more can be said for the Torsion-Level Ride of the 1955 and 1956 Packards, which is an experience to behold. Upon acceleration, the driver is not tossed back in the seat, but has a distinct feeling of being lifted up slightly and moved forward. It is a unique feeling.

All snobbishness aside, collectors have owned Packards more for their aforementioned virtues rather than for prestige. Packards were not made to be set on a pedestal as a work of art as for the motoring joy they provide. It's not that Packards didn't have some grand styling. There have been masterfully artistic renditions that graced roadways around the globe. But this was not completely the factory's intent. Packards were motorcars — servants of the owner — and Packard agencies were to provide their expertise to maintain Packards at their peak attributes.

"Packard is the tops," said Pat Hume to this writer years ago. She had worked for a major Packard agency-distributor that serviced and sold through a network covering parts of several states, and that included 70 or so dealer outlets. Pat was not snobbish for the 30-or-so years she worked for the company. She was properly respectful of the distinguished line and well mannered toward those who owned it. Her inclinations were repeated in more than three dozen other Packard people interviewed by this writer.

Among the people who admired Packard were Earl Rosen and Jerry Nau. Neither owned a new Packard, but later knew they were part of a "distinguished family" of owners. Each had owned other brands of quality cars. But each selected Packard as their collector car of choice. Earl liked those from the late 1930s and early 1940s. Jerry appreciated what he called his 1926 touring car (which turned out being a 1927 model). Both adored the straight-eight pleasure and reliable power of their Packards.

If Packard officials wanted one thing among all others for owners then and now, it was satisfaction. And thus it remains, as it well should. **OC**

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The 1934 Terraplane exudes a perfect shape from all angles.

## A 1934 Terraplane — Intrinsic Curb Appeal

There are just three restored 1934 Terraplane pickups known in America, and this example — owned by avid Hudson collector Press Kale of Buena Park, Calif. — is one of those scant few.

Hudson cars first appeared in 1909. Twenty years later, Hudson started making a truck it named “Dover,” which was mechanically based upon Hudson’s low-price Essex “junior” auto. In 1932, Hudson suspended commercial vehicle production, but revived light-duty trucks in 1933 under the Essex-Terraplane banner. Both Dover and Essex-Terraplane trucks were available in pickup, canopy top express, screen side express, panel truck or mail truck configurations. The U.S. Post Office bought many for delivery services.

The Terraplane name replaced the Essex nameplate in 1934. In addition to Terraplane passenger cars, a Terraplane truck was available, but only a pickup model since it had been the best-selling truck model in Hudson’s line. An ad read, “In the air, it’s aeroplaning. On the water, it’s hydroplaning. On the ground, hot diggety dog, that’s Terraplaning!”

Kale has a long history with Hudson products, having owned 18 of them

through the years. His affection for Hudson models began in 1951 with a 1937 Terraplane coupe that he bought while in high school.

“When I graduated from high school, I worked at a Hudson dealership in Salem, Ohio,” he said. He later went on his honeymoon in a Hudson. “Since the early 1970s, I have bought and restored Hudsons. In 1974, I found out about The Hudson-Essex-Terra-

plane Club. I joined and made many lifetime friends.”

In 1927, General Motors developed its in-house styling design department with Harley Earl managing it. Hudson did much the same in 1931 when it hired Fran Spring, who designed the 1934 Terraplane passenger car, as well as the pickup that was based upon the Terraplane sedan. By the time the 1934 Terraplane was designed, the boxy, old



The Terraplane hood ornament consists of the traditional Hudson hexagon within an oval topped off by two wings.



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670-15	BW	A \$199.00	820-15	2-3/4"	C \$249.00
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165VR13	CN36	\$129.00	225/45YR15	P7	\$389.00
175/70VR13	CN36	\$159.00	235/45ZR15	P600	\$379.00
185/70VR13	CN36	\$179.00	235/60WR15	P600	\$389.00
145HR14	CA67	\$129.00	225/65WR15	CN12	\$329.00
165HR14	CA67	\$195.00	255/60WR15	CN12	\$539.00
185/70VR14	CN36	\$185.00	285/40YR15	P7	\$639.00
175/70VR15	CN36	\$280.00	285/50VR15	P7	\$669.00
205/70WR14	CN36	\$299.00	345/35VR15	P7	\$689.00
205/70WR15	CN36	\$299.00	345/35YR15	P7	\$689.00
155HR15	CA67	\$219.00	205/55YR16	P7	\$329.00
165HR15	CA67	\$245.00	225/45YR16	P700Z	\$389.00
165VR15	CN36	\$275.00	225/50YR16	P7	\$359.00
185/70WR15	CN36	\$349.00	245/45YR16	P7	\$399.00
185VR15	CA67	\$365.00	600V16	Stella Bianca	\$299.00
205/50YR15	P7 - N4*	\$345.00	185VR16	CA67	\$389.00
205/70VR15	CN12	\$339.00	165HR400	CA67	\$279.00
205VR15	CN72	\$509.00	175HR400	CA67	\$329.00
215/50ZR15	CN36	\$349.00			
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“Greek design architecture” of earlier automobiles had given way to a transitional streamlined design, including at Hudson. This included a raked-back grille and flowing fenders. To some, the ’34 Terraplane looks better than the “potato shaped” Hudson models that arrived later that decade.

“I especially like the shape of the rear fenders,” Kale says of his rakish 1934 Terraplane pickup. “They are very unique compared to the trucks of that era.”

Spring’s styling of the 1934 Terraplane pickup reset truck design standards. In a period of upright styling, the flowing lines of the Terraplane helped establish a new era in American truck styling. Visibility was ensured. Sitting behind the steering wheel showed what the future looked like in 1934. The swanky-looking pickup gave an illusion of speed and style.

Ads for the 1934 Terraplane truck stated, “Full 80 horsepower provides a combination of ruggedness, road ability, and speed essential for heavy loads and quick trips required of a pickup.”

The Terraplane has a chrome alloy engine block that is tougher than cast iron, has solid lifters and three main bearings.

Kale’s truck originally belonged to fellow Hudson collector Robert Harbaugh of McMinnville, Ore. In 1988, Wayne Graefen bought the decent but dingy pickup from Harbaugh. Graefen took off the paint and started collecting parts to replace what was missing. He also disassembled the body, but went no further before selling the vehicle to Kale, his business partner.

Kale and Wayne ran K-Gap (Kale & Graefen Auto Parts) where they reproduced parts for Essex, Terraplane and Hudson vehicles. They were the only such supplier in the world, Kale says.

“We made everything: door, window and trunk seals; floor and running board mats; as well as motor and transmission mounts. We made many items such as doorknobs, taillight lenses, etcetera. I sold the business about 17 years ago to Wildrick Parts.”

From 1989 to 1994, Kale worked on restoring the pickup. “The truck was totally disassembled. Parts were in boxes. I had the engine and transmission completely rebuilt. I reassembled the brake system myself. I then reas-



Press Kale next to his Terraplane at the Petersen Automotive Museum in Los Angeles.



The 80-hp six-cylinder engine is clean enough to eat off of.



Interiors of 1930s trucks are generally Spartan, and the Terraplane is no different with its single instrument cluster and monocolour upholstery, which lacks armrests on the door panels.



sembled all the body parts.

"At the factory, they used a Terraplane four-door sedan body (to create the pickup)," Kale said. "They cut off everything from the rear doors back to make a truck. They fabricated the back of the cab and rear window. The pickup bed was made by a company named Wood Hydraulics.

"The truck was missing a steering wheel and seats. I was able to find a pair of seats in Florida, but they needed to be completely restored. The interior seats, door panels and headliner are a tan vinyl. When I bought the replacement seats, they had small remnants of the original tan vinyl on them, so I matched that color."

Kale said that the two seats are not adjustable, and that there is not much legroom. The truck does not have a heater. "In those days, everything was optional."

There is a minimalist instrument panel with a group of gauges in an oval cluster in front of the driver.

"It has a speedometer with a water level gauge on the right and a gas gauge on the left. There is a red crystal light for the oil pressure and generator warning lights.

"The exterior's main body is bright red. The fenders are a darker red. I chose those colors because I like them. The dashboard is painted the same bright red as the exterior."

The truck's overall length is 182.5 inches, which is 6.5 inches shorter than the compact 1960 Ford Ranchero. The steel box is 70.5 inches long. From the top of the bed floor to the ground is a relatively low 27 inches, which eases loading and unloading the pickup bed.

The truck's rakish good looks cause people to stop and stare wherever it's shown, and it's been displayed before large audiences. Kale said Corky Coker invited it to appear at the 2011 SEMA Show in Las Vegas, and it has also been shown at the Petersen Automotive Museum in 2013.

Kale's prized piece of Hudson history has an aura that few pickups have achieved. After nearly 90 years, it still remains a head-turner. **OC**

*The author thanks Kale's son, Terry, for photographing the truck and Kale's daughter, Cindy, for assisting with the interview.*



"Terraplane" is painted in a beautiful font across the tailgate.



The rakish Terraplane grille is elegantly sloped.



Hudson had Wood Hydraulic build the box for its Terraplane pickup, as reminded by this tag.



# 2022 Golden Quill Awards

## Old Cars honors the hobby's top club publications and editors

BY THE STAFF OF OLD CARS

**T**he Golden Quill Award continues to be a hallmark of recognition for car club publications of all sizes and focuses," says Angelo Van Bogart, editor of *Old Cars*, the magazine that presents the award certificate to clubs. Achievements are noted in several categories of recognition for national, regional and specialty car-related publications. Publications are further categorized by their format (dimensions, page count and paper quality) to keep the field fair.

"The pandemic tested car clubs and refined their activities, and many club publications flourished as they became that which truly bound the club," Van Bogart said. "Now incredibly high paper and postage price increases are further testing publications, especially the non-profit clubs that produce them. Kudos to clubs that have found ways to overcome these obstacles by continuing to produce quality publications that form their club's backbone."

The choice of Golden Quill Award winners is determined by the *Old Cars* editorial staff with input by a chief judge. "The selection process is a year-long examination of a club's publications," says Dr. Gerald Perschbacher, LL.D., chief judge. "A good number are featured in the 'Club Clips' column appearing in every issue of *Old Cars* and on its website, so each club publication that enters the competition has a double chance for recognition."

Not all submitted publications win the award, but officials are quick to note that a good number of club publications receive an Honorable Mention,

which means those publications are on the way toward a future award with some improvement. Also, the free publicity in "Club Clips" can help any club boost membership, increase club pride and strengthen activities.

What does it take to be a Golden Quill Award winner? Great content that serves and entertains members. Judges look for how-to articles, historical articles, member profiles, general club coverage and news items. Tips, classified ads and inclusion of the best online content from a club's social media page and/or online forum are also a content bonus. A quality presentation of this content is also considered as judges look for professional editing, attractive and easy-to-read layout and quality images and image reproduction.

Golden Quill Award winners listed here receive a certificate for the achievement. Those in the category of Honorable Mention receive special notice in this issue of *Old Cars* and on the publication's website, but no certificate.

To enter the Golden Quill competition for 2023, send printed copies of club publications to:

Dr. Gerald Perschbacher, Chief Judge  
8868 Rock Forest Drive  
St. Louis, MO 63123-1116

Old Cars Editor  
5225 Joerns Dr. Suite 2  
Stevens Point, WI 54481

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**Lincoln & Continental Comments**, Jeff Shively, editor, Lincoln & Continental Owners Club

**Model "A" News**, Helen Ehrenhofer, editor, Model "A" Restorers Club

**Model T Times**, Natalie Weaver, editor, The Model T Ford Club International

**Porsche Panorama**, Ron Sass, editor, The Porsche Club of America

**The Restorer**, Andy Scheer, editor, Model A Ford Club of America

**Smoke Signals**, Tim Dye, editor, Pontiac-Oakland Club International

**Thunderbird Scoop**, Terri McNeill, editor, Vintage Thunderbird Club International

**Turning Wheels**, Ann Turner, editor, The Studebaker Drivers Club

**V8 Times**, Shannon Olson, editor, Early Ford V-8 Club of America

**The Vintage Ford**, Alessa Drennen, editor, Model T Club of America

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**At The Sign Of The Cat**, David Hyatt, editor/graphics, Cougar Club of America

**The Auburn Cord Duesenberg Club Newsletter**, Shannon Olson, editor, The Auburn Cord Duesenberg Club

**Buick Bugle**, Pete Phillips, editor, Buick Club of America

**The Bulb Horn**, Dennis Holland, editor, The Vintage Motor Car Club of America

**Corsa Communiqué**, Don Keefe, executive editor, Corvair Society of America

**The Early Bird**, Garrett Shropshire, editor, Classic Thunderbird Club International

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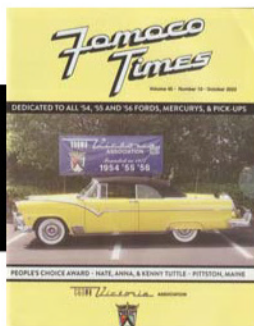


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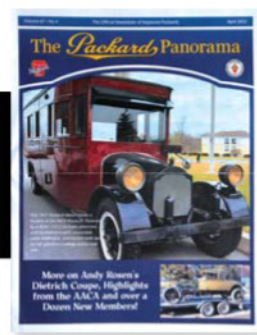
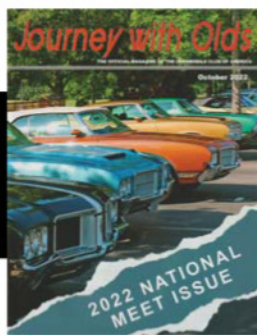
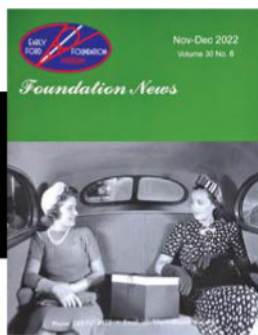
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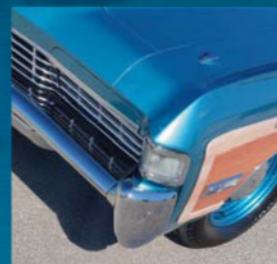
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# Scranton club focuses on fund raisers and fun

STORY AND PHOTOS BY BOB TOMAINE



Aiden Swingle gets a close look at Dave Thomas' Corvette. Thomas is secretary of Villa Capri Cruisers Car Club, which donates to a number of northeastern Pennsylvania charities for children, and so showing Aiden his Corvette is a natural.

The Villa Capri Cruisers Car Club has a mission that's easy to describe, and after a few decades of experience, it's still worth the effort required.

"Things that have to do with children," said Dave Thomas, Villa Capri secretary and board member. "Our motto's 'make a child smile, one at a time.' Even when the first members started it in '94, they all said, 'We're going to do this. We're going to help the children in this area.' That was the basic thing to get it started. That's what we've been doing since."

The club is based in Scranton, Pa., and draws its members from about a 15-mile radius. It takes its name from what was a hangout for the local car culture during the late 1950s and early 1960s, the Villa Capri Restaurant, on Scranton's Moosic Street (a road made famous in Harry Chapin's "30,000 Pounds of Bananas"). It donates to charities serving mostly children throughout northeastern Pennsylvania, and does so exactly as one would expect.

"We're a car club," Thomas said, "and we use our vehicles and the contacts of our members to help our monies come in so that we can help to support the local charities."

Villa Capri has about 70 members, he said, and there's a bit of a surprise in that statement.

"Some members don't even have a car," he explained. "It's not required. It's just what we do. The guys who don't actually have cars right now have had them in the past and gave them up for certain reasons. They're still in the club,





because they still have the passion that we have to help people.”

That’s important, because the club’s major fund raiser is its Father’s Day Show held in a city park in Scranton ([www.villacapricruisers.org](http://www.villacapricruisers.org)). While not a giant event compared to some shows, it’s big enough that running it requires plenty of willing workers.

“It gets very ‘organized chaos,’” Thomas explained. “It’s tough. That’s a big area, and we’ve got guys moving around all the time, and trying to get people in there. Yeah, that’s the worst it gets, which is expected because of all the cars.”

Later in the season is the Reunion Show, which, he said, began with idea of cookout in the same park just for Villa Capri members. After a while, he explained, the club realized that there was a problem in that it had the expense of putting the day together, but with no return. The solution was simple.

“What we did was switch it out to a charity show,” Thomas recalled. “We supported different local charities again, raised money and gave it to them.”

The club’s Father’s Day Show, though, is still the big one, and can easily draw more than 500 cars. A significant part of that number is the result of an ambitious – if slightly unconventional – promotion in the form of the club’s calendar. The size of a small poster, it lists not only Villa Capri shows and cruises, but also those of other clubs and organizations in the region. Still, it’s known as “the Villa Capri calendar,” and it’s not unusual to see it 100 miles from Scranton.

“You ask anybody about who the Villa Capri Cruisers are,” Thomas said. “It’s, ‘Oh, we know those guys. They do this and they do that. I’ve seen what they do, I know who they help and I know how they do it.’”

The best known among “who they help” would probably be the Ronald McDonald House and Toys for Tots, but he rattled off a list of local organizations including a children’s food bank that also provides clothing and furniture, an agency that works with children having family problems, a children’s hospital and even one that provides equine-based therapy to children who’ve experienced trauma. Working

with other groups, the club donates to a local veterans’ center and then goes a step further for those who live there.

“Every now and then,” Thomas said, “we try to do a show down there and get the guys and the ladies out of the house, get them around the parking lot to see the cars and give them a good time.”

Villa Capri also works with a food pantry run by a local church. Like its connection to the veterans’ center, the relationship isn’t just one of making donations.

“They have a huge food pantry,” Thomas said, “... and they give it out all the time. They have a schedule, but

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Howard Kramer, Patricia Bowman, William Bocklett and Brad Bowman show what a cruise is all about. They're enjoying the cars at a cruise sponsored by the Villa Capri Cruisers in Scranton, Pa., but the bonus is that they're helping the club in its mission to help area charities.

when we know somebody needs something, they say, 'Send them up. Send them right up.' They need something for Thanksgiving? Christmas? Anything? 'Send them up.'"

It's clear, though, that the club couldn't possibly support every worthwhile cause, no matter how hard it tried, so some of what it does relies on a different approach.

"We've helped other people operate their car shows," Thomas said, "for fund raisers for their churches or for their certain thing that they needed to raise money for ... we've had experience in helping other people set up fund raisers.

"Basically, to start, you have to know which one you want to (support.) You pick whatever you would like to do the charity for, you contact the people and say, 'Hey, we'd like to do a fund raiser, because we know you're doing "this." We'd like to help you raise some funds toward that.' As you get their OK, you get into it and say, 'We'd like to lay out a car show, we'd like to do this, we'd like to do that. It'll be a great fund raiser for you. We'll bring people in as long as you can furnish the food, an electrical connection for us to bring our music along and so we can make

announcements for you, tell people what's going on, how much we're raising, stuff like that.'"

Keeping attendees informed makes a difference, he said, as he gave the example of a recent Villa Capri Cruise during which regular announcements tracked the progress of donations through the evening. The final announcement gave the total, as well as the fact that the club planned to match it — and then some — before writing the check to the group it was supporting that night.

Other shows and cruises that serve as fund raisers aren't competition, as Thomas described one that's held every year at a local Wal-Mart. Villa Capri has nothing to do with running it, he said, but gathers as many members as possible to help out by entering their cars.

"We support the other clubs," he said. "We go to their shows, they come to our shows, everybody supports the area and that's the way it's got to be. Everybody just does it."

Obviously, Villa Capri is doing something very right if it's been able to help non-profits and other car clubs for more than two decades, but it also must have found the formula for successful shows and cruises. Most of the cars at

its events are typically from within a two-hour drive of Scranton, but there have been exceptions.

"We had an Excalibur come up from Florida," Thomas said. "He drove it up to be in our show. We get them from Ohio, we've had them from way upstate New York, Virginia."

And then there was the local Corvette-owner who Thomas — another Corvette-owner — knew.

"This guy had bought a brand new Camaro when they first came back out," Thomas said. "He moved out to California and he bought the car and he texted me, 'Dave, I'm shipping the Camaro in for the show on Father's Day. I'll meet you there.'"

Successful events have provided the foundation for Villa Capri's success in supporting charities, which is what Thomas said the club has always hoped for and worked to accomplish. That work, he said, is why it's continued for so long.

"What we do is a good thing," he observed. "We want to keep doing it so we've kept pushing it."

The club's web site, [villacapricruisers.org](http://villacapricruisers.org), details its activities and the charities it supports. **OC**



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# Appreciating an Adventurer



Proof that you don't know what you have 'til it's gone

STORY AND PHOTOS BY AL ROGERS

Preston Stephens and his wife, Dorothy, were married in 1939, then bought a farm near Frankford, Del., and eventually built a farmhouse and started a family. The couple were doing well by the early 1970s, but the daily demands of maintaining the family business had reached a point where help was needed to lighten the load.

In 1974, the Stephenses added an integral piece of machinery to the family's Pear Tree farm. After years of raising crops on the family homestead and seeing annual growth, they realized it was time to add a practical pickup to handle loads of seeds and other farm-related supplies.

## A dual-purpose Dodge

It had also become glaringly apparent in 1974 that Dorothy needed something larger to transport her wallpaper installation supplies and equipment. She struggled with the lack of space in her sedan, so she and Preston decided a well-cared-for used pickup truck would properly serve the farm and Dorothy's wallpaper business. The couple purchased a Desert Turquoise 1970 Dodge D100 Adventurer pickup and devised a plan that allowed them to use the truck as a multi-purpose vehicle. For the next 16 years, the truck split time hauling

plants, grain, seeds and other items on the farm, then would switch its identity and travel the roads of Delaware and Maryland while transporting wallpaper supplies and equipment to Dorothy's shop, then to each of her job sites.

Ira Stephens was 13 years old when the '70 Dodge D100 Adventurer showed up at the family homestead. The teenager was just getting into the car scene, and a pickup truck with the "Slant Six" engine under the hood and manual three-speed transmission shifted on the steering column didn't quite excite the young man. Like most teenagers, he was into throaty-sounding





Ira Stephens' Desert Turquoise 1970 Dodge Adventurer pickup shows off its high-end status with an abundance of bright factory trim.

V-8 Mustangs, Torinos and other cool muscle cars, and a six-cylinder-powered pickup truck didn't make him look twice. When he looked under the hood of the Adventurer for the first time, he stepped back, shrugged his shoulders and walked away, chuckling under his breath, "What happened to the rest of the engine?" he later recalled. "I've seen bigger engines in the tractors on the farm. That engine sure looks too small to move that truck."

One day, Ira's father handed him the keys and told him to pull the truck into the garage. Ira had driven tractors on the farm, but driving a pickup with

a three-on-the-tree manual transmission would take some practice. However, he soon got the hang of it.

As the years passed, Ira spent more time driving the Dodge pickup. Once he obtained his driver's license, his trips took him out on the local roads, and although he didn't mention it to his father, he developed a newfound respect for the Dodge. He noticed how well it ran on the open road, and with each mile he spent in the driver's seat, he began to notice how well it had been taken care of by its prior owner. His father continued giving the truck great care — he used it, but didn't abuse it. However, there were

times when the Dodge would be loaded with farm or wallpaper supplies to the point where the rear bumper nearly dragged on the ground, but it was bought to be a work truck. The Dodge never missed a beat and always went about its business without fail.

Ira calls his father "frugal," adding, "He never abused any piece of farm equipment or vehicle; everything had a purpose and got used as intended, and afterwards cleaned up, oil and fluid checked then stowed away in the barn."

Even though his father and mother regularly used the truck, they always made sure it was well maintained and





Hood-mounted turn signal indicators were standard equipment with the Adventurer package for the 1969 and 1970 model years.

cared for. It turned out to be one of the Stephens' most dependable pieces of machinery on the farm and on the road.

Watching his father methodically care for the Dodge had an impact on Ira. He said his father would quietly go about his maintenance process, and he led by example. Not realizing it at the time, Ira was routinely taught by his father how to maintain the farm equipment, tractors and automobiles, and the Dodge truck was the main vehicle his father used as a teaching aid for his son.

### Dodge builds a winner

By the time the Stephens purchased their 1970 Adventurer in 1974, the era of Dodge's highly successful 1961-'71 generation of light-duty trucks had come to an end. Using a clean-slate approach, Dodge launched a totally new pickup lineup for the 1961 model year that only shared its drivetrain with its predecessor. The 1961 Dodge trucks featured new cabs and Sweptline pickup boxes, which were mounted on wider, double-dropped frames. Dodge trucks for 1961 also had updated front suspensions and steering mechanisms, and some featured Chrysler's new (and soon to be legendary) Slant-Six engine. The 1961 models were also the first trucks available to the public equipped with alternators (introduced in Chrysler's 1960 passenger car lineup) instead of generators.

By the 1970 model year, the 1961 Dodge truck body had been mildly updated, including receiving a new grille, plus a larger 25-gallon fuel tank and a unique tailgate emblem for the Adventurer trim level.

Chrysler believed that an I-beam axle/leaf spring front suspension system

was simpler, more durable and better suited to truck usage than competitive independent front suspension arrangements on the market in the late 1960s. Dodge was also aware of the rough-riding reputation attached to the leaf spring design. To achieve the best of both worlds, the company introduced "Cushioned Beam" suspension in 1969. While retaining the inherent toughness of the I-Beam axle, it softened the ride by using nylon interliners between the leave springs and added a standard anti-sway bar to resist "corner lean." The new front suspension system used by Dodge from 1969 through 1971 produced what is possibly the best-handling solid-axle truck from any manufacturer.

The VIN on the Stephens' 1970 Dodge D100 Adventurer best tells the story of its construction. The VIN begins with D1 (D100), followed by: 4 (Sweptline bed); A (under-6,000-pounds gross weight); B (225-cid, 1-venturi engine); U (Missouri assembly plant); and 140565 (sequential build number). The pickup's GVW is 5,200 pounds. It has a 3,600-pound-capacity Chrysler RF36 rear axle with a 3.55:1 ratio. The front axle is rated at 2,500 pounds. It has a Chrysler A250 three-speed transmission. The 225-cid engine's net horsepower is 127 at 3,900 rpm. The front springs are rated at 1,025 pounds each, and the rear springs are rated at 1,100 pounds each. The wheelbase is 128 inches, making it the longbox version with an 8-foot bed.

The 1970 Dodge pickup represents state-of-the-art mechanical technology for its era. Many people within the



The 1970 Dodge D100's oval taillamps and round backup lamps perfectly fit the slender space at the rear of the box. Note the truck is optioned with a chrome rear bumper.





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The 1970 Dodge D100 Adventurer pickup box is now pristine. In its working days, this box would have been loaded with farming or wallpaper supplies. Today, Ira Stephens enjoys driving on country roads and displaying it at local car shows.



A cloth-and-vinyl bench seat with an adjustable day-night rearview mirror was standard for all 1970 Dodge pickups.



The Adventurer is fitted with the optional full wheel covers and P235-75R-15 tires with factory correct 3/4-inch whitewalls.

automobile industry consider the 1961-1971 Dodge truck to be the best-styled pickup of its generation, especially when equipped with one of the Adventurer option packages. When the total package is added together, Preston Stephens knew what he was looking for when he bought the 1970 Dodge D100 Adventurer pickup. It was the perfect truck for a farm and a wallpaper-hanging business.

### **A new adventure — then back again**

In 2001, Preston Stephens passed away and the pickup was sold. The new owner, Bill Brown, took exceptional care of the truck. Soon after buying it, he sent the truck to Curt's Autobody in Pocomoke, Md., for a body-off-frame restoration. Known for their excellent craftsmanship and attention to detail, the staff at Curt's Autobody restored the Desert Turquoise '70 Dodge D100 Adventurer to better-than-factory standards. Not long after the restoration was completed, Bill started showing it at local car shows in Maryland and Delaware. It was restored to a world-class level and is capable of competing against the best of the best.

Ira heard through the grapevine that his family's old Dodge had been restored and spotted at some of the local car shows. He was sure it was his family's pickup since the Turquoise Adventurer is unusual in that it is equipped with the standard Slant-Six and three-speed manual transmission as most Adventurer-optioned pickup trucks came with V-8 engines and automatic transmissions.

Not long after the sale of the Adventurer transpired, Ira began to regret letting it go. He realized that the truck had been an important part of his life, just as it had been to his parents' lives and businesses. Even though it didn't have a V-8 engine as Ira preferred, the turquoise '70 Dodge Adventurer had grown on him, and it wasn't until it left his family's possession that he realized how unique it was, and how special it had become to him and his family.

As the years passed, Ira dreamed of finding the ol' Dodge and one day buying it back from the new owner. His ultimate plan was to return it to the Stephenson family homestead, where he thought it belonged.

Miraculously, in 2008, Ira came across the truck and its owner at a local car show. As he approached the Adventurer, he immediately recognized it. Bill approached him, and after an introduc-





The engine bay was restored to factory standards and still carries its original hydraulic jack mounted on the inner fender. Stephens' D100 is powered by the standard 225-cid Slant-Six with a one-venturi carburetor and an 8.4:1 compression ratio. The 225 was rated at 140 gross hp at 3,900 rpm and produced 215 lbs.-ft. of torque at 1,600 rpm.

tion, Ira mentioned that his father, Preston, was the previous owner. The two discussed the truck's history and Ira complimented Bill on how well the pickup looked. Before leaving, Ira asked if it was for sale. Bill said, "Not at this time." Ira gave him his phone number and asked Bill to call him first if he ever wanted to sell it.

Nearly two years later, Ira received the phone call he'd been hoping for, but didn't completely expect to receive. It was Bill, who simply stated, "I've decided to sell the Dodge pickup. If you're interested, you can have it back." A deal was immediately struck, and within days, the Adventurer was back at the Stephens' Pear Tree home-stead in southern Delaware. It now has a permanent home in a dedicated stall within the original Pear Tree home-stead barn.

Ira takes the 1970 Dodge D100 Adventurer to local car shows in southern Delaware during the summer months. Occasionally, someone will walk up to the truck, look it over and ask, "Is this the truck that Dorothy Stephens used for her wallpaper hanging business?" With a smile on his face, Ira nods his head and says, "Yes, she was my mother, and this was her truck."

Ira has one particularly sweet memory of his mother and the Dodge that he likes to share.

"After wrapping up her work for the week, my mother would stop in town at

a local popcorn stand on Friday — either Fisher's or Dolly's — and order a box of their home-made caramel corn," Ira recalls. "I wasn't much of a fan of the taste and didn't eat too much of it, but it smelled great and my mother loved it. To this day, when I smell caramel corn, I think of my mother and seeing her carefully getting out of the old Dodge pickup truck with a smile on her face and a box of caramel corn tucked under her arm."

Ira is grateful to Bill Brown for selling him the truck and giving him a second chance at making it part of the Stephens family legacy. Opportunities to reacquire family heirlooms normally don't happen in one's lifetime. Once vehicles are sold, they're usually gone and don't find their way back.

This family heirloom isn't likely to leave again, at least in Ira's lifetime. **OC**



Proud owner Ira Stephens with his 1970 Dodge D100 Adventurer pickup.



# X-cellent AMC!



## A 8,500-mile 1974 Matador? Yup, and it's hard not to love

STORY AND PHOTOS BY BRIAN EARNEST

When Andy Schallitz was trying to make a big snap decision on whether to purchase his pristine 1974 AMC Matador coupe, he got a piece of advice from his twin brother, Adam, that he just couldn't argue with.

"We were coming back to the guy's house and pulling in the driveway (on a test drive), and my brother — he's always loved these things — he just leaned over to me and said, 'If you really want one of these, you're never going to find a nicer one.'"

That was all the affirmation Andy needed to hear. He pulled the trigger that day, and he's had no second thoughts in the three years since. The decision was certainly made easier by the fact that the tan Matador was a true time capsule with a paltry 5,760 miles on the odometer at the time. It hadn't even been properly broken in the 46 years since it had been ordered new by a Matador fan who couldn't wait to own one.

"I came across an ad on Craigslist for this Matador, and the guy said, 'If you want a Matador, you have to come and see this,'" Schallitz recalled. "I didn't believe [the mileage] at first, but he had all these pictures and stuff. So my brother and I went to look at it, and sure enough, he showed us everything and the story with the car is: '74 was the first year that these [restyled] Matador coupes came out, and a guy who lived in Wyoming couldn't wait to get his hands on one. So he pre-ordered one and when it finally came in — he even had the newspaper from the day he bought the car, he saved everything for the car, which is why

I still have the Wyoming plate on the car — he put 500 miles on the car, and then he passed away, unfortunately. His only family was a sister in Detroit, and she had the car shipped to Detroit, and the story goes that she kept the car for her brother, because she knew how much he loved it. And she drove it once a year in a Fourth of July parade in a little town outside of Detroit.

"Then the gentleman I bought it from, this was his first car in high school. I don't know how he came across it, but he found it and he put about 1,500 miles on it... He had never owned a classic car before, and he didn't realize how much work it was to maintain it. He decided it was too much work, and that's when I found it."

The tan Matador was actually ordered as a standard Matador coupe, then got the 'X' goodies added by the previous owner. It certainly looks the part of a factory Matador X, but AMC experts can spot a few small differences, such as the steering wheel. "The Xes have the three-spoke steering wheel," Schallitz points out. "He must have added the X stripes and the two fender badges... It doesn't affect my affection for the car in any way. I like the

car just the way it is. It doesn't matter to me at all."

Like a lot of AMC fans — and both Andy and his brother certainly qualify — Schallitz says he is attracted to cars that are a little unusual and out of the mainstream. The second-gen Matador coupe was definitely that; a bit Camaro-esque in its silhouette and body lines, but with more of a big-car body. Plus it has those







Andy Schallitz's time-capsule 1974 AMC Matador had less than 6,000 miles on the odometer upon his purchase. The Matador was built by AMC from 1971 to 1978 and from 1974 onward, the restyled coupe remained a strong seller in the midsize market. The third owner added the Matador X emblems and stripes to this base Matador coupe.

unique bug-eye headlamps that leave a lot of people scratching their heads.

"Anywhere I go with this, it's always the only one there. Anybody under 40 asks me what kind of car it is; they've just never seen one," Schallitz chuckles. "My brother had the AMC bug since we were little, and he always wanted a Javelin or an AMX, and he finally got his AMX. I went to a few all-AMC shows with him, and I just really liked the people and the cars really started to grow on me. Being from Wisconsin, I always kind of had a soft spot for them.

"I like that it was a coupe. This body style looked like nothing else that AMC did. None of the other models looked like this. And I remember that this car was in 'Man with the Golden Gun,' the James Bond movie, and I can't remember the bad guy's name, but they put glider wings on it!" he laughs.

### The Matador 2.0

The Matador lived from 1971-'78 as AMC's main entry in the midsize market and was the company's best-selling model. The 1974 model year was the start of the second generation for the Matador coupe after a major restyling gave them a longer, lower, racier silhouette.

The second-generation Matador coupe was actually conceived with stock car racing in mind. After Mark Donohue captured the SCCA's Trans-Am Series championship in 1971, AMC created a factory racing team with Donohue as driver



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LEFT: The base 304-cid V-8 with a two-barrel was good for about 150 hp. This one is breathing through an aftermarket air cleaner these days.

BOTTOM LEFT: Matadors had a few quirks, including rear quarter windows that still rolled down. By 1974, not many midsize cars still had them.

BOTTOM RIGHT: Matador Xes came from the factory with a tri-spoke steering wheel, but this base Matador has the standard Matador wheel, along with bucket seats and a handsome console and very comfy cloth-and-vinyl upholstery.



and Roger Penske as team manager. By the time the car hit the production stage, the energy crunch had negated the effect of performance on sales.

Matadors were available with either two or four doors, or as a station wagon. The 1974 coupes could be ordered as a base model, a fancier Brougham model or as the sporty Matador X. In addition to having shorter wheelbases, Matador coupes had some equipment differences, including split-back front seats and front door light switches.

The Matador X was actually considered its own sub-model, even though it was more of a trim package with goodies such as a three-spoke Sport steering wheel; bodyside stripes; hood stripes; slotted-style wheels; blacked-out grille; Matador X nameplates; automatic transmission; and two-barrel 304-cid V-8 rated at 150 hp. The Xes could also be equipped with optional 360-cid two- or four-barrel V-8s, or the 235-hp 401-cid with a four-barrel.

The Matador Xes were available only with V-8s, but the other four Matadors on the 1974 menu could all be had with either a six or an eight, starting with the base Matador coupe equipped with a six-cylinder for \$3,052. The Xes were the priciest at \$3,699 with the base 304 V-8.

The Chrysler-sourced automatic with a floor shifter was standard on the X and was accompanied by bucket seats and a

console. Front disc brakes were standard with power-assisted units available. The 114-inch wheelbase on the coupes was 4 inches shorter than the four-door sedan and wagon. Coil springs dampened the bumps, and a front sway bar and insulation package were also standard.

Only 10,074 of the 99,586 1974 Matadors were Matador Xes. Strangely, the X turned out to be a one-year wonder. An X package was offered for \$199 on 1975 models, but '74 was the only year the Matador X was identified as a separate model.

The Matador nameplate never made it out of the 1970s, but AMC enthusiasts recall the coupes fondly as all-around nice vehicles that were part family car, part personal luxury cars, and even part husky sports car (if you got a big enough V-8). Some 401-equipped cars were even used as police cars, most notably by the Los Angeles Police Department.

## A Happy Homecoming

Schallitz says he was attracted to the Matador coupe for a whole host of reasons, not the least of which is it's a Wisconsin car and Schallitz is a Wisconsin guy. The idea of bringing the car home to Brookfield, Wis. — less than an hour from the Kenosha AMC plant where it was built — made it especially appealing.



"The engine was built at the Milwaukee plant where my wife's grandfather worked. The car was assembled in Kenosha. Everything was made here; it left, went to Wyoming, went to Detroit, and now it's back here again," he says. "That's one of the things I really like about it."

The fact that the car wasn't going to need any restoration or major work was also a nice bonus. The previous owner had replaced the air cleaner cover and valve covers, mounted some new shock absorbers and done some work on the fuel system so the car was ready to drive and enjoy right away. Schallitz still has the parts that were replaced, but for now, he's happy to preserve the Matador exactly the way it is.

"The woman who kept it all those years, how much she must have loved that car," Schallitz noted. "I mean, it's got its flaws here and there, but it still shines. This car was obviously well looked after for all those years, and I'm just kind of the next caretaker for it."

Matador coupes were available in a variety of colors; Schallitz's car is outfitted in a unique Camel Tan with a brown interior plus the added black racing stripe. "Sometimes I wish it were another color like a red ... but this is about as '70s as you can get!" he says.

"This car drives like you expect a mid-'70s kind of luxury car to drive. It floats down the road. The power steering is super light. It's got a slow, steady acceleration. It's no speed demon. The ride is just very comfortable. It's like you are driving a big mid-'70s American car, which is what they were going for. They were competing with the Cordobas and the Monte

Carlos and stuff like that. Everything was going towards the personal luxury car, and this was sort of a sport-luxury car... It's funny, when we went to look at it, we went in my brother's AMX!" he laughs. "That's a pretty stiff ride! So when we drove this, we couldn't believe how smooth it felt. I had never driven one before. I had never even sat in one."

Schallitz says he has been having a ball showing off the car at local shows, and last summer he joined hundreds of other AMC enthusiasts at the big Kenosha Homecoming show — a true feast for AMC fans. "People were coming up and asking if it was for sale, and I was hemming and hawing and saying, 'Well, I don't know, maybe.' And my brother came up to me and said, 'If you sell that car, you're going to be kicking yourself.' And he's right, it's such an original car."

"The guy that I bought it from was real happy that we were AMC guys and we were going to take it to shows. He wanted it on the road. He didn't have the time for it and he wanted people to see it, because it is kind of a time capsule. It's fun to drive and people like seeing it, so I try to get it out as much as I can."

Of course, putting more miles on the clock of a car with only about 8,500 miles also presents a bit of a quandary. Where do you draw the line between getting the car regular exercise while also trying to preserve its fantastic original condition?

"My buddies are like, 'Well, are you going to drive it?' And if it was like a '63 Corvette or a Boss Mustang or something, I probably wouldn't," Schallitz says. "But with this car, I put maybe 1,000 miles on a summer. So if in 10 years it winds up with 18,000 miles on it, I'm OK with that." **OC**



**"The woman who kept it all those years, how much she must have loved that car. I mean, it's got its flaws here and there, but it still shines. This car was obviously well looked after for all those years, and I'm just kind of the next caretaker for it."**





## VW 1600: Was bigger better?

This VW 1600 Squareback hails from 1973, the last year the model was available in the United States. The author drove a Squareback back in the day — the experience was apparently only slightly better than miserable.



People sometimes forget that Volkswagen used to be the number-one-selling import in the United States; it was the car company to beat. The company rose to that lofty position mainly on the strength of its hot-selling Beetle. The little Beetle was a good combination of low price, high quality and good fuel economy. It was also seen as a counter-culture statement, a protest against the large, heavy, gas-guzzling American cars so prevalent back then. Buyers tended to overlook the Beetle's antiquated engineering and minimal comfort, and probably didn't realize how unsafe the little cars could be in an accident. Beetle buyers were looking for basic "Point A to Point B" transportation at low cost, and the Beetle reliably provided it. For years, the little cars sold like crazy.

But the reality is that no company can live forever on just one car. People have varied needs, and the only way to supply those needs is with additional models geared toward the requirements at hand. And people's needs change over the years. Lots of young people bought and loved their Beetles, but as they grew older, married and had children, they found they needed a larger, roomier vehicle than the Beetle.

VW had its station wagon version of the venerable Microbus, and I'm sure many families bought them when the

need came. But many of VW's customers later fled to Toyota and Datsun, not to mention Volvo (with its prosaic station wagons) and Saab (with its innovative front-wheel drives). In essence, VW was grooming buyers for the competition.

### Building a bigger VW

Once VW's U.S. distributor began to ask for larger cars, the parent company knew it had to act — the U.S. market was much too important to ignore. Luckily, VW already had a good foundation to work upon, a compact sedan dubbed the Model 1500, or Type 3. The Type 3 was a fairly conventional-looking "three box" two-door sedan that could pass for a front-engine car at first glance. Despite using the Beetle's 94-inch wheelbase, its more conventional styling made it look like a much larger car. A larger engine provided better acceleration, and interior roominess was much greater due to the car's slab-sided styling and greater body width. Trunk room was also larger.

Production of the Type 3 sedan began in Germany in August 1961. About six months later, VW introduced a two-door station wagon variation, which would later be marketed in the United States as the Squareback. In 1965, a fastback two-door model joined the line. It would be sold in the United States as the VW Fastback.

VW increased the displacement of its Type 3 1500 to make it the 1600 in 1966, and that year Squareback and Fastback cars joined VW's U.S. line-up. They sold well. However, the 1600 two-door sedan was not imported to the states. Why it wasn't brought here is something I can't answer for certain, but perhaps it was for financial reasons; two-door sedans are generally lower-priced and thus less profitable than station wagons and hatchbacks. In any event, over the years, a number of the Type 3 two-door sedans have made their way to America, and you still occasionally see them. VW prototyped a quite attractive convertible Type 3, but in the end, it didn't produce it. Too bad!

Speaking of pricing, the Type 3 1600 Fastback was tagged at \$2,140 while the wagon listed at \$2,295. For comparison, the four-door Volvo 122 wagon was \$2,845 and the Saab 95 two-door wagon was priced at \$2,227. VW's basic Beetle sedan was ticketed at \$1,585, so making the leap from a Beetle to a Fastback involved spending a lot more dough. Was it worth it?

Well, for the price, you bought essentially the same chassis as the Beetle, with a slightly larger 1585cc (96.7-cid) flat four-cylinder, alloy-block engine that developed 65 hp versus the Beetle's 53 horses. Beginning in



1968, the flat-four boasted electronic fuel injection for easier starts, was smoother running and had improved fuel economy. For transaxle choices, you had either the standard four-speed manual gearbox or, starting in 1969, a three-speed fully automatic transmission/transaxle, the first of its kind for VW in America and something many people had been asking for.

Steering was via worm and sector, and the front suspension consisted of transverse torsion bars with upper and lower trailing arms. The rear suspension was swing axles with trailing arms and torsion bars. Brakes were front disc/rear drum, which was a welcome improvement over the Beetle's four-wheel drums. The steel body was mated to a backbone chassis.

The Type 3's styling is certainly nothing to swoon over. The wagon and fastback models' overall looks can best be described as "serviceable" and "non-threatening." But rest assured, despite VW calling the 1600 Fastback "beautiful," no kid ever hung a poster of either of these cars on the wall of his bedroom.

VW marketed the Type 3 Fastback and Squareback models in the United States through 1973, finally replacing them with the Type 4, or 412 (a larger, longer and more powerful car similar to, but different from, the Type 3). Like the Type 3, the 412 prototypes included a sharp convertible model, but it, too, never made it into series production. The 412 had several advantages over the Type 3, including more power and the availability of four-door models. We'll cover them in the future.

### Driving a Squareback

I still remember the first time I drove a Volkswagen Type 3 Squareback station wagon. I was working at a garage in Milford, Conn., that specialized in air-cooled VWs (that's all they had back then), and one of our regular customers brought his late-model Squareback in for routine maintenance. After servicing the car, I took it for the customary test drive to make sure everything was running right, and that there were no unusual noises coming from the engine or chassis. Plus, I wanted to see how this new, bigger VW drove.

Settling myself in the vinyl-covered bucket seat, I noted that the glass area

was quite generous, and visibility was excellent, though the windshield felt far away compared to that of the Beetles and Karmann-Ghias that we usually worked on. I was impressed by the roominess of the interior, but wished it had four-doors for easier access to the rear seat. Although the instrument panel was a lot more modern than in the Beetle, it looked cheap and flimsy. Ditto the door trim panels. The whole thing felt quite Spartan.

Taking it on the road, I was not impressed by the power. True, it had a bit more "oomph" than the Beetle, but it was still pretty sluggish. It seemed the only way to keep up with traffic was to wind it out in every gear, otherwise you'd be creeping like a turtle. The steering felt vague and very light — much too light for my taste. The ride was smooth and it took bumps quite well. Noise level was about on par with the Beetle, though the engine sounded much more at ease than in the Beetle. That must have been difficult for VW engineers to achieve since the engine, situated just below the rear cargo floor, was practically inside the cabin. A thick layer of insulation on the access panel helped keep noise levels reasonable.

I had plenty of time, so I took it out onto Interstate 95, aka the Connecticut Turnpike, to see what it could do. What it could do was keep up with traffic which, back then, tended to run around

60-65 mph. It didn't seem to strain doing that, but front-end float seemed excessive and I didn't care for it. I drove down one exit and turned around to head back to the shop. My semi-expert opinion? If you really wanted to have an air-cooled VW with more room than a Beetle, then the Squareback was just the ticket. If you wanted a car that was enjoyable to drive, it was not the ticket.

While writing this column, I did a cursory search of a few popular online old car selling sites. I was a bit surprised to find that, for as popular as they were when new, there's a surprising shortage of them for sale. I located three Squarebacks priced between \$10,000 and \$21,000, including one that some idiot had lowered to make it look "sporty." (I have a particular dislike of people who modify old import cars to make them look like hot rods.) I also found a few Fastbacks, and they were priced at \$14,000 and up, and none of them were in *Old Cars Price Guide* Condition #1 or #2, so it would take some work to make them show cars, if that's what you want. Myself, I'd buy the best example I could find and just drive it for nostalgia's sake. But that's me.

If you do decide to buy one, at least you can rest assured that many, if not most, mechanical parts are easily available. And you can be assured that you'll probably have the only such car around. Good hunting! **OC**



The VW 1600 Fastback was priced at \$2,140 — about 40 percent more than a Beetle!





# PARTS & PROJECTS

## Newport Raceway Auto & Truck

STORY AND PHOTOS BY LEROY DRITTLER

Standing at the top of the grandstand at Newport Raceway in Newport, Tenn., you can almost hear the roar of the stock cars and the cheers of the crowd that once crowded this old 4/10-mile racetrack every Saturday night. The fastest speed ever recorded on the paved racetrack's 32-degree banks is 140 mph, but that is all in the past as the racetrack has been shuttered for the last few years. Now the racetrack's infield is dotted with salvage vehicles, and the spectator parking lots are full of them.

Drew Ramsey, co-owner of the property, says he is working on a deal to reopen the racetrack in a year or two. If that happens, the huge number of salvage vehicles blocking operations will have to be relocated. Meanwhile, this salvage yard's setting makes it among of the most unique we've visited.

Ramsey and his wife, Linda, purchased the 30-acre racetrack property in 1980 when they moved back to Tennessee from Detroit. They had a large salvage yard in Detroit that they had operated for 20 years, but sold it to return to the Smoky Mountain area where they were grew up. Ramsey is an enthusiastic race car driver and won several championships on short tracks in Michigan, and he felt he knew how

to operate a successful stock car track, which he did for many years. After a while, he decided to lease the track to another operator, and when that did not work out, he leased it to a second operator, which also didn't work out. The track was then closed and Ramsey concentrated on his salvage yard business.

During our visit, Ramsey estimated that there are some 300 oldies in the yard. The oldies are scattered and mixed in with the newer inventory. Several oldies line the front row, along the highway, and are for sale only as complete cars. Parts removal by customers is allowed on most of the vehicles in



Before it was retired, this 1946 Chevy work truck with a utility body and winch was probably much used and appreciated. It has led a hard life and is rusty and missing pieces.



OPPOSITE: Salvage yard inventory has spilled out into the infield of Newport Speedway.

RIGHT: The key is in the ignition, and numbers are still stenciled on the hood of this military Jeep. It does not have an engine. A bird has found a comfy place to build its nest in the glove box.

the yard, but yard personnel will also remove parts. Ramsey does not ship parts or vehicles, however.

Un-escorted browsing is allowed, but be sure to get to the gate and leave before closing time. After the yard is closed and the gates are locked, security dogs are turned loose to patrol the yard. All eight of them are German Shepherds, and at least a couple of them seem to have a real dislike for intruders.



There are a lot of good parts available on this 1966 Plymouth Sport Fury. Inside, the front buckets remain, along with the console. Four factory wheel covers are stacked on the back seat. Behind it is a '47 Chevy Fleetmaster with front-end damage, and a Ford Econoline pickup.



This uncommon 1957 Ford Fairlane has a V-8 engine and automatic transmission.





TOP: There were only 8,056 1978 Oldsmobile Starfire SX Sport Coupes made, so there are probably very few left on the road today. This one has the GT option, which included hood and body stripes, front and rear stabilizer bars, Rallye gauge cluster with tach, 231-cid V-6 and star-spoke Rallye wheels. It is an automatic and has factory air.

MIDDLE LEFT: Another front-row car is this 1963 Cadillac four-door hardtop with factory air and a complete interior.

ABOVE RIGHT: Locked in a side pen to keep parts hunters at bay is a 1935 Ford Tudor. It is complete and ready for restoration, or may be driven the way it is after a little work is completed.

BOTTOM: This 1940 Ford V-8 (Standard) Tudor is very rough, but still has a few parts to give.



The rarest Firebird built in 1980 is the Formula model with 9,356 produced. This Formula is complete with power windows, automatic transmission and factory air.

Ramsey says everything on the acreage is for sale, including the acreage itself. For sale are 1916, 1918 and 1927 Model T Fords that are stored in a garage (one of those Fords won a first-place trophy at a recent car show). Another vehicle stored and for sale at the time of our visit was a nice 1933 Chevrolet three-window coupe with a 350-cid V-8 and an automatic transmission.



LEFT: This long and low '69 Olds Ninety-Eight hardtop is a complete car with factory air conditioning.

BOTTOM LEFT: This 1975 International truck is complete with a dump bed. It would be a great addition to a construction company fleet for small jobs, and possibly for use as an attention-getter or parade truck with a company's name emblazoned on the doors.

BOTTOM RIGHT: There are several Falcons in the yard, including this 1962 with automatic transmission and dual exhaust.







Lined up together are a rusty Chevy pickup from the late 1940s and a complete 1979 Ford Ranchero with fancy flames.

In addition to the vehicles, Ramsey has a lot of antique farm equipment and other collectible items lined up on the main road through the yard. He says many people buy equipment and miscellaneous items for yard or wall art.

The yard buys junk and salvage vehicles every day, and Ramsey says you never know when an oldie may come through the gate. Crushing is done every day, but the oldies are mostly spared.

The yard is open Monday through Friday from 9:30 a.m. to 6:00 p.m. The mailing address and physical address are the same. **OC**

Newport Raceway Auto & Truck  
767 Industrial Road  
Newport, TN 37821  
423-623-6039



The Lincoln Continental Mark VI was produced from 1980 to 1983. At best, this one is a parts car.

Ill-fitting and crooked Buick teeth do nothing to improve the looks of this 1951 Ford. The hood appears to be from an earlier 1949 or '50 Ford,







LEFT: Is it a Pinto or Bobcat? The lettering on the tailgate is Mercury, but it also has the Pinto badge on the tailgate. The grille is gone, but it has a Ford hood (with hood-pins) plus an automatic transmission, air conditioning and buckets, but no console. Let's call it a Pinto.

BOTTOM: There are a lot of miscellaneous collectibles stacked against containers along the yard's main access road. This container is holding up a fleet of leaning bicycles and some Chevy pickup front caps. Other items not shown include scooters, mowers and lots of old farm machinery.









# MORE FROM PARTS & PROJECTS

**1** It has neither engine or transmission, but this front-row 1962 Ford Galaxie 500 Club Sedan came from the factory with a 292-cid V-8 and Fordomatic two-speed automatic transmission with floor shift and console.

**2** Mercury Cougar XR-7s in 1976 came with a lot of standard equipment including a landau vinyl roof, clock and tachometer. This one is also equipped with optional factory air.

**3** The Cutlass was considered an intermediate car in 1966, but this sedan looks huge in comparison to sedans of today. The interior is rough, and it is banged up a little on the outside, but the Cutlass still has some usable parts.

**4** Writing on a side window of this Camaro informs that it has a good engine and transmission.

**5** This '67 Chevy Caprice came from the factory with an automatic transmission and the optional 327 cid V-8.

**6** This 1968 Plymouth Fury III is a complete car down to both fender skirts.

**7** The interior is mostly gone from this 1965 Falcon. It has its instrument cluster and a floor shifter, and was last on the road in 1990.



5



6



7





This exceptional No. 1 condition "Wide Track" 1959 Pontiac Bonneville droptop hammered for \$178,200, including 8 percent commission, at the Winter Raleigh Classic Auction. This Bonneville appeared to be lacking nothing and has been a show car all its life.

## Big sales raise eyebrows at Raleigh Classic

**CHARLES FARLEY REPORTING;  
PHOTOS COURTESY OF RALEIGH CLASSIC CAR AUCTIONS**

**RALEIGH, N.C.** — The 2022 Winter Raleigh Classic Auction was held at the Capital Auto Auction complex from Dec. 2-3 just one mile north of Wake Forest, N.C. Like other Raleigh Classic sales, the 2022 winter auction featured many low-mileage, original cars and drew bidders who appreciate such time capsules.

I attended this auction as a registered bidder and was amazed at how well American "orphan" brands were selling. Oldsmobile, De Soto and Mercury did well at the auction, some selling in six-figure territory.

The Pontiac brand is certainly alive and well, judging from some results seen at the Winter Raleigh Classic Auction. A pair of '59s drew crowds and energetic bidding. A 1960 Ventura with a factory floor-shifted four-speed was one that I would have bid on, had I known that I would later be outbid on a 1958 Edsel!

A very nice, original 1956 Star Chief was also a foot traffic show-stopper, as was a likewise very nice 1968 GTO droptop with all the desirable options. The sale also offered a remarkable pair of Safari wagons.

Other notables included a 1959 De Soto that hammered for \$82,500, a two-wheel-drive shortbox 1987 Chevrolet Silverado for \$107,500, a 1968 Mustang for \$152,500 and a '59 Chevy El Camino with a two-speed Powerglide that sold at \$120,000.

My personal albatross was a 1958 Edsel Pacer convertible that was bid out of my reach by an internet bidder with very deep pockets. This very car sold at an auction last year for \$45,000. The person who bought it earlier doubled his money at the Winter Raleigh Classic, because with commission, it sold here for \$103,200!

In the "bargain basement," there were a few perfectly nice, streetable cars that went for checkbook balances. My "Pick of the Sale" was a 1999 Buick Park Avenue that found a willing new owner at \$4,000.



Another 1959 Bonneville that spent the majority of its life in a dealer's private collection. It has 53,860 miles accumulated on the odometer. With the venerable 389-cid rated at 300 bhp, coupled to GM's Hydramatic, this fine example must be a delight to drive. For a car that's not a stranger to highway use, this is as good as it gets! What a bargain at the hammer price of \$68,400.





This “James Dean” special survived those who would chop, channel, drop and louver these early Mercurys. The 1950-model Monterey two-door sedan was painted a very attractive two-tone with sun visor included. A flathead V-8 with a column-shifted three-speed plus overdrive just adds to its appeal. Full wheel covers and period-correct wide whitewalls enhance this pristine example. It sold at \$35,000.



This 1954 Oldsmobile 88 two-door sedan has the 324-cid V-8 with Rochester four-barrel and dual exhausts, power steering and brakes, padded dash, AM radio, full instrumentation and a functioning clock. The 16,000 miles and a storage time of 30 years makes this merry Olds a true time capsule. It sold for \$38,000.



Perhaps the bargain of the Pontiacs presented was this top-of-the-line Star Chief from 1956. For an unmolested original 67 years young, this was the top draw in the pre-auction foot traffic. The Strato-Streak V-8 was in its second year, and Pontiac was starting to move ahead in sales. Nicely optioned, with a “cherry” dash that would make jukebox blush, this was just the ticket for '56. It hammered at \$18,800.



This stunning 1957 Eldorado Biarritz convertible looked great in green. It has all the good stuff, including the optional dual-four-barrel carburetor setup. It was a top-condition No. 1 example of an iconic machine and sold for \$127,500.



A 1960 Oldsmobile Ninety-Eight Scenicoupe “bubbletop” crossed the block in super-nice original condition. As the Ninety-Eight is the senior series of numbered Oldsmobiles, this fine example was generously equipped with power steering, power brakes, power seat and a power antenna. A 394-cid Rocket V-8 with a Jetaway transmission ensured that this one offered luxury and easy victories at the stoplight blastoff. The new owner paid a very reasonable \$35,500.



This 1960 Pontiac Ventura “bubbletop” has the triple carburetion that made it a hot ticket in its era. This version of the 389 generates 348 bhp, directed to the pavement by a 3.64:1 Saf-T-Track differential fed by a floor-shifted four-speed. By this time, Pontiac was no longer known as “Grandpa’s car.” With signature eight-lug Pontiac wheels, correct whitewalls and original paint and interior, this is the kind of car the Raleigh Classic auction is famous for. It sold for \$61,560.





An immaculate grocery getter equipped with Pontiac's tamer two-barrel 389-cid V-8 good for 267 bhp, the 1964 Pontiac Safari station wagon is a beauty to behold. It's fully optioned with air conditioning and E-Z-Eye tinted glass all around. Deluxe full wheel covers with period-correct whitewalls complete this prize. It found a new family at **\$21,500**.



This classic 1968 GTO sported the 400-cid V-8, a three-speed floor-shifted automatic, air conditioning, tinted glass, AM/FM radio reception with a working 8-track player, power steering and disc brakes. It hammered sold at a very respectable **\$56,000**.



This 1987 Chevrolet Silverado is a "hangar queen" with just 194 miles! It hammered at **\$107,500**. It reportedly has never felt a raindrop on its skin, and was pushed to the auction block out of the rain in a plastic sheet cover! Fully optioned, this No. 1 condition truck was the last of the "Square Body" pickups and was wanted by more than a couple of the bidders. The winner paid a staggering price to secure the title.

## RALEIGH CLASSIC AUCTION

Dec. 15-16, Raleigh NC

215 of 333 vehicles offered were declared sold on the block; 10 vehicles were reportedly sold after crossing the block.

Prices below do not include 8% buyer's commission.

Charles Farley reporting

	Price/Cond	
AMC 1970 AMX 2d cpe V8 330-cid 4spd stick, yellow	\$66,500 1	
AMC 1977 Matador 2d HT AT, blue	\$16,500 3	
AMC 1977 Gremlin 2d HBK 1-6 258-cid AT w/floor shift red/ AMFM radio side mirrors	\$23,500 2	
AMG 2003 Hummer 4d SUV V8 AT, black	\$5,000 2	
AMG 2003 Hummer 4d SUV V8 AT, yellow	\$35,500 2	
BMW 1999 528i Roadster 4spd, gray	\$6,500 3	
Buick 1957 Century 2d HT V8, Dymalflow, copper/white	\$34,500 2	
Buick 1963 Special conv V6, AT, white	\$29,000 3	
Buick 1965 Wildcat 2d HT V8, AT, silver, full power	\$37,000 2	
Buick 1974 Estate Wagon 4d V8, AT, burgundy	\$50,000 1	
Buick 1979 Limited 2d Landau V8, AT, red	\$19,750 2	
Buick 1983 Riviera 2d conv V8, AT, white, FWD, PS, PB	\$31,500 2	
Buick 1985 Riviera 2d HT V8, AT, black, FWD, PS, PB	\$21,250 2	
Buick 1985 Riviera 2d sed V8 AT, black, PS, PB, A/C	\$21,250 2	

Buick 1989 Century 4d sed V8, AT, blue	\$5,750 3	
Buick 1999 Park Avenue 4d sed V6, AT, blue	\$4,000 3	
Cadillac 1957 Eldorado Biarritz 2d conv V8 365-cid, Hydra-Matic, twin Carter WCFBs, Sabre wheels, six-way power seat, green	\$127,500 1	
Cadillac 1957 Eldorado conv V8, Hydra-Matic, black, fully optioned	\$125,000 1	
Cadillac 1964 Eldorado conv V8, HydraMatic, black, full power all options	\$110,000 2	
Cadillac 1968 DeVille 2d cpe V8, HydraMatic, white, A/C, PS, PB, PW, six-way seat, cruise control	\$29,000 2	
Cadillac 1976 Eldorado 2d conv V8, FWD, AT, black, loaded with options	\$25,000 2	
Cadillac 1978 DeVille 2d cpe V8, AT, blue, full power	\$10,250 3	
Cadillac 1978 Seville 4d sed V8, AT, white/maroon, A/C, PS, PB, PW, 9,900 miles	\$26,000 2	
Cadillac 1978 DeVille 4d sed V8, AT, white	\$26,000 3	
Cadillac 1979 cpe DeVille 2dr sed V8, AT, gold	\$17,500 2	
Cadillac 1986 Fleetwood 4d sed V8, AT, black, fully optioned, 73K mi	\$9,750 3	
Cadillac 1987 DeVille 2d cpe V8, AT, gray	\$12,000 3	
Cadillac 1992 Fleetwood 4d sed V8, AT, burgundy	\$19,750 3	
Cadillac 1993 Cpe deVille 2d sedan V8, AT, light blue	\$9,500 3	

Cadillac 1993 Allante conv OHC V8, AT, white	\$6,000 3	
Cadillac 2004 XLR 2d conv V8, AT, Burgundy	\$10,000 3	
Chevrolet 1948 Fleetmaster conv, Mod., 350-cid V-8, 3 spd std, blue	\$50,000 2	
Chevrolet 1950 Fleetline conv	\$54,000 2	
Chevrolet 1959 El Camino PU V8 348-cid, Powerglide, yellow/green	\$120,000 1	
Chevrolet 1961 Corvair sed 6-cyl, Powerglide, champagne	\$5,500 3	
Chevrolet 1965 Corvette Sting Ray conv, 327-cid, 4-spd, red	\$63,500 2	
Chevrolet 1965 Impala SS 2d HT 327-cid V-8	\$35,000 2	
Chevrolet 1966 Apache PU, green/white	\$33,000 2	
Chevrolet 1966 Chevelle Malibu V8, AT, Marina Blue	\$31,000 2	
Chevrolet 1966 Chevelle SS 396-cid, 4spd Muncie, red	\$34,500 3	
Chevrolet 1969 Camaro conv 350-cid, 4spd, red	\$55,000 2	
Chevrolet 1970 Chevelle 454-cid, 4spd, blue	\$39,500 2	
Chevrolet 1970 CST PU, green	\$49,000 2	
Chevrolet 1971 Cheyenne PU 350-cid, AT, red/white	\$34,000 2	
Chevrolet 1971 Cheyenne PU 454-cid gray, lowered "resto-mod"	\$21,000 2	
Chevrolet 1972 Corvette 2d fastback 350-cid, AT, white	\$32,250 2	
Chevrolet 1977 K-500 PU V8, AT, black	\$13,000 3	



<b>Chevrolet</b> 1978 Corvette Stingray V8, silver . . . . .	<b>\$29,750</b>	3	<b>Ford</b> 1960 Galaxie Starliner 2d HT V8 292-cid, Fordomatic, blue/blue, skirts, cont kit . . . . .	<b>\$44,500</b>	3	<b>Lincoln</b> 1999 Continental 4d sed V8, AT, beige . . . . .	<b>\$5,750</b>	3
<b>Chevrolet</b> 1979 Silverado C-10 PU V8, AT, green/white . . . . .	<b>\$39,500</b>	2	<b>Ford</b> 1965 Mustang 2d conv 6-cyl, floorshift Fordomatic, white/red, PS, A/C, non-OEM radio . . . . .	<b>\$24,500</b>	2	<b>Lincoln</b> 2000 Town Car 4d sed V8, AT, white . . . . .	<b>\$11,250</b>	3
<b>Chevrolet</b> 1985 Blazer K5 2d SUV, black . . . . .	<b>\$49,500</b>	2	<b>Ford</b> 1961 Thunderbird 2d HT V8 390-cid, Cruiseomatic, black . . . . .	<b>\$26,000</b>	3	<b>Lincoln</b> 2004 Town Car 4d sed V8, AT, white . . . . .	<b>\$9,000</b>	3
<b>Chevrolet</b> 1986 Camaro IROC 2d FBK, V8, 4spd, red . . . . .	<b>\$38,000</b>	2	<b>Ford</b> 1963 Falcon Futura 2d conv 6-cyl 170-cid, AT, light blue, working AM radio, wire wheel covers . . . . .	<b>\$20,000</b>	2	<b>Mazda</b> 1990 Miata 2d conv 4-cyl, 5-sp, red . . . . .	<b>\$11,000</b>	3
<b>Chevrolet</b> 1987 Silverado PU V8 350-cid 4spd AT+OD, blue/gray/blue, A/C, full power, 194 miles (basically a new truck), Shortbox . . . . .	<b>\$107,500</b>	1	<b>Ford</b> 1964 Galaxie 2d HT V8 390-cid, Cruiseomatic, light blue . . . . .	<b>\$46,000</b>	2	<b>Mercedes</b> 1978 SL 500 conv V8, AT, black . . . . .	<b>\$11,500</b>	3
<b>Chevrolet</b> 1987 Camaro Z28 2d FBK, V8, 4spd, black . . . . .	<b>\$41,000</b>	2	<b>Ford</b> 1965 Econoline Van 6-cyl, Fordomatic, gold/black . . . . .	<b>\$37,500</b>	2	<b>Mercedes</b> 1995 SL 600 conv V8, AT, white . . . . .	<b>\$29,000</b>	2
<b>Chevrolet</b> 1988 C 10 PU, red/white . . . . .	<b>\$15,500</b>	2	<b>Ford</b> 1967 Econoline Club Wagon Van 6-cyl, Fordomatic, blue . . . . .	<b>\$40,000</b>	2	<b>Mercedes</b> 1989 560 SL V8, burgundy . . . . .	<b>\$18,000</b>	3
<b>Chevrolet</b> 1991 Corvette ZR1 2d FBK, V8, AT, white . . . . .	<b>\$26,500</b>	3	<b>Ford</b> 1968 Mustang Shelby GT500 2d conv V8 428-cid, 4spd, green/black/black . . . . .	<b>\$152,500</b>	1	<b>Mercedes</b> 2002 S-500, silver . . . . .	<b>\$12,000</b>	3
<b>Chevrolet</b> 1992 Corvette 2d FBK V8, manual trans, red, 18K miles . . . . .	<b>\$33,250</b>	2	<b>Ford</b> 1970 Mustang 2d conv V8, AT, red . . . . .	<b>\$25,000</b>	3	<b>Mercury</b> 1948 Eight conv V8, 3 spd, burgundy . . . . .	<b>\$38,000</b>	2
<b>Chevrolet</b> 1995 Camaro, silver . . . . .	<b>\$7,500</b>	3	<b>Ford</b> 1973 Mustang Mach 1 2d FBK V8, AT, red . . . . .	<b>\$34,000</b>	2	<b>Mercury</b> 1950 Monterey V8, Mercomatic, brown/brown . . . . .	<b>\$35,000</b>	2
<b>Chevrolet</b> 1996 CK 3500 PU, black . . . . .	<b>\$27,500</b>	2	<b>Ford</b> 1973 Mustang Mach 1 2d FBK V8, 4spd, gray . . . . .	<b>\$38,000</b>	2	<b>Mercury</b> 1952 Medalist 2d sed V8, 3spd, std blue . . . . .	<b>\$24,500</b>	2
<b>Chevrolet</b> 1996 Chevelle SS 2d HT, 396-cid, 4spd, red . . . . .	<b>\$55,000</b>	2	<b>Ford</b> 1973 F-350 PU V8, AT, blue . . . . .	<b>\$14,500</b>	3	<b>Mercury</b> 1954 Sun Valley 2d HT V8 256-cid, Mercomatic, white/green . . . . .	<b>\$50,000</b>	2
<b>Chevrolet</b> 1999 K 1500 PU V8, AT, dark green . . . . .	<b>\$19,250</b>	3	<b>Ford</b> 1980 Pinto Country Squire 2d wagon 4-cyl, Fordomatic, white/tan, Cruise Control, Pdisc brakes, PS, 9,430 miles . . . . .	<b>\$16,000</b>	2	<b>Mercury</b> 1955 Monterey 2d HT V8 292-cid 3 spd, orange/white, AM radio, 14K mi, 188 bhp, 4bbl, skirts, seat belts . . . . .	<b>\$51,500</b>	2
<b>Chevrolet</b> 1999 Tahoe SUV V8, AT, white . . . . .	<b>\$25,000</b>	2	<b>Ford</b> 1981 F-150 PU V8, AT, copper . . . . .	<b>\$14,750</b>	3	<b>Mercury</b> 1963 Monterey V8 352-cid, Mercomatic, red . . . . .	<b>\$7,000</b>	3
<b>Chevrolet</b> 2000 Camaro SL 2d cpe, silver . . . . .	<b>\$13,500</b>	3	<b>Ford</b> 1988 Mustang 2d conv, red . . . . .	<b>\$15,000</b>	2	<b>Mercury</b> 2001 Grand Marquis 302-cid, AT, silver . . . . .	<b>\$4,250</b>	3
<b>Chevrolet</b> 2002 Camaro SS 2d cpe V8, AT, white . . . . .	<b>\$33,500</b>	3	<b>Ford</b> 1989 F-150 PU V8, AT, gray . . . . .	<b>\$7,500</b>	3	<b>MG</b> 1980 MGB 4cyl, 4spd, black . . . . .	<b>\$7,500</b>	3
<b>Chevrolet</b> 2002 Camaro SS 2d T Tops, V8, AT, red/black, 35th Anniversary Edition, 498 miles . . . . .	<b>\$33,500</b>	1	<b>Ford</b> 1989 Ranger PU V8, AT, tan . . . . .	<b>\$25,000</b>	2	<b>Oldsmobile</b> 1954 Eighty Eight 2d sed, V8, Hydra-Matic, blue/blue . . . . .	<b>\$38,000</b>	2
<b>Chevrolet</b> 2003 1500 LS PU, black . . . . .	<b>\$30,000</b>	2	<b>Ford</b> 1989 Bronco SUV V8, AT, tan . . . . .	<b>\$5,000</b>	3	<b>Oldsmobile</b> 1956 Eighty Eight 4d HT, V8 324-cid, AT Hydra-Matic, off-white . . . . .	<b>\$21,600</b>	4
<b>Chevrolet</b> 2004 Corvette Z06 2d, T-Top, V8, blue . . . . .	<b>\$35,000</b>	2	<b>Ford</b> 1990 Thunderbird 2d cpe, red . . . . .	<b>\$3,400</b>	4	<b>Oldsmobile</b> 1957 Ninety Eight 4d sed, V8 371-cid, 4-speed Hydra-Matic, black/black, PS, PB, padded dash, AM radio, skirts, 277 bhp 4bbl . . . . .	<b>\$29,000</b>	3
<b>Chevrolet</b> 2004 SSR PU V8, yellow, 859 miles . . . . .	<b>\$34,000</b>	2	<b>Ford</b> 1991 Crown Victoria 4d sed 302-cid, 4spd+OD, titanium . . . . .	<b>\$11,500</b>	3	<b>Oldsmobile</b> 1957 Holiday 88 2dr sed V8 324-cid 4 speed Hydra-Matic rose . . . . .	<b>\$37,000</b>	2
<b>Chevrolet</b> 2004 SSR PU V8, 366-cid V8, AT, yellow, bed cover, 854 miles . . . . .	<b>\$34,000</b>	2	<b>Ford</b> 1992 Mustang 2d conv V8, AT, red . . . . .	<b>\$20,500</b>	3	<b>Oldsmobile</b> 1960 Ninety Eight 2d HT V8, AT, fawn . . . . .	<b>\$35,500</b>	2
<b>Chevrolet</b> 2005 SSR PU, V8, AT, blue . . . . .	<b>\$33,000</b>	2	<b>Ford</b> 1994 Thunderbird 2d cpe 4-cyl, red, Turbocharged . . . . .	<b>\$5,250</b>	3	<b>Oldsmobile</b> 1965 Ninety Eight conv V8, 425/360, Hydra-Matic, burgundy/white, full power, single exhaust, AM radio . . . . .	<b>\$23,000</b>	2
<b>Chevrolet</b> 2006 Corvette FBK, V8, black . . . . .	<b>\$16,250</b>	3	<b>Ford</b> 1994 F-250 XLT PU, V8, AT, blue . . . . .	<b>\$14,000</b>	3	<b>Oldsmobile</b> 1969 Cutlass 4-4-2 V8, 4spd, black . . . . .	<b>\$56,000</b>	1
<b>Chevrolet</b> 2006 SSR PU V8, 366-cid, AT, black . . . . .	<b>\$37,000</b>	2	<b>Ford</b> 1995 F-150 PU V8, AT, red/white . . . . .	<b>\$18,000</b>	2	<b>Oldsmobile</b> 2001 Aurora, white . . . . .	<b>\$4,500</b>	3
<b>Chevrolet</b> 2007 Monte Carlo 2d sed V8, AT, burgundy . . . . .	<b>\$16,000</b>	3	<b>Ford</b> 1995 Thunderbird 2d cpe V8, AT, white . . . . .	<b>\$14,500</b>	2	<b>Packard</b> 1951 300 4d sed 8-cyl, Ultramatic, black . . . . .	<b>\$6,000</b>	3
<b>Chevrolet</b> 2011 Corvette ZR-1, V8, 6spd, yellow . . . . .	<b>\$77,000</b>	2	<b>Ford</b> 1996 Mustang 2d conv V8, AT, red . . . . .	<b>\$4,750</b>	3	<b>Pontiac</b> 1956 Star Chief 2d HT V8, Hydra-Matic, blue/white, OEM AM radio, WW tires, spinners, dual exhaust . . . . .	<b>\$16,000</b>	3
<b>Chrysler</b> 1961 Windsor V8, TorqueFlite, white . . . . .	<b>\$11,000</b>	3	<b>Ford</b> 1996 F-250 PU V8, AT, black . . . . .	<b>\$26,500</b>	2	<b>Pontiac</b> 1956 Star Chief 2d HT V8, Hydra-Matic, green/white . . . . .	<b>\$16,000</b>	3
<b>Chrysler</b> 1973 Newport, red . . . . .	<b>\$95,000</b>	3	<b>Ford</b> 1998 F-150 V6 red, silver . . . . .	<b>\$12,000</b>	3	<b>Pontiac</b> 1959 Bonneville conv V8 389-cid Hydra-Matic, white/red, fully optioned, factory A/C, AM radio, 16,442 miles . . . . .	<b>\$165,000</b>	2
<b>Chrysler</b> 2005 Crossfire 2d FBK V6, AT, red, 63k mi . . . . .	<b>\$9,500</b>	3	<b>Ford</b> 2000 Thunderbird 2d cpe, V8, AT, silver . . . . .	<b>\$12,500</b>	3	<b>Pontiac</b> 1960 Ventura 2d HT V8 389-cid, 4spd, brown/brown, Tri-power, PS, PB, AM radio, 8-lug wheels . . . . .	<b>\$57,000</b>	3
<b>Chrysler</b> 2006 PT Cruiser 4d sed, V6, AT, gray . . . . .	<b>\$4,900</b>	3	<b>Ford</b> 2005 F-150 PU V8, AT, burgundy . . . . .	<b>\$15,000</b>	3	<b>Pontiac</b> 1964 Catalina 4d wagon V8 389-cid, Hydra-Matic, white . . . . .	<b>\$21,500</b>	3
<b>Datsun</b> 1983 240ZX 2d FBK I-6, 4spd, black . . . . .	<b>\$15,500</b>	3	<b>Ford</b> 2007 Mustang GT 2d FBK V8, AT, white . . . . .	<b>\$33,500</b>	2	<b>Pontiac</b> 1965 GTO 2d HT V8 389-cid, white . . . . .	<b>\$32,500</b>	2
<b>DeSoto</b> 1959 Adventurer 2d HT V8, TorqueFlite, black/gold, twin Carter AFBs, dual exhaust, bucket seats . . . . .	<b>\$82,500</b>	2	<b>Ford</b> 2007 Mustang GT 2d FBK V8, AT, red . . . . .	<b>\$33,500</b>	2	<b>Pontiac</b> 1966 GTO 389-cid, teal . . . . .	<b>\$61,500</b>	2
<b>Dodge</b> 1959 Coronet 2d HT V8, TorqueFlite, blue/white . . . . .	<b>\$66,000</b>	2	<b>Ford</b> 2007 Expedition LTD SUV V8, AT, white . . . . .	<b>\$7,750</b>	3	<b>Pontiac</b> 1968 GTO conv V8 400-cid, AT, green/white, A/C, PS, PDB, AM/FM, 8 track player . . . . .	<b>\$56,000</b>	2
<b>Dodge</b> 1968 Coronet V8, TorqueFlite, blue . . . . .	<b>\$8,250</b>	3	<b>Ford</b> 2022 Mustang black Mach "E" . . . . .	<b>\$42,000</b>	1	<b>Pontiac</b> 1969 Trans Am 2d cpe V8, AT, white . . . . .	<b>\$93,000</b>	1
<b>Dodge</b> 1975 Dart 4d sed 6-cyl, AT, white . . . . .	<b>\$3,750</b>	4	<b>GMC</b> 1964 PU V6, 3 spd, blue . . . . .	<b>\$14,700</b>	4	<b>Pontiac</b> 1975 Firebird 2d cpe V8, AT, red . . . . .	<b>\$23,500</b>	2
<b>Dodge</b> 1987 Ram 1500 PU V8, AT, beige/gold . . . . .	<b>\$12,000</b>	3	<b>GMC</b> 1987 Suburban 4d SUV, red/white . . . . .	<b>\$30,000</b>	2	<b>Pontiac</b> 1978 Catalina 4d Wagon V8, AT, blue . . . . .	<b>\$14,500</b>	2
<b>Dodge</b> 1995 Ram 2500 PU V8, AT, green/silver . . . . .	<b>\$27,500</b>	3	<b>GMC</b> 1994 Sonoma PU, blue . . . . .	<b>\$8,500</b>	3	<b>Pontiac</b> 1979 Trans Am 2d cpe V8, copper . . . . .	<b>\$14,250</b>	3
<b>Dodge</b> 2005 Ram SRT PU V8, TorqueFlite, red . . . . .	<b>\$23,250</b>	3	<b>Hudson</b> 1949 Super 6 4d sed, 6-cyl, green . . . . .	<b>\$13,250</b>	3	<b>Pontiac</b> 1985 Trans Am 2d cpe V8, AT, black . . . . .	<b>\$12,750</b>	3
<b>Dodge</b> 2008 Viper 2d V10, 6-sp, blue . . . . .	<b>\$64,000</b>	2	<b>Jaguar</b> 1991 XJS 6, green . . . . .	<b>\$17,500</b>	3	<b>Pontiac</b> 1986 Parisienne 4d sed V8, AT, white, fully accessorized . . . . .	<b>\$8,000</b>	3
<b>Edsel</b> 1958 Pacer 2d conv V8 361-cid 3-sp+OD, black/red/turquoise/white, AM radio works, clock not working . . . . .	<b>\$103,200</b>	2	<b>Jeep</b> 1988 Grand Wagoneer 4d SUV V8, AT, burgundy . . . . .	<b>\$10,500</b>	3	<b>Pontiac</b> 1987 Trans Am 2d cpe V8, AT, white . . . . .	<b>\$21,500</b>	3
<b>Ford</b> 1929 Model A roadster 4-cyl, 3-sp, black . . . . .	<b>\$12,000</b>	3	<b>Jeep</b> 1995 Wrangler red . . . . .	<b>\$16,500</b>	3	<b>Pontiac</b> 1995 Grand Prix AT, white . . . . .	<b>\$11,250</b>	3
<b>Ford</b> 1929 Model A Cabriolet 4-cyl, 3-sp, black/black/black, rumbleseat . . . . .	<b>\$12,000</b>	3	<b>Jeep</b> 1999 J-10 PU V8 360-cid AT, brown . . . . .	<b>\$80,000</b>	2	<b>Porsche</b> 2002 Carrera 911 2d cpe blue . . . . .	<b>\$11,500</b>	3
<b>Ford</b> 1931 Model A 4d sed 4-cyl, 3-sp, black, black/black 12vdc turn signals seat belts . . . . .	<b>\$16,000</b>	3	<b>Jeep</b> 1998 Grand Cherokee SUV V8 360-cid, AT, silver . . . . .	<b>\$15,000</b>	3	<b>Plymouth</b> 1960 Fury 2d HT V8 TorqueFlite, red/white . . . . .	<b>\$69,000</b>	2
<b>Ford</b> 1931 Model A 4d sed 4-cyl, 3-sp, black . . . . .	<b>\$9,750</b>	3	<b>Kaiser</b> 1953 Manhattan 2d sed 6-cyl AT gray . . . . .	<b>\$27,000</b>	2	<b>Plymouth</b> 1969 Satellite conv V8 318cid, TorqueFlite, blue . . . . .	<b>\$39,000</b>	2
<b>Ford</b> 1936 Phaeton 4d V8, 3-sp, tan . . . . .	<b>\$20,000</b>	3	<b>Land Rover</b> 1993 Defender SUV V8, AT, white . . . . .	<b>\$24,500</b>	2	<b>Plymouth</b> 1977 Volare green . . . . .	<b>\$8,000</b>	3
<b>Ford</b> 1941 Super Deluxe 2d sed V8, 100 bhp, 3-sp, green . . . . .	<b>\$17,000</b>	3	<b>Lincoln</b> 1967 Continental 4d sed V8, Cruiseomatic, white full power . . . . .	<b>\$34,000</b>	2	<b>Sebring</b> 1991 Roadster Classic Ford V8 302-cid, red, Austin Healy tribute . . . . .	<b>\$20,000</b>	2
<b>Ford</b> 1947 Club conv V8, 3-sp, burgundy . . . . .	<b>\$31,000</b>	2	<b>Lincoln</b> 1969 Continental Mark III 2d cpe V8 460-cid, Cruiseomatic, white, full power . . . . .	<b>\$20,750</b>	3	<b>Saturn</b> 2007 AT dark blue . . . . .	<b>\$13,250</b>	3
<b>Ford</b> 1948 F-1 PU V8 3 spd, blue . . . . .	<b>\$23,500</b>	3	<b>Lincoln</b> 1969 Continental Mark III 2d cpe V8 460-cid, Cruiseomatic, white, full power . . . . .	<b>\$20,750</b>	3	<b>Suzuki</b> 1988 Samurai 2d SUV 4 cyl, 1.3 Liter, 5spd, 5k mi . . . . .	<b>\$24,000</b>	3
<b>Ford</b> 1949 2d conv V8, 3-sp, engine smokes . . . . .	<b>\$14,000</b>	3	<b>Lincoln</b> 1973 Continental Mark IV 2d cpe 460-cid, AT, silver . . . . .	<b>\$16,000</b>	3	<b>Toyota</b> 1985 Celica conv white . . . . .	<b>\$15,000</b>	2
<b>Ford</b> 1950 Custom 2d conv V8, 3-sp, yellow . . . . .	<b>\$18,000</b>	3	<b>Lincoln</b> 1973 Continental Mark IV 2d cpe 460-cid, AT, silver . . . . .	<b>\$16,000</b>	3			
<b>Ford</b> 1956 Fairlane 2d sed V8 292-cid, 3-sp, black/red . . . . .	<b>\$17,000</b>	3	<b>Lincoln</b> 1974 Continental Mark IV 2d cpe V8 460-cid, Cruiseomatic, white, full power . . . . .	<b>\$16,750</b>	3			
<b>Ford</b> 1957 Thunderbird conv V8 312-cid, Fordomatic, pink/white/black, A/C new Holley, non-OEM radio, wire wheels . . . . .	<b>\$27,500</b>	3	<b>Lincoln</b> 1975 Continental Mark IV 2d cpe V8, 460-cid, AT, white . . . . .	<b>\$9,250</b>	3			
<b>Ford</b> 1957 Thunderbird conv V8 312-cid, AT, red/black/white, PS, PB, non-OEM AM/FM radio, wire rims . . . . .	<b>\$29,000</b>	3	<b>Lincoln</b> 1979 Mark V 2d cpe V8, AT, white, full power . . . . .	<b>\$22,000</b>	3			
<b>Ford</b> 1957 Thunderbird conv V8 312-cid, AT, blue, HT w/porthole, wire wheels . . . . .	<b>\$37,500</b>	1	<b>Lincoln</b> 1981 Mark VI 2d cpe V8, AT, beige . . . . .	<b>\$17,000</b>	3			
<b>Ford</b> 1957 Thunderbird conv V8 312-cid AT, pink/white, 245 bhp, A/C, PS, PB, non-OEM Radio, wire wheels . . . . .	<b>\$27,500</b>	3	<b>Lincoln</b> 1990 Continental V8, AT, gold . . . . .	<b>\$5,800</b>	3			
<b>Ford</b> 1957 Thunderbird conv V8 312-cid, AT, red/gray, HT w/o porthole . . . . .	<b>\$29,500</b>	3						





# Her Fine '39

## A stylish Ford pickup that's enjoyed on the road

STORY AND PHOTOS BY BOB TOMAINE

With just enough brightwork, whitewalls and a sidemounted spare, the 1939 Ford pickup is an attractive truck. Style, by the late 1930s, was receiving increasing attention as a selling tool for commercial vehicles.

Somewhere in New Jersey, there's probably a guy who remembers driving along the turnpike one day about 15 years ago and seeing a 1939 Ford pickup parked by two trailers behind their tow vehicles at the Thomas Edison Service Area and wondering what was happening.

Had he been a car guy, he would've known exactly what he was seeing, even without Peggy Krieger's explanation that it all began when she saw an ad that the truck was for sale. The apparent catch, she said, was that the Ford was in New Hampshire and she was in New Jersey, but that catch vanished when she called the owner.

"He said, 'Well, I've got it loaded on the trailer. I'm taking it down to North Carolina,'" she said. "I've got it loaded up and I'm going to take it down there and I'm going to sell it, but if you want, where are you?' I said, 'New Jersey.' 'I could stop at a rest stop on the turnpike so you can look at it. I'll take it off the

trailer. Otherwise, I'm going to sell it. I'm taking it down there to get rid of it.'"

"So we met him at a rest stop on the turnpike, a roadside deal. He took it off the trailer, showed that it ran."

"We showed up with a trailer, he had his trailer," her son, Eric, added. "He pulled it off of that trailer and put it on our trailer."

The photos in the ad were black and white, Peggy said, but they'd shown her enough to get her very interested, and when she came face to face with the Ford, she knew that her first impression had been an accurate one.

"It was, 'Oh, I want it,'" she confessed. "I fell in love with it when I saw it."

Nothing about that is hard to believe.

### A more truck-like Ford truck

By 1939, for the most part, light-duty trucks that were really just modified passenger cars were gone, the main exceptions being sedan deliveries and a few car-based pickups. Much

more importantly, automakers had now realized that trucks, like passenger cars, could be attractively styled. The idea was not so much to draw a buyer's attention as it was to ensure that the truck's owner would project a fine image to his customers. In 1937, for example, the restyled Ford truck's stake body provided a clear example of such thinking by using actual fenders under the platform when simple and utilitarian mud guards would have done just as well.

One year later, Ford offered "new styling for all units" and "handsome new interior trim." The light-duty Fords presented an "impressive appearance" thanks to "front end styling same as the big Ford trucks — massive, rugged, thoroughly modern. Full skirted fenders and pleasing body lines." The differences that marked a 1938 Ford pickup as being new were individually subtle, but when combined, the result was unmistakable.



The grille was once again very vertical even as its gentle roundness hinted at a horizontal design then years in the future. The louvers along the hood sides reinforced that hinting by switching from vertical to horizontal openings. They rode above fenders whose styling clearly had been influenced by those on passenger cars and whose headlamps — while still looking slightly like an afterthought — were given a more modern look. Understandably, the updates for 1939 were minor, as Ford trucks would be restyled with a distinctly passenger-car look for 1940.

### A Ford for her future

The 1939 design was stylish enough to catch Peggy's eye when she saw the ad. The two-tone paint and the cameo grille were a big selling point even before truck came out of the trailer, and when it did, there was no disappointment.

"I kind of expected it to look that good," she recalled. "I did, and I just had a gut feeling that we were going to buy it as soon as I saw it ... We had a certified check to give the guy, so we knew I was going to buy it, because I had the check. I'm a person who goes by my gut and if I see something, I go with it."

Her husband gave it a quick test drive around the service area and noticed some transmission problems, but the Ford was soon in their trailer and headed to its new home. Once there, her first priority was to take it for a ride.

"We went around the neighborhood," Peggy said, "not really far, because the transmission was a little testy. It would pop out of gear."

She was entirely comfortable driving a manual three-speed, but the Ford provided one unpleasant surprise once underway.

"I didn't realize that you couldn't downshift into first," she said. "You've got to come to a full stop and I didn't realize that. I was trying to jam it in."

The transmission soon came out for a rebuild, Eric said, and about a month later, the Ford made its completely uneventful first trip to Raceway Park in Englishtown. Since it had been purchased already restored, Eric said, most of the work beyond the transmission has been maintenance. The 85-hp V-8 is unmodified with the exception of a modern coil, and he said that the truck has mostly been on the road since that day it went to Englishtown. He said it traveled with his mother when she moved to Pennsylvania, where he recently straightened out what proved to be a minor electrical problem.

"We were having trouble with it," he explained. "I was still living in New Jersey. I would tinker with it here and



By 1939, Ford's Flathead V-8 was a proven design that retained the aura that surrounded it at its introduction. It displaced 221 cubic inches in 1939.





The Ford badge identifies this truck as having an 85-hp V-8 under its hood rather than the V-8 60 offered for the economy-minded.

there when I had the chance, when I'd come and visit once a month or whatever. We've finally got it up and running now. It's been registered and insured."

The Ford, Peggy said, had always been ready for a drive, something Eric said happened several times each month.

"Absolutely," Peggy said. "Part of the problem was my husband passed away and so it was, 'Am I going to go out by myself?' It took me a while to get used to, 'I can do this, I can go out by myself' ... It's going to get driven a lot more now, because it's running and I can drive it and trust it.

Experience has shown that she can confidently expect the truck to be noticed, and Eric said that stopping for gas effectively guarantees that someone will want to talk about it. Not many can identify the Ford correctly, he said, but Peggy added a somewhat surprising comment.

"Do you know how many people call that a car?" she asked. "'Oh, beautiful car.' 'It's a truck.' I hear it all the time ... 'Nice car.' It happens all the time. 'Nice car.' 'It's a truck.'"

Misidentifications aside, the Ford had just traveled about an hour from her home in Newfoundland to the American Truck Historical Society's Upper Delaware Valley Truckers Chapter show near Honesdale. Like that first trip to Raceway Park, it was without drama.

"This motor is so quiet," Peggy said. "The flatheads are just so quiet, almost like, 'Is it on?' This is a simple truck to drive. It's great." **OC**



"V-8" had become part of Ford's corporate identity by 1939.



Like most light-duty trucks of its time, the Ford has a dashboard that's uncluttered and elegant.



# 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

### ARKANSAS

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

**Jun 14-17 AR, Morrilton.** 65th Annual Petit Jean Show 2023. Museum of Automobiles, 8 Jones Lane. 501-727-5427, [info@motaa.com](mailto:info@motaa.com), [www.motaa.com](http://www.motaa.com), [www.museumofautos.com](http://www.museumofautos.com)

### CALIFORNIA

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

**Apr 21-23 CA, La Jolla.** 17th Annual La Jolla Concours d'Elegance. [www.lajollaconcours.com](http://www.lajollaconcours.com)

**Apr 30 CA, Half Moon Bay.** Pacific Coast Dream Machines Show. Half Moon Bay Airport. 10am-4pm. [www.eventbrite.com/e/482826074787](http://www.eventbrite.com/e/482826074787)

**May 20 CA, Long Beach.** 27th Annual ToyotaFest. Marina Green Park - 386 E. Shoreline Drive. 9am-3pm. [www.toyotaclub.org](http://www.toyotaclub.org)

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

**June 9-11 CA, Modesto.** The 24th annual American Graffiti Festival & Car Show, sponsored by the North Modesto Kiwanis Club. Friday evening parade, followed by festival & car show on Saturday & Sunday. [www.americangraffiti-festival.com](http://www.americangraffiti-festival.com) or email [nmcarshow@gmail.com](mailto:nmcarshow@gmail.com). Festival phone 209-447-5962.

**Jun 10 CA, Walnut Creek.** Walnut Creek Elk's Lodge #1811 Classic Car Show. 1475 Creekside Drive. 10am-3pm. Register at [Bpoe1811.square.site](http://Bpoe1811.square.site), Judy Godar 925-937-8995, [WCElksCarShow2023@gmail.com](mailto:WCElksCarShow2023@gmail.com). 925-935-1811

### COLORADO

**Jun 14-17 CO, Cripple Creek.** The Rocky Mountain Region's Largest Mustang Event. Pikes Peak International Raceway/Show n' Shine will take place along Bennett Ave. [www.rockymountainmustangroundup.org](http://www.rockymountainmustangroundup.org)

### CONNECTICUT

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

### GEORGIA

**Mar 25 GA, Macon.** Flag City Open Car Show, Presented by Flag City Mustang Club. Glory Days Grill - 3933 Arkwright Rd., registration 9-noon, [www.flagcitymustangclub.com](http://www.flagcitymustangclub.com), Chuck Heath 478-365-1305 or [heathc532@gmail.com](mailto:heathc532@gmail.com), [flagcitymustangclub@windstream.net](http://flagcitymustangclub@windstream.net)

### ILLINOIS

**Mar 26 IL, Wheaton.** All Sports Car Swap Meet. DuPage County Fairgrounds. Victor L'Heureux 1-847-533-3916 or Jim Evans at 1-630-858-8192. [swapmeet@chicagoland-mgclub.com](mailto:swapmeet@chicagoland-mgclub.com)

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

**Apr 29 IL, Farmington.** 1st Annual Car Show. Farmington United Methodist Church. 1-4pm. 585-398-2626, [www.farmingtonumc.com/](http://www.farmingtonumc.com/)

**May 7 IL, Sauget.** 54th Annual Swap Meet and Garage Sale. 6am-4pm. GCS Credit Union Ballpark - 2301 Grizzlie Bear Blvd. Exit 15 on I-255. 4 miles east of east of downtown St. Louis on I-255. 314-830-0873, [www.stimodeltclub.org](http://www.stimodeltclub.org). Model T Ford Club of Greater St. Louis.

**May 20, IL, Belvedere.** The Rockford Model T Ford Club 58th Annual Little Hershey Swap Meet & Cruise In. Boone County Fairgrounds - 8791 Illinois 76, Belvidere, IL 61008. Vintage Car Cruise for makes 1998 & older. Vendor gate opens Friday May 19th for setup 10am to 6pm. Dave Lantz 815-979-4544.

**Jun 3 IL, Staunton.** Country Classic Cars 1st Annual Summer Classic on Historic Route 66. Country Classics - 2149 E Frontage Road. 10am-3pm. 618-635-7056 [www.country-classiccars.com](http://www.country-classiccars.com), [sales@countryclassiccars.com](mailto:sales@countryclassiccars.com)

### INDIANA

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

**Jun 2-4 IN, Auburn.** 2nd Annual Meet in the Middle Micro Car/Mini Car 2023 Meet. [www.MicroCarMeet.com](http://www.MicroCarMeet.com), [www.Facebook.com/microcarmeets](http://www.Facebook.com/microcarmeets)

**Jun 3 IN, Lebanon.** Indian Region Cadillac & LaSalle Club 35th Annual Buick-Olds-Pontiac-Cadillac Car Show. Memorial Park - 130 East Glen Drive. 9am-3pm. Pre-register \$20/ addtl. Car \$15, After May 30 \$25. Jim Smith 317-847-5565, [jjsmith3739@gmail.com](mailto:jjsmith3739@gmail.com)

### IOWA

**May 13 IA, Central City.** 47th Annual Swap Meet & Marketplace. Linn County Fairgrounds. 8am-4pm. Edd Carlson 319-854-6240, [www.hawkamodelaclub.org](http://www.hawkamodelaclub.org)

### KANSAS

**May 6 KS, McPerson.** 23rd Annual McPerson College CARS Club Motoring Festival. [www.mcperson.edu/autorestoreation/cars/registration](http://www.mcperson.edu/autorestoreation/cars/registration)

### MAINE

**Jul 15 ME, South Paris.** 44th Annual Founder's Day & Classic Car Exhibit. Hamlin Memorial Library & Museum, 16 Hannibal Hamlin Drive. 9am-5pm rain or shine. [www.hamlin.lib.me.us/founders\\_day.html](http://www.hamlin.lib.me.us/founders_day.html)

### MARYLAND

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

### MASSACHUSETTS

**May 21 MA, Wellesley.** Annual Wheels of Wellesley/Modifiers Car Club Show. Central Street/Wellesley Square. Richard Barrack [rwbsls@aol.com](mailto:rwbsls@aol.com) or 781-789-8262

### MICHIGAN

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

**May 13 MI, Hickory Corners.** Vintage Boat Show & Travel Trailer Rally. Combined show featuring classic boats, travel trailers and RVs. Gilmore Car Museum. [www.GilmoreCarMuseum.org](http://www.GilmoreCarMuseum.org), call 269-671-5089 or email [info@gilmorecamuseum.org](mailto:info@gilmorecamuseum.org).

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

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Our 24-hour HOTLINE is **651-770-8096**

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



# Calendar

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

## MINNESOTA

**May 7 MN, St. Paul.** Gopher State Chapter, Buick Club of America Spring Extravaganza Car Show & Swap Meet. Minnesota State Fairgrounds. 8am-3pm. 651-770-8096, [www.gopherstatebuick.org](http://www.gopherstatebuick.org)

## MISSOURI

**Apr 22-23 MO, Owensville.** GTA Springfest and Cars show. First Street. 8am-4pm. 314-578-7203, [www.gtacarclub.com](http://www.gtacarclub.com)

**Jun 3 MO, Springfield.** 2023 MoPars on Route 66. Corwin Chrysler Dodge Jeep Ram - 3306 E Kearney St, Springfield, Missouri. Open to all MoPar vehicles manufactured or sold by Chrysler Corporation and powered by a MoPar engine. [www.route66moparclub.com](http://www.route66moparclub.com)

## NEW JERSEY

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

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

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

**May 7 NJ, Hanover.** New Jersey region AACA's 70th Annual Spring Meet. Nelson Dodge, Chrysler, Ram - 175 Route 10. Field opens at 9am. Vince DeList 908-803-1570, [vincentdeli-si@comcast.net](mailto:vincentdeli-si@comcast.net), [www.njregionaaca.com](http://www.njregionaaca.com), [njaaa@gmail.com](mailto:njaaa@gmail.com)

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

**May 20 NJ, Voorhees.** 7th Annual Voorhees Township Police Foundation Benefit Car Show. All makes, models and years cars and trucks. 2400 Voorhees Town Center. 11am-3pm. Registration closes at noon. Hosted by the South Jersey Pontiac Club. Chuck Catalano 856-904-4843 (call or text), [catalano112@verizon.net](mailto:catalano112@verizon.net), Tom Szymczyk 856-524-2588 (calls only), [goatguytom@aol.com](mailto:goatguytom@aol.com).

**May 28, NJ, North Haledon.** 47th Annual Motorama Car Show, Craft and Auto Flea Market. High Mountain School, 515 High Mountain Rd. 8am-4pm. Jersey Lakeland Region, Vintage Chevrolet Club of America. Open to all years of vehicles. Registration forms at: [www.jlvcca.org](http://www.jlvcca.org).

## NEW HAMPSHIRE

**Jun 3 NH, Goffstown.** Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. [email.goffstownrotary@gmail.com](mailto:email.goffstownrotary@gmail.com).

## NEW YORK

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

**May 21 NY, Nesconset.** The Fabulous 50s&60s Nostalgia Car Club "The Paws of War" Judged Car Show. Show runs from 9am-3pm, 127-7 Smithtown Blvd., at Nesconset Plaza. Frank 631-402-2798, Ray 631-624-4126, Dan 631-631-672-6182, Arthur 631-463-4983

## NORTH CAROLINA

**Apr 13-16 NC, Charlotte.** AACA Hornet's Nest Regional Spring Charlotte, Charlotte AutoFair. Charlotte Motor Speedway. 704-841-1990. [www.charlotte-autofair.com](http://www.charlotte-autofair.com)

## OHIO

**May 26-28 OH, Springfield.** Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, [www.ohioswapmeet.com](http://www.ohioswapmeet.com)

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ANTIQUE & COLLECTIBLES: 607-334-5038  
Pre-Show Registration due by May 1, 2023  
Show Forms at [www.raocc.org](http://www.raocc.org)

## PENNSYLVANIA

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

**Apr 19-23 PA, Carlisle.** Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**May 12-13 PA, Carlisle.** Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**May 17 - May 21 PA, Hershey.** Chrysler 300 Club International Inc., 52nd Annual Spring Meet. SpringHill Suites by Marriott Hershey Near the Park -115 Museum Drive, [www.hersheytrrolleyworks.com/](http://www.hersheytrrolleyworks.com/), [hersheystory.org/tour-high-point-mansion](http://www.hersheystory.org/tour-high-point-mansion), [www.chrysler300club.com/](http://www.chrysler300club.com/) Hank Hollowell 717-571-7838, [hank@hallowellbrooks.com](mailto:hank@hallowellbrooks.com)

**May 20 PA, Mars.** Old Union Church 6TH Annual Car Show & Blessing of the Vehicles. Old Union Church, 200 Union Church Rd (<https://goo.gl/maps/XLv69hQJSqgyWZhPA>), 10am-2pm, spring shine and show, cruise and is open to all vehicles. [www.oldunionchurch.com/](http://www.oldunionchurch.com/) OldUnionChurch@gmail.com, Lorene Winner 724-538-4694, Will Burns 724-822-4201.

**May 27 PA, Morgantown.** 43rd Annual CCAC Car Show. Classic Auto Mall - 6180 Morgantown Road. 9am-3pm. [www.ccacc.club](http://www.ccacc.club)

**May 28 PA, Bristol.** 8th Annual Nirvana Family Fitness Center Car Show. Nirvana Family Fitness 1222 New Rodgers Road (Rt. 413 one light south of I-95 interchange) 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276 or [www.movinonkruzers.com](http://www.movinonkruzers.com), [movin'onkruzers@inbox.com](mailto:movin'onkruzers@inbox.com)

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[www.chickashaautoswapmeet.com](http://www.chickashaautoswapmeet.com)  
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55th Annual

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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.



## TENNESSEE

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

## TEXAS

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

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

**Apr 1 TX, Plano.** Monthly Muscle Car Show will be held on first Saturday of each month thru November. Gazebo Burger - 6009 Parker Rd. 4-7:30pm. www.facebook.com/monthlymuscle/ John 214-707-6348

**May 6 TX, Cleveland.** Liberty Church 8th Annual Car, Bike & Powersport Show. 200 FM 2025. Check in is at 10am, judging starts at noon and trophy presentation at 3. www.lccleveland.com.

**May 6 TX, Plano.** Monthly Muscle Car Show will be held on first Saturday of each month thru November. Gazebo Burger - 6009 Parker Rd. 4-7:30pm. www.facebook.com/monthlymuscle/ John 214-707-6348

## WISCONSIN

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

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

**May 19-21 WI, Elkhart Lake.** SVRA Vintage Festival Weekend. Road America. 800-365-7223, www.roadamerica.com

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

**May 21 WI, Cudahy.** Wisconsin Early Mustangs 41st Annual All Ford Car Show - Celebrating 75 years of the "F" Series Ford Trucks. Venus Ford located - 2727 E. Layton Ave. 8am-3pm. Don 414-331-4946, Don@DJShultz.net, www.wemustangers.com/

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

**Jun 3 WI, Elkhart Lake.** MotoAmerica Superbikes & Vintage MotoFest. Road America. 800-365-7223, www.roadamerica.com

**Jun 4 WI, Union Grove.** Union Grove Lions Club's 43rd Annual Car, Van & Motorcycle Show. Racine County Fairgrounds - 19805 Durand Ave. 10:30am-3:30pm. Tom Spiering 262-492-1160

## AUCTIONS

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

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

## APRIL

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

**Apr 15 WI, Two Rivers.** 789 - Estate of Zell D White Motorcycle and Automobile Collection. Live and Online Auction. Lighthouse Inn; 1515 Memorial Dr. 9am CST. www.Yodersold.com

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

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

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

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

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

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

## MAY

**May 6 AL, Birmingham.** Collector Motor Series Auction. Barber Vintage Motorsports Museum. Henderson Auctions www.hendersonauctions.com

**May 19-20 OR, Salem.** MAG Road to Salem Auction. Oregon State Fair and Expo Center. https://www.motorsportauction-group.com/1-888-330-0749

## JUNE

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

**Jun 4 CT, Greenwich.** The Greenwich Auction. bonhams.com

**Jun 18-19 Switzerland, Cheshere.** The Bonmont Sale. bonhams.com

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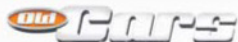




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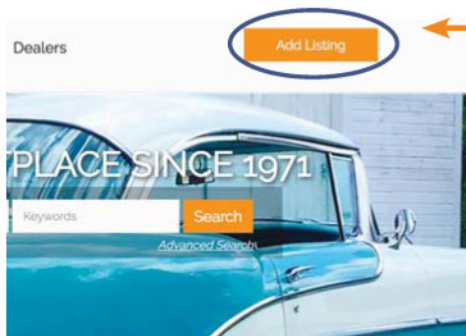
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### 2023 Schedule of Events

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

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

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

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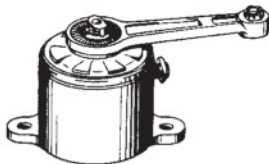
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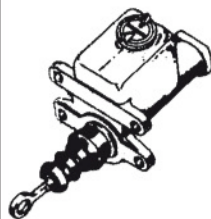
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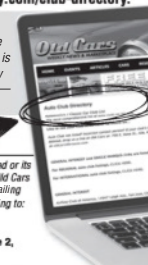
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Issue Dates

## 2023



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

Cover: May 1, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
3/27/2023	4/7/2023

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

Cover: May 15, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
4/10/2023	4/21/2023

**Back to '50s/Hot Roads/ Customs/'50s Cars (Bonus Distro)**

Cover: June 1, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
5/1/2023	5/12/2023

**Carlisle Chrysler/Chrysler Autos (Bonus Distro)**

Cover: June 15, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
5/15/2023	5/26/2023

**Iola Show Issue/Muscle Cars (Bonus Distro)**

Cover: July 1, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
5/30/2023	6/9/2023

**Carlisle Truck Nationals/Trucks (Bonus Distro)**

Cover: July 15, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
6/12/2023	6/23/2023

**Monterey Events (Concours & Auctions)/ Price Guide Insert (Bonus Distro)**

Cover: August 1, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
6/26/2023	7/7/2023

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

Cover: August 15, 2023

<u>Ad Deadline</u>	<u>Mail Date</u>
7/10/2023	7/21/2023





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