

# Old Cars

Vol. 53, No. 8 | April 15, 2024 | [www.oldcarsweekly.com](http://www.oldcarsweekly.com)

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Rare 1958 Dodge  
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### Inside Eagle Trucks

Once the prize of St. Louis

### 2023 Golden Quill Awards

Old Cars' annual club pub award winners

### 'Rational' Model A Coupe

A wartime truck conversion



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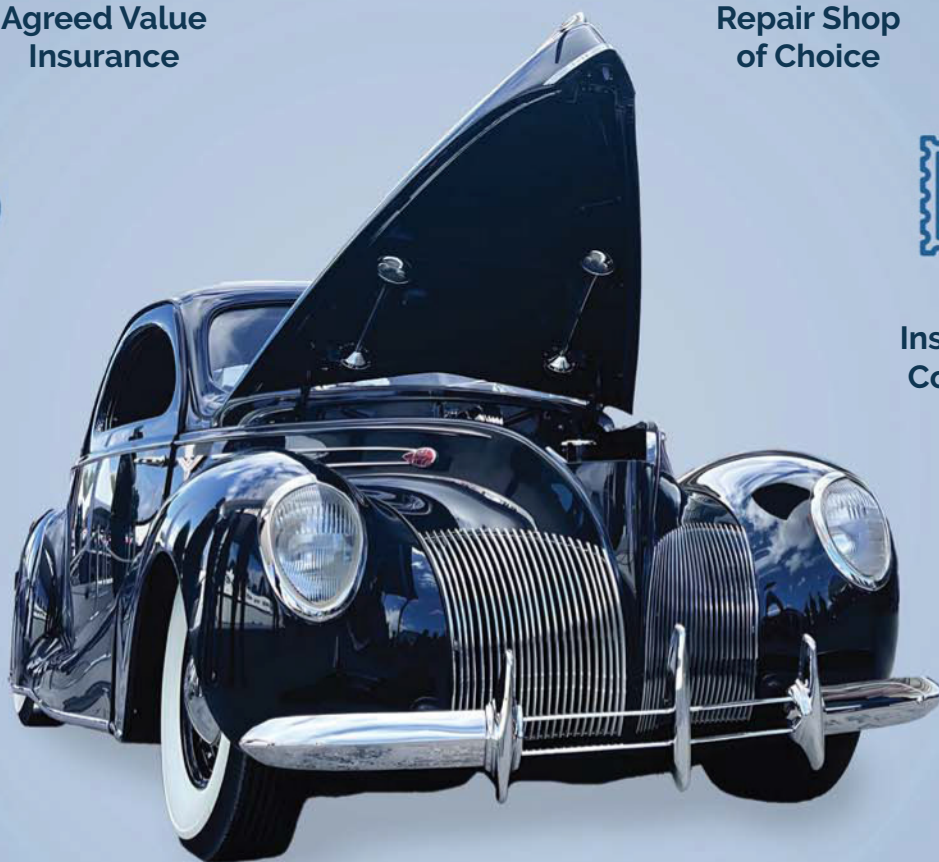
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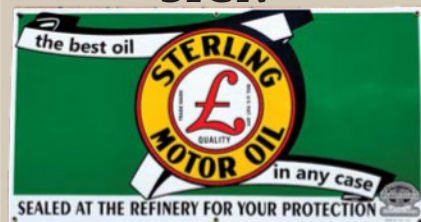


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# A pitch for club pubs

Many times over the years you might have read in this column about the benefits of club membership and how you can make your club better. But what if you're not a club member? Well, you should be — if for no other reason than the publications published by most clubs — especially those publications listed in this issue as Golden Quill Award winners.

I began joining clubs as a teenager just to receive the club publications. The first clubs I joined were the Cadillac & LaSalle Club (CLC) and the Minnesota Street Rod Association (MSRA), which hosts the huge Back to the 50's car show in St. Paul, Minn. By joining the CLC, I hoped to learn more about the 1950s Cadillacs that I had fallen in love with by getting insight from fellow enthusiasts and owners, as well as car and part leads. The MSRA's publication was great, because it had (and has) many classified ads from fellow hobbyists who were local, as well as great local show coverage. In the years since, I've joined many other clubs for their publications, and I'd join many more if I weren't already spending hundreds of dollars on annual club memberships.

The clubs listed as Golden Quill Award winners in this issue are certainly worth joining solely for their club publications if you own or even just enjoy the vehicles the clubs represent. As one of the judges for the Golden Quill Award, I have the privilege of reading through hundreds of club publications throughout the year. With that many publications, I can't store them all after I read them, but those with exceptional stories that I expect I will refer back to fill a large part of a shelf by the end of the year. Following are a few miscellaneous highlights from these award-winning publications:

*The Packard Cormorant*, a publication of Packard Automobile Classics, featured a multi-part article during 2023 on Alvan Macauley, longtime Packard president. The article was thoroughly researched and well-illustrated and offered incredible insight into the man who led the premium automobile company.

*The Marmon News*, a publication of The Marmon Club, has an excellent mix of stories on individual cars and members. It also has a thriving classified section and reports on recent Marmon sales, both helpful to owners of these rare cars for which parts and pricing information are hard to come by.

*The Legend*, a publication of the GTO Association of America, had excellent coverage of its heartbreaking 2023 GTOAA Nationals in Springfield, Ill., which had to be canceled halfway through due to a strong storm late last June. This publication also regularly features newsstand magazine-worthy feature stories, a strong classified ad section and a very professional overall presentation.

*The Fork & Blade*, a publication of the Lincoln Owners' Club, focuses on prewar Lincoln automobiles. Its publication tracks ownership, both past and present, of these grand automobiles, and its members' voices are heard page after page with feature stories. Recent sale prices are tracked, and many cars are offered for sale by fellow members in the hearty classified ad section. In general, *The Fork & Blade* packs a lot of useful information into each page.

These examples are just the tip of the iceberg of the printed treasures that club editors worked hard to gather and present to members in 2023. If there's a club out there for your favorite type of vehicle, request a sample magazine from the club or just jump in and join. You won't regret the camaraderie from fellow members or the knowledge you'll gain from the club's publication.



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1952 Plymouth Belvedere



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1958 Cadillac Series 62



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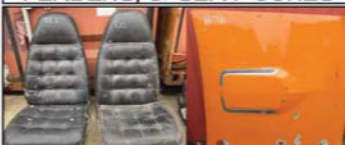


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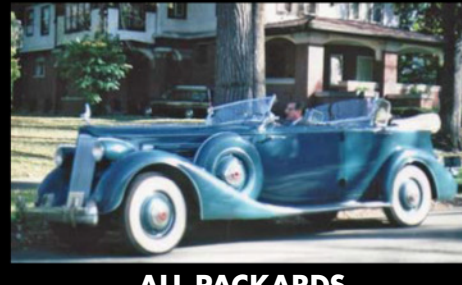
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Celebrating excellence among automotive club publications

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## Editor's note

Recent correspondence in "Sound Your Horn" has addressed Packard trademarks. A search of trademarks reveals that various Packard-related trademarks are held by multiple individuals and organizations including, the Packard Automobile Classics club as well as the Packard American Motor Company, aka Packard Motors, the latter having been founded by Scott Andrews in 2019, per a story in the Feb. 1, 2024, issue of *Old Cars*.

## GM 50 millionth car mystery medallion

I enjoyed the piece on the 50 millionth GM car and thought I should share this medallion my father brought home from the General Motors 50 Millionth Car events in 1954. My dad was a newsman for *The Oregonian* in Portland and they sent him to cover the event. He interviewed then-GM President Harlow Curtice and came home with this memento. I thought some readers might enjoy seeing this. My question is, does anyone have any insight as to its rarity or value? The medallion appears to be 3 inches in diameter.

I have the "old car disease" and my fleet includes a '65 Oldsmobile 4-4-2



convertible (resto-mod); a '65 Olds F-85 wagon (resto-mod); a '65 Cutlass coupe (stock), a '36 Chevy pickup (hot rod); a '65 Mustang (stock), '74 and '75 Chevy 4x4 trucks; a '99 Tahoe two-door; a 2005 Duramax Chevy; a 2017 Impala; and a 2018 Stingray roadster.

Of the half-dozen car magazines I subscribe to, *Old Cars* is, by far, my favorite! I just love what you guys do! Keep up the good work and thanks in advance for any feedback.

*Joe Hughes, Portland, Ore.*

*Editor's note: We have seen images of the designs shown on Mr. Hughes' medallion on brochures and possibly coins, but we are not aware whether we saw them on a medallion. Readers, do you recognize the medallion, and can you offer any insight into its rarity and value?*

## A brush with GM 50 millionth car parts

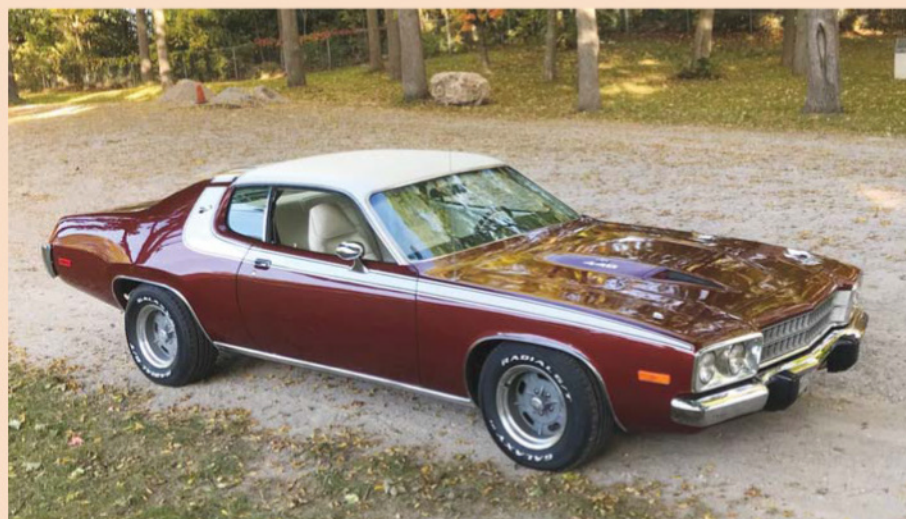
The original 50 Millionth GM Car 1955 Chevrolet has been the source of some "urban legends" over the years.

I attended a Classic Chevy Club International meet for 1955-'57 Chevrolets near Atlanta in early 1978. While sitting in the hotel lobby one evening, a fellow approached our little group with a cardboard box full of Chevy parts. He proceeded to remove them one at a time, and the more he brought out, the more we were intrigued. All of the parts were gold or had a gold tint to them: dash parts, side trim, taillamp rings, etc. The fellow then produced the Fisher Body tag and I noticed that after the paint code were the letters "SPEC" and after the trim number as "XXXX."

When asked what these were off of, the fellow was real careful not to give much information as he was waiting for a response from General Motors (remember, these were pre-internet days). He told us his name and he was from South

*See SOUND YOUR HORN, page 78*

# Reader Wheels



Reader Rob Hegedus happily acquired his 1974 Plymouth Road Runner GTX in 2022. The car features the optional U-code 440 mated to a three-speed automatic TorqueFlite transmission. "Of the 9,636 total Road Runners made in 1974, only 386 were the GTX pushing out 275 HP/400 lb.-ft. of torque," Hegedus notes. "When I was 17 years old back in 1977, I owned a 1974 Plymouth Satellite, same body style as this GTX. Brings back many memories. I kept the original license plate from that '74 Satellite and put in on my GTX. I am re-living my teenage years now that I am almost 64 years old. My wife and I enjoy driving the GTX as much as possible during the summer months. We live in the southwest Ontario region."





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# The Scoop



## Hobby News & Views

### Six concept cars featured at Petersen Museum

LOS ANGELES — The Petersen Automotive Museum in Los Angeles has unveiled a new exhibit featuring six General Motors Motorama concept vehicles from the Joe Bortz Collection. The new “GM’s Marvelous Motorama: Dream Cars From the Joe Bortz Collection” opened March 16 and will spotlight cars from the 1953, 1954 and 1955 GM Motorama shows together for the first time.

The vehicles feature the experimental design and vision of legendary GM Vice-President of Design Harley Earl.

Two of the vehicles were famously rescued by Bortz from Warhoops Auto and Truck Parts in Sterling Heights, Mich., — the 1955 LaSalle II Roadster and 1955 Chevy Biscayne. Other cars in the exhibit will be the 1955 LaSalle Sedan, the 1953 Pontiac Parisienne, the 1953 Buick Wildcat, and the original, unrestored 1954 Pontiac Bonneville Special.

The GM Motorama shows were annual snapshots of the future that GM used to generate excitement about its current and future models. Many of the concept cars from these shows were later lost or destroyed, until Bortz went on a mission to find and preserve as many as he could.

“GM’s Marvelous Motorama” exhibit will run through March 2026. The Petersen Automotive Museum is located on Wilshire Blvd. in Los Angeles. The museum is supported by The Petersen Automotive Museum Foundation, a non-



Petersen Museum photo

profit 501(c)(3) charity. For information, visit [www.petersen.org](http://www.petersen.org).

### Studebaker Museum to restore ‘Muppet Car’

SOUTH BEND, Ind. — Studebaker fans might remember a unique car from the 1979 film “The Muppet Movie.” The Studebaker National Museum is home to the iconic bullet-nosed 1951 Commander driven by Fozzie Bear and Kermit the Frog in the movie. Computer-generated imagery was not yet available, so there were two Muppet cars used during the filming of the movie.

After filming ended, one car was not preserved and no longer exists. The other car spent years exposed to the ele-

## Reader Photo



“I have some old photos that were taken in Marblemount, Wash.,” writes reader Tim Knapp. “I’m not sure of the year and make of the car.”

Looks like a Ford Model T to us, but we’ll throw the model year out to the Model T experts. If you know they year of the Model T that these two very stoic gals are posing with, drop us an email at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com).







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ments on the Warner Brothers studio back lot. It was later acquired by the Studebaker Drivers Club's Orange Empire Chapter and subsequently gifted to the museum.

The museum has decided to restore the car with the help of RazorFly Studios out of Sylva, N.C. RazorFly Studios is a costume creator, prop house, and custom car builder specializing in building screen-accurate replica vehicles.

The "Muppet Car" will receive a comprehensive ground-up restoration. The team at RazorFly will thoroughly document the car's disassembly and, using screen shots of the film, restore the mechanical systems, interior and exterior appearance, and also the trunk's remote driver compartment where the stunt person operated the car during filming. When the restoration is complete, the car will be fully operational and safe. The project is expected to take 18 months. The museum plans to have the car back in South Bend in the summer of 2025.



The 1951 Studebaker 'Muppet Car' will be getting a complete makeover before returning to the Studebaker National Museum gallery.

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### Madison Classics to host new 'Gary's Hot Rod Reunion'

Madison Classics, which hosts the popular Spring Jefferson and Fall Jefferson shows and swap meets in Wisconsin, has added another event to its calendar. The debut Gary's Hot Rod Reunion is scheduled for June 15 at the Racine County Fairgrounds. The event will include a swap meet, car

# Wreck of the Week



This 1956 Buick Special two-door hardtop was smashed beyond repair when it was sideswiped by a gas field trailer truck.

This image, and most of the "Wreck of the Week" photos you see in these pages, come from Rusty Herlocher's fabulous collection of old photos. Many of the images were captured in Pennsylvania.



corral and car show and will run from 8 a.m. to 4 p.m. Vending spaces will be available.

For information, visit [www.madisonclassics.com](http://www.madisonclassics.com), or call 608-244-8416.

### Vintage Thunderbird Club convention set for Aug. 7-11

**GRAND RAPIDS, Mich.** — The Vintage Thunderbird Club International (VTCI) will host its 2024 International Convention Aug. 7-11 at the Grand Rapids Doubletree hotel.

Events during the week include trips to the Gerald R. Ford Presidential Museum, Gilmore Car Museum, and Meijer Sculpture Gardens; a welcome reception Wednesday; and concours judging and awards banquet Saturday. The annual club board meeting will be Friday at 8:30 a.m. at the hotel's Kentwood Room.

The awards banquet will wrap up the week's festivities Saturday at 7 p.m. in the hotel's Michigan Grand Ballroom.

For information, visit [www.vintagethunderbirdclub.net](http://www.vintagethunderbirdclub.net).

### 1903 Mercedes sets new auction record for early cars

**AMELIA, Fla.** — Gooding & Company set what is believed to be a new world record price for a pre-1930s car March 1 at its Amelia Island Auction. The 1903 Mercedes-Simplex 60 HP "Roi des Belges" sold for \$12,105,000, becoming the first car of its era to surpass \$10 million. Gooding & Company reported gross sales of \$67,342,270 and an 87% sell-through rate with (111 of 127 lots sold) for the two-day sale. The average price per lot sold was \$606,687, with 14 lots topping \$1 million.



Gooding & Co. photo

1903 Mercedes-Simplex

Other highlights of the sale included a 1954 Ferrari 500 Mondial Series I Spider that sold for \$3,995,000; a

1961 Porsche RS61 at \$3,100,000; and 1972 Ferrari 365 GTB/4 Daytona Spider, \$3,635,000.

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# Weathered Wheels



"While visiting a business in rural northern Wisconsin, I noticed an old truck behind their buildings. Turns out it was a 1960 Ford F-Series," reports Steve Isola. "Plenty weathered, sporting a dump box and a large pusher front bumper. Although it is well worn, the owner has plans to rebuild it, minus the dump box. Looks like the cab corner has a huge patch on it, but the rocker panels look rust-free. He has another F-100, a 1959 four-wheel drive, that he stated was the first year that Ford built its own four-wheel-drive trucks 'in house.' Previously, Ford's 4x4 conversions were outsourced to Marmon-Herrington, a company still in business to this day."





## A Cadillac lesson from *The Self Starter*

**T**erry Wenger knows his stuff. Some folks may say he is known as the ultimate Cadillac man, and I can vouch for that, having known him for many years. So when Wenger's project car (a 1939 Series Seventy-Five two-four passenger coupe) was featured in a recent edition of *The Self Starter*, I was drawn to it like a magnet. (Cadillac & La Salle Club, editor Jeffrey D. Shively, 323 Laramie Ln., Kokomo, IN, 46901-4047, [theself-starter@cadillaclasal-leclub.org](mailto:theself-starter@cadillaclasal-leclub.org)).

Wenger's five-page story is an in-depth expose of the low-production vehicle initially seen by Wenger in very sad condition. He says a mere four or five exist now, so its salvation was important. After years of waiting and wishing, Wenger obtained the hulk in 2018 and even told this reviewer about it in its early stage of transformation. But now the world can know!

To a significant degree, the car was traced in point-of-sale and ownership, which is what many owners of collector cars

like to share. This car was an "Up East" car transplanted in the Midwest when Wenger began its re-awakening.



It's important to track a car's revival via sources for parts, material, steps taken, discoveries, outstanding revelations that uncover its construction plus history, and more. Some modification of parts was needed, all within reason of its lineage and status. Wenger created new wiring harness sections by using rough originals as guides. He re-did the woodgrain-patterned dash then clearcoated it. Since a Cadillac option was for leather upholstery, he made the adaptation rather than gray cloth.

Overall, the five-page article serves as incentive for restorers to research their cars before jumping into a project, then seriously track their original and available options for a masterful restoration that can withstand the test of authenticity.

OC

## Vintage ad of the week

By Old Cars staff

**T**his week we have something for the right-hand-drive crowd! We just couldn't resist this 1975 UK ad for the wonderful, lovable Simca 1000 Special.

The all-white background is similar to Volkswagen and AMC ads of the era, but the Simca was actually a Chrysler product by this time.

The Simca 1000 was a very simple machine, so there weren't a lot of bells and whistles for the copywriters to brag about. Among the "improvements" for 1975 were the new side moldings, hazard warning flashers in back, a rear window defroster, new paint colors, new instrument panel and updated seat upholstery. In the gas crunch era, the 39 mpg fuel mileage was also certainly worth mentioning!

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1000 Special.  
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New hazard warning flashers.

Above, are the changes we've made to the Simca 1000 Special. They make for very interesting reading, and very exciting looking.

There is, however, an equally impressive list of the features common to every Simca 1000, that we haven't changed at all. Read on and you'll see why. The miserly fuel consumption: up to 39mpg. The four big doors. The comfort and legroom. The radial tyres. The seat belts fitted as standard equipment. The soft, smooth ride. The remarkable manoeuvrability. The 4-speed synchromesh gearbox. The reliability. The distinctive appearance. And the reassuring protection of Chrysler Certified Car Care: regular expert servicing with free diagnostic checks.

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**Q.** When I first looked at the photo that Tom Brown sent you (Q&A, March 1, 2024), I thought the car was a Crow-Elkhart. After closer examination, I think that you are right about it being a Scripps-Booth. The S-B has more hood louvers and the headlight bar is higher up. Also, it has two rear windows.

Here is a photo of my Crow-Elkhart. It has a four-cylinder Lycoming engine, German silver radiator shell and Houk wire wheels. The two cars are just too similar for there not to be some kind of connection between the two companies. It sure looks like the same company made the bodies for both cars. Do you have any ideas?

Feltz Terrill,  
Terrill Antique Car Museum, DeLeon, Tex.

**A.** Golly, they do look very much alike. I'm not sure how to explain that. As far as I can tell, the Crow Motor Car Co. of Elkhart, Ind., had no connection to the Detroit-based Scripps-Booth Cyclecar Co.



Terrill Antique Car Museum  
1917 Crow-Elkhart Cloverleaf Roadster

There is, however, a potential hint lurking in Beverly Rae Kimes' *Standard Catalog of American Cars 1805-1943*: "The Crow-Elkhart Motor Car Company... was willing to make good cars for other companies as well, most particularly those which, like Birch and Bush, specialized in the mail-order trade."

I don't believe that Scripps-Booth ever sold cars by mail order, but the possibility remains that the two firms collaborated at some point. They may well have sourced those iconic radiators from

the same manufacturer, and as you say, the bodies are very similar. I'm intrigued by the fact that both manufacturers seem to have called them "Cloverleaf (or Clover Leaf) Roadsters." Furthermore, I've just come across a reference to a Moon Cloverleaf Roadster from 1918, as

well as an advertisement in *The Washington Post* for Sept. 12, 1919, for a 1918 Roamer Clover Leaf.

More recently, I found an ad for an "Amesbuilt Cloverleaf" three-passenger roadster body for Model T Fords from the F.A. Ames Co. in Owensboro, Ky. This gets curiouser and curiouser.

**Q.** I was going through some jewelry boxes and found this key chain. I can't recall which car or truck I bought from Chevrolet, but I only got a key chain with one purchase. Do you have any recollection of these being attached to new purchases? All my purchases

were in east-central Indiana. Thanks.

Larry Marshall, via  
email



**A.** Your key chain is reminiscent of the miniature license plates once sent out to drivers by the Disabled American Veterans organization. They were intended to be put on key chains so that lost keys could be reunited with their owners. The finder needed simply to drop keys and

chain into any postal mail box. They would be sent to the DAV, whence they would be sent back to the owner who lost them.

This system with a serial number seems more secure than the DAV program with actual plate numbers. With the license plate number of the lost keys' car on the chain, the finder could potentially find the car to which they belonged, unlock it and drive it away, perhaps to a chop shop.

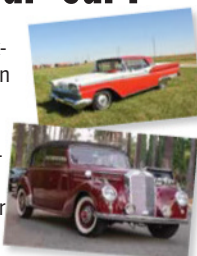
The ZIP+4 code on the fob shows that it dates from 1983 or later, as that's when the four-digit suffix was added to ZIP Codes. The address appears to be that of a post office in Royal Oak, Michigan. That leads me to wonder if this was a regional program, perhaps through a dealers' association. Readers, have any of you among our Chevy drivers received one or more of these?

OC

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

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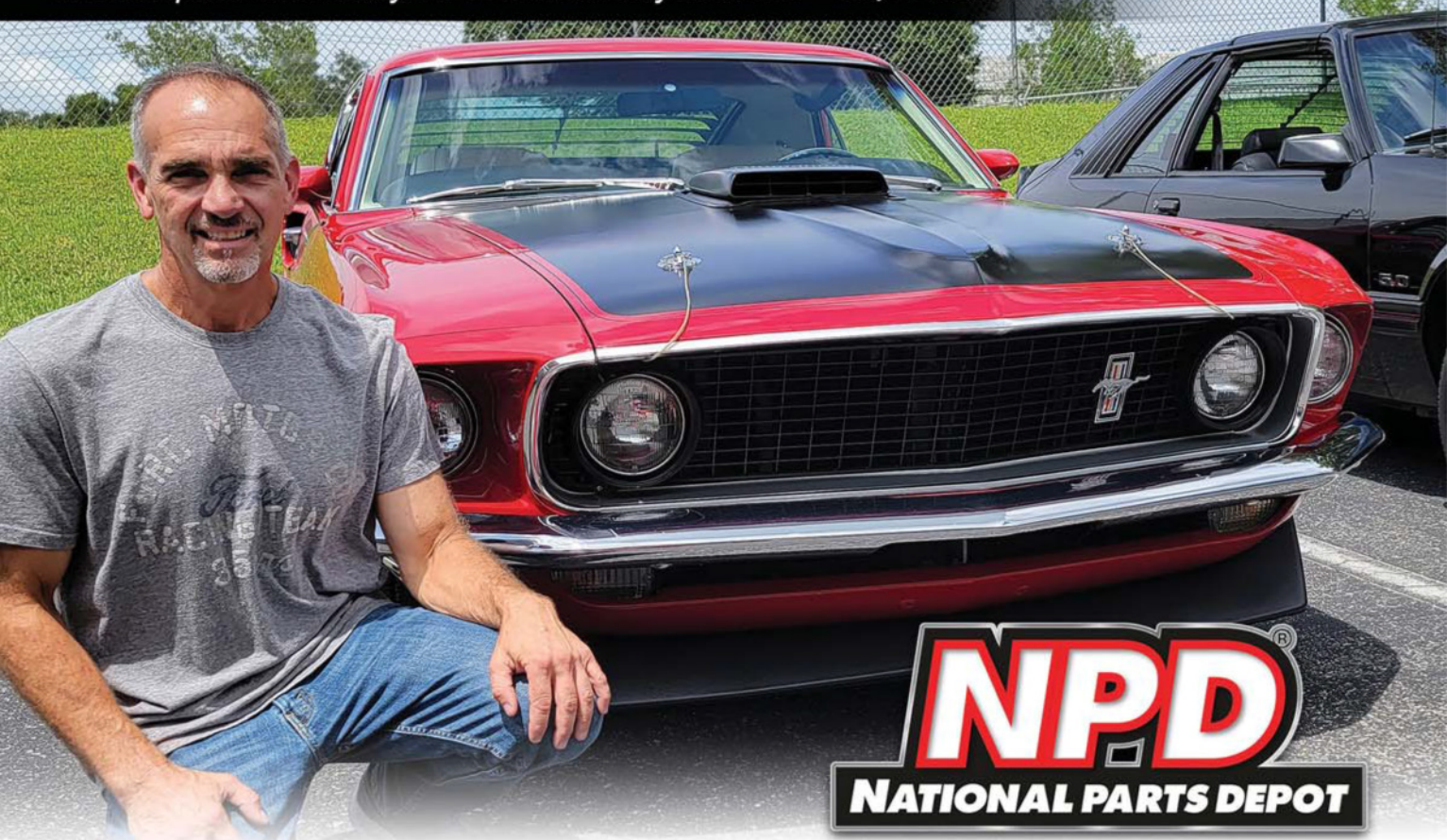


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In 1919, this Eagle Model 105 three-ton garage service truck was employed by the Reis Auto Repair Co. of St. Louis. The truck's crane had an 11-ton lifting capacity. The business motto was "We go anywhere, for any service, at any time." Reis Auto Repair Co. was also the official garage of the Automobile Club of Missouri.

# *The Pride of St. Louis*

Eagle trucks were sold across the globe for 10 years

STORY BY RON KOWALKE; PHOTOS COURTESY MINETTE BETHKE

**B**uilt in St. Louis," the early 20th Century ads emphasized. That proclamation was no more than a spin on the current "Made in the USA" slogan used by domestic manufacturers to promote their products as being superior to their foreign-made counterparts.

In 1919, Joseph P. Reis was an early adopter of this American-built stance to promote his heavy-duty line of Eagle trucks based in St. Louis, Mo. The reason for his "Made in the USA" strategy, however, was to one-up other domestic truck makers, the irony being a large segment of Eagle truck sales were exports to foreign buyers who appreciated American build quality.

Reis was born on June 29, 1883, and was a lifetime resident of St.

Louis. In his youth, he studied to be a mechanic. In 1914, at age 31, he established the Reis Auto Repair Co. It was noteworthy for having the largest tire press in St. Louis, as well as major affiliations with Lyon Batteries, U.S. Tire and Ford Motor Co. Reis' repair shop also operated a 24-hour towing service.

With his growing repair business, Reis, in an interview with "Who's Who in St. Louis," laid the foundation for expanding his business to include manufacturing trucks.

He stated, "The truck industry has a very sound future because it is based on one of the basic requirements of civilization—transportation. Without transportation we would have no large cities, and without large cities civilization would be many centuries behind



Joseph P. Reis



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ABOVE: An in-your-face view of the first-generation Eagle three-ton chassis. Note the radiator spread-winged mascot and embossed Eagle name, quite fanciful for a work truck.

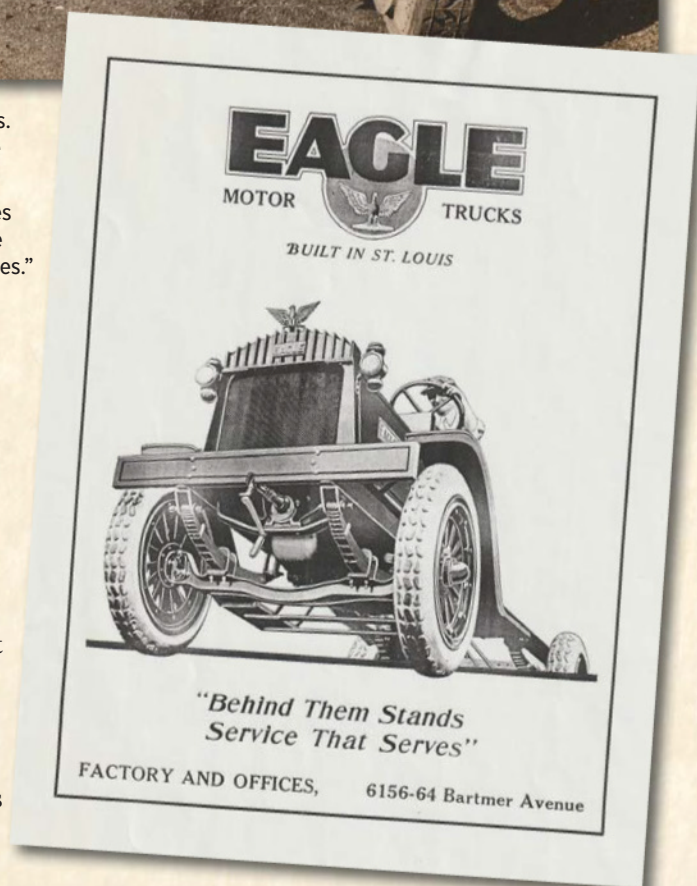
RIGHT: An advertisement calling out the St. Louis build location from a sales brochure promoting Eagle trucks to both domestic and foreign buyers. The Eagle motto was a tongue twister: "Behind Them Stands Service That Serves."

what it is today."

Based on his belief in the growing demand for truck transportation, in 1919 Reis launched his Eagle line of heavy-duty trucks. He was now president of both the Reis Automobile Co. (re-branded Reis Auto Repair Co.) and the Eagle Motor Truck Corp.

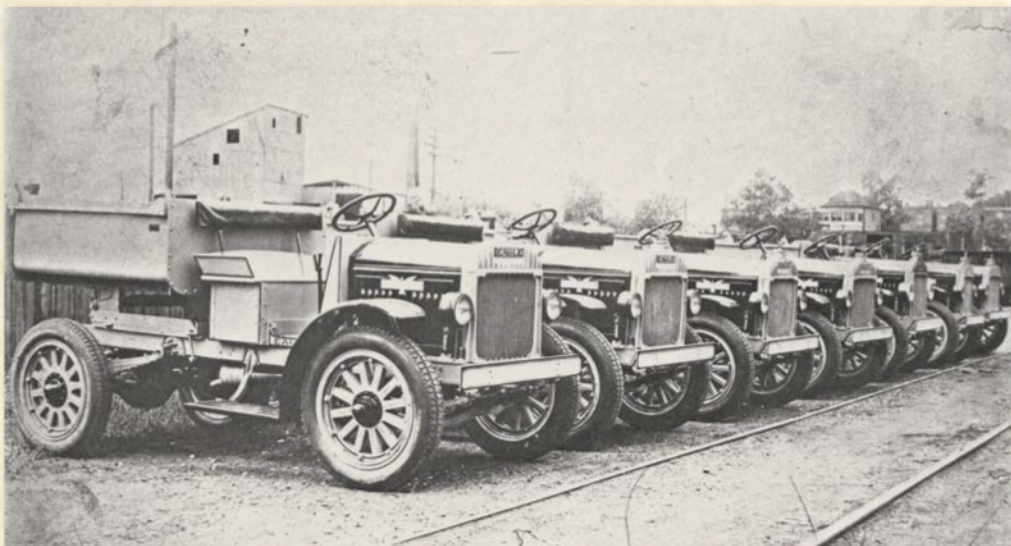
By 1925, Reis' Eagle truck assembly plant totaled 21,000 sq. ft. and production was six trucks a day. Reis was an astute businessman and strived to stay ahead of his competitors. The Eagle Motor Truck Corp. maintained an in-house export department while other domestic truck makers relied on distant exporting agencies to conduct foreign business. Reis hired G.B. Bell, Jr., who was fluent in several languages, to run the Eagle export department. Since the 1919 formation of Eagle Motor Truck Corp., Reis also implemented a state-of-the-art photography department to showcase the various models of Eagle trucks to both domestic and foreign buyers.

Catering to foreign markets was important to the growth





One of the popular sellers in the Eagle truck lineup was the two-ton Model 90 Contractor's Special fitted with the WOOD Gravity Dump Body. It had a maximum payload of 5,000 lbs. The Model 90 was powered by a Buda "Buddie" L-head four-cylinder engine rated at 38 hp.



and continued success of Eagle Motor Truck Corp. Eagle trucks were being shipped worldwide, including to buyers in Bolivia, Brazil, Cuba, Ecuador, Greece, Honduras, Japan, Mexico, New Zealand, South Africa and Spain. Many of these foreign-bought trucks saw hard-core use in either mountainous or jungle terrain.

As the calendar turned to 1928, the Eagle truck lineup included models ranging from one- to five-ton capacity. A shake-up in the export department found Michael Castro succeeding G.B. Bell, Jr., as head man. Castro was instrumental in closing a deal with Cuba for Eagle Motor Truck Corp. to supply 100 trucks annually in both

1929 and '30.

With surges in demand for Eagle trucks from both domestic and foreign buyers, Reis and his fellow corporate officers realized their 21,000-sq.-ft. plant on Bartmer Avenue in St. Louis was too small to handle the needed increase in production. The solution was to build a new, larger assembly plant in the St. Louis suburb of Valley Park. The plan was to have the new plant operational for the start of 1929 model truck production.

According to "The Complete Ency-

clopedia of Commercial Vehicles" by G.N. Georgano and G. Marshall Naul, Eagle Motor Truck Corp. ceased production after 1928. Whether the new Valley Park plant was ever realized is unconfirmed. As was a typical outcome for other auto and truck manufacturers in 1929, the financial meltdown known as The Great Depression may have played a large part in the demise of Eagle truck production.

As for Joseph P. Reis, he remained heavily invested in the St. Louis community in various capacities. He served

as a vice-president of a local bank, was a member of both the Masonic Order and Kiwanis Club and was a patron of both the St. Louis opera house and film industry. He also used his mechanical talents to build children's toys, including a carousel for his granddaughter, Minette, in 1941.

In his obituary published upon his death at age 88 on July 21, 1971, it was reported that Reis continued working full time until his passing.

OC



The delivery version of an Eagle two-ton truck, in the service of the Donahue Express Co., handling Art Embroidery Works' "Fluffy Made Curtains." This delivery model could also be fitted with a dump bed.



Setting aside for a moment the fact that the box is made of wood, the coupe's rear side-window gives the ration truck a look not unlike that of an Australian ute.



# Rational Model A

*1930 Ford coupe still sports rare pickup bed conversion*

**STORY AND PHOTOS BY BOB TOMAINE**

**T**ucked in a Hershey flea market space, Fred Wicker's 1930 Model A coupe was easy to miss, but most of those who did notice it just couldn't resist stopping.

"They look at it," Wicker said. "Some people who don't know history, some people who are only in their 30s, they don't have a clue about it. People in their 80s or 90s who come around, they spot it, they come right over."

Both are odd reactions upon seeing a Model A coupe at Hershey—where Model As certainly aren't in short supply, even if they no longer abound in the numbers they once did—but Wicker's car is no everyday example.

"It was turned into a ration truck in 1943 or '44," Wicker explained. "The fellow had a young family and he didn't go into the service. You could get four gallons of gas a week with a car, you could get eight gallons of gas a week if you had a truck."

Ford did, of course, offer trucks right out of the factory in the Model A era after having



The design of the ration truck's box enables it to extend slightly inside of the original coupe sheet metal to provide every possible bit of cargo space.



a somewhat bumpy record with the Model T, which wasn't consistently available with a commercial body in its early years. The factory-built pickup, in fact, didn't appear until 1925 when it became a standard item through the last of the Model Ts in 1927. When the Model A was introduced for 1928, a pickup was included in the range and would remain in the Ford line right up to today.

But if Ford and its competitors built pickups before World War II, why would it have been necessary to convert a Model A coupe?

"You could not find a truck for sale back in the day," Wicker explained. "Nobody had any money for them, but you could buy a (Model A) coupe for like \$20, and then Sears Roebuck, Montgomery Ward, Pep Boys, Western Auto, all made these little truck beds."

With the automakers producing for the war effort and new civilian vehicles unavailable, businesses relying on trucks were not likely to give them up at any price, so re-purposing a car was, for many drivers, the only realistic way to come up with a commercial vehicle and receive the greater amount of gas that came with it. Some drivers, no doubt, simply hacked the back end off of the first car that presented itself, added a crude platform or box and called it a truck, but the kit was a smarter approach by far.

"If you look at it," Wicker said, "you can tell it's not a homemade one. When I first saw this on (Facebook) Market-

place ... I saw the hardware and I said, 'That was a kit. That's the real deal.' People were bashing the man on Marketplace with what'd been done to a coupe.

"Well, the Model A guys, they're OK with it, because you hear about them, but you never see them. That's why it's at Hershey, so people can say they saw one, because you can go a lifetime without seeing one."

He doesn't know the kit's manufacturer, but he does know something of the truck's history. The seller's grandfather, he said, had made the conversion, and the seller recalled riding around in it on his grandfather's Arizona farm in the 1960s. He also remembered his grandfather's talking about the kit and about how he'd bought it, assembled it and installed it. And there were stories.

"They called him 'Fast Ed' when he moved (from Arizona) to California," Wicker said, "because he was always racing around the neighborhood at probably 75 years old in the thing."

He'd made some modifications over the years—minor ones, compared to the conversion—such as fresh paint, new glass and different wheels, but when he passed in about 2015, the Model A was to be sold as part of his estate. The grandson bought it and had it shipped to Virginia, Wicker said, and eventually put it up for sale.

"I contacted him right away," he continued, "and I said, 'You've got a ration truck.' He said, 'Ration truck?' I said,



A rear three-quarter view of the ration truck shows that it's plainly not an everyday Model A pickup.





‘That’s the name. It’s a ration truck. I’m local, I’m an hour-and-a-half away. I’m going to be up there to see a friend and I’ll swing by and take a look at it.’

“We talked a little bit and I showed up with a flatbed trailer. I had my tools. He went to start it and it didn’t want to start. I got in there and it fired off. I made some adjustments, got it to where it was running a little better and ran it around. I started explaining everything about it, everything on it. ‘This is correct, this has been changed, very nice work’ and I explained the kit to him.

“He said, ‘You’re the man who needs to have this,’ so I struck a deal and drove it up on the trailer. It’s very rare for me to drive a Model A up on a trailer when I find one.”

Once he had it at his home in Matthew County, Va., he learned more about it, as a friend identified the box as a “wide bed” version.

“‘You’ll never see another one,’” he recalled his friend telling him, “and I said, ‘Probably not.’”

Wicker did some work to it ranging from installing a new wiring harness and an original dashboard to adding a brake light and replacing the radiator. There was one feature, though, that needed no work at all, and actually proved to be an advantage over a factory-built Model A pickup.

“The extra legroom,” Wicker said, “because the seat moves back and forth, because it’s a coupe, it makes a difference. A big man can ride in it.”

Whether the driver is big or small, when Wicker has it out for a ride, the pickup doesn’t escape notice.

“It’s a fun truck to drive,” he said. “Here, they stop and look at it every time I go by when I drive it around ... It’s cool, and when I ride around in it, everybody stops and looks at it.”

That reaction isn’t limited to those at Hershey who know what it is, and something similar happens when it’s not even moving.

“I parked it at my buddy’s space down at the end of the Chocolate Field Monday night,” Wicker said. “Next thing I knew, three or four guys wanted it ... A man was here yesterday and pulled out a wad of cash. I said, ‘No, thank you.’”

Some of the attention it generates is about what would be expected, but in a very different way.

“I’ve had other people take measurements, take pictures of it,” Wicker said. “If you have a coupe and it’s wrecked, you can’t get quarter panels. You’ve got to have somebody good to make some. Then (with a correct box), you’ve got your ration truck and it’s the real deal.

“They ask me, ‘Have you had it long? When was it built? Did you build it?’ I basically just throw the story out there. I’ve got it written on the side and some people like that. ‘This is cool. Does it run?’ ‘Yeah, I’ve got an overdrive in it and all this stuff.’ Then they start asking if it’s for sale. ‘Not for sale.’ I have no intentions of selling it.”

He certainly understands their interest in buying it, however.

“You hear about them,” he observed, “but you never see them. And there it is.”

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○ **The S-M Snub Nose Cabover Livestock Truck** is 2 ft. long and is highly polished and made from aluminum and steel with rubber tires. Depicts the '50s era. Available as pictured. Limited Edition of 175 with ID number stamped in the frame. The list price is \$695.

★ **The Kenworth Cabover Truck with Trailer** which depicts the late '50s, early '60s era. This truck is made from aluminum and steel with oak beds, polished metal parts, and has rubber tires. There are 2 colors to choose from. Limited Edition of 150 of each color, with ID number stamped in the frame. Orange cab with anodized black trim and interior or metallic blue cab with anodized dark blue trim and interior. The factory direct price to all: \$1,095.

✦ **The End Dump Truck** with cable winch is almost 3 feet long, works like a real truck and depicts the '50s era. This truck is made from aluminum and steel and has rubber tires. There are 2 colors to choose from. Limited Edition of 100 each color with ID number stamped in the frame. Red and black cab with polished aluminum body and yellow cab with blue trim and polished aluminum body. The factory direct price to all: \$1,195. Note: Also available in Mack cab versions.

▲ **The Transfer Dump Truck with Trailer** is 3 FEET, 4 inches long, works like a real truck and depicts the '50s era. Available as pictured, the LF Mack Transfer Dump (yellow/blue) is made from aluminum and steel and has rubber tires. Limited Edition of 100 each color with ID number stamped in the frame. The factory direct price to all: \$1,195.

♦ **The Smith-Miller Flatbed Trailer** is made from aluminum polished parts with oakwood bed, toolbox, spare tire and has rubber tires. This trailer is currently offered in two sizes - 24" long and 30" long. We offer many cab selections - complete or in kit form. 30" Trailers - \$695 or 24" Trailer - \$595.

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# 2023

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

### BY THE OLD CARS STAFF

**S**hifts in the old-car hobby power the advance of collector interests as recovery mode continues in the wake of COVID.

"Several significant shifts in club publications are logical as costs for paper and publishing have significantly risen," says Dr. Gerald Perschbacher, chief judge for the annual Golden Quill Awards issued by *Old Cars*. "Additional efforts in publishing have opened doors for regional clubs to simultaneously present their publications via email. Either way, clubs are active in the hobby even despite financial and operational ills that slowed the advance during the pandemic and beyond."

He adds that a club's publication is a timeless record of the hobby in a set region or on a specific slice of the hobby, such as fire engines, mid-1950s Chevrolets, Ford Thunderbirds, Chrysler 300s, CCCA Full Classics, and professional cars (for use by police, ambulance service, etc.)—and that large clubs often dedicate salutes to special segments of interest nationally and internationally. So the scope of coverage is healthy and booming.

"It seems every car club, regardless of size, is interested in building its future by expanding membership to younger generations, which is good for the future of the hobby," says Angelo Van Bogart, editor for *Old Cars*. "That's the way it should be. Each issue builds for the future."

Both experts note that there have been changes in club editors and officials, including those who coordinate mailing lists. This can result in club publications not being submitted to *Old Cars* so they miss the opportunity to be considered for the Golden Quill Award, which is open to all national, regional and special-interest car and truck clubs. Even some international publications have been submitted.

"Every year it seems some clubs trim or adjust their list and, unfortunately, fail to submit on a regular basis," says Perschbacher.

"Get us on your gratis mailing list for every issue, if possible," Perschbacher adds, "since there are added benefits. In every issue of *Old Cars*, an article from one or more club publications is featured in 'Club Clips.' These excerpts from club publications are also posted online to help grow the club's reach. Additionally, *Old Cars* can alert readers to key shows, tours and other events your club may be conducting in the future. When your club's issues are received, it can open new vistas for potential club expansion."

Key factors in judging include balanced content, visuals, accuracy, creativity, technical tips, data and design—plus service to readers.

There is no charge to enter the Golden Quill competition. Categories are based on the distributional scope of a club (such as national or regional) and page count. The National

categories are: Luxury Size (60 or more pages); Full Size (37-59 pages); Intermediate Size (25-36 pages); and Compact Size (24 or fewer pages). Regional and chapter club publications are: Full Size (21 or more pages); Intermediate Size (13-20 pages); and Compact (12 or fewer pages).

"When judging publications, we look for stories on members and their vehicles and sharply reproduced images of member vehicles," Van Bogart says. "A club publication should serve its members by connecting them with each other and ways to enjoy the hobby, including through social events—including before and after coverage of these events—plus tips to restoring and maintaining their vehicles. Tips can come in the form of stories or advertisements that help members repair their vehicles and/or lead them to part sources. Tips might also include how-to stories. Ideally, it's a mix of both."

"As judges, we also look for interesting historical stories that enrich members' hobby knowledge," Van Bogart adds. "Some content that we don't think serves members well are poorly reproduced images, too many images of members eating during a club event and not enough images of members' vehicles, plus off-topic editorial content (non-hobby-related stories)."

Perschbacher adds that if a club publication is only available online, an edition should be printed and mailed to him and the *Old Cars* editorial address for consideration since online images can vary in quality and impact. To be fair, printed copies are the standard for judging.

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 have your club publication considered for the Golden Quill Award, submit gratis copies of the printed club publication to the following:

**Dr. Gerald Perschbacher, Chief Judge**  
Golden Quill Awards  
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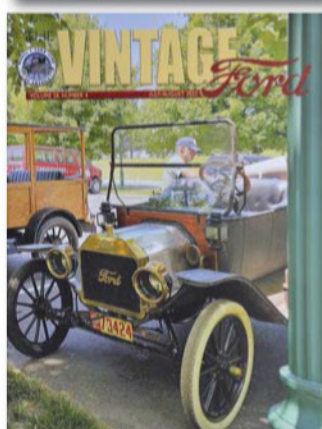
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# 2023 Golden Quill Awards

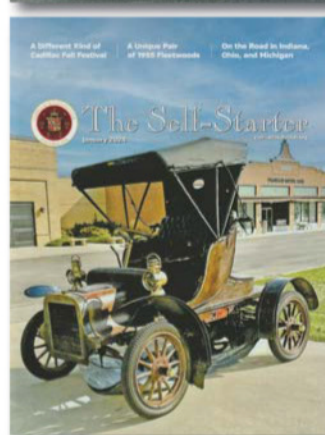
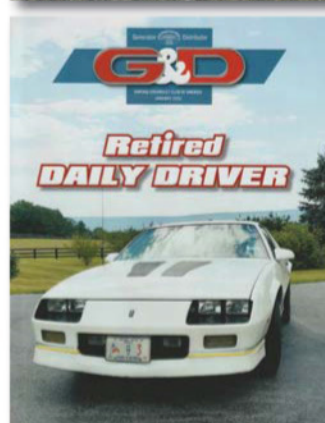
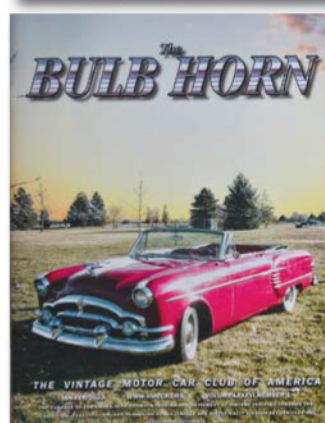
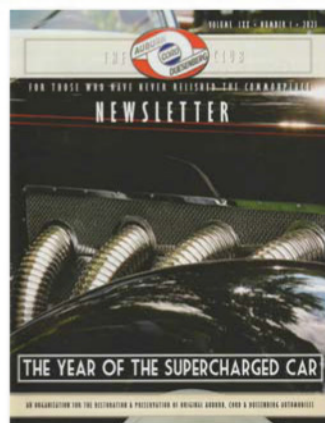
## National Luxury Size



- *Antique Automobile*, West Peterson, editor, The Antique Automobile Club of America
- *Avanti*, Lewis Schucart, editor, Avanti Owners Association International
- *Horseless Carriage Gazette*, Tracy Leshner, editor, Horseless Carriage Club of America
- *Lincoln & Continental Comments*, Jeff Shively, editor, Lincoln & Continental Owners Club
- *LineChaser*, Martin Moody, editor, Minnesota Street Rod Association
- *Model T Times*, Natalie Weaver, editor, The Model T Ford Club International
- *The NCRS Driveline*, Vinnie Peters, editor, The National Corvette Restores Society
- *Porsche Panorama*, Ron Sass, editor, The Porsche Club of America
- *Pur Sang*, Cornelia J. Cesari, editor, American Bugatti Club
- *The Restorer*, Andy Scheer, editor, Model A Ford Club of America
- *Smoke Signals*, Tim Dye, editor, Pontiac-Oakland 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*, Aleesa Drennen, editor, Model T Ford Club of America

## National Full Size

- *Auburn Cord Duesenberg Club Newsletter*, Shannon Olson, editor, Auburn Cord Duesenberg Club
- *Brute Force*, Danny Goss, editor, The Chrysler 300 Club

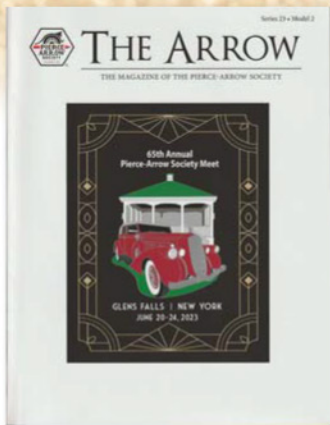


- *Buick Bugle*, Pete Phillips, editor, Buick Club of America
- *The Bulb Horn*, Dennis Holland, editor, The Vintage Motor Car Club of America
- *The Cormorant*, Stuart R. Blond, editor, The Packard Club
- *The Corvette Restorer*, Vinnie Peters, editor, National Corvette Restorers Society
- *Early Bird*, Garrett Shropshire, editor, Classic Thunderbird Club International
- *Fork & Blade*, Greg Bilpuch, editor, Lincoln Owners' Club
- *Generator & Distributor*, Vince Taliano, editor, Vintage Chevrolet Club of America
- *The Professional Car*, Walt McCall, editor, The Professional Car Society
- *Thunderbird Script*, Tiffany Hillman, editor, International Thunderbird Club
- *Thunderbird Scoop*, Terri McNeill, editor, Vintage Thunderbird Club International
- *Plymouth Bulletin*, Lanny D. Knutson, editor, Plymouth Owners Club
- *Quicksilver*, Todd Haefer, editor, International Mercury Owners Association
- *The Self-Starter*, Jeff Shively, editor, Cadillac & LaSalle Club
- *Woodie Times*, Roddy Sergiades, editor, National Woodie Club
- *White Triangle News*, Sam Jackson, editor, Hudson-Essex-Terraplane Club

## National Intermediate Size

- *Air Cooled News*, Alex Huppe & Jeryl Schriever, co-editors, The H.H. Franklin Club
- *The Arrow*, Steven Rossi, editor, Pierce-Arrow

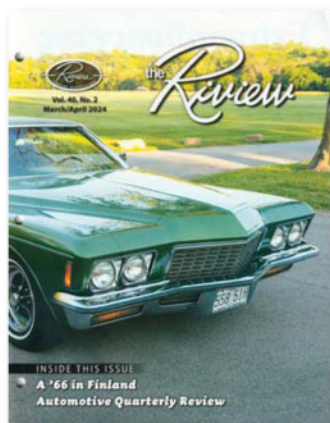




Society, with addendum support issues of *Emporium* and *Service Bulletin* (edited by David White)

- *The Brickline*, Stuart Zukrow, editor, Brinklin International Car Club
- *The Cormorant News Bulletin*, Craig Handley, editor, The Packard Club
- *Corsa Communiqué*, Don Keefe, editor, Corvair Society of America
- *Crosley Quarterly*, Abigail & Joyce Morgan, editors, Crosley Automobile Club

- *LaCad*, Andrew & Rachel Rees, editors, Cadillac & LaSalle Club of Australia
- *The Legend*, Tom Szymczyk, editor, GTO Association of America
- *The Nomad Post*, Leslie Manning, editor, Chevrolet Nomad Association
- *The Packard Cormorant*, Stuart R. Blond, editor, Packard Automobile Classics
- *The Riview*, Ray Knott, editor/director, Riviera Owners Association
- *Sallee Speaks*, John Byrden, editor, LaSalle Appreciation Society
- *The Skyliner*, Jim Conrad, editor, International Ford Retractable Club
- *The Starter*, Evan & Linda Meyerriecks, editors, Willys-Overland-Knight Registry



- DeSoto Adventures, David Frank, editor, National DeSoto Club
- *Dodge Brothers Club News*, Tracy Leshner, editor, Dodge Brothers Club
- *Durant Partner*, Shawn D. Humphrey, editor, Durant Motors Automobile Club
- *Fomoco Times*, Travis B. Sheaffer, editor, Crown Victoria Association
- *Hupp Herald*, Robin Woolsey, editor, Hupmobile Club
- *Kaiser Frazier Owners Club Quarterly*, Jack Mueller, editor, KFOCI

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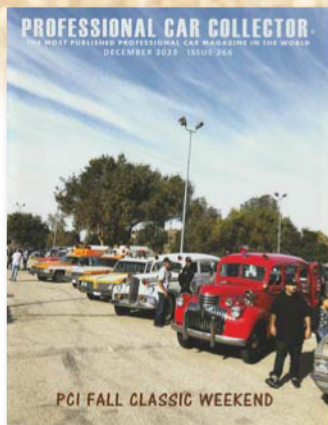
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- *Stutz News*, Carl Jensen, editor, Stutz Club
- *Talegate*, George Holt, editor, The International Station Wagon Club
- *Torque Tube II*, Matthew Hinson, editor, '36-'38 Buick Club
- *The Vintage Triumph*, Shawn Frank, editor, The Vintage Triumph Register
- *The Way of the Zephyr*, Richard L. Cole, editor, Lincoln-Zephyr Owners Club

- *WPC News*, Frank Pascoe, editor, WPC Club

## National Compact Size

- *AEV (Action Era Vehicle)*, Charles R. "Charlie" Smith, editor, Contemporary Historical Vehicle Association
- *Airflow Newsletter*, John Boyd, editor, The Airflow Club of America
- *American Austin Bantam Club News*, Bob & Cathy Cunningham, editors, American Austin Bantam Club
- *Corvanatics*, Molly Bacon, editor, Corvair Society of America
- *Cross Flags*, Jeff Butz, editor, The 1965-66 Full Size Chevrolet Club
- *Front Wheel Driver*, Brad Bishop, editor, The Toronado Owners Association
- *Jeepster News*, Pete Mozzone, editor, Willys Overland Jeepster Club
- *Kaiser Frazier Owners Club International Monthly News Bulletin*, Barbara Mueller, editor, KFOCI
- *The Marmon News*, George Bradley, editor, The Marmon Club
- *North American Singer Owners Club News*, Phillip Avis, editor, North American Singer Owners Club News
- *Professional Car Collector*, Louis C. Farah, editor, Professional Cars International
- *Reo Echo*, Stan Pream and Marty & Joyce Moody, editors, The Reo Club of America
- *Runabouts to Rockets*, Richard Winn, editor, National Antique Oldsmobile Club
- *The Silver Shell*, Jeff Buckley, editor, Moon Car Club
- *Skylark*, Gary Di Lillo, editor, '53-'54 Buick Skylark Club
- *The Supercharger*, Dale Robbins, editor, Graham Owners Club International
- *Thunder & Lightning*, John Leed, editor, Hurst/Olds Club of America
- *Viva Carrera!*, Charles & Elvie Clark, editors, The Road Race Lincoln Club
- *VSA*, Jim Bates, editor, Volvo Sports America/1800 Register
- *Wheels & Waves*, John Kramer, editor, International Amphicar Club

## National Museums/Associations

- *The Ford Legend*, newsletter members committee, Henry Ford Heritage Association
- *Foundation News*, Henry Dominguez, editor, The Early Ford V-8 Foundation
- *Reflections*, Don "Rick" Risser, president, AACAA Museum

## Regions/Chapters Full Size

- *The Cowtown "A,"* Chuck Nixon, editor, Fort Worth Model "A" Ford Club
- *The Bonding Strip*, Ed Vignone, editor, NCRS-Southern California Chapter
- *The Dashboard*, Maureen Blevins, editor, CCCA-Greater Illinois Region
- *Fiero Focus*, Sadie Kaminski & Christopher Sass, editors, Northern Illinois Fiero Enthusiasts
- *Gateway Gazette*, Ted Necker, editor, Buick Club of

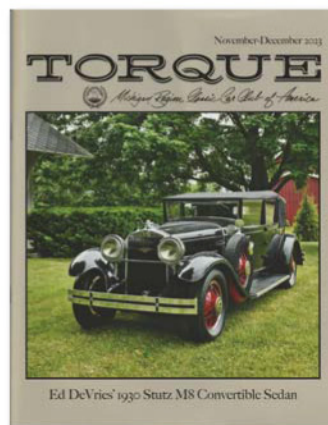
America-St. Louis Gateway Chapter

- *Overhead Cammer*, Jim Black, editor, Pontiac-Oakland Club International-Overhead Cammers Chapter

- *Packard Digest*, Kevin Luedtke, director, Motor City Packards

- *RPM*, Jimmy Patitucci, editor, NCRS-Pittsburgh State Chapter

- *Torque*, Rich Ray, editor, Classic Car Club of America-Michigan Region



- *The Vette Signal*, Tom Komendera, editor, NCRS-Michigan Chapter

## National Intermediate Size

- *The Blue Gray Rocket Review*, Darlene Myers, editor, Oldsmobile Club of America-Blue Gray Chapter

- *Boomtimes*, William C. Anderson, editor, Buick Owners of Maryland

- *Caddy Chatter*, Tony Albarella, editor, Cadillac Club of New Jersey



- *CSRA Street Talk*, Tina Schumacher, editor, Georgia Street Rod Association

- *Henney Program of Progress*, George Hamlin, editor, Professional Car Society-Henney Chapter

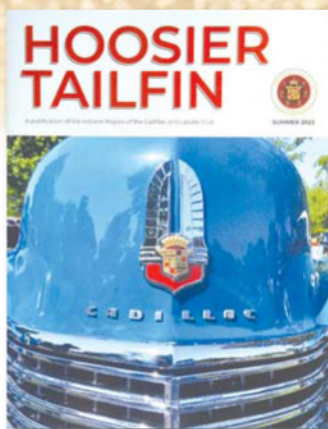
- *High Plains Shifter*, Dennis Dalton, editor, NCRS-Rocky Mountain Chapter

- *Hoosier Tailfin*, Michael Fellenzer, editor, Cadillac & LaSalle Club-Indiana Chapter

- *The Hub Cap*, Jim Nicholson, editor, CCCA-Wisconsin Region

- *Northern Lights*, Kim Gardner, editor, AACAA-Minnesota





## Region

- *The Occasional*, Steven G. Williams, editor, Model T Ford Club of Greater St. Louis
- *On Call*, Bee Hamlin, editor, Professional Car Society-Mid-Atlantic Chapter
- *SNIC Braaapp*, Robert Zoboski, editor, Triumph-Illinois Sports Owners Association
- *Wilys Overland Words (WOW)*, Martin Jaeger, editor, Wilys Overland Knight Registry-Northwest Chapter

## National Compact Size

- *Airhorn*, Charley Biddle, editor, Chicagoland Corvair Enthusiasts
- *Arc & Spark*, David O. Lyon, editor, Kalamazoo Antique Auto Restorers Club

- *Carhart Chronicle*, Ralph Kalal, editor, Society of Automotive Historians-Wisconsin Chapter
- *Carolina Plymouth Power*, Dean Yates, editor, Carolina Owners Club
- *The Chatter*, Kim Gardner, editor, AACA-Capitol City Chapter
- *Classic Olds Journal*, Mary Degler, Olds Club of Florida
- *The Echo*, Chris Collins, editor, Studebaker Drivers Club-Grand Canyon State Chapter
- *The Enchantment Flyer*, Paul Duncan, editor, The Tin Lizzies of Albuquerque
- *ETCetera*, Maryellen Myers, editor, Pontiac-Oakland Club International-Early Times Chapter
- *Finz*, Ron Melville, editor, The Cadillac & La Salle Club of New Zealand
- *Fleetwood Flyer*, Craig Masterson, editor, St. Louis Region-Cadillac & LaSalle Club
- *The Gas Buggy Gazette*, editor, AACA-Gettysburg Region
- *GLR News*, Steve Blakey, editor, VMCCA-Great Lakes Region
- *The Golden Rocket*, Carol Murray, editor, Oldsmobile Club of America-57 Chapter
- *Hoppers Auto Club*, Bob Kranich, editor, Hoppers Auto Club
- *The Horseless Page*, Cinda Dorholt, editor, Horseless Carriage Club of America-Twin Cities Regional Group
- *Hudson News*, Bob Morgan, president, Hudson-Essex-Terraplane Club-Northern IN-OH Chapter
- *Hudsonnews*, Richard Low, editor, Hudson-Essex-Terraplane Club-Dixie Chapter
- *Northstar News*, Dave Gustafson, publications, Lincoln & Continental Owners Club-Northstar Region

- *Packardgram*, Duane Gunn, editor, Packards International-Arizona Region
- *The Packard Panorama*, Ray Wotkowski, editor, Keystone Packards
- *PCPV News*, Paul Bergstrom, editor, Pontiac-Oakland Club International-Pontiac Commercial & Professional Vehicle Chapter
- *Plantary News*, Mike Zahorik, editor, Model T Ford Club of Greater Milwaukee
- *The Potomac Rambler*, Chad Quella, editor, AMC & Rambler Enthusiasts
- *The Redline Times*, Reba Whittington, editor, National Corvette Restorers Society-Carolinas Chapter
- *The Rocket Recorder*, Ima Benedek, editor, Delaware Valley Oldsmobile Club
- *Rocket Review*, Judy Badgley, editor, Oldsmobile Club of America-R.E. Olds Chapter
- *Royal GTO & Pontiac Tales*, Brian Baker, editor, GTO Association of America-Royal GTOs & Pontiacs Chapter
- *Sidelights*, Jean Hawa, editor, AACA-South Florida Region
- *Standard of the World*, Bill Levy, editor, Cadillac & LaSalle Club-North Texas Region
- *Studebaker Spokesman*, Claude Chmielewski, editor, Studebaker Driver's Club-Wisconsin Region
- *Wheeltracks*, Anne Pierce, Gary Fiske and Nancy & Ken Gypson, editors, Vermont Automobile Enthusiasts

## HONORABLE MENTION

- *The Belltown Bulletin*, Dan David, editor, Belltown Antique Car Club
- *Bow Tie Bulletin*, Ron Panicucci, editor, Vintage Chevrolet Club of America-Jersey Lakeland Region
- *Bird Talk*, Art Fleming, editor, Long Island Thunderbird Club
- *Chrysler Tonic*, Carol Morice, editor, WPC Club-Northern Region
- *Empire Tractor Newsletter*, Carl Hering, editor, Empire Tractor
- *The Enlightener*, Dan Cress, editor, Cadillac & LaSalle Club-Badger Region
- *The Fordist Newsletter*, Martha Lazdins, editor, Early Ford V-8 Club of America-Southern California Regional Group 11
- *The Fuel Line*, Lynn Skipper, editor, NCRS-Florida Chapter
- *The GMC Times*, Paul Bergstrom, editor, Pontiac-Oakland Club International-GMC Truck Chapter
- *GR-RRR!* Gram, Jean Nance, editor, Wichita GTO Club
- *The Hudson-Aire*, Lynn P. Horn, editor, Hudson-Essex-Terraplane Club-Chesapeake Bay Chapter
- *Nebraskaland POCI*, Lori Steere, editor, Pontiac-Oakland Club International-Nebraskaland Chapter
- *Packard Profiles*, Ken Dunning, editor, Packard Automobile Classics-Peachstate Packards Region
- *Phantom News*, Arlene Roth, editor, Phantoms Motor Club
- *Poncho Perfection*, Don Keefe, editor, Cruisin' Tigers GTO & All Pontiac Club
- *The Rope Shaft Reader*, Larry Grambort, editor, Pontiac-Oakland Club International-Little Indians Chapter
- *Rumble Sheet*, Bill Gillies, editor, Early Ford V-8 Club of America-Twin Cities Region

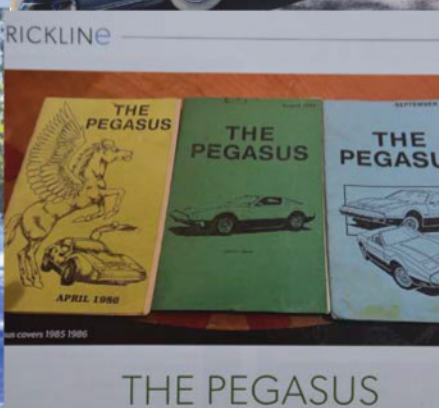
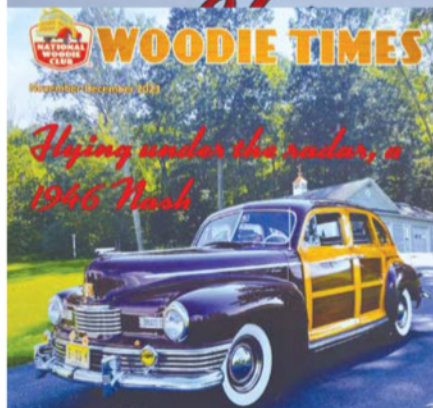
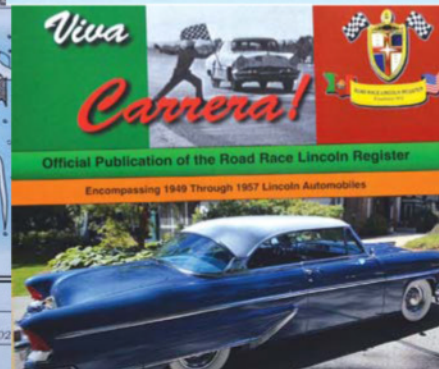
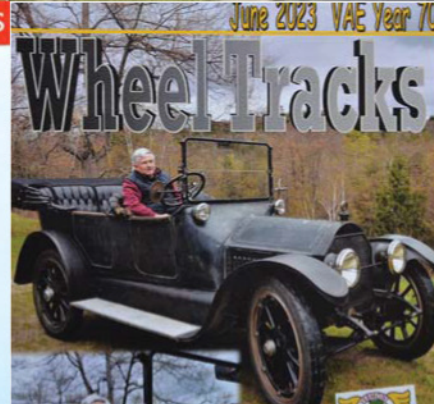
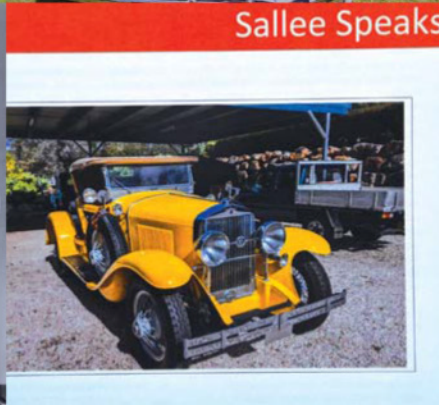
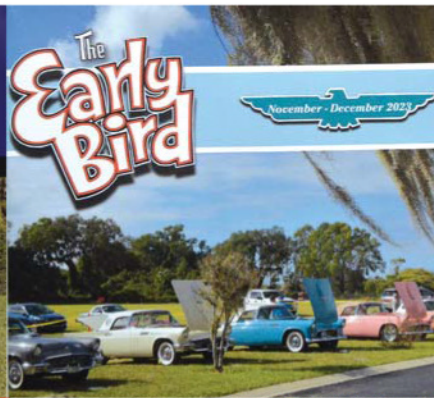
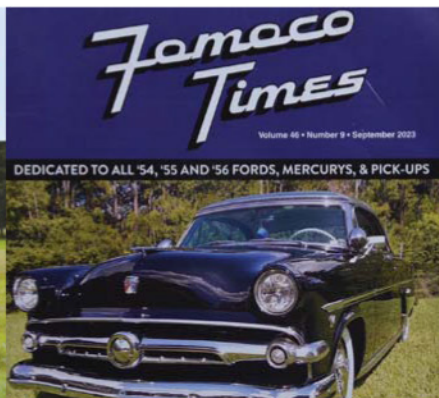
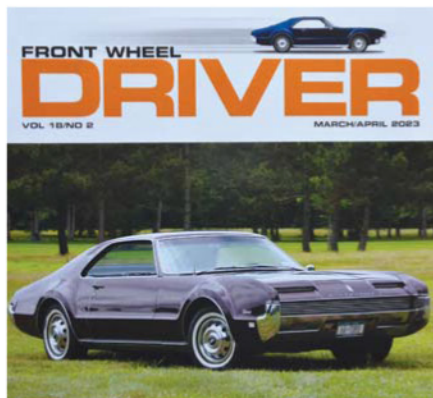


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# 4x4

## BETWEEN 2 FRIENDS



### *A 1958 Dodge W100 revival*

STORY AND PHOTOS BY AL ROGERS


Immediately after World War II and into much of the 1950s, Willys and Dodge were the only vehicle manufacturers to engineer and build their own 4x4 pickup trucks. Both the Willys Pick-Up Truck and the Dodge Power Wagon were developed from experience building 4x4 military vehicles for World

War II, the latter being a “civilianized” version derived from the Dodge WC military truck.

The Dodge Power Wagon was initially a one-ton-capacity vehicle on a 126-inch wheelbase and a little too much truck for the average postwar pickup truck buyer. Aftermarket manufactur-

ers, such as Marmon-Herrington and NAPCO, provided 4x4 conversions to lighter-duty two-wheel-drive trucks built by other manufacturers. These conversions were an alternative for those looking for something lighter-duty than a one-ton Jeep pickup or Dodge Power Wagon.





This 1958 W100 represents the second model year of the availability of a lighter-duty Dodge 4x4. Dodge marked 40 years of truck production with the 1958 models.

For the most part, the 4x4 niche market hadn't yet caught on with consumers, largely due to the high cost of 4x4 pickup trucks, so companies such as General Motors and Ford Motor Co. hadn't yet dedicated the resources to engineering and building their own 4x4 trucks.

The truck industry began to change in the mid-1950s as manufacturers saw more and more of their two-wheel-drive trucks going into aftermarket conversion facilities where they would receive the 4x4 makeover. Steadily, conventional 1/2-, 3/4- and 1-ton trucks equipped with four-wheel drive grew in demand.

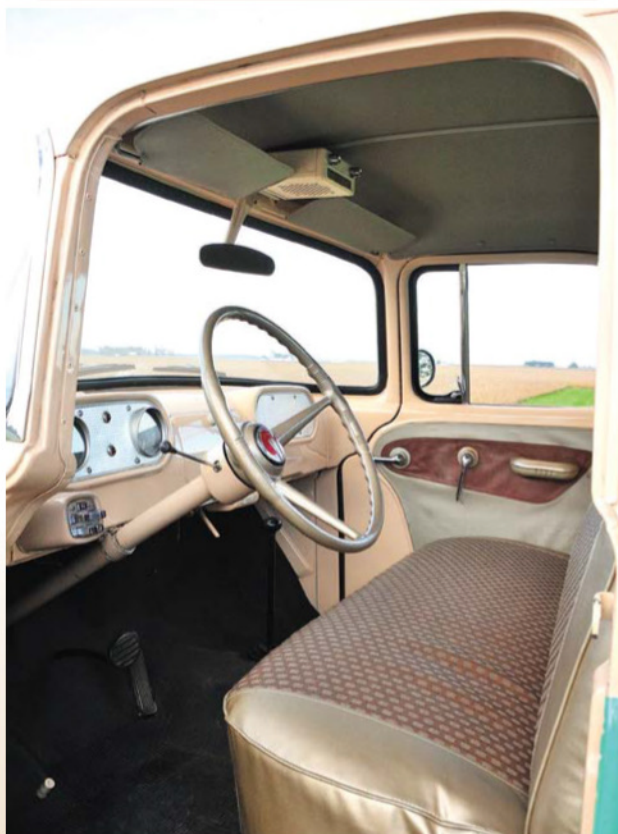
Through 1954, Willys and Dodge had the 4x4 pickup market to themselves with their respective Jeep Pick-Up Truck and Power Wagon until International (IHC) entered the ring in 1955. That year, International brought a factory-built 3/4-ton 4x4 to market with the same cab and body as its regular truck





ABOVE: The 315-cid V-8 was of an overhead-valve design and did not have hemispherical combustion chambers.

BELOW: The push-button transmission controls are to the left of the steering column; two-tone interior adds flash to the cab.



line. GMC followed with a similar formula in 1956 with factory-assembled NAPCO 4x4 trucks in 1/2-, 3/4- and 1-ton models. GMC also offered an optional automatic transmission (Hydra-Matic) and a V-8 engine.

Not ready to give up its 4x4 industry leadership position, Dodge countered by adding four-wheel drive to its lighter-duty 100- and 200-series trucks in 1957. These models were also badged "Power Wagon" in a nod to their bigger, older brother. These factory four-wheel-drive versions of the Dodge two-wheel-drive C-Series trucks were produced and sold as the W100 (half-ton) and W200 (3/4-ton) alongside the older Power Wagon. The pickups had the "Power Wagon" badge on the fender. The older-design Power Wagon was then marketed as the "Military Type" to distinguish it from the styled pickup versions. When the W300 (1-ton) was added in 1958, the "Military Type" was given the series number W300M and, later, WM300.

Dodge's 1957 W100 (half-ton) and W200 (3/4-ton) 4x4 trucks had "civilian" two-wheel-drive-type pickup sheet metal and available V-8 power, LoadFlite automatic transmissions, power steering, power brakes and all the other amenities available on the rest of its low-tonnage truck line. In addition, Dodge offered a four-wheel-drive version of its Town Wagon SUV, which also received the "Power Wagon" badge.

Eventually, sales in the United States of the "Military Type" Power Wagon ended in 1968, because the vehicle did not comply with new federal light-duty-truck regulations. The "Power Wagon" name continued on the Dodge D-Series through the 1980 model year. For the 1981 model year, "Power Ram" became the marketing logo for the medium-duty Dodge trucks and the Power Wagon.





The 1958 W100 received the optional rear bumper and exterior trim package during its restoration. Note that the tailgate was correctly restored without contrasting paint on the embossed "Dodge" name.

## A new look for Dodge trucks

Back in 1954, Dodge redesigned its light-duty trucks with a new cab that was lower and had a curved windshield that became a wrap-around design during the 1955 model year. Chrysler Corp. design chief Virgil Exner then expanded the corporation's "Forward Look" styling to trucks for '57 with new sheet metal in front of the old-style cabs. Basically, a new front clip, fenders, hood, front grille and bumpers were paired with the old 1954 cab design. After the introduction of the 1958 model light-duty trucks, Dodge caught the industry by surprise when it changed the dual-headlamp configuration mid-year by changing to quad headlamps, so those trucks built early in the 1958 model year retained the earlier dual-headlamp design. Half-ton 4x4s became larger with 17.5-inch wheels, and flared front fenders were introduced on the 3/4- to 1-ton models.

Dodge offered two engines for the 1/2-ton, which was labeled "D100" on the standard two-wheel-drive models and "W100" on the four-wheel-drive version. A 120-bhp, 230-cid L-head six-cylinder

was standard, and a 204-bhp, 315-cid V-8 of an overhead-valve—but not hemispherical-head—design was optional. A three-speed-manual transmission was standard, and a push-button LoadFlite three-speed automatic was optional. LoadFlite required the V-8 engine on the W100 Models.

Acceptance and demand of four-wheel-drive pickups continued to gradually ramp up through the '50s and into '60s before the market ultimately started on fire in the '70s. During the 1958 model year, Dodge produced and sold only 2,520 light-duty pickup trucks equipped with the four-wheel-drive

option out of the 35,611 total light-duty trucks it sold for the model year. Price likely influenced the lower sales of the four-wheel-drive W100 models as they had a starting price of \$2,594 compared to the \$1,714 for the two-wheel-drive D100 pickup trucks. If you do the math, the four-wheel-drive option added more than 50 percent to the price of a two-wheel-drive Dodge pickup in 1957!

## A Power Wagon surfaces

The featured truck, a half-ton 1958 W100 4x4, was discovered for sale in Yankton, S.D., and purchased by Jerry Johnson after years of searching for



RIGHT: Except for a rusted driver's door, the truck was a very solid foundation with which to work. Pictured in place is the rust-free replacement door that restorer Ron Reichhart had in his inventory.





LEFT: The front of the pickup box has a stamped pattern similar to that on the tailgate.

RIGHT: This W100 is an early-1958 model built prior to the quad headlamp design change that came later in the model year.



“the right one,” he once said. Having the factory automatic LoadFlite transmission, 315-cid V-8 engine, wrap-around big back window and classic ’50s factory two-tone paint, the truck met most of Johnson’s criteria.

The Dodge started its journey as a farm truck on a Wyoming ranch, then passed through the hands of a Dodge truck collector from Douglas, Wyo. It was sold to a railroader near Custer, S.D., who started restoring the truck. He relocated, but left the truck parked on the side of the street. The local authorities determined it to be an abandoned vehicle and confiscated it, then listed the truck at a sheriff’s auction after going through the legal impounding process. A local Chevrolet enthusiast from Edgemont, S.D., landed one of those great deals you sometimes hear about when he purchased the truck at the sheriff’s auction. Today, the truck’s \$350 sale price would be considered the deal of a lifetime. The truck’s winning bidder owned an impressive collection of Chevrolet muscle cars and the Dodge pickup truck didn’t fit into the theme, so he decided to find someone with a genuine interest in Dodge Power Wagons to buy the truck. He had the truck running by the time he found a Power Wagon restorer in Yankton, S.D., who held onto it for a while before listing it for sale on eBay. That’s where Johnson came across it and made the purchase.

When Johnson took possession of the 1957 Power Wagon, the 315-cid V-8 engine ran fine, but the truck didn’t move due to a transmission issue. He located a parts transmission that had to be extracted by forklift from a hole at a local scrap yard filled with used transmissions. Seaman’s Transmission Shop of Dayton, Ohio, managed to combine Johnson’s two transmissions to produce one working unit.

After retiring and relocating from the

Dayton area to Indiana, Johnson had the original 315-cid V-8 engine rebuilt by Murphy Racing Co., a local engine builder near his new residence in Pleasant Lake.

## Powering through a restoration

After numerous conversations with Ron Reichhart, owner of Indiana Truck Restoration in New Haven, Ind., Johnson decided his W100 deserved a professional restoration and asked Reichhart if he could restore his truck. Reichhart agreed to take on the body-off-frame restoration. By 2012, the project was underway with Johnson making monthly trips to the shop to help out and gauge progress.

With the engine and transmission both rebuilt, Reichhart turned his attention to the rest of the chassis. Both differentials and the transfer case were inspected and cleaned and received new seals, gaskets and bearings. The brake system was rebuilt and all U-joints were replaced. With the cab removed from the frame, Reichhart went about the process of restoring the frame and chassis components. After stripping them to bare metal, he applied factory-correct black paint. Then Reichhart’s attention moved to the cab, front clip and pickup box.

With the truck having spent its entire running life likely driven on the backroads and ranches of Wyoming, the truck’s rust was minimal and it was a great foundation for restoration. Today, the pickup retains much of its original sheet metal, except for the driver’s side door. That door had rust in the lower section due to its drain holes clogging after debris had covered them during the truck’s years of being idle. Luckily, Reichhart had a better replacement door in his inventory. Johnson noted the passenger side fender was dented, but repairable. With the replacement of the driver’s side door and the original fender repaired, the Dodge W100 had a rust-free body.

After the dent and the dings were repaired, primer was applied then block sanded to prepare the truck for color using Martin Senior paint products. Reichhart applied the factory-correct colors of Sahara Beige and Valley Green in a base coat with a clear-coat paint finish. With a nod to originality, he painted the box floor black and did not paint the Dodge lettering on the truck’s tailgate a contrasting color.

Johnson wanted his W100 to be as well-optioned as possible. According to Reichhart, a 1958 Dodge D-300 parts truck he had obtained in Pennsylvania was used as a donor for all of its optional stainless trim, including windshield surround trim, and chrome grille parts that would have been part of the factory optional package with additional bright trim. In addition, the parts truck donated its power brake booster, roof-mounted Model 700 radio (modified from AM to AM/FM) and factory rear bumper. All of this optional equipment from the parts truck found its way onto the W100 during its reassembly. Reichhart also located a pair of ultra-rare stainless-steel headlamp door inserts on a Dodge truck in a Michigan junkyard and paid the seller an unbelievably low \$15 for them.

While Johnson was going through cancer treatment, Reichhart and I worked together to photograph the restored 1958 Dodge W100 at an airport in Dekalb County, not far from Reichhart’s shop in Fair Haven. Sadly, Johnson passed away in 2022. Prior to his death, he passed the 1958 Dodge W100 to Reichhart, whom he considered a friend. Reichhart promised to give the truck exceptional care and to fulfill Johnson’s desire to share the truck at car shows and trucks events around the country. Reichhart has honored that wish, which includes having the truck featured here on the pages of *Old Cars*.

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1954 CORVETTE PROPOSAL PROTOTYPE S.O.2151

# Motorama Corvette Restored

Perhaps the most significant C1 Corvette had several important lives

STORY AND PHOTOS BY SHAWN MILLER

**T**his one-of-a-kind “proposal car” is an integral part of the Corvette story, with a fascinating history that dates to early 1953—well before the first production models rolled off the assembly line in Flint, Mich.

Prior to series Corvette production, which commenced on June 30, 1953, Chevrolet built approximately 15 hand-laid fiberglass Corvette bodies intended for experimental or Motorama use. These hand-built show cars were not assigned standard VINs, but were instead referred to by internal codes. One such code was EX-52, the first Corvette prototype unveiled to the public at New York’s Waldorf Astoria

Hotel in January 1953. Like other General Motors experimental and factory custom cars, all of these show cars additionally received Shop Order (S.O.) numbers. Among the known S.O. numbers are those for some of the 1954 GM Motorama show cars based on 1954 Corvettes: the *Corvair* (S.O. 2071), *Nomad* (S.O. 1954) and hardtop (S.O. 2000). As documented in internal GM memos, many of these show cars were destroyed or reused for other projects and then destroyed. As a result, precious few of these Motorama-era prototypes survive today.

## The storied past of S.O. 2151

The history of this unique Corvette originates with S.O. 2000, the pale-yellow Corvette hardtop prototype that debuted at the 1954 GM Motorama. According to accounts, at least two of these show cars were built and it is believed that one was retired in January 1954 so its body could be reassigned to a new project—S.O. 2151 (GM is known to have assigned a new S.O. number to a vehicle when it returned to the GM Styling shop).

This Corvette was returned to GM’s famous Art and Colour department overseen by legendary designer Harley Earl. In its new role, S.O. 2151 served





The styling proposal had a unique trunk lid design that was inspired by the 1954 Corvette *Corvair* show car that appeared at the 1954 GM Motorama shows.

as the department's prototype 1955 Corvette proposal for GM management to review as it determined the look of next year's Corvette.

During this process, the Corvette body was restyled to incorporate several notable proposed features: a decorative hood scoop, egg-crate front grille, bumper-exit exhaust tips and a distinctive trunk design much like the trunk seen on S.O. 2071, the fastback *Corvair* show car. Another prominent element of the new design was the slanted front-fender vents that were painted body color on the passenger side and trimmed with chrome on the driver side, thus giving GM executives two different looks from which to choose.

Similarly, the Corvette script was placed high on one side and low on the other. It also incorporated a large gold

"V" to signify that the 1955 Corvette would be available with a V-8 engine. Once these changes were implemented, the body was repainted Bermuda Green, a beautiful jade-like metallic green used on production GM vehicles of the period, as well as another famous show car, the 1955 Corvette *Biscayne* (XP-037/S.O. 2249).

Photographed in GM's design studio in March 1954, S.O. 2151 was mounted on a new 1954 Corvette chassis, powered by an experimental engine equipped with a high-performance solid-lifter camshaft. The 1955 proposal car was officially completed on July 30, 1954, as evidenced by the S.O. tag riveted inside the engine bay.

In the end, the 1955 proposal car's unique features never made it to production. Facing stagnant sales and new com-

petition from the recently announced Ford Thunderbird, GM executives decided to completely re-imagine the Corvette for 1956. Meanwhile, the 1955 Corvette was virtually identical to the 1954 model, albeit with a new, optional V-8 engine. That year, Ford dominated the market, its new Thunderbird outselling the Corvette 30 to 1.

### A significant survival

As for S.O. 2151, it escaped the fate of most GM prototypes. Instead of being destroyed or rebuilt into a new show car, this one-off somehow slipped through the cracks and eventually made its way to California.

While little is known of its earliest whereabouts, by 1963, the Corvette had been sold to Auto Center, a car dealership located in downtown San Jose, Calif. In 1974, Richard Oldham, a Corvette collector and owner of Empire Chevrolet in Novato, Calif., acquired the car in "basket case" condition. Although most of the paint had been stripped from its bodywork, and many of its unique prototype features were missing, the Corvette still retained its signature fender vents, drivetrain and riveted S.O. 2151 tag.

The following year, Oldham advertised the Corvette for sale with an asking price of \$3,000. This immedi-



The 1955 Corvette styling proposal in GM Styling during 1954 showing its unique front-fender louvers, hood scoop, "Corvette" script placement and egg-crate grille. Note the script placement and the louver trim varied from side to side. Tiny Chevrolet bow-ties adorned the panel behind the license plate on the proposal car's unique, speedster-like deck lid.





**Above:** The interior of this historic Corvette has been sympathetically restored to its 1955 Corvette styling proposal state utilizing the original paint on the steering column and the original green seat leather. **Right:** Its pre-production 1953 body and remnants of pale yellow paint indicate this Corvette (or its identical twin) originally served as the yellow hardtop Corvette (foreground of this GM photo) featured at the 1954 Motorama shows. The Corvette hardtop show car appeared there alongside the blue-and-white Corvette *Nomad* show car (center), *Corvair* show car (back left) and roadster show car.



ately attracted the interest of George F. Campbell, who purchased it based on the advice of his friend, noted Corvette historian Noland Adams. Over the next four decades, Mr. Campbell collected parts and researched the car's history in anticipation of a future restoration.

Following Mr. Campbell's passing, the Corvette was acquired by the current owner, an Indiana-based enthusiast with more than 45 years of experience in the restoration business. Although he has restored 15 cars for the Indianapolis Motor Speedway Museum and many significant and one-off muscle cars, the owner reports that this restoration was his greatest challenge, and he regards it as his "magnum opus."

Throughout the restoration process, which consumed three years and more

than 1,800 hours, the owner painstakingly researched the car's history and studied period photographs to ensure that the restoration was as accurate as possible, including expertly re-creating any of the missing trim pieces. During the disassembly phase, evidence of the car's S.O. 2000 origins were uncovered with sections of original pale-yellow and Bermuda Green paint found in several locations. The bodywork also

possesses the telltale characteristics unique to the earliest Corvette prototypes—crude, hand-laid fiberglass construction; a one-piece body structure; and custom-fabricated brass trunk hinges. The chassis was also found to be remarkably original and intact, complete with its original shock absorbers, brake shoes, and experimental engine block, all numbered with appropriate early-1954 date codes.



**Left:** Mounted on the cowl is the 1955 Corvette styling proposal's Shop Order tag indicating its importance within GM Styling. **Bottom left:** The body of the styling proposal still retained holes for the louvers that were considered for the 1955 Corvette. **Bottom right:** Remnants of the original yellow and then green exterior paint and the paint on the column were retained during the restoration.







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**Above:** A close-up of the painted vents and “Corvette” script high on the door considered for the 1955 Corvette.

**Right:** This 1955 styling proposal's pre-production 1953 body was first mounted on a new 1954 Corvette chassis for use as one of the Corvette hardtop show cars for the 1954 GM Motorama shows, explaining its six-cylinder power.



Every effort was made to return the car to its authentic 1954 appearance with remnants of the original pale-yellow and Bermuda Green paint intentionally preserved in hidden areas, such as the trunk and behind the seats, to provide clear evidence of the car's earliest days as a GM factory prototype. The body, including the doors, are original to S.O. 2151, also the brake shoes, shocks, frame and drivetrain sitting on original 1954 tires were all installed by the manufacturer in 1954. The car's drivetrain remains original

and numbers-matching.

Since its restoration was completed, S.O. 2151 has been shown just once, at The Amelia Concours d'Elegance, in March 2023. There, it was selected by Bill Warner to receive the prestigious The Founders Award.

Chevrolet's earliest advertisements for the Corvette featured the tag line, “The first of the dream cars to come true.” That statement is most certainly appropriate for S.O. 2151, one of the few Motorama-era prototypes that escaped destruction to survive today.

A fascinating and utterly unique piece of GM history, this magnificently restored Corvette design study proposal represents an exciting opportunity for any collector who appreciates this golden age of the American automotive industry. **OC**

*This unique and historically significant Corvette has been consigned by its owner to Significant Cars of Indianapolis, which is offering the car for sale. Learn more at [www.significantcars.com](http://www.significantcars.com) or call 800-837-9902.*



Note the concave egg-crate grille and hood scoop of this styling proposal for the 1955 Corvette. Due to poor Corvette sales, Chevrolet concentrated on new V-8 power instead of design for 1955.

S.O. 2151 1954 CORVETTE PROTOTYPE



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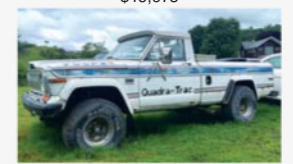
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## VanDerBrink Auctions ‘thins out’ Missouri collection

Ron Kowalke reporting

**WOOD HEIGHTS, Mo.** Billed as the “thinning the herd” sale, VanDerBrink Auctions sold 78 vehicles from Bob Ouderkirk’s collection on Nov. 11 in Wood Heights, Mo. All were offered without reserve. The sale generated \$411,300 at the gavel, with an 8 percent (on-site) or 10 percent (online) buyer’s premium also charged to winning bidders.

The portion of Ouderkirk’s collection offered for sale ranged from 1930s to late-model vehicles and included 14 different marques. A large number were project-condition vehicles that could either donate parts or qualify as ambitious restorations.

The top seller offered from



This flashy No. 3 condition 1956 MGA roadster sold for \$17,000.



the collection was a 1965 Chevrolet Impala SS hardtop that sold for \$27,000. It was followed by a 1966 Chevrolet Chevelle hardtop built as an SS clone, \$25,500; a '30 Ford Model A coupe street rod, \$21,000; a '31 Ford A two-door sedan street rod, \$19,500; and a '68 Chevy Corvette convertible (with hardtop and crate 350-cid V-8), \$17,000.

The "pick of the sale" from Ouderkirk's collection goes to Lot 28B, a white-over-coral (it's not pink!) 1954 Dodge Royal hardtop. Equipped with the Red Ram Hemi V-8 and sporting a hint of patina, it sold for \$3,000.

This was VanDerBrink Auctions' final collector vehicle sale for the 2023 calendar year. Company head Yvette VanDerBrink was asked to identify any trends she witnessed from her multiple sales this year.

"Gen X (ages 43 to 58) were the biggest buyers." She further explained that this is the age span when many households evolve into "empty nesters," with children grown and gone, allowing for more available disposable income for purchasing collector vehicles. She stated that the focus of these buyers is to acquire a vehicle similar to "what they drove in high school." VanDerBrink added the post-purchase trend to "drive new, look old"—as in upgrading mechanicals, but retaining patina—remains strong.

VanDerBrink said she auctioned five private collections during 2023 and expects this to be a mainstay of her auction business going forward (both thinning or liquidating collections). "It was a very good year," she said. "Really fun."

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This nice 1972 Pontiac Grand Prix Model J hardtop found a new owner for a bid of \$12,750

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Already converted to 12 volts, this 1954 Ford Customline Country Sedan station wagon sold for \$13,000.

## VANDERBRINK AUCTIONS

Bob Ouder Kirk Collection

Nov. 11, 2023

Wood Heights, Mo.

All 78 cars offered at no reserve

Ron Kowalke Reporting

### Price/Cond

Buick 1935 Series 50 4d Sed, w/o drivetrain	\$500	6
Buick 1966 Riviera 2d HT, 425 V-8, AT	\$1,600	6
Buick 1973 Riviera 2d HT "boat tail," 455 V-8, AT, A/C	\$8,500	4
Cadillac 1957 Series 62 4d HT, 365 V-8 w/o carb, AT, w/o grille, bumpers or radiator, Bill of Sale	\$250	6
Cadillac 1965 Fleetwood Eldorado 2d Conv, 429 V-8, AT, 1 of 2,125 built, w/o rear window	\$9,250	4
Chevrolet 1951 3800 2d 1T PU stepside, 6-cyl, 3-spd MT, Longbox	\$4,000	5
Chevrolet 1957 Bel Air 4d Sta Wag, Mod., 5.3L LS V-8, AT, frnt disc brakes, aftermarket wheels	\$7,500	6
Chevrolet 1957 Bel Air 4d Sed, 6-cyl, 3-spd, w/o interior	\$1,100	6
Chevrolet 1958 Impala 2d HT, 283 V-8, AT, WW, Bill of Sale	\$5,250	6
Chevrolet 1959 Impala Nomad 4d Sta Wag, missing hood, w/o drivetrain, w/o rear axle, missing some trim	\$1,500	6
Chevrolet 1959 Biscayne Brookwood 4d Sta Wag, 6-cyl, AT, 9-pass, w/o grille or radiator	\$1,800	6
Chevrolet 1960 Impala 4d Sed, Mod., 283 V-8, AT, frnt disc brakes, aftermarket wheels	\$6,750	4
Chevrolet 1961 Bel Air 4d Sed, 6-cyl, A/T, 56K miles, orig. red paint	\$9,500	3
Chevrolet 1964 Impala 2d HT, 283 V-8, AT	\$700	6
Chevrolet 1964 Impala SS 2d HT, 327 V-8, AT, missing carb	\$1,350	6
Chevrolet 1965 Impala SS 2d HT, 327 V-8, AT, A/C, spinner wheel covers	\$27,000	3
Chevrolet 1965 Impala 2d HT, w/o drivetrain, grille or bumpers	\$600	6
Chevrolet 1966 Chevelle SS 2d HT, w/o drivetrain	\$4,700	6
Chevrolet 1966 Chevelle Malibu 2d Conv, NOM 396 V-8, AT, aftermarket wheels	\$5,500	5
Chevrolet 1966 Chevelle Malibu 2d HT, Mod., SS clone, 327 replaced w/350 V-8, AT, aftermarket wheels	\$25,500	3
Chevrolet 1968 Corvette 2d Conv, 427 V-8 replaced w/350 V-8, 4-spd, sidepipes, HT	\$17,500	3
Chevrolet 1969 Impala 2d HT Spt Cpe, 350 V-8, AT, A/C	\$2,500	4
Chevrolet 1976 Corvette 2d Cpe, T-tops, 350 V-8, AT, sidepipes, trunk rack	\$2,000	5

Chevrolet 1976 Corvette 2d Cpe, T-tops, L48 350 V-8, AT, trunk rack	\$7,750	3
Chevrolet 1977 Silverado 10 2d PU, 1/2T, 350 V-8, AT, Longbox, grille guard, A/C	\$1,200	6
Chevrolet 1998 Cheyenne 2500 2d PU 4x4, 350 V-8, AT, flatbed conversion, snowplow	\$1,700	4
Chevrolet 2000 3500 2d Utility Truck, 350 V-8, AT	\$1,000	4
Chevrolet 2002 3500 2d Cargo Truck, 350 V-8, AT, jukebox in bed	\$1,300	4
DeSoto 1953 Firedome 4d Sed, 276 V-8 Hemi, AT, w/o carb, w/o grille or bumper	\$250	6
DeSoto 1955 Firedome 4d Sed, 291 V-8, AT, w/o grille or radiator	\$250	6
Dodge 1954 Royal 2d HT, Red Ram Hemi V-8, AT	\$3,000	4
Dodge 1969 A100 1/2T 2d PU, Mod., Slant 6-cyl., AT, in-bed aftermarket fuel tank	\$5,000	6
Dodge 1969 Coronet 2d HT, 440 V-8, 4-spd, sidepipes, aftermarket wheels	\$5,500	6
Dodge 1973 Challenger 2d HT, 360 V-8, AT, aftermarket wheels	\$3,400	6
Dodge 1974 Charger SE 2d HT, 360 V-8, AT, A/C, crash-damaged	\$1,100	6
Dodge 1976 Dart 2d HT, Slant 6-cyl, AT	\$1,250	4
Dodge 1978 Aspen 2d Cpe, 318 V-8, AT, quarter window louvers, aftermarket wheels	\$1,500	6
Dodge 2005 Magnum R/T 4d Sta Wag, 5.7L Hemi V-8, AT, sunroof, salvage title	\$3,200	3
Dodge 2011 Challenger R/T 2d Cpe, 392 Hemi V-8, AT, sunroof	\$9,500	3
Ford 1930 Model A 2d Cpe, Rod, fuel-inj Chevy 383 V-8, AT, Ford 9-in. rear	\$21,000	3
Ford 1931 Model A 2d Sed, Rod, Chevy 355 V-8, AT, pushbutton doors	\$19,500	3
Ford 1931 Model A 2d Cpe, 4-cyl, 3-spd	\$3,000	6
Ford 1935 Model 48 2d Sed, w/o drivetrain or interior	\$650	6
Ford 1935 Model 48 4d Sed, V-8, 3-spd, 46K miles, ex-Great Race	\$8,500	4
Ford 1939 Model 81 2d Sed, V-8, 3-spd, spare body panels included	\$600	5
Ford 1940 2d Cpe, body shell only, bullet holes	\$600	5
Ford 1949 F-1 2d 1/2T PU, 6-cyl, AT, Shortbox, extra cab included	\$3,000	5
Ford 1954 4d Customline Sta Wag, Mod, 239 V-8, AT w/OD, 12V conv.	\$13,000	3
Ford 1955 Customline 2d Sed, 6-cyl, AT	\$1,400	5

Ford 1957 Thunderbird 2d Conv, 312 V-8 w/MSD fuel inj, AT, 2 Tops, fender skirts	\$17,000	3
Ford 1957 Fairlane 2d Sed, Mod, 429 V-8, AT	\$1,200	6
Ford 1960 Galaxie 4d Sed, 6-cyl, AT, aftermarket wheels	\$1,400	5
Ford 1962 Thunderbird 2d HT Landau, 390 V-8, AT, fender skirts	\$250	6
Ford 1963 Galaxie 500 2d HT, Mod, 302 V-8, 4-spd	\$1,500	5
Ford 1965 Thunderbird 2d Conv, 390 V-8, AT	\$9,000	4
Ford 1966 F-100 2d 1/2T PU, 6-cyl, 3-spd, Shortbox, dealer A/C, 77K miles	\$8,250	3
Ford 1971 Mustang 2d Conv, 302 V-8, AT, A/C, extra body panels included	\$4,500	5
Ford 1977 Thunderbird 2d Cpe, 400 V-8, AT, sunroof	\$4,250	3
Ford 2002 F-150 2d 1/2T PU SVT Lightning Stepside Shortbox, S/C 5.4L V-8, aftermarket blower and pulleys, 175K miles, salvage title, Black	\$13,000	3
Jaguar 1949 Mark V 4d Sed, 6-cyl, 4-spd, fender skirts, 1 of 158 Jags sold in U.S. in 1949	\$1,100	6
Lincoln 1969 Continental Mark III 2d HT, 460 V-8, AT, A/C	\$2,500	5
Lincoln 1971 Continental Mark III 2d HT, 460 V-8, AT, A/C	\$7,250	3
Mercury 1946 69M 2d Cpe, Mod, Gasser race car, MoPar Hemi V-8, MT, Ford body front clip, external front fuel tank	\$8,000	4
Mercury 1973 Cougar XR7 2d Conv, 351 V-8, AT, 1 of 3,165 built	\$6,500	3
MG 1956 MGA 1500 2d Rds, 4-cyl, 4-spd, WW	\$17,000	3
Oldsmobile 1961 Super 88 4d HT, Skyrocket 394 V-8, 325 hp, AT, A/C	\$1,250	5
Oldsmobile 1961 Dynamic 88 2d HT, "bubbletop" roof, 394 V-8, AT, aftermarket wheels	\$1,750	6
Plymouth 1937 chassis only w/6-cyl engine	\$350	4
Plymouth 1933 PD 4d Sed, 6-cyl, 3-spd, 61K miles	\$3,750	4
Plymouth 1933 PC 2d Cpe, w/o drivetrain or interior, missing front sheet metal, tow bar included, Bill of Sale	\$3,100	6
Plymouth 1949 Deluxe 4d Sed, 6-cyl, 3-spd, 36K miles, bumper guards	\$500	5
Plymouth 1956 Savoy 2d Sed, 268 V-8, AT	\$250	6
Pontiac 1966 Tempest LeMans 2d Conv, 389 V-8, AT, w/o grille, front bumper or radiator, abandoned project	\$2,400	6
Pontiac 1972 Grand Prix J 2d HT, 400 V-8, AT, A/C	\$12,750	3
Pontiac 1979 Firebird 2d Cpe, 301 V-8, AT, A/C, 73K miles, rear spoiler	\$4,750	4
Volkswagen 1963 Transporter 4d double-cab, Mod, 4-cyl, 4-spd, in-bed aftermarket fuel tank	\$9,500	6
Willys 1950 Jeepster 2d Phae, 6-cyl, 3-spd w/aftermarket OD, white	\$7,500	4





The top seller at \$27,000 was this 1965 Chevrolet Impala SS hardtop.



This 1966 Ford F-100 seemed like a pretty good bargain at \$8,250.





Careful preservation since the mid 1950s helps to explain the AACA's Historic Preservation of Original Features (HPOF) badge just above the Pontiac's license plate.

# Preserved Poncho

Largely original 1934 Pontiac unshelved after 40 years

**STORY AND PHOTOS BY BOB TOMAINE**

**M**errill Mundell's 1934 Pontiac might be nothing more than a memory today if its owner hadn't been notably perceptive as a teenager.

"I've had it since 1956," he said. "I was a 16-year-old kid looking for a car. My grandfather, at my birth, had given me \$75, put it in the bank, and that \$75 covered the cost of purchasing the car."

A new driver buying a 22-year-old car likely was no more surprising in 1956 than it would be today, although the four-door Pontiac's \$75 price tag

translates to \$812 in 2022. The unexpected part came after he bought it and drove from his home in Wilmington, Vt., to Brattleboro.

"I'd just be driving through town," Mundell recalled, "and there'd probably be half-a-dozen people stopping me and saying, 'What kind of a car is it?' There weren't a lot of them around, so it kind of dawned on me that, 'You know, this is kind of a special car, I really should put it away and keep it, make it better appreciated.'"

Pontiac, by 1934, had already seen an interesting history. The Pontiac Buggy Co. had launched the Oakland

automobile in 1907 and by 1910, it had become a part of General Motors. Six years later, Oakland introduced a V-8, which sold well, but was dropped as World War I heated up. Sixes became its engine of choice until 1930 brought another V-8, but ongoing developments at GM meant that things were not going well for Oakland.

The problem was Pontiac, a car that had appeared as part of a plan by GM Chairman Alfred Sloan to provide what have long been described as "companion cars." They would fill gaps between existing General Motors lines so that a customer could buy an afford-



able Chevrolet and gradually work his way up to the costly top of the line, a Cadillac. The program didn't work very well overall, as the Viking that was above Oldsmobile was built in 1929 and 1930, while the Marquette below Buick was available only in 1930.

It did, however, have some successes, the name best remembered as an actual companion car being the LaSalle placed between Buick and Cadillac from 1927 through 1940. What's often overlooked today by all but the knowledgeable is that the LaSalle's record is impressive, but it doesn't approach that of Oakland's companion car, the Pontiac. Introduced in January 1926, Pontiac outsold Oakland and, after 1931, only the companion car remained.

Pontiac had been a six-cylinder line exclusively, but in 1932 it added a V-8 that was based on that of the Oakland.

A 233-cid, 77-hp inline eight replaced it the following year, and while that was a drop from the Oakland's 85-hp 251, it was clearly the right move as 1933 sales more than doubled the previous model year's 41,000 cars, and the straight-eight flathead lived on at Pontiac through 1954. By the time Mundell's 1934 model was built, it was up to 84 hp and that was fine.

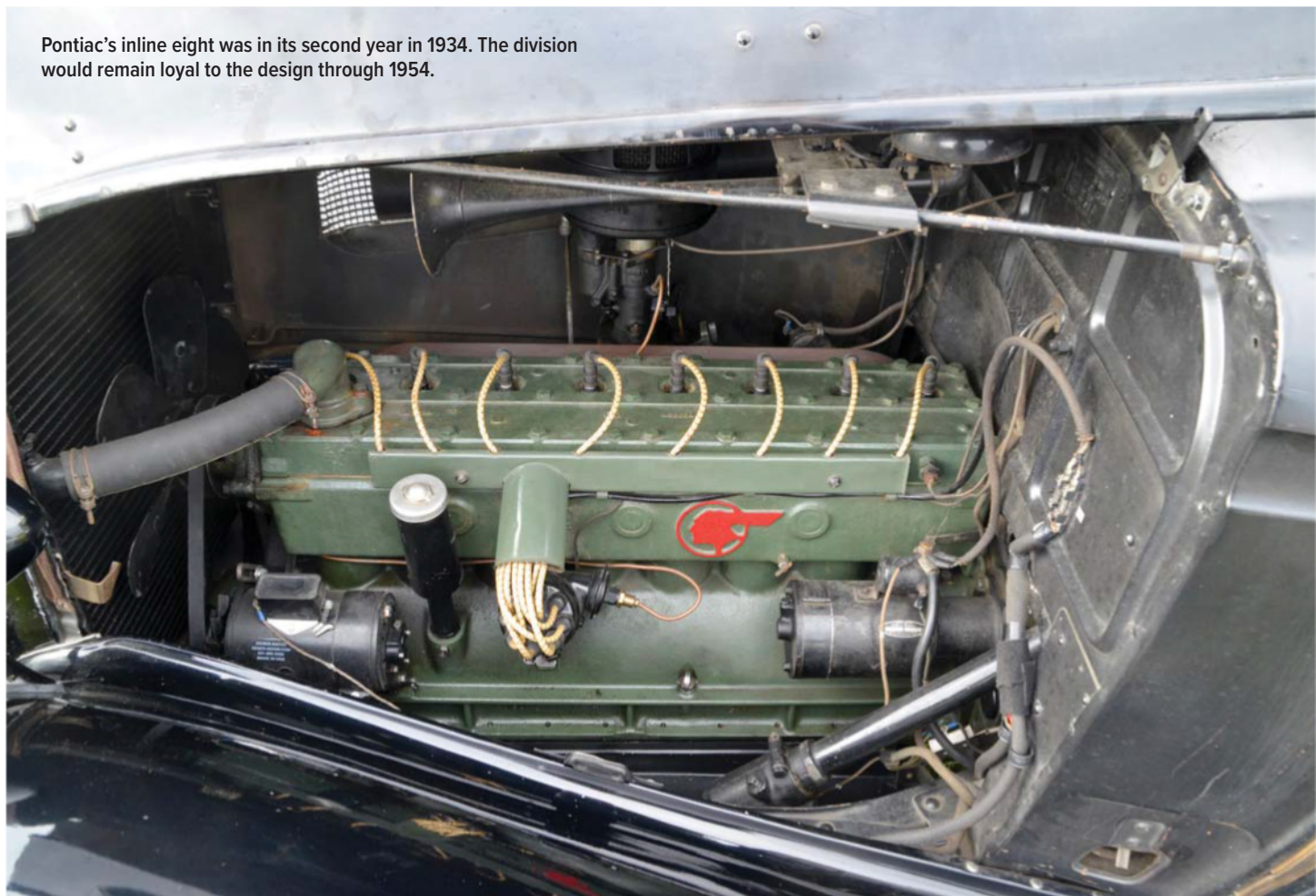
"I drove it," he said, "but in 1958, we put it away with brand new tires on it from Montgomery Ward. I had scrounged and scrounged and finally found some brand-new Riversides. I put those on it and then I was working on a construction project and I saw a Chrysler beside the road. I bought that and this was before I went to college. The Chrysler was a beautiful car. It took me many, many miles to school.

"This sat in barns, garages and any other places I had chances to put it. It's never been driven in the winter, a Vermont car ... The circumstances that allowed me to keep it were just serendipitous, really. My dad and my uncle had a house they had bought for investment and were rebuilding it. There was a barn attached to that and I kept it there for seven or eight years. They decided to sell that and so I had to find another place. The storekeeper had a scalehouse and it could go in there for a little while. It went in there, it went in a barn, it was that kind of thing, but everybody allowed me to do it, nobody ever charged me a cent."

The 1949 Windsor served his transportation needs, but while the Pontiac was no longer in daily use, it wasn't forgotten.

"Oh, I didn't drive it out on the road," Mundell said. "I didn't have

Pontiac's inline eight was in its second year in 1934. The division would remain loyal to the design through 1954.







The illuminated version was in the future, but the sculpted ornament already said “Pontiac.”

Once they began working on the car, another factor appeared, one that accelerated the timetable.

“We got together on it,” Mundell continued, “and then found out that he and his now-wife were going to get married and they really wanted to use it for their wedding. And then the bride came along and said, ‘Well, you know, this car has got to be running 30 days before the wedding or we’re not doing this.’ That moved the date up a little bit, but we did it.”

Fortunately, they found that the car had survived its storage well with one of the biggest problems being the need to thoroughly clean its fuel tank. Once they were ready, they found it started easily.

“After we put it back on the road for that,” Mundell said, “we really

plates on it, but I started it and ran it once in a while. Not too much, but a little bit.”

The first hint that that was about to change came in 1997, when his son asked just what it would take to put the Pontiac back in operation. They sat down and made a list, Mundell

said, detailing everything they believed the car needed, the estimated costs and—significantly—who was going to do what. The last component was important to decide upon since his son was attending college in New York and therefore not within a reasonable commuting distance.



With its woodgrain and its art deco touches, the Pontiac’s dashboard is nicely representative of its time.



started working on it. We've played with it for quite a while now, more than 20 years."

That means they've driven it, as he guessed that the Pontiac covers 1,500 to 2,000 miles each year, a figure that helps to explain its registration plates.

"Purposely," Mundell said, "I don't put antique plates on it, because the Vermont law, if you read it carefully, you can't use it for grocery shopping, you can't go to the post office. I said, 'the heck with that. I'm not playing that game.' I just put regular plates on it so we can use it for that kind of stuff. I'll go to the post office or I'll get the groceries. That's a 10-mile round trip for us, usually."

The car has made regular trips to Stowe since about 2000, he said, and has proven completely reliable with one exception. It happened when a severe thunderstorm broke out while he was on the road and water found its way to the coil with predictable results.

"It backfired a couple of times," Mundell said, "and then it quit. But do you know what the salvation was? WD-40, Water Displacement-40. We put that on there and it fired right back up again."

The Pontiac does most of its traveling on secondary roads, a practicality choice that limits the distances it can realistically be driven.

"We trailer it down here," Mundell said while the car was parked on the field at Hershey. "I can't go on the Interstate with it. It's got mechanical brakes. It can go 50 very comfortably, but at 55, it's beginning to get uncomfortable."

"The problem with it is, going on a superhighway, any kind of a superhighway, where people are going to work in the morning and all that kind of stuff ... they pull in front so close that if they have to stop quick, they're going to have a whole trunk full of Pontiac. So I just don't do it."

What might be the least surprising fact about the car, though, is that its future is entirely secure.

"My son, who got married with it, said he wants it," Mundell explained, "so he's going to get it."

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There are small rust holes under the vinyl top on this 1976 Pontiac Grand Prix Landau. The car is complete with its engine still under the hood.



## Prout Auto Parts & Garage

STORY AND PHOTOS BY LEROY DRITTLER

Upon pulling onto the paved parking apron in front of Prout Auto Parts & Garage, the first thing you might notice is a rusty, steel-wheeled Fordson tractor parked in the side yard, partly obscured by vegetation. The old Fordson is not for sale, but hints at the vintage vehicles that comprise Prout Auto Parts & Garage's inventory.

The property was purchased in 1946 by Herb and Hannah Prout and Prout Auto Parts & Garage opened for business in 1950. Herb passed away in 2012 and the business is now operated by Hannah and their son, Tom, who's a soft-spoken, friendly southern gentleman who makes you feel welcome when you walk through the door.

The garage and salvage yard are located in an agricultural area of Van Buren County, Arkansas. The nearest town is Clinton, located 12 miles away. The population of Clinton is slightly more than 2,600 people according to the 2020 census. The friendly customer service of Prout Auto Parts & Garage, along with its mechanical skills and reasonable prices, have people driving from afar to get repair work done and to purchase parts. The garage also has a machine shop where custom drive shafts and other parts are made.

To access most of the salvage vehicles, customers must get back on the highway for a couple hundred feet or so, then turn on a gated downhill dirt road that is rather steep. The

access road is about a quarter-mile long and leads to a rolling area of about 40 acres. Some of the area is wooded and part is lush with sage grass, briars and vines. Prout mentioned during our visit that it was about time to do some brush-hogging and clean-up of the vegetation around the vehicles. Walking back uphill to the gate upon leaving is quite a chore if you did not drive your vehicle down that hill.

A few treasures were lurking in the yard during our visit.



The front bucket seats are still in this 1966 Ford Econoline panel van. Someone has removed the gauge cluster from the dashboard.



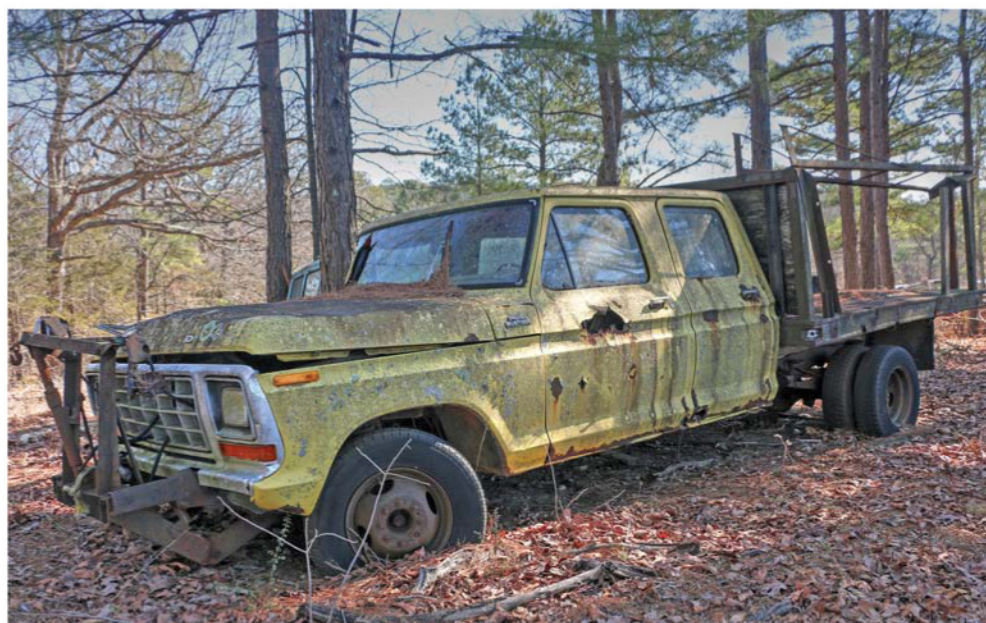
Lined up together in a brushy area were three complete Dodge Rampage car-based pickups. Prout says they have been sold, and he is waiting for the ground to dry up to get them out. We also found a complete Firebird that has also been sold, plus a first-generation Buick Skyhawk S that had a potential buyer. Being the agriculture area where Prout is located, many of the vehicles are trucks, with GM and Ford being the most common. However, we did find a few Dodge and IHC trucks.

Prout is open Monday through Friday from 8 a.m. to 5

p.m. Unescorted browsing is not allowed, so appointments are best made in advance. All parts are removed by yard personnel, and parts shipping is not available.

***Prout Auto Parts & Garage***  
***2781 Highway 110***  
***Clinton, AR 72031***  
***501-745-2913***

RIGHT: This late-1970s Ford F350 dually once served as a snowplow truck. It is rough with rust-through on the doors.



BELOW: This 1975-'76 Ford Gran Torino station wagon has a good nose, front bumper and tailgate. It is currently being used to store parts.







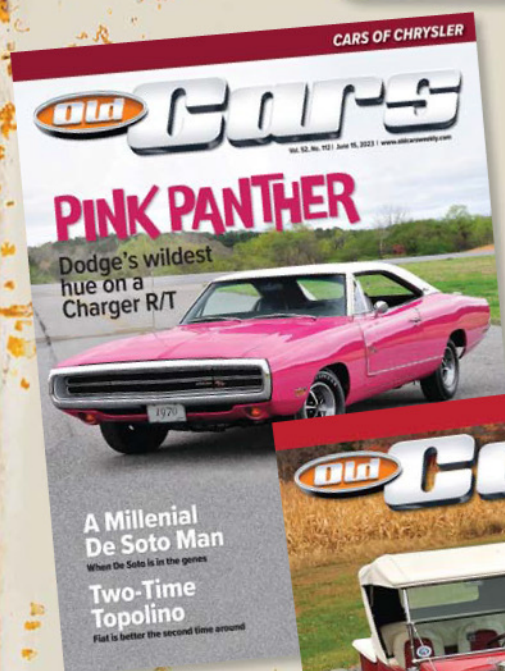
ABOVE: The broad sides of this delivery van would make an ideal signboard for a business, although the side panels are rusted through in a few places. Inside are engines and transmissions available for purchase.

BELOW: This 1968 F-250 Ford with the Camper Special Package is loaded with options. It has the Custom Cab interior, a four-speed transmission and an under-bed toolbox on the passenger side.





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ABOVE: Another F-250 Ford on the premises is this 1967 model with a four-speed transmission. It has rusty floors.



LEFT: The woodgrain applique side trim has faded badly on this 1953 Ford Crestline Country Squire. At \$2,403, it was the priciest and rarest Ford in 1953, and there were only 11,001 built. This one is loaded to the windows with hundreds of carburetors and distributors.





LEFT: There are several Internationals in the yard, including this 1965 Custom Cab pickup with the long stepside bed. Most of its body panels are either rusted or wrinkled.



RIGHT: Wrecked in the front and sitting on the ground is a 1976 Chevrolet Malibu Classic El Camino with some trim parts available.



LEFT: It appears this Jeep Wagoneer 4x4 has been in the yard for many years due to the trees and saplings grown up around it. It has a standard-shift transmission and locking hubs, and still has its front seat.





LEFT: A 1979 Pontiac Bonneville two-door coupe is available for parts or as a complete unit.



RIGHT: Another complete car available is this 1970 Chrysler Newport with the standard 383-cid V-8 engine. However, it does have rusty floors.



LEFT: This 1976 Pontiac Grand Prix has a decent grille and trim parts.



ABOVE: The interior of this 1971 AMC Matador is intact. The car has a six-cylinder engine and automatic transmission.





ABOVE: Complete 1978 AMC Concord D/L two-door sedan has a very nice interior. It is well equipped with air conditioning and automatic transmission

LEFT: The interior is gone from this mid-1970s Dodge 100 longbed pickup.

RIGHT: A lot of parts have been removed from this 1968 Ford Galaxie 500 XL, but there are a few prizes yet to be had.



LEFT: Dismantling has begun on this IHC Scout. Despite being exposed for a long time, its gauges still look great.

RIGHT: If you need International Travelall parts, there are four of them grouped together, including this yellow 1973 model.





# 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

### CALIFORNIA

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

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

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

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

**May 24-26 CA, Santa Maria.** O'Reilly 43rd Cruisin' Nationals. 1965 and earlier American vehicles only, no muscle cars. Penny Pichette at 951-488-0413, [www.wckustom@aol.com](mailto:www.wckustom@aol.com). [www.westcoastkustoms.com](http://www.westcoastkustoms.com)

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

### CONNECTICUT

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

### GEORGIA

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

### ILLINOIS

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

### INDIANA

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

**May 15-19 IN, Kokomo.** The Chrysler 300 Club International, Inc. 53rd Annual Spring Meet. [www.chrysler300club.com/](http://www.chrysler300club.com/), Ralph at 765-432-7647 or email [ralphrees48@gmail.com](mailto:ralphrees48@gmail.com) or Jim at 765-488-6901 or email [j.b.rockey@hotmail.com](mailto:j.b.rockey@hotmail.com)

### IOWA

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

### KANSAS

**May 25 KS, Holton.** Glory Days Car Show, on the square. 9am-2pm

### KENTUCKY

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

### MICHIGAN

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

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

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

### MINNESOTA

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

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**P.O. Box 130067 Roseville, MN 55113**

Our 24-hour HOTLINE is **651-770-8096**  
**[www.gopherstatebuick.org](http://www.gopherstatebuick.org)**

**May 27 MN, Cambridge.** 49th Annual Memorial Day Car Show & Swap Meet. Isanti County Fair Grounds, 9am-2pm, rain or shine, hosted by Hudson, Essex Terraplane Club, all vehicles welcome, 320-447-8661

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

### MISSOURI

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

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

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

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

### NEW JERSEY

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

**Apr 27 NJ, Roebling.** 2024 14th Annual Roebling Museum Car Show. Roebling Museum - 100 Second Ave. 9am-3pm, 1920 & earlier stock cars. Bobbi 215-752-0484, 215-820-3276. or [www.movinonkruzers.com](http://www.movinonkruzers.com). [movinonkruzers@inbox.com](mailto:movinonkruzers@inbox.com). Registration closes at noon

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

### NORTH CAROLINA

**Apr 4-7 NC, Charlotte.** Charlotte AutoFair. Charlotte Motor Speedway. 704-841-199 9am-2pm Mon.-Thur. [www.charlotte-autofair.com](http://www.charlotte-autofair.com)

56th Annual

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For more information: **314-830-0873**

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

Model T Ford Club of Greater St. Louis.



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

## OHIO

**Apr 26-28 OH, Canfield.** Rodders, Classics & Antiques Swap Meet & Car Corral. Canfield Mahoning County Fairgrounds. [www.autoevents.com](http://www.autoevents.com)

## OKLAHOMA

**May 18 OK, Aston.** 3rd Annual Sounds of Summer Car Show & Festival. Marina Del Rat Resort. 35043 S. 4505 Rd. 1-6pm. [www.marinadelrayresort.com](http://www.marinadelrayresort.com)

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

## PENNSYLVANIA

**Apr 17-21 PA, Carlisle.** Spring Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. Wed-Sat 7am-6pm, Sun 7am-12pm. [www.carlisletickets.com](http://www.carlisletickets.com)

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

**May 10-11 PA, Carlisle.** Carlisle Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Rd. 7am-6pm. [www.carlisleevents.com](http://www.carlisleevents.com)

**May 18 PA, Mars.** Old Union Church 7th Annual Car Show & Blessing of the Vehicles. 10am-2pm, "Blessing of the Vehicles" at noon, Old Union Church, 200 Union Church Rd. [www.oldunionchurch.com/](http://www.oldunionchurch.com/), [OldUnionChurch@gmail.com](mailto:OldUnionChurch@gmail.com), Lorene Winner 724-538-4694, Will Burns 724-822-4201

**May 26 PA, Bristol.** 9th Annual Spring Into Summer

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ANTIQUE & COLLECTIBLES: 607-334-5038

Pre-Show Registration due by May 1, 2024  
Show Forms at [www.raocc.org](http://www.raocc.org)

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[Chickashaauto@sbcglobal.net](mailto:Chickashaauto@sbcglobal.net)  
[www.chickashaautoswapmeet.com](http://www.chickashaautoswapmeet.com)  
712 East Choctaw, Chickasha, OK

Car Show. Nirvana Family Fitness Center. 9am-3pm, Hosted & Judged by Movin' On KruZers Car Club. Bobbi 215-752-0484, 215-820-3276. [www.movinonkruzers.com](http://www.movinonkruzers.com) [movin'onkruzers@inbox.com](mailto:movin'onkruzers@inbox.com). Registration closes at noon.

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

**May 31-Jun 2 PA, York.** 50th Street Rod Nationals East. York Expo Center. [www.nsra-usa.com](http://www.nsra-usa.com)

## SOUTH DAKOTA

**May 5 SD, Sioux Falls.** 20th Annual Swap Meet, cars, trucks, street rods bikes, bikes. W.H. Lyon Fairgrounds. 8am-2pm. Bill Lev 605-201-4545

## TENNESSEE

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

**May 3-4 TN, Knoxville.** 50th Street Rod Nationals South. Chilhowee Park & Exposition. [www.nsra-usa.com/](http://www.nsra-usa.com/)

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

## TEXAS

**Apr 26-28 TX, Fort Worth.** Goodguys 14th LMC Truck Spring Lone Star Nationals presented by TREMEC. Texas Motor Speedway. [www.good-guys.com/slsn](http://www.good-guys.com/slsn).

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**Apr 26-27 WI, Jefferson.** Spring Jefferson 47th Annual Swap Meet, Jefferson County Fair Park 503 N Jackson Ave. Jefferson, Wis.. Auto Swap Meet /Cars for Sale Corral & Show Cars featuring MoPars, all makes/models welcome. 608-244-8416, [www.madisonclassics.com](http://www.madisonclassics.com)

**May 18-19 WI, Wisconsin Dells.** 38th Automotion Classic Cars Show. Mt. Olympus Water & Theme Park. Sat. 7am-5pm, Sun. 7am-3pm. [www.wisdells.com](http://www.wisdells.com)

**May 18 WI, Green Bay.** VFW Auxiliary Post 9677 - Winiecki Charity Car Show. Josten Park 2280 Two Hall Road. 9am-3pm. Joe Zepnick 920-676-3550, [zepswildacres.com](http://zepswildacres.com)

**May 19 WI, Cudahy.** Wisconsin Early Mustangs 42nd Annual All Ford Car Show. Ewald's Venus Ford- 2727 E. Layton Ave. 8am-3pm, Check-in 8-11:30am. Don 414-331-4946, [Don@DJSchultz.net](mailto:Don@DJSchultz.net), [www.wemustangers.com](http://www.wemustangers.com)

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

## AUCTIONS

### APRIL

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

**Apr 5-6 GA, Hartwell.** 2-Day Advertising & Automobilia Auction. 76 Ulyanovsk Street. 770-652-8075, [RockabillyAuction@gmail.com](mailto:RockabillyAuction@gmail.com), [www.rockabillyaction.com](http://www.rockabillyaction.com)

**Apr 15-26 ONLINE.** GAA Classic Cars Auction. 301 Norwalk St. 855-862-2257, [www.gaaclassiccars.com](http://www.gaaclassiccars.com)

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

**Apr 19-20 MS, Biloxi.** Vicari Auction 4th Annual Crawfish Music Festival Sale 2024. MS Coast Coliseum & Convention Center, 504-264-2277, [www.vicariauction.com](http://www.vicariauction.com)

**Apr 20 UT, Salt Lake City.** 9th Annual Salt Lake City Classic Car Auction. 406-698-7930, [info@classiccarauction.us](mailto:info@classiccarauction.us), [www.classiccarauction.us](http://www.classiccarauction.us)

### MAY

**May 3-4 WI, Wautoma.** Yoder Classic Car /Memorabilia Sale. N2494 Yoder Lane. 920-787-5549, [www.yodersold.com](http://www.yodersold.com)

**May 4 FL, Miami.** Formula 1 Crypto.com Miami Grand Prix Auction. Miami International Autodrome. BonhamsCars.com

**May 11 UT, Salt Lake City (ONLINE).** Classic Car Auction Group 9th Annual Salt Lake City Online Classic Car Auction. 406-698-7930 [info@classiccarauction.us](mailto:info@classiccarauction.us), [www.classiccarauction.us](http://www.classiccarauction.us)

**May 18 WI, Green Bay.** Shelby Parts & Restoration Sale. 920-787-5549, [www.yodersold.com](http://www.yodersold.com)

**May 18 AL, Birmingham.** Collector Motor Series Auction. Barber Vintage Motorsports Museum. Henderson Auctions Benjamin Hoyer 225-363-8488, [www.motorseries.com](http://www.motorseries.com)

**May 31-Jun 1 MN, Winona.** 2024 Classic, Antique & Collector Car Auctions. Remlinger Auctions - 3560 Service Dr., Dave 507-450-3173, Jim 507-254-0227, [www.remlingerauctions.com](http://www.remlingerauctions.com)

OC



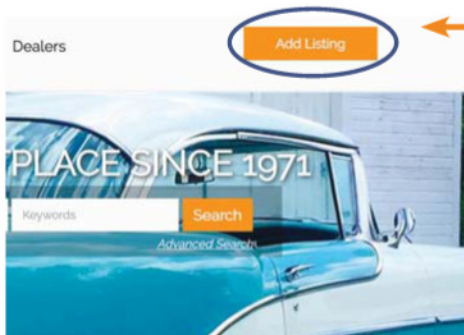


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### 2X2 PRINT AD LISTING W/PRINT PHOTO

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

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Any Bentley From 1919 Thru 2007**

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

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

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

**WANTED: ASTON MARTIN** DB2, DB4, DB5 & DB6, All vintage models, in any condition, top dollar paid, nationwide. Serious buyer, please call Alex Manos, 866-932-2074, email: continental5000@gmail.com. FWC11431306

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

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

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

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Any Condition • Top Prices Paid  
Will Pick Up From  
Anywhere in the USA



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

ANY CONDITION  
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Isetta. All vintage models, in any condition,  
top dollar paid, nationwide. Serious buyer,  
please call Alex Manos, 866-301-6431,  
email: continental5000@gmail.com.  
FWC11431311

WANTED: BUGATTI from 1900 to 1957,  
any model, any condition, top dollars paid.  
We will pick up anywhere in USA. Please  
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PeterKumar@GullwingMotorCars.com 3970666

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

WANTED: DELOREAN, any year, any mod-  
el, any condition, top dollars paid, we will  
pick up anywhere in USA. Please call Peter  
Kumar at 1-800-452-9910. E-mail: Peter-  
Kumar@GullwingMotorCars.com 3970591

WANTED: DETOMASO, any year, Pantera,  
any condition, top prices paid. We will pick  
up from anywhere in USA. Please call Peter  
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gusta, in any condition, top dollar paid,  
nationwide. Serious buyer, please call Alex  
Manos, 866-932-2074, email: continen-  
tal5000@gmail.com. FWC11446835

WANTED: EXCALIBUR, All vintage mod-  
els, in any condition, top dollar paid, na-  
tionwide. Serious buyer, please call Alex  
Manos, 866-932-2074, email: continen-  
tal5000@gmail.com. FWC11446857

WANTED: EXCALIBUR, any model, any  
condition, top dollars paid. We will pick up  
from anywhere in USA. Please call Peter  
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Kumar@GullwingMotorCars.com 3970678

WANTED: FERRARI 246, 250, 275, 330,  
365, All vintage models, in any condition,  
top dollar paid, nationwide. Serious buyer,  
please call Alex Manos, 866-932-2074,  
email: continental5000@gmail.com.  
FWC8039533

WANTED: FERRARI- 246, 250, 275, 330,  
365 Series, all Ferrari s from 1950 to  
2005, any condition, top price paid. We will  
pick up from anywhere in the USA. Please  
call Peter Kumar, 1-800-452-9910. E-  
mail: PeterKumar@GullwingMotorCars.com  
3970671

WANTED: FIAT, Jolly and Topolino, any  
year, any model, any condition. Top dollars  
paid. We will pick up anywhere in U.S.A.  
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Cars.com 3970579

WANTED: FIAT, JOLLY, TOPOLINO, All  
vintage models, in any condition, top  
dollar paid, nationwide. Serious buyer,  
please call Alex Manos, 866-301-6431,  
email: continental5000@gmail.com.  
FWC11446863

WANTED: LAMBORGHINI from 1900 to  
1989, 400-GT, Mura, Espada, Jarama,  
Countach, and any other Lamborghini, any  
condition, top dollars paid. We will pick up  
anywhere in USA. Please call Peter Kumar,  
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GullwingMotorCars.com 3970662

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100-6 & 3000

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Any Condition  
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WANTED: LAMBORGHINI, Miura, Espada,  
Jarama, Countach. All vintage models, in  
any condition, top dollar paid, nationwide.  
Serious buyer, please call Alex Manos,  
866-932-2074, email: continental5000@  
gmail.com. FWC11446834

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

WANTED: MORGAN from 1900 to 1990,  
any model, any condition, top dollars paid.  
We will pick up anywhere in USA. Please  
call Peter Kumar, 1-800-452-9910. E-  
mail: PeterKumar@GullwingMotorCars.com  
3970641

WANTED: MORGAN. All vintage models, in  
any condition, top dollar paid, nationwide.  
Serious buyer, please call Alex Manos,  
866-301-6431, email: continental5000@  
gmail.com. FWC11446917

WANTED: PEGASO, any year, any model,  
any condition, top dollars paid. We will  
pick up anywhere in USA. Please call Peter  
Kumar, 1-800-452-9910. E-mail: Peter-  
Kumar@GullwingMotorCars.com 3970670

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## WANTED FERRARI

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365, & 512. Any Ferrari  
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Espada, Miura,  
Jarama, Coutach  
& any other  
Lamborghinis

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## WANTED LAMBORGHINI

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## WANTED MASERATI

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

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countryclassiccars.com



1979 Ford Ranger finished in blue over a refinished blue and white interior. Powered by a big block v8 engine mated to an automatic transmission.  
**\$25,000.00**

**(618) 635-7056**

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1972 Ford F100 truck finished in tangerine orange over a black interior. It is a regular cab 2WD short bed. Powered by a 429 V8 Engine, Automatic Transmission.  
**\$17,900.00**

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### 9581 GMC TRUCKS

**1976 4x4** Chevy K10 Stepside 405 V8 - Gray paint, red cloth interior. Factory original except Edelbrock 4-barrel carb and valve covers on the 405. Lockout 4x4 hubs. 720-770-0074 oc3482

### 9582 INTERNATIONAL TRUCKS

**Wanted; International** p.u. - Wanted: International 1/2 ton pickup L110 short box. 1951 thru 1954. Any condition. Please call or text Jim at 262-409-1231. oc3485

### SOUND YOUR HORN, from page 12

Carolina. With that, he packed up the box and left the hotel. I could not help but think that I let something super-rare get away.

Didn't Chevrolet offer about 5,000 1955 Bel Air four-door sedans painted gold on the occasion of building the 50 millionth GM car?

*Ed Bittman, Dade City, Fla.*

*Editor's note: Indeed, there were 1955 Chevrolet Bel Air sedans painted gold to honor the occasion of the 50 Millionth GM Car being produced, as confirmed in the following letter.*

### Gold '55 Chevy survivor

Here's our 1955 Chevrolet Bel Air four-door sedan painted gold to mark the occasion of the 50 Millionth GM Car, a gold 1955 Bel Air Sport Coupe, being produced. These gold replicas of the 50 Millionth GM Car were all four-door models, and they think about 5,000 were produced. Some of the cars were re-painted over so the dealers could sell them when they were new!

Our car has been under restoration since 2013. Currently, the car is being re-painted and its trim re-chromed.

This car's restoration is a labor of love. My dad had one

from 1957 to '64, so I do remember this car as I was 9 years old when it was sold. It was amazing that I was able to find one for sale in relatively good condition. However, it was mechanically shot as it hadn't ran in 35-plus years.

I had no idea how rare these cars were until I really started researching it. The gold 1955 Bel Air I found was stored in a climate-controlled basement. However, I couldn't buy a car sight-unseen, so I flew into Omaha to see it.

It took 3-1/2 years to get it street legal to run, but now we are focusing on the exterior. Next we will focus on the interior, but feel so fortunate to have this car and the history that goes along with these very rare Bel Airs.

I have been to numerous car shows and museums and never have I seen an original gold 50 Millionth GM replica. I've asked owners of '55 Bel Airs if they even knew of these cars and none have, reflecting how rare these cars are!

The group in Florida that has built the tribute car is simply amazing and hopefully I get to see it one day! My hat goes off to their team.

*Robert L. Stanton, via e-mail*







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