

Old Cars

FATHER'S DAY GIFT GUIDE

Vol. 52, No. 10 | May 15, 2023 | www.oldcarsweekly.com

TESTED MUSTANG

R-code Ford
engineering
test car



California Car Shopping

Scenes from an early Classic car dealer

What Killed the Town Car

A peek into the limousine's demise

A Knight in Moline Armor

Sleeve-valve 1915 Moline-Knight

YOUR CLASSIC CAR MAY HAVE **FULL COVERAGE...**



BUT IS IT FULLY PROTECTED?*

- Agreed Value: Know exactly how much you will receive after a "total loss"
- TreasureGuard™: Bonus collector car coverages included at no additional cost
- CARE Packages: Coverage options designed for collectors like you
- Better coverage for less: Save up to 40% vs. regular auto insurance

TreasureGuard™, because your treasure deserves special protection.

Official Collector Car Insurance Partner of Carlisle Events

AmericanCollectors.com/treasureguard | 888.525.1830 | Or ask your local agent



**AMERICAN COLLECTORS
INSURANCE**
PROTECT YOUR PASSION™

* Refer to policy documents for details about coverages, limits, terms and conditions. Daily-driven vehicles are not eligible for collector car insurance.

Shop **Old Cars** Your one-stop shop for all things Old Cars 

<https://store.oldcarsweekly.com>



St. Bernard Church Classic Corvette Raffle

327-340 hp, 4 speed, **numbers match**, Honduras Maroon, black interior, auxiliary hard top & white soft top. Includes Wonderbar radio, T3 headlights, stainless wheel covers, whitewall radials & much more! Looks, runs & drives fantastic! **NCRS Top Flight Award Winner!**

\$30 Each or 4 for \$100

ONLY 18,000 Opportunities

Ticket Orders at www.StBernardCorvette.org

or call (812) 649-9113...Drawing is 8/20/23...3:00 p.m. CDT at 547 Elm, Rockport, IN 47635

OCW

License #002405



 1932 to 1972 Ford Car
1932-1979 Ford PU
1939-1973 Mercury
Reproduction Parts

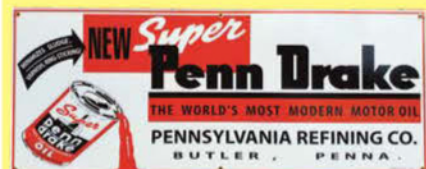
760-740-2400
Quality & Service Since 1978

www.cgfordparts.com

1941 Commercial St.
Escondido, CA 92029-1233

HERE IS A SELDOM SEEN
PENN-DRAKE MOTOR OIL SIGN
THAT MANY OF US MAY HAVE
NEVER SEEN UNTIL NOW!
MADE FROM GUARANTEED ORIGINAL ARTWORK.
GREAT DECOR FOR EVERY
GARAGE OR SHOP

1940's-1950's "STYLE"
**PENN-DRAKE
MOTOR OIL**
"POURING" 1 QUART CAN
PORCELAIN SIGN



GUARANTEED 100% FURNACE "FIRED-ON" PORCELAIN
LARGE SIZE: MEASURES 32" X" 12-3/4"
LIMITED SUPPLY REPRODUCTION
JUST 100 AVAILABLE. DON'T MISS OUT!!
PRICE JUST \$128.00 plus \$29.00 SHIPPING

SEND CHECK or MONEY ORDER TO:
VINTAGE CONCEPTS "SIGNS", LLC. SINCE 1998!!
P.O. BOX 44223, PITTSBURGH, PA 15205
FOR PAYPAL USE EMAIL ADDRESS: INFO@VCSIGNS.COM
PHONE (412) 771-3072
FOR MORE SIGNS GO TO: WWW.VCSIGNS.COM

 "HAND" MADE IN U.S.A. 

Terry Meetz
President
text/cell: 920.418.1236

 **CUSTOM
PLATING
SPECIALIST
INC.**

p: 920.756.3284 W.797 CRK
e: tmeetz@aol.com Brillion, WI 54110
www.CustomPlatingSpecialistInc.com

Beverly Hills Car Club

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

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

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

Collector Motor Series Auction

Saturday, May 6, 2023 | 10am
Barber Vintage Motorsports Museum
Birmingham, Alabama

You are invited to Consign
& Attend the VIP Preview
Event & Auction!

VIP Preview Event:

Friday, May 5th | 6pm-8pm

Private Museum Tour

Catered by Bruno Hospitality

Open Bar

Auction Day:

Saturday, May 6th, 2023

VIP Brunch with Open Bar

Auction Starts at 10am CT

Commemorative Buyers Guide

(2) Museum Admission Tickets

66
YEARS
of Auctions

Consign Now!

Call: Ben Hoyer
225-363-8488



Auction Details and Lot Listings at: motor-series.com



Henderson
AUCTIONS

Find the Auction List at:
www.HendersonAuctions.com
New Listings Added Daily - Until Auction Day!

13340 Florida Blvd. Livingston, LA 70754 | 225.686.2252 | info@hendersonauctions.com
10% Buyer's Premium on each item purchased. | Auctioneer: J. Henderson LA-1160 | LA AB-459





**MAY 18TH
- MAY 21ST**



THE GREAT RACE SPRING REGIONAL RALLY



PRESENTED BY STAHL'S AUTOMOTIVE COLLECTION

THURSDAY | MAY 18TH:
REGISTRATION AND 3RD THURSDAY CRUISE-IN
DOWNTOWN AUBURN, IN

FRIDAY | MAY 19TH:
AUBURN SPRING RALLY CRUISE-IN CONCERT AT
THE EARLY FORD V-8 FOUNDATION MUSEUM

SATURDAY | MAY 20TH:
SPRING RALLY FINISHING AT THE
ACD MUSEUM / NATMUS

SUNDAY | MAY 21ST:
1/2-DAY SPRING RALLY AND FINISH AT THE
ACD MUSEUM



FOLLOW US ONLINE MUSEUMCREW.COM



A hobbyist, not a collector

Now that car show season is upon us, we must all brace ourselves for the dreaded questions we will likely receive from the public while showing our cars and trucks: "How much is it worth?" And when a person finds out you have other vintage vehicles, "How many old cars do you have?"

The "How much is it worth?" question doesn't bother me, perhaps because I work on *Old Cars Price Guide*. What does annoy me is being asked how many old vehicles we own, a question I consider to be the second-most annoying car-related question I am regularly asked. The answer is, I don't know how many old vehicles we own until I stop and count them. In my experience, many hobbyists who own more than a few vehicles also don't know the answer to that question, and usually have to pull their hands out of their pockets to start counting them on their fingers and toes.

Maybe one of the reasons I don't know how many old vehicles we own is because all of our old cars and trucks haven't been in one place at one time since I bought my second "collector vehicle" — and that was during my teenage years. Since my twenties, our old cars and trucks have been scattered across rental buildings or generous friends' garages and barns for nearly all my years. Not only am I unsure off the top of my head how many old vehicles we currently own, I recently had to pause and think harder than I should have when asked where I had stored a certain car. While that's either a sign of owning too many vehicles or advancing age, there's not one I would sell to simply "thin the herd."

Being asked how many old cars and trucks I own probably shouldn't bother me as much as it does, but the fact remains that it does. I am annoyed because I don't consider owning old vehicles as a "he who dies with the most toys wins" game. I consider myself an enthusiast, not a collector, and I own several old vehicles because they each offer a different driving and ownership experience. In almost every case, each means something different to me.

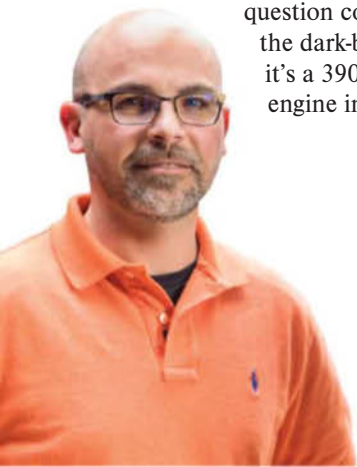
Our rusty, black-primed 1955 Cadillac Coupe deVille was my first car, and rough as it may be, I will one day have it in at least driver-quality. I love our Cape Ivory and black 1955 Cadillac Series 62 coupe for being a rock-solid, survivor-quality gem that I simply enjoy looking at and preserving. Driving our 1962 Coupe deVille is like heaven in motion (and it helps that the car is a looker). The '62 is also like the village bicycle — many friends and family members have driven it as their first experience behind the wheel of a vintage car. The 1984 Caprice Classic coupe takes me back to my youth by having that same "Chevy feel" as my mom's 1978 Malibu Landau coupe, which is the first car I drove.

So, how many vintage vehicles do we own? You'll just have to pay attention to my editorials and keep track on your own fingers as each issue comes and goes. Although I won't answer that second-most-annoying question I

receive, I will share the most-annoying question I receive. That question comes after someone asks the size (displacement) of the dark-blue engine in the '62 Cadillac. When I tell someone it's a 390, people too often ask, "Why is there a Ford 390 engine in a Cadillac?"



Angelo Van Bogart, Editor
avanbogart@aimmedia.com



VP/GENERAL MANAGER, COLLECTIBLES
Corinne Zielke

EDITOR Angelo Van Bogart
(avanbogart@aimmedia.com)

ONLINE EDITOR Mike Eppinger
(meppinger@aimmedia.com)

EDITORIAL DIRECTOR Brian Earnest
(bearnest@aimmedia.com)

GRAPHIC DESIGNER Anita Cook
(acook@aimmedia.com)

SUBSCRIPTIONS CUSTOMER SERVICE

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

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

PLACE A CLASSIFIED AD
www.oldcarsweekly.com

ADVERTISING

NATIONAL ACCOUNTS SALES MANAGER

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

ADVERTISING SALES ASSISTANT

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

EDITORIAL/ADVERTISING OFFICE

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

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



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



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

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

EXPERIENCE THE BEST IN VINTAGE RACING



JULY 13-16

WeatherTech International Challenge with Brian Redman



MAY 19-21

***SVRA Vintage Festival Weekend
a SpeedTour Event***



JUNE 3

***MotoAmerica Superbikes
& Vintage MotoFest***



SEPTEMBER 15-17

***Ariens Art on Wheels Vintage
Weekend featuring VSCDA***



**OFFICIAL VEHICLE
OF ROAD AMERICA**



**800-365-7223 | www.roadamerica.com
Elkhart Lake, Wisconsin**

Low Ceilings?

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



See it on
YouTube

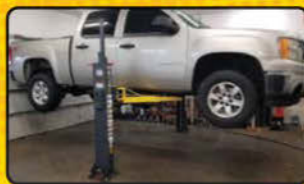


NEW 7K lb. Capacity



Model: M7K

Durable, Portable, Reliable



1-844-629-5291 • www.MaxJax.com

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

MAXJAX

THE ULTIMATE PORTABLE CAR LIFT



FAST

EASY TO USE

SAFE

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

LEARN MORE



QUICKJACK™

www.quickjack.com • 1-888-262-3880

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

Lucky

COSMOPOLITAN MOTORS, LLC

COLLECTOR CAR AUCTION

Spring Car Auction



June 3rd & 4th, 2023

ANTIQUE | CLASSIC | SPORTS | MUSCLE | COLLECTOR | SPECIALTY VEHICLES

Doors open @ 9 a.m. • Auction starts @ 10 a.m.



1971 Porsche 911 T Coupe



1958 Chevrolet Impala



1960 Edsel Station Wagon



1968 Pontiac GTO



Vintage bikes - BMW's, BSA's
and many more!



1967 Chevrolet Corvette Stingray

4 Ways to Bid!

- Online • Onsite • Absentee
- By Phone

CONSIGN NOW!

206-467-6531

www.luckyoldcar.com

TWO DAYS!
200+ CARS!



**LeMay Marymount
Event Center**

**325 152nd St. E
Tacoma, WA 98445**



34

FEATURES

32 Dad's V-8 Fords

"Reader Album" features two long-gone Ford coupes

34 The Ghost

A survivor Ford Mustang 2+2

36 Tested R-Code Mustang GT

A pleasant barn find surprise

44 A Knight in Moline Armor

A Moline-Knight touring that flew under the radar

48 When an A Finds You

Coincidence - or divine intervention - lands a Model A

56 California Classics

Scenes from an early Classic car dealership



48

DEPARTMENTS & COLUMNS

6 From the Editor

12 Sound Your Horn

12 Reader Wheels

16 News/The Scoop

16 Reader Photo

18 Weathered Wheels

20 Wreck of the Week

21 Club Clips/Vintage Ad

22 Q&A

24 Classic Customs

26 Gift Guide

30 New Books

42 Malaise Machines

44 Brass Tracks

46 1966 Ford T-5 GT

52 Auction Express

59 OC Show Calendar

63 OC Classified Ads



NOW THAT DAD HAS DITCHED THE MINI VAN,
help him Preserve, Protect and Present His New Wheels with the
State-of-the-Art SC1 ShowCase by CarCapsule USA!



The New SC1 by *CarCapsule USA* is the Latest and Greatest in our Line of Award-Winning Storage Products.


The SC1 GM Licensed ShowCase is a must-have for today's Super Car Owner.

Customizable LED Lighting • 24/7 365 Days a Year, 360° of Protection • IntelliCharge Battery Back Up
New Aggressive Rake Design • Road Emblazoned Carbon Fiber Look Base Mat



"The SC1 and your Exotic Car complement each other. Your Car looks better in an SC1 and the SC1 looks better with Your Car in it. Win-Win."

-WAYNE CARINI, F40 Motorsports

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



Tucker spotting

When I saw the article in the March 1 issue of *Old Cars* about the 1948 Tucker, it reminded me of the time in the late 1970s or early 1980s when I saw one in an old, dilapidated metal barn. I met an older man who told me he had a Tucker, and after expressing my skepticism, he invited me to see his car. To my disbelief, there it was, all complete, but covered in dust. Its black paint looked like it was applied with a brush. The man also had a 1937 Bugatti race car. He said he had no money in the bank and, instead, he invested in things that were so rare that he knew he could make money on them. A year or so later, I went back to his house to try to get another look, but his wife told me he had passed away and she had sold the Tucker for a sum of \$75,000-\$100,000 to a doctor who lived out of state.

Thank you — I really enjoy the magazine.

Jerry Sheffer, Shelby Township, Mich.

Previous owner: Nova is a Yenko

In his Jan. 1 article featuring “barn find” muscle cars at the Muscle Car and Corvette Nationals (MCACN), Angelo Van Bogart mentioned that it wasn’t clear whether the Yenko Nova in the display (top photo) was a true Yenko, and in doing so, failed a mention a few features about the car.

There are holes that were filled in where the 427 emblems use to be on the front fenders (bottom photo); there are holes where the Stewart Warner tach module use to be; there are matching holes for the “Yenko” and “427” emblems on the tail panel; there are stripe remnants on the doors and fenders; and there are ghost remnants of “sYc” on both headrests. The hood is also not aftermarket, as stated in the article; it is the original



hood that was cut to install the aftermarket fiberglass Ford Thunderbolt scoop.

This car is mentioned by VIN on the Yenko registry, and the NCRS report also confirms the dealer as Yenko.

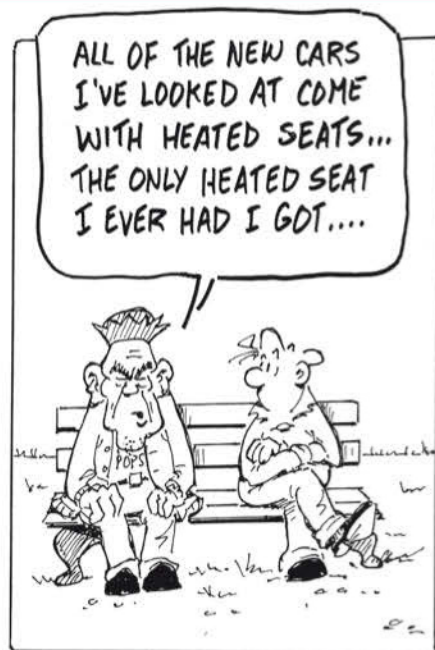
I am the previous owner — that’s how I know these things!

Thomas M. Graham, via e-mail

Reader Wheels



“One of the cars that my wife Sandy and I restored over the years is a 1969 AMC Javelin,” says reader Dan Ritzinger. “We purchased the car sans engine and transmission. We built/ installed a later (early-’70s) AMC 401 engine — which I ‘warmed up’ from stock — and transmission. Sandy and I did all of the work except the paint, which was done by Kuzin’s Kustoms in Polonia [Wis.]. The stripe (patterned after the OEM ’70 Javelin version) was hand-masked and painted by Bill Stull, protected under the clearcoat. In its first outing... we drove the car to and displayed it at the 100th AMC Anniversary shindig at Kennedy Park in Kenosha [Wis.] in 2002.”



Grundy
INSURANCE

Agreed Value Insurance
Zero Deductible
Unlimited Mileage

www.grundy.com | 866-338-4006



TIGER AND THE GENERALS



Ultimate WWII Tank Experience Sweepstakes

For the first time ever - the American Heritage Museum in Massachusetts and The Tank Museum in Bovington, England have teamed up to offer an extraordinary one-of-a-kind tank experience sweepstakes. Winner will go to the American Heritage Museum in Stow, Massachusetts to drive the famous M4 Sherman and M24 Chaffee tanks, then go to The Tank Museum in Bovington, England to ride in the legendary Tiger I tank.

This is a fundraiser for these extraordinary museums. Enter to win!



THE TANK MUSEUM

<https://ahmus.me/2023wwii>

Scan QR To Enter!

Add promo code **TANKER23** for 25% more



YOU WON'T WANT TO MISS THESE AMAZING AUCTIONS!

APPROX. 80 MOPAR MUSCLE CARS & MORE AMERICAN CLASSIC CARS

THE SONEFF MASTER GARAGE COLLECTION

SATURDAY, JUNE 10TH, 2023 AT 10AM

3815 GRAPE ST., DENVER, COLORADO, 80205

**LIVE
ON SITE
AND
ONLINE!**



VanDerBrink Auctions, LLC is pleased to bring you this amazing collection of Mopar Muscle and American Classics. Soneff's Master Garage was a long time Hudson and Mopar dealer in downtown Denver, Colorado. The dealership was known for their excellent deals and service. The family still has a body shop and office in the old dealership building now surrounded by an ever expanding Denver.

See you in Denver or Bid Online. You won't want to miss this auction!

MOPAR MUSCLE CARS & AMERICAN CLASSICS - RESTORED, ORIGINALS, & PROJECTS: PLYMOUTH:

1959 Plymouth Sport Fury 2dr HT, 1964 Plymouth Sport Fury, 1968 Plymouth Roadrunner, 1969 Roadrunner 4spd, 1969 Plymouth Roadrunner Bahama Yellow 4spd, 1970 Roadrunner, 1972 Plymouth Roadrunner 340, AT, 1968 Plymouth GTX, 1969 Plymouth GTX, 4spd, 1969 Plymouth GTx, 1969 Plymouth GTX, 2-1967 Plymouth Barracudas, 1967 Plymouth Barracuda Convertible, 1968 Plymouth Barracuda Formula S 4spd, 2-1969 Plymouth Barracuda Convertibles, 1969 Plymouth Barracuda Fastback 4spd, 1969 Plymouth Barracuda Formula S Convertible, 1971 Plymouth Duster, 1971 Plymouth Duster Triple Black 340 4spd, 1972 Plymouth Satellite, 1969 Plymouth Super Bird 57K mile SURVIVOR!, **AND MORE!! DODGE:** 1963 Dodge Polara Convertible, 1967 Dodge Coronet RT, 1967 Dodge Coronet RT Convertible, 1967 Dodge Charger 440, 4spd, 1968 Dodge Dart BB, 4spd, 2-1969 Dodge Dart GTs, 2-1968 Dodge Coronet 500's, 3- 1968 Dodge Coronet RT's, 1969 Dodge Coronet 500, 1969 Dodge Superbee 4spd, 1969 Dodge Superbee, 1969 Dodge Superbee,



Spring Green, 4spd, 2-1969 Dodge Coronet RT's, 2-Dodge Dart GT's, 2- 1970 Dodge Challenger Convertibles, 2-1970 Dodge Coronet Superbee's, 1970 Charger, 1970 Dodge Charger RT/SE, 4spd, 1970 Challenger RT, Black, 4spd, 1972 Dodge Charger Rally, 1973 Dodge Charger Rally, 1969 Dodge Coronet R/T 4sp, Power windows, **AND MORE! HUDSON:** 1940 Hudson Country Club 8 Sedan, 1946 Hudson Coupe, 1953 Hudson Hornet 4dr Sedan, 1953 Hornet Club Coupe, 1954 Hudson Hollywood Hornet Coupe... **FORD:** 1970 Ford Mustang Mach 1, 1972 Mustang Mach 1, **CHEVROLET:** 1964 Chevrolet Belair, 396, 1965 Chevrolet Malibu Convertible

Soneff's Master Garage- Owner • Jay Soneff- Owner

**ONLINE
ONLY
AUCTION!**

THE PHILLIPS COLLECTION

APPROX. 5 GM PICKUP FOR ROD OR RESTORE!

SANGOR, TX

WATCH FOR DETAILS!



AMAZING HORSEPOWER HOARD - OVER 50 TRANS AMS, CAMAROS, PARTS & MORE!

AUGUST 5TH, 2023, WEEKEND!

WATCH FOR DETAILS! NW IOWA!

50 PLUS TRANS AMS, CAMAROS,
PARTS & MORE!



**LIVE ON SITE
AND ONLINE!**

APPROX. 100 CLASSIC CARS AT AUCTION!

THE SORESENSEN COLLECTION

SEPTEMBER 23RD, 2023

CORNING, IOWA

Plan now to attend or bid online the Sorensen Collection Auction. This collection has something for everyone from restored classics to projects and parts. Watch for inventory and see you in Corning, Iowa!



VanDerBrink Auctions, LLC

www.vanderbrinkauctions.com
605-201-7005 or 507-673-2517

Yvette Vanderbrink - Auctioneer
MN 67-73



Yvette VanDerBrink
Auctioneer/Broker

"The lil Nordstrom's Gal"



**BID
ONLINE!**

For Catalog, Videos, pictures, TERMS, and more auctions... www.vanderbrinkauctions.com

Can't Come To The Auctions - Bid Online at www.proxibid.com

Like - Follow Us On Facebook and Get All The Info.



June 2-3, 2023

More than 300 high-quality collector vehicles displayed and auctioned at **Capital Auto Auction**, 2380 Long Mill Road, Youngsville, NC.



raleighclassic.com

We take pride in offering only quality vehicles and attracting very qualified buyers. **For bidder registration or consignments call 919.269.5271**



1963 ROLLS ROYCE SILVER CLOUD III
Built for Mel Torme, 52,953 actual miles



1963 FORD GALAXIE 500 LW
16,604 actual miles, True factory lightweight



1949 PACKARD SUPER EIGHT CONV.
1 of 671 produced, Fully restored



1949 FORD CONVERTIBLE
Same owner -20 years, Rare 3-speed w/overdrive



1987 CHEVROLET EL CAMINO
3,494 actual miles, Numbers matching



1964 CHEVROLET IMPALA SS
32,892 actual miles, True SS 409ci 4-speed



1977 LINCOLN CONTINENTAL
18,055 miles, Fully optioned



1965 BUICK RIVIERA GRAN SPORT
Numbers matching, All power options



1961 CADILLAC CONVERTIBLE
32,260 miles, Known ownership from new



1983 DATSUN 280ZX
Numbers matching, 26,877 actual miles



1979 CHEVROLET K-10 BLAZER 4X4
Garage kept, 33,269 actual miles



1988 CHEVROLET CAMARO IROC-Z
10,332 actual miles, IROC-Z performance package

The Scoop



Hobby News & Views

Museum fleet from Nebraska will be up for sale

KEARNEY, Neb. — A stellar group of about 150 vehicles from the Classic Car Collection in Kearney will be up for bids in June. Steffes Group will host an online sale of the bulk of the cars from Classic Car Collection, which have been on display in a museum for more than 10 years.

Among the highlights of the fleet are the 1969 Hurst AMX “Pete’s Patriot,” two early Locomobiles, a 1938 Rolls-Royce Wraith limousine, a pair of rare 1930 Lincolns, a variety of cars from the 1950s, a supercharged Shelby Mustang GT350 and many classic muscle cars.

The auction opens on Tuesday, June 13, and closes on Tuesday, June 20. Registration is now open and the collection can be viewed online or in person at the Classic Car Collection in Kearney.

For information, visit www.steffesgroup.com.

Land-speed king Breedlove passes away at 86

RIO VISTA, Calif. — Five-time world-record-setter Craig Breedlove, the first person to surpass speed marks above 400, 500 and 600 mph, died peacefully in his sleep surrounded by family April 4 at the age of 86.



Craig Breedlove with one of his record-breaking “Spirit of America” jet cars.

“He was an American treasure,” said his wife Yadira Breedlove. “Our hearts are heavy today letting him go, but we also acknowledge Craig’s courage and bravery seeking motorsports honors for the United States of America. For decades, his deeds touched many, many people around the world.”

Breedlove’s humble hunt for speed began in his teens while spending four years rebuilding a junk ’34 Ford three-



Reader Photo

A very postwar European scene shows a quartet of lovely ladies with a circa-1951 Opel Kapitan sedan. During this time, Opel offered two models — the four-cylinder Olympia two-door and the six-cylinder Kapitan four-door, which rode on a 106.1-inch wheelbase chassis. The Opel was built in Russelsheim, West Germany, but the background of this image doesn’t appear to be the Opel’s home territory — hopefully a reader can identify the location, perhaps using the license plate.

REMLINGER COLLECTOR CAR AUCTIONS

SAVE THE DATE



2006 Ford GT / 1900 Miles



1986 Ferrari Testarossa / 15K Miles



REMLINGERAUCTIONS.COM



2023 Classic, Antique & Collector Car Auctions

JUNE 2-3
WINONA, MN

AUG 4-5
OMAHA, NE



CHI Health Center

OCT 13-14
WINONA, MN

400 Vehicles with Memorabilia | Everyone Welcome as a Buyer, Seller or Spectator

3 WAYS TO BID:
IN PERSON, ONLINE & BY PHONE

Online Bidding
Powered by

BID-2-BUY



1965 Shelby Cobra 427 S/C CSX
Continuation Series / 450 Miles



507-474-1700



507-453-0303



1989 Porsche 930 Slantnose / 43K Miles

WE CAN SELL YOUR COLLECTION!
DAVE 507-450-3173
JIM 507-254-0227

**NOW ACCEPTING
CONSIGNMENT FOR 2023!**

window coupe. In 1955, at age 18 and without any fanfare, he collected his first time slip on the Bonneville Salt Flats at 152.80 mph in "Class Coupe and Sedan."

Inspired by the line from JFK's '61 inauguration speech "Ask what you can do for your country," Breedlove put the words into jet-powered action, reclaiming world-land-speed honors for the United States on Aug. 5, 1963, with a 407-mph record speed, dethroning Britain's John Cobb. It was the first time an American's name was on top since 1928, when Ray Keech posted a 207.552-mph speed.

"It was the most patriotic thing I could think of," Breedlove often recalled of his cars' name. "I wanted a name every American could be proud of, and 'Spirit of America' seemed like a natural."

For many years, Breedlove swapped record-setter titles with brothers Art Arfons, Tom Green and Walt Arfons driving their "Green Monster" jet cars.

"Their rivalry made each other," offered Tim Arfons, son of Breedlove's long-time rival Art Arfons. "Without each other, I think they might have ended up as a historical footnote instead of splashing the front pages of newspapers worldwide for years."

Breedlove's accomplishments inspired The Beach Boys to include the song "Spirit of America" as a tribute to him on their 1963 "Little Deuce Coupe" album. All Breedlove's jet-powered cars carried the same name through his 60-year racing career.

Breedlove was voted into Motorsports Hall of Fame of America (1993), Dry Lakes Racing Hall of Fame (1995), International Motorsports Hall of Fame (2000) and Automotive Hall of Fame (2009). He earned life membership in the Bonneville 200MPH Club (1963).

Ford Nationals returns to Carlisle June 2-4

CARLISLE, Pa. — Blue Oval fans are again gearing up for a big three-day feast as Carlisle Events gets set to host the 2023 Carlisle Ford Nationals June 2-4 at the Carlisle Fairgrounds.



www.store.oldcarsweekly.com



Get your fresh Old Cars gear!

Old Cars' Online Store is stocked and open for business!

- Looking for past issues? We have you covered!
- Looking to subscribe? We can help you out.
- How about showing your love for old cars? We have some awesome swag for you to wear. From shirts to hats to mugs, **Old Cars** has you covered!

Visit www.store.oldcarsweekly.com to check us out today!

Wreck of the Week



The three occupants miraculously suffered only minor injuries when thrown from this 1961 Dodge Lancer station wagon as it tumbled down a mountainside before coming to rest against a tree.



Rusty Heitcho collection

TWO-DAY EVENT // OVER 1,700 VEHICLES // RACE CAR PADDOCK

CARLISLE
Events

// CARLISLE IMPORT & PERFORMANCE NATIONALS - CARLISLE, PENNSYLVANIA

ALL VEHICLES WELCOME

All marques and styles of import and performance vehicles are welcome!
The gates open at 7AM Friday through Saturday!

FEATURED VEHICLE DISPLAYS

Featuring the Race Car Paddock, Audi Display, a Rolls Royce Featured Display, 50 Years of the Honda Civic, and cars from around the world.

COMPETITION-FRIENDLY

Autocross racing, drifting, drift limbo, low car limbo, rolling exhaust contest, Club Challenge & Coolest Club competitions, drive-through judging, Carlisle Elite awards, passport scavenger hunt, and more!

AUTO FLEA MARKET & CAR CORRAL

Find new and used parts and, possibly, your next car in the automotive flea market/swap meet and car corral.



CARLISLE
IMPORT & PERFORMANCE
NATIONALS

MAY 12-13, 2023
CARLISLE PA FAIRGROUNDS




AVOID THE LINES
REGISTER YOUR VEHICLE TODAY!

STORE.CARLISLEEVENTS.COM



CarlisleEvents.com

717-243-7855

Follow us:     



AMERICAN
COLLECTORS
INSURANCE



The First in Synthetic

1000 BRYN MAWR ROAD, CARLISLE, PA 17013

GATES OPEN AT 7AM FRIDAY-SATURDAY // **KIDS 12 & UNDER ADMITTED FREE** // EVENT HELD RAIN OR SHINE
EVENT INFORMATION IS SUBJECT TO CHANGE // PLAN AHEAD: CARLISLEEVENTS.COM/PLANNER



**KIDS 12
& UNDER ADMITTED
FREE**

THREE-DAY ALL-FORD EVENT // 3,200+ FORD VEHICLES // FOMOCO

CARLISLE
Events

// CARLISLE FORD NATIONALS - CARLISLE, PENNSYLVANIA

WORLD'S LARGEST ALL-FORD EVENT

We offer a wide variety of Showfield classes for you to register your Ford vehicle! Shop the world's largest all-Ford automotive flea market/swap meet for your projects both big & small, including a car corral featuring all conditions of vehicles for sale.
The gates open at 7AM Friday through Sunday!

FEATURED VEHICLE DISPLAYS & MORE

See Ford Motor Company, Ford Performance, new vehicle & product walk-arounds, demonstrations, and Featured Vehicle Displays including the SVT Cobra Reunion, 30 Years of the Lightning, 40 Years of Saleen, 30 Years of SVT, the Malaise Era Display and the Coyote Den - a display featuring originally equipped Coyote vehicles and Coyote engine swapped vehicles.



CARLISLE
NATIONALS



JUNE 2-4, 2023
CARLISLE PA FAIRGROUNDS






AVOID THE LINES
REGISTER YOUR FORD TODAY!

STORE.CARLISLEEVENTS.COM



CarlisleEvents.com

717-243-7855

Follow us:     



AMERICAN
COLLECTORS
INSURANCE



The First in Synthetic



NATIONAL PARTS DEPOT

1000 BRYN MAWR ROAD, CARLISLE, PA 17013

GATES OPEN AT 7AM FRIDAY-SUNDAY // **KIDS 12 & UNDER ADMITTED FREE** // EVENT HELD RAIN OR SHINE
EVENT INFORMATION IS SUBJECT TO CHANGE // PLAN AHEAD: CARLISLEEVENTS.COM/PLANNER



**KIDS 12
& UNDER ADMITTED
FREE**

Gates open at 7 a.m. daily for the huge gathering of Ford lovers from around the world. They will be converging on Carlisle to see special displays, meet industry guests, watch the wheels in motion and take in all things Ford.

Special displays this year include an SVT showcase, Coyote powerplants, the Lightning, 40 Years of Saleen, the Malaise Era and more. In addition, the annual Ford Nationals Select Display returns to Building Y, offering a glimpse of at least a dozen vehicles unique to the history of Ford.

The National Parts Depot Showfield will also be packed with car owners showing off their prized Fords, while the Downtown Carlisle Association presents its annual Ford Downtown Parade, Park and Party on Saturday.

Registration for the showfield is now open, and discounted spectator admission tickets are available online. For information, visit www.CarlisleEvents.com or call 717-243-7855. **OC**

SHOW US YOUR WHEELS!!

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

Old Cars

www.store.oldcarsweekly.com



Back issues available!

Looking for a past issue of *Old Cars*? Our online store is now offering digital versions of back issues of *Old Cars* and *Old Cars Report Price Guide*! Visit www.store.oldcarsweekly.com to check us out today!

Weathered Wheels



This 1955 Ford Ranch Wagon two-door station wagon with a factory V-8 looks like a great candidate for a restoration. The wagon already has the perfect amount of patina and looks to just need license plates. It was found by Ron Kowalke along highway 21 in Beaver, Utah.



Durant club still rolling along after 25 years

The Durant Motors Automobile Club will be marking its 25th anniversary this year, according to the recent edition of the quarterly *Durant Partner* (www.durantmotors.org – editor Shawn D. Humphrey, 660 Bonita Ave. 18D, Claremont, CA 91711).

Club president Bob Smith is alerting fellow members and those interested in Durant-related vehicles that the national club is holding its anniversary under the theme, “Silver Anniversary in the Golden State” with the meet site in Folsom, Calif., from Sept. 18-22.

Such a milestone is not being ignored. Regional meets are also being held this spring by the Pacific Coast Chapter (Livermore, Calif.) plus an East Coast meet in May (Cumberland, Md.). Plans are already afoot for next year’s big meet in Canada.

This reporter has watched the club cater to collectors and gain momentum that has seemed to last over the years. Smith also assembled a several-page history of the club in the same issue. He takes members through high points in the organization of the club, such as launching a website. “Not in my wildest dreams did I think it would become our most effective means of communicating with those unaware of our existence,” he noted.

He tells how the club is organized so that “if one man fails, another is there to run with the ball.” For years the club has aimed to equip its members, encourage gatherings and events, and “create a mission of purpose” forming an “unbreakable bond.”

Those are just a few grand principles that can enhance a club beyond measure for a quarter century and more.



Vintage ad of the week

By M.J. Frumkin

A pleasant predicament awaited potential buyers of the 1972 Oldsmobile Cutlass, especially those salivating for the 4-4-2 version. Olds was one of the few manufacturers that continued to promote mid-size muscle cars past 1971, even if performance was down played.

As for the 4-4-2, it was no longer a separate model, but publicized as an optional package for any Rocket V-8 Cutlass, which “transformed” it in looks and handling. For 1972, a “spirited” 350-cid with a two-barrel carburetor was standard. However, Olds made it known that a four-barrel could be specified.

For remaining performance purists, there was still Dr. Oldsmobile’s legendary W-30 with the “factory-blueprinted 455-cid Cold-Air V-8.”

Collectors can find this colorful ad in the January ’72 issue of *Car Craft* and April ’72 *Hot Rod* and *Motor Trend* magazines.

So, would you pick your 4-4-2 as a yellow Supreme convertible, green Cutlass hardtop, blue Cutlass S coupe or red Cutlass S hardtop?

Meet the 1972 Olds 4-4-2, 4-4-2, 4-4-2, 4-4-2!

Now you can get 4-4-2 four great ways! And that includes a new, low priced way! (You're welcome.)

How can we do it? Easy. We've come up with a great new 4-4-2 Sport/Handling Package. And you can order it on four Cutlass models—the Cutlass Supreme Convert, way back there. The Cutlass Hardtop and Cutlass S Coupe, next in line. And that gorgeous Cutlass S Hardtop, front and center. All different. All great. Here's what the 4-4-2 Package includes: FE2 suspension with heavy-duty front and rear stabilizer bars; wide 14 x 7" wheels; lowered hood; special 4-4-2 grille; hood and body paint stripes; 4-4-2 identification. And you can order a Hurst Competition Shiftter, if you like.

Engine choice? That's a whole new ballgame, too! A spirited 350-cube 2-barrel V-8 is standard. But you can order a 350-4-barrel. Or a 455-cubic-inch with 4-barrels, flared dual exhaust outlets, and a specially sculptured rear bumper. Or order our top package, the W-30 with a dual-intake fiberglass hood and a factory blueprinted 455 Cold-Air V-8!

The point is this: Now you can "pick up" and go 4-4-2 in more ways than ever. And you can do it for less! Go do so—at your nearest Olds dealer's.

OLDSMOBILE
ALWAYS A STEP AHEAD



Q. I am restoring a 1956 Continental Mark II with 28,000 documented miles. There is an aftermarket device connected to the carburetor. Its purpose and manufacturer are unclear. It appears to function under full throttle.

Steve Davis, via email.



A. It looks like a water-injection system. Spraying water into the incoming fuel-air mixture was an early method of controlling detonation (spark knock) in high-compression engines. The mixture helped cool hot spots in the combustion chamber that could prematurely set off ignition. The 368-cid Y-block engine in your Continental Mark II was the first to use 10.0-to-1 compression, so spark knock could well have been a problem.

I don't know whether any automobile manufacturers offered them. I have a 1957 J.C. Whitney catalog that shows an Octa-Gane injector that resembles a Briggs & Stratton gas tank, and a Vapo-Jet system that has a jar somewhat like yours. The Octa-Gane sold for \$27.50, which made the Vapo-Jet a bargain at just \$2.39.

Q. I have a 1963 Ford Falcon with a factory .260-cid V-8 and four-speed transmission. There is a hydraulic line from the power steering pump to a valve with a plunger going to the carburetor linkage, called an "idle speed control valve." Nowhere in any of my books and manuals does this part exist, except in my Hollander interchange manual. The pump is listed "with or without idle compensator." The number on the valve is K3385S. There is no other info. The valve works when the steering wheel is turned left or right. The valve is adjustable in and out in the bracket, so there must be a setting. Do you know anything about this? Even the Falcon shop manual has no info.

A. West, Bethlehem, Pa.

A. As it happens, we had a '63 Falcon for a few years during the '80s, a Deluxe station wagon with the 260 V-8. However, it had a three-speed column-shift transmission and no power assists, so I can't say much about your idle speed control valve. I have heard of such a thing, however. I believe the purpose

is to prevent the engine from stalling when the steering pump needs more boost, as when parking or turning at slow speeds.

You don't mention whether you're having a problem. Are you looking for adjustment procedures?

Q. I have a 1993 S-10 Blazer, two-wheel drive. It has the Kelsey-Hayes four-wheel ABS. Does anyone offer parts for the ABS unit or rebuild them? The codes it gives say it is a bad unit. I can clear the codes, but after a few applications the light comes back on.

Johnny Hackney, New Bern, N.C.

A. I can't recommend a specific parts source or repair service, but I see quite a few YouTube tutorials for repairing the electronics of K-H ABS controllers on the internet.

Q. I don't have a question, but a tip for owners of 1963 and '64 Chryslers (not Imperials) with automatic transmissions. I was about to order a transmission mount for my 1963 Chrysler Newport from one of the places on eBay for 100 bucks when I discovered they are available new from Rock Auto, but the listing for the Chrysler is wrong. The one that fits '63s and '64s is Westar EM5087 or DEA/Marmon A5020. They fit the '63 Dodge 880 with the 413. They're only 11 bucks, fit perfect and I saved a bunch.

John Stasek, via email

A. Thanks for sharing. I'm sure it will help some Chrysler owners.

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

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

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



SHIPAUTO.com

Auto Shippers Express Inc.



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

CALL NOW FOR FREE QUOTE!!!

Toll Free 1-800-454-1315

Direct Line 347-748-2113

MENTION OLD CARS WEEKLY TO SAVE \$25

CUSTOM-FIT CAR COVERS

- 80,000 patterns back to 1900
- 12 fabrics, multiple colors
- Backed by 40+ years experience
- Expert application assistance
- Storage bag included
- Low-cost shipping
- Discounts 2 or more

GREAT GIFT IDEA!



MURPHY'S
NATIONAL ACCESSORIES

COVERCRAFT

800-529-8315



www.oldcarsweekly.com

Michelle Kraemer
mkraemer@aimmedia.com • 715.318.0946

Issue Dates **2023**

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

Cover: June 1, 2023

Ad Deadline

5/1/2023

Mail Date

5/12/2023

Carlisle Chrysler/Chrysler Autos (Bonus Distro)

Cover: June 15, 2023

Ad Deadline

5/15/2023

Mail Date

5/26/2023

Iola Show Issue/Muscle Cars (Bonus Distro)

Cover: July 1, 2023

Ad Deadline

5/30/2023

Mail Date

6/9/2023

Carlisle Truck Nationals/Trucks (Bonus Distro)

Cover: July 15, 2023

Ad Deadline

6/12/2023

Mail Date

6/23/2023

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

Cover: August 1, 2023

Ad Deadline

6/26/2023

Mail Date

7/7/2023

Dependable Transport

Our Name Says It All

Nationwide Auto Transport Service Buy & Trade Special Interest Cars



1969 Chevy Chevelle
350, 4spd, 2 Dr, Green
Paint, Black Interior
\$44,975



1971 Road Runner
383 V8, 4 SPD Trans, CA Car
Posi Rear, Air Grabber Car
1 of 3700, Strong Runner
\$39,975



1971 Challenger
R/T, 340, 4 spd,
Plum Crazy
\$39,975



1969 Chevy Camaro SS
Conv. - 327CI, V-8, Auto
Trans, Bkt Seats, Wood
Grain Int, Yellow and Black
Paint, Black, Top,
Great Driver \$39,975



1963 Communter
460, 4spd, foose wheel,
9-inch rear, runs great
\$24,975



1927 Coupe
460cui, 871 blower, dual
4's, auto, 8" rear,
ready to go.
\$24,975



1972 Corvette
350, Auto, T-Tops, Green,
Rally Wheels,
All Original
\$21,975



1985 Chevy Silverado
LS3 Conv., Lowered,
Auto Trans., White
Paint, AZ Title
\$18,975



1980 Chevy C-10
LS3 Conv., Lowered,
Auto, 82K Miles,
Red Paint, AZ Title
\$16,975



1979 VW Beetle Convert
4 Cyl, Carbureted, 4 Spd,
Yellow Paint, Tan Int., AM/
FM, *Custom Wheels,
*Last Year for Convertible.
\$14,975



1974 Thunderbird,
460, loaded,
leather Mint
\$9,795



1969 MGB MK II
6495, roadster convertible,
4cyl, 1800cc, 1 owner,
mint, red/black
\$6,495

TEXT OR CALL 716-397-7102 • 716-665-3983

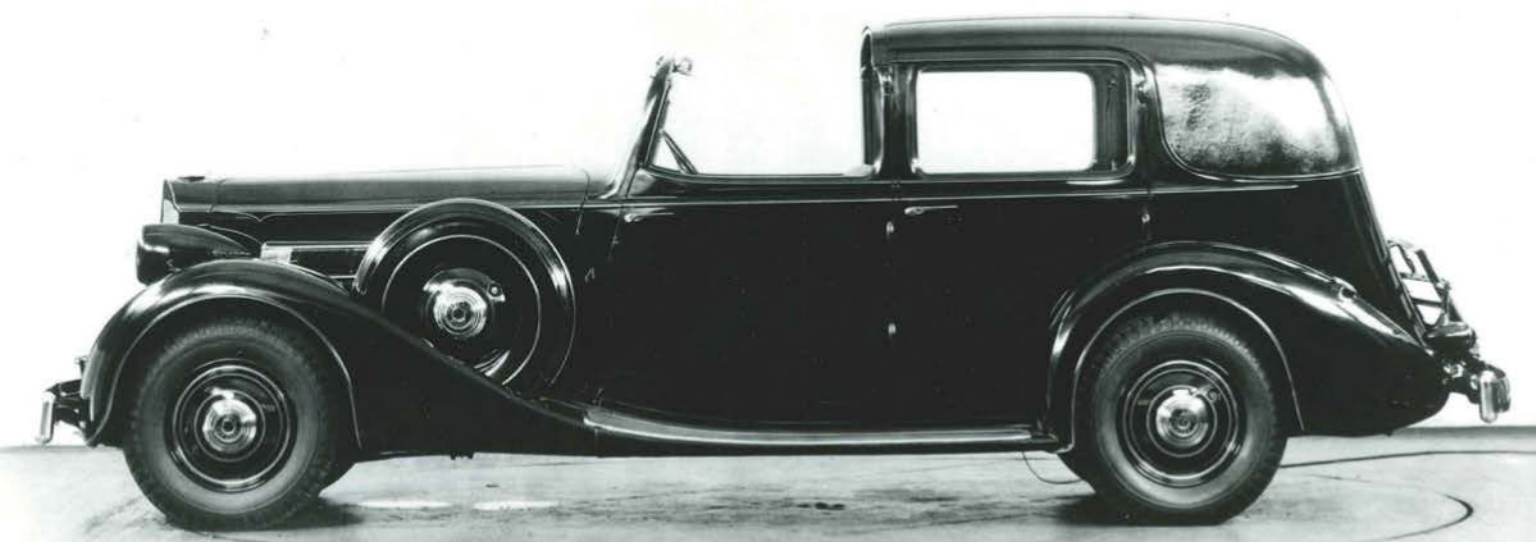
E-mail: dependable@windstream.net

Web site: www.dependableautotransport.com

Shipping available upon request.



Why Town Car Luxury Died



For Packard, there is no doubt 1935 was a pivotal year during the Great Depression. The company still offered “all-weather town car” luxury designed by LeBaron in Twelve and Eight form, but some in the industry sensed that model’s days were numbered.

A “ride in luxury” isn’t always what a person might think it to be, depending on the era of automobile transport. Today, riding in ultimate luxury conjures visions of a personal driver, extreme roominess in the rear compartment, privacy, overstuffed seating and ultimate electronic and personal amenities. Indeed, there were elements of these attributes in the distant past, but perhaps not exactly as perceived today.

Buyers of ultra-luxury cars, particularly in the 1930s, chose cars as a statement of the owner’s importance and prestigious position in business and society. In the present era, that tends to be reflected in the rare, expensive and limited-production sporty cars of high cost often made in Old World countries such as Italy and England. Not so in the 1930s. Although a segment of high-level buyers with deep pockets stuffed with cash did buy such exotic cars back then, the majority wanted their automobile (as they often emphasized with a nasal echo) to reflect their class, their good taste and their exclusivity in the upper stratosphere of society.

It wasn’t that “bigger was better,” although a percentage of Americans opted for that. Nay, the vast majority wanted coachwork of rare breed (meaning limited production) by a “house” (establishment) of renown in the American northeast (where coach makers began the special-order trend when horses ruled the roads). Such motorized conveyances visually bespoke the arrival of high-class individuals as though a herald were rushing ahead to announce the arrival of a great person. This was quiet elegance projected well before the rear compartment door was opened by a chauffeur in order for the main passenger to alight from the lap of luxury.

Often the most “snobbish” body design chosen by persons of importance was labeled the town car. In the 1930s, that nomenclature meant the rear was exclusively the mobile domicile of the monied car owner who hired a uniformed driver (doubling as mechanic and body guard) to escort and otherwise assure the classy, safe and timely arrival of the main occupant. The chauffeur rode

on leather seating up front with no radio or pleasantries in place (unless the owners were generous and wished those to be installed by special order). The driver’s compartment was open, but allowed for the ready unveiling of a canopy to defend against adverse elements. We may think the protection was intended to protect the driver. No doubt there was reason behind that, since applicants for that hired-hand position would more readily apply and accept if they knew they would not be freezing up front or be at the inclement whims of nature.

Think deeper. In the final tally, the car owner wanted a spiffy, well-groomed, neat and perfectly uniformed driver to be evident. Imagine how that driver appeared before the public eye of the wealthy if he (yes, they were nearly exclusively men) stood at attention with a drenched uniformed disheveled and sagging by rain. This being a negative impression slammed against the owner, it became common to show how kind the owner was to provide the shield of the canopy over the front compartment.

Additionally, a canopy to cover the driver's compartment also protected the instruments and upholstery in that part of the car, and thus protected the owner's investment.

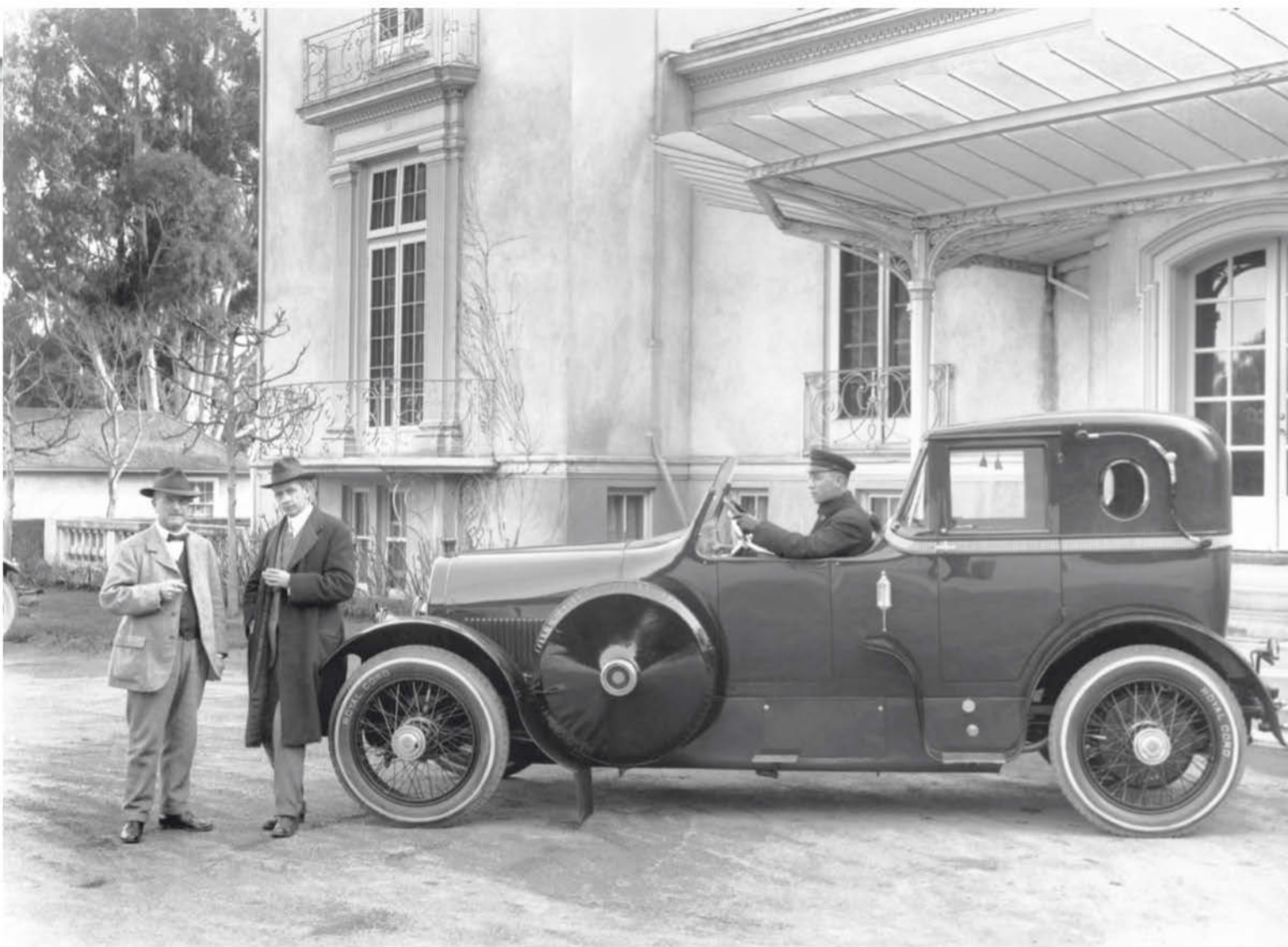
Other owners opted for what became the prevailing luxury versions in enclosed form — the partitioned (and longer) limousine and five- or six-passenger formal sedan. The latter still reflected a bit of the town car design by having a leather covering over the entire top, minus the open front.

Progress continued as the 1930s aged. Lesser sales were registered for custom-bodied town cars, but the reason

was strange. Never had the automobile industry faced such a challenge as the Great Depression of the 1930s, which was far worse than the severe recession-depression of the early 1920s and even that of 1907-1908 which, in themselves, were severe enough to knock the industry into a reel. What sent the town car format on a road to oblivion was the reaction of the poor public. Men, women and children affected by the family's loss of income during the depression came to occasionally toss pebbles, stones, bits of junk, rotten tomatoes and bad eggs at the town cars as they motored by. When slowed by a mass of humanity, pound-

ing on the car was not unheard of. Some individuals today may claim that such Depression antics caused the body style to die. Perhaps. But ultimately, it was the fading away of automotive custom design houses and the practical shift in public opinion, plus a need for security and a change in signs of wealth, that may have been bigger causes.

Spend time when a town car shows up at a vintage or classic car show. Study the driver's front compartment and compare against the rear enclosure. Appreciate the design of old, reflective of a bygone era. **OC**



A scene perfectly capturing the essence of the town car, with the professional driver at the ready in front of the master's home.

(Photo by Underwood Archives/Getty Images)

Father's Day Gifts



CF1 ShowCase by CarCapsule USA

The CF1 ShowCase by CarCapsule protects, preserves and presents Dad's showpiece, whether it's a high-in-the-sky pickup truck or a ground-hugging sports car or a classic between. CarCapsule offers a variety of different sizes and types of storage and display solutions that will protect a treasured vehicle from the effects of corrosion and more.

For special Father's Day savings on CarCapsule products, use promo code DAD.

Hear from Wayne Carini on why CarCapsule USA's CarCapsules are the most-awarded vehicle storage products on the planet: <https://drive.google.com/file/d/1VPaXRPTBv4Seqt5YWrhkyXLmDMreT39M/view?usp=sharing>

MSRP: Varies by model
www.carcapsule.com
219-945-9493



Take Dad for a Ride in a Classic

This Father's Day, give Dad an unforgettable ride in a Classic car from the collection of the Auburn Cord Duesenberg Automobile Museum in Auburn, Ind. Rides will be given on Sunday, June 18, from 1 to 3 p.m. at the Education & Exhibit Plaza across from the museum. Free-will donations will be

accepted to benefit the Auburn Cord Duesenberg Automobile Museum.

MSRP: Free-will donation
1600 South Wayne St.
Auburn, IN 46706
www.automobilemuseum.org
260-925-1444



Crown Dad with a Kissel hat

The Wisconsin Automotive Museum offers two new items just in time for Father's Day.

A new puzzle featuring the blueprint of a 1924 Kissel Speedster is now available. To create the unique puzzle, a blueprint was scanned from the museum's archive.

Caps embroidered with the later Kissel logo that features Mercury, the Roman god of travel, are also available from the Wisconsin Automotive Museum in time for this Father's Day.

Both items are currently available in the museum's gift shop, but can also be shipped for additional cost.

MSRP: \$40 (puzzle); \$25 (hat)
147 N Rural St.
Hartford, WI 53027
wisconsinautomuseum.com
262-673-7999



SMITH-MILLER[®]

SMITTY TOYS
Famous Trucks in Miniature



The List Price is \$1,795.00, Factory direct price currently to you is: \$1,095.00.



LIMITED
SUPPLY!

ALMOST 3 FEET LONG!

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: red and black cab with polished aluminum body and yellow cab with blue trim and polished aluminum body. Limited Edition of 100 each color with ID number stamped in the frame. The factory direct price to all: **\$1,095.00**. LIMITED SUPPLY.



AVAILABLE FOR
IMMEDIATE
DELIVERY!



LARGE
SCALE TRUCK
OVERALL LENGTH
UP TO 40" LONG!

LENGTH IS 38" OVERALL!

OVERALL LENGTH - UP TO 40" LONG!

The New LF Mack Smith-Miller Lumber Truck is made from aluminum and has rubber tires. The lumber is included. This truck has matching colors with the new LF Mack Log Trucks in Orange with Black, and Cream with Green. The truck and trailer are 38" long overall. The truck when piggybacked with the trailer is 21" long. Each truck has a limited edition of 100 with ID numbers in the frame. The factory direct price: **\$1,095.00**, plus shipping and handling.

The LF Mack Smith-Miller Log Truck is made from aluminum and steel and has rubber tires. The logs are included. This truck has many new great features like a stinger and brush guard to name a few. The trailer length is adjustable and can stretch to a maximum of 40". The truck piggybacked with the trailer is 20 1/2" long. We have two colors available, Orange and Black and Cream and Green. Limited Edition of 150 each color with ID numbers in the frame. The factory direct price: **\$1,095.00**, plus shipping and handling.

These products are sold under license from Mack Trucks, Inc. and PACCAR, Inc. All rights reserved.
Note: California and Arizona residents must add state sales tax. Offer valid while supplies last.

For more information on other available Smith-Miller trucks and parts please call, write or visit our web site.

SMITH-MILLER, INC.

PO Box 112, Lake Havasu City AZ 86405 • Parts Department (928) 505-3640 • Fred Thompson (818) 807-4977

TO SEE OTHER
TRUCKS AVAILABLE,
GO TO:
www.smittytoytrucks.com

SIGN UP
ON OUR
NEW WEB SITE
FOR UPCOMING
E-MAILS!!



Please visit our Web Site at: www.smittytoytrucks.com



Father's Day Gifts

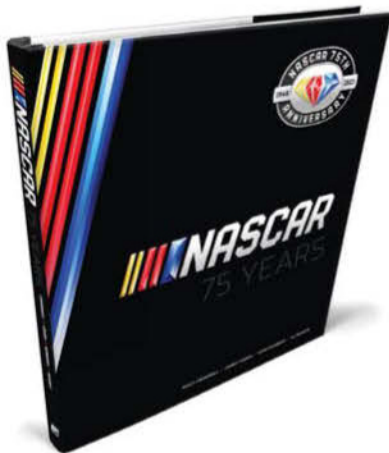


Music to Dad's Ears

Give Dad the gift of music in his old car. Stealth Sound Technology's SST-V hideaway radio provides classic cars or trucks with exceptional audio quality while leaving a vehicle's instrument panel and original radio visible. The SST-V is a 200-watt AM/FM radio with a USB MP3/WMA flash drive, iPod control and CD control, and is satellite-ready via Bluetooth auxiliary for streaming Dad's favorite tunes and allowing hands-free use of a mobile phone.

The SST-V's receiver/amplifier unit is usually hidden underneath the driver's seat or behind the dashboard and integrates with the vehicle's speaker system. (If the speakers are for a mono radio, they should be replaced with Custom Autosound DVC speakers or DUAL speakers.)

MSRP: Varies by application
customautosoundmfg.com
800-888-8637



'75 Years of NASCAR'

Dad can explore the thrilling illustrated story of NASCAR stock car racing in America with a stunning new book filled with evocative photography, legendary drivers and a decade-by-decade history.

"NASCAR 75 Years" captures the greatest moments throughout the decades: from the beaches of Daytona to the jaw-clenching competition, the mind-bending technology, the triumphs, the teamwork and the high-speed thrills. Large-format photography from throughout NASCAR history brings it all to life alongside narratives written by a roster of veteran NASCAR reporters and historians. Compiled by authors with a passion for motorsport, "NASCAR 75 Years" is a volume no fan can be without.

MSRP: \$50

www.quarto.com

Also available at many book retailers



A Mug with Packard Class

Dad can take his favorite beverage on the go while showing his support for the Packard brand with a 20-ounce thermal mug from the National Packard Museum.

The stainless-steel travel mugs are available in gray or black and feature the Packard Goddess of Speed, Cormorant and Adonis hood ornaments. Double-wall construction with copper vacuum insulation keeps hot beverages hot and cold beverages cold while in the mug.

Purchase the mug for Dad online or in-person at the National Packard Museum in Warren, Ohio.

MSRP: \$33

1899 Mahoning Ave N.W., Warren, Ohio 44483

www.packardmuseum.org

330-394-1899

Rat Fink comes to life!



Inspired by the art of "Big Daddy" Roth...and starring Rat Fink!

FREE RAT
FINK STICKER
INCLUDED!



1:18-scale die cast
measures approximately
8½" long.



Opening suicide doors
and trunk!



Fastest way to order:
HamiltonCollection.com/32Ford



Honoring the founder of 1950s Kustom Culture...Ed "Big Daddy" Roth!

"Big Daddy" Roth's art was inspired by his love of cars and a passion for the Kustom Culture of the 1950s. It became an integral part of the culture while giving it a new edge — an edge perfectly represented by Roth's iconic character, Rat Fink.

The anti-hero of Kustom Culture meets the most famous hot rod.

First on an airbrushed monster shirt, Rat Fink became the mascot for the Kustom Culture scene of the 1950s and 1960s.

In the 1950s, Ford coupes from the 1930s gained popularity in the hot rod scene as street rods, but none were more famous than

the legendary 1932 Ford 3-Window Coupe.

Take home a piece of automotive history!

Now you can own this icon of Kustom Culture with the 1:18-scale "Rat Fink Blown 1932 Ford" die cast. Check "Yes" to reserve yours for just four payments of \$49.99 (plus a total of \$23.99 shipping and service, and sales tax; see HamiltonCollection.com); with only the first payment due prior to shipment. Our 365-Day Guarantee assures your satisfaction or your money back!

Manufactured by ACME Trading Company under license with Ford Motor Company and Rat Fink. Presented by Hamilton.

MAIL TO: Presented By 09-10110-001-B11

H Hamilton Authenticated
9202 Center for the Arts Drive • Niles, IL 60714

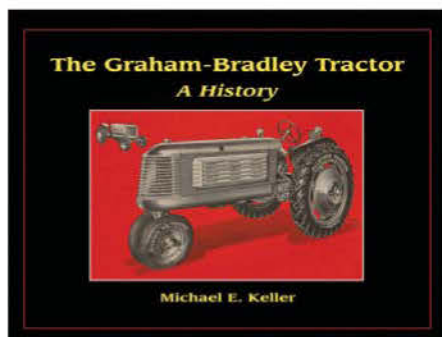
SEND NO MONEY NOW!

☐ **YES!** Please accept my order for "Rat Fink Blown 1932 Ford" as explained in this announcement.

All orders are subject to product availability and credit approval.
Allow 2 to 4 weeks after initial payment for shipment.

Name _____
(Please print clearly.)
Address _____
City _____ State _____ Zip _____
Email _____
OPTIONAL (for order & shipping confirmation)
Signature _____

09-10110-001-E51901



The Graham-Bradley Tractor — A History

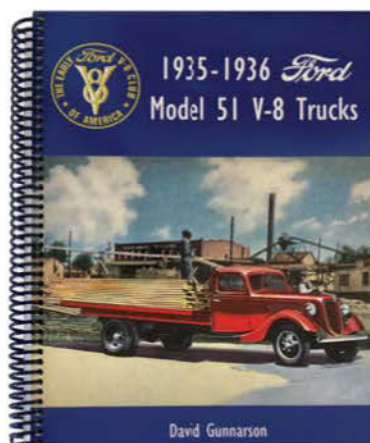
Having already authored two definitive volumes on the history of Graham-Paige Motors Corp. automobiles, Michael Keller

curiously found himself authoring a third book on vehicles built by the Graham brothers.

Upon the recent discovery in a Graham family member's closet of original photos and papers documenting the Graham brothers' foray into tractor production, Keller wound up completing a trilogy on Graham vehicles. His new, third volume, "The Graham-Bradley Tractor: A History" is impressive in both its volume and presentation. Keller shows how the three Graham brothers involved in automobile production were born to build tractors, as their family's wealth and the brothers' own work ethic evolved from the family's enormous 4,500-acre Indiana farm. The Graham family was quick to experiment with tractors on their farm — even claiming use of the first gasoline-powered tractor in Indiana during 1910 — which helped lead them to eventually manufacture their own tractors and trucks by 1919. Due to the economic climate following World War I — and Henry Ford's quest to overtake the tractor industry — the Grahams quickly ceased building tractors, but soldiered on building trucks. With the Great Depression wreaking havoc upon their company's later passenger cars sales, the two surviving Graham brothers revisited tractor production again by teaming up with Sears, Roebuck & Company to begin building in 1937 the Graham-Bradley tractor that would be sold through the retailer's catalog. The partnership quickly soured, and the Graham-Bradley tractor was short-lived.

Those Graham-Bradley tractors are the focus of Keller's new book that completes his trilogy on Graham-Paige. Although Graham-Bradley tractors were only built for two years, the story leading up to and through their construction is intertwined with that of Graham-Paige's automotive history, making this already-lauded new book of interest to tractor, truck and automobile enthusiasts alike. Although the Grahams ceased building this book's namesake tractor in 1939, Keller also addresses the post-World War II Frazer farm products developed by Graham-Paige Motors Corp. while Joseph Frazer was its chairman and president.

Keller's previous two books on Graham-Paige command hundreds of dollars each, and his third volume is sure to be equally treasured. Order the 344-page book from publisher M.T. Publishing Company, Inc. now at the retail price of \$44.95 for the deluxe standard edition or \$74.95 for the deluxe bonded leather edition by calling 888-263-4702, or go to www.mtpublishing.com (prices do not include tax and shipping and handling).



1935-1936 Ford Model 51 V-8 Trucks

David Gunnarson set out to restore his 1935 Ford Model 51 stake truck as closely as possible to its original, as-built-by-Ford configuration and wound up amassing a library of knowledge on his shelves and in his mind. That knowledge is shared in his new work, "1935-1936 Ford

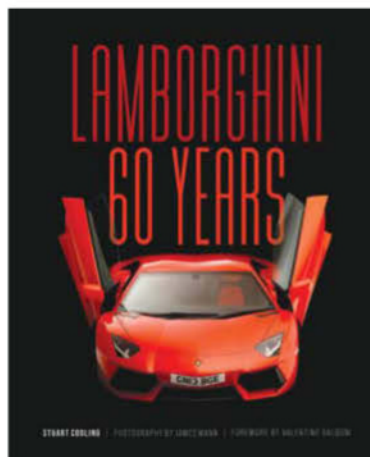
Model 51 V-8 Trucks," published by The Early Ford V-8 Club of America.

The heavily illustrated book dives into the details of 1935 and '36 Ford Model 51 trucks, showing the original part numbers, part finishes, date codes, colors, construction and more. Images within the book include modern and period photos and illustrations, almost always in color. Truly helpful to any fan of Ford trucks of this period are the detail shots identifying the differences between the similar-looking 1935 and '36 Ford trucks (windshield-to-cowl transition, radiator shell emblems, hood sides, pinstripe locations, etc.).

The book is truly an invaluable treasure trove of information for the owner, the restorer and the enthusiast. The spiral binding makes it easy to keep the pages open on the work bench, and the slick paper makes reproduction of the 500 images and thousands of words sharp and clear. The book also includes 10 appendixes on additional aspects of the truck, from tools and instruction books to electrical and wiring components to plate number information and more.

The author notes that owners of other 1935 and '36 Ford trucks (Models 50 and 67) can also find helpful information for parts shared with Model 51 trucks (cab, doors, hood, engine, instruments, etc.).

Order a copy of the 274-page book through the Early Ford V-8 Club of America's online store for \$60 plus shipping at www.earlyfordv8.org.



Lamborghini 60 Years

As hard as it may be to believe, Lamborghini has been building supercars for 60 years, and on the occasion of the company's first diamond anniversary, Motorbooks has released Stuart Cooling's large, 240-page hardcover book.

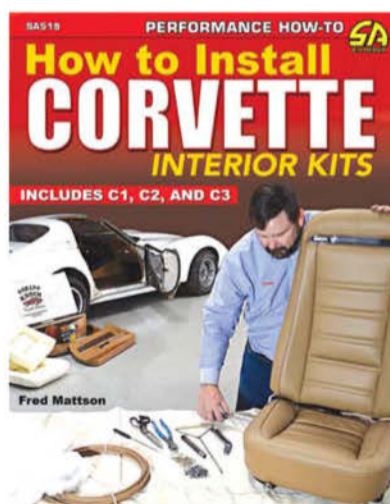
"Lamborghini 60 Years" is a lavishly illustrated ode to the

“Bull Brand.” The book is divided by Lamborghini model with insight into its development and how it fits into Lamborghini’s financial and philosophical portfolio at the time of its development and construction. All the Lamborghinis are here, from the 350GT and 400GT to the Countach and LM002 truck to the latest models.

The personalities behind the cars are often highlighted in sidebars, and each section is concluded by many of each model’s important components (brakes, wheels, tires, engine displacement, transmission, etc.) and statistics (top speed, power, etc.).

Between James Mann’s incredible color photographs of incredibly rare Lamborghinis and the basic information in the text that’s relevant to Lamborghini novices and enthusiasts, the book will appeal to anyone with an interest in the Italian supercar maker. Perhaps more importantly, the book’s aesthetic quality is worthy of the cars it features within.

Order for \$60 from Quarto at www.quarto.com or look for the book at your favorite book seller.

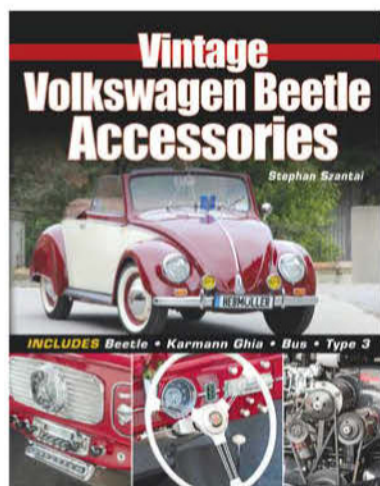


How to Install Corvette Interior Kits

Author Fred Mattson takes owners and restorers inside America’s Sport Car to show the process for bringing first-, second- and third-generation Corvette soft parts up to snuff. The full-color, thoroughly illustrated book starts off by covering the tools of the trade, then completely illustrates the process

of using widely available kits to recover seats, door panels, carpet, trim panels and convertible tops. Any 1953-1982 ‘Vette owner and do-it-yourselfer will find this book immensely helpful.

The softbound book contains 520 photos on its 176 pages. Order for \$36.95 plus shipping from publisher CarTech at 800-551-4754 or www.carttechbooks.com.

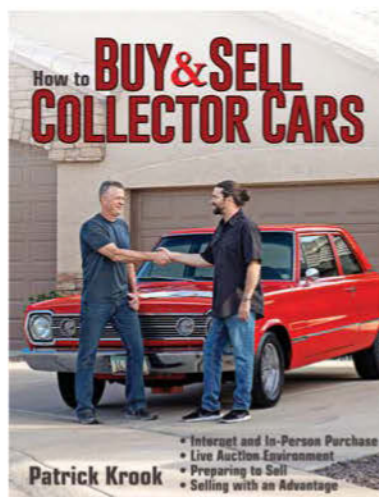


Vintage Volkswagen Beetle Accessories

Stephan Szantai covers the goodies to deck out Beetle, Karmann Ghia, Bus and Type 3 Volkswagen models in his heavily illustrated, 8-1/2-by-11-inch softbound book from CarTech Books. “Vintage Volkswagen Beetle Accessories” covers available factory and aftermarket accessories

from the VW’s early years through today, and for the restorer or modifier. Across the book’s 144 pages there are hundreds of photos, 317 of which are color, illustrating accessory ads and catalogs, as well as photos of the accessories themselves and cars wearing them.

Among the accessories covered are dress-up items and performance goodies and more. Order from the publisher for \$34.95 plus shipping at 800-551-4754 or www.carttechbooks.com.



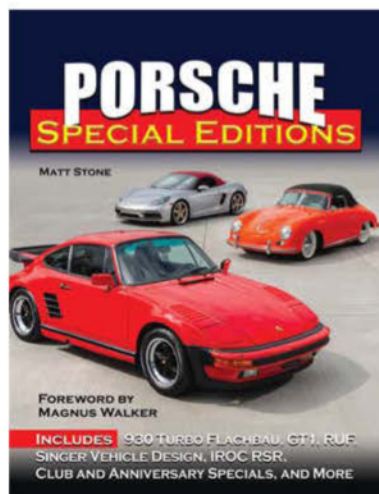
How to Buy & Sell Collector Cars

You can trust Patrick Krook to thoroughly provide the ins and outs of buying and selling collector cars at live and online auctions and even with old-fashioned, in-person owner-to-seller transactions in his new book. “How to Buy & Sell Collector Cars” has 11 chapters in the softbound publication’s 160 pages that cover five points that make a

car collectible, balancing these five points, where to search for available collector cars, pre-purchase inspections and post-purchase steps, market timing for buying and selling, selecting the right venue to sell a vehicle for its top dollar and more.

Krook’s insight is not only spelled out, it’s heavily illustrated, often by specific vehicles he’s considered buying or even sold.

Enthusiasts looking to learn more before their next purchase, or interested in maximizing their dollars at sale time, will benefit from Krook’s advice. Order his full-color, 8-1/2-by-11-inch book from publisher CarTech at for \$34.95 plus shipping at 800-551-4754 or www.carttechbooks.com.



Porsche Special Editions

Ever tried to make sense of all the sub-categories of Porsche? If you did and didn’t get far (like us), then “Porsche Special Editions” has the answers. The book explains and illustrates the suffixes to many great Porsche models, such as the R, TR and ST, and the many different Speedsters and Carreras and 911s and others.

The book begins with the fascinating story of the Porsche brand, focusing on the early prototypes and 356-based race cars. It then hops into the 911 and blasts off from there, covering

Continued on page 32

SUBMITTED BY ROSS OBERMEYER, OBERMEYER'S 41 AUTO BODY

Dad's past V-8 Fords

Even though my dad, Melvin Obermeyer, was in the electrical business, he was a lifelong "car nut." These old photos show two of his earliest cars.

The '32 Ford Deluxe three-window coupe was purchased used by him in 1936 when he was only 20 years of age. It was traded in on the 1940 Ford V-8 (Standard), which was a year-old used car purchased at Square Deal Garage, our hometown Ford dealer in Slinger, Wis. It was driven through the World War II years. When he was stationed at Camp Gruber, Okla., my mother, Eva, drove the '40 out there. She often spoke about traveling on Route 66.

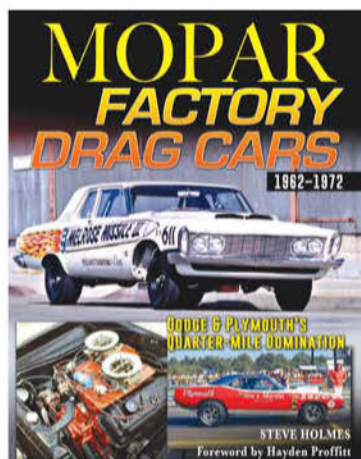
My dad really enjoyed sharing his memories of all his cars, and after he retired, he spent lot of time here at our shop in Allentown, Wis., helping with restorations. **OC**



Continued from page 31

the special editions that added performance, luxury and style to already-existing Porsche models, or commemorating anniversaries spotlighted by the storied sportscar maker.

The 8-1/2-by-11-inch hardcover book features 192 pages loaded with 457 photos, nearly all in color. Order for \$49.95 plus shipping from publisher CarTech at 800-551-4754 or www.carttechbooks.com



Mopar Factory Drag Cars 1962-1972: Dodge & Plymouth's Quarter-Mile Domination

Max Wedges and 426-cube Hemis in coupes and hardtops fill the 176 pages of Steve Holmes' heavily illustrated softbound book featuring an astounding 406 photos — most of which were taken in period, and often in color!

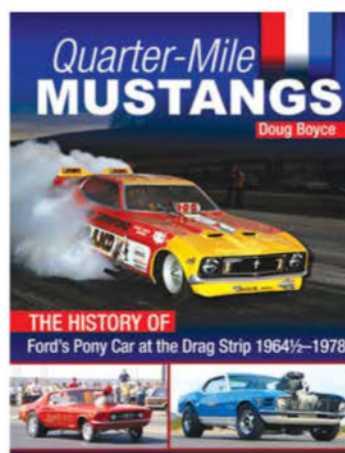
The pages of "Mopar Factory Drag Cars 1962-1972" are a feast for

the quarter-mile crowd. Chapters are broken down year-by-year and feature the personalities and the new cars they raced to legendary status. "Color Me Gone," the "Yankee Peddler," the Ramchargers' 1964 Dodge, Shirley "Drag-On Lady" Shahan's '65 Plymouth, Sox & Martin Plymouths — they're here, as are many others, in their original racing glory.

Mopar muscle fans will find much to love page after page, photo after photo, whether to relive the glory days of the

original muscle car period, or to follow the historical record of these mighty Mopars and their pilots.

Order this full-color, 8-1/2-by-11-inch softbound book from publisher CarTech at for \$36.95 plus shipping at 800-551-4754 or www.carttechbooks.com.



Quarter-Mile Mustangs: The History of Ford's Pony Car at the Drag Strip

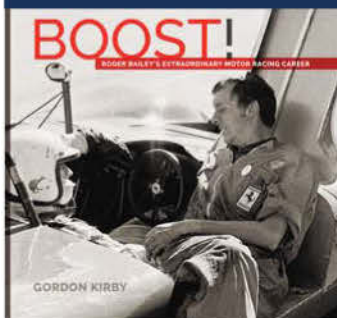
The racing exploits of Ford's famous pony car are detailed across 144 pages of Doug Boyce's ode to the quarter-mile prowess of the Mustang.

From door slammers to flip-top funny cars, dozens of Mustangs that championed the "Blue Oval" attack on the quarter-

mile are featured in the softbound "Quarter-Mile Mustangs." Chapters are essentially broken down by Mustang generation, with 1964-1966 covered in the first chapter, followed by the 1967-1968, the 1969-1970, the 1971-1973 and the 1974-1978 each getting their due. Illustrating the book are 352 photos, a significant number of which are color period shots. The people and teams that raced these cars — Gas Ronda, Bill Lawton, Holman & Moody, Phil Bonner and Mickey Thompson — are put into the context of the cars they built and/or raced.

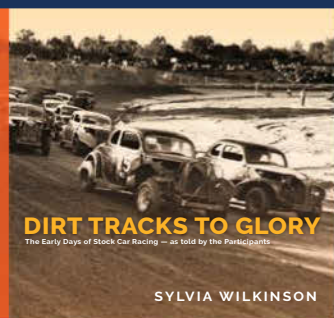
Order for \$42.95 plus shipping from publisher CarTech at 800-551-4754 or www.carttechbooks.com. **OC**

AVAILABLE NOW!



Boost! Roger Bailey's Extraordinary Motor Racing Career
Perhaps nobody in automobile racing enjoyed a career of wider reach and diversity than Roger Bailey. Over 52 years (1959–2012) Bailey competed as a mechanic, engine builder, crew chief, sanctioning body technical inspector and finally, co-founder and administrator of the Indy Lights series. Bailey's career culminated in 1986 when he co-founded the American Racing Series with Pat Patrick. In 1991, the ARS became the Indy Lights series with Bailey at the helm of the category until his retirement in 2012.

THE LATEST RELEASES FROM RACEMAKER PRESS



Dirt Tracks to Glory
In this all-new edition of *Dirt Tracks to Glory* we return to the very personal and often hilarious inside stories of sharp-witted people who became legends in the early days of NASCAR. Bill France Sr, Humpy Wheeler, Curtis Turner, "Little Joe" Weatherly, Glenn "Fireball" Roberts, the Flock Brothers, Banjo Matthews, Smokey Yunick and a host of others emerge from these pages with their personal reflections and wry commentary on the way it was in the days of "hauling shine", bargin' fenders and out-smartin' the other hot-shoes on Saturday nights.



Rick Mears • Thanks The Story of Rick Mears and the Mears Gang

Racemaker presents a second edition of Gordon Kirby's biography of four-time Indy 500 winner Rick Mears. Rick announced his retirement from racing in 1992, just after his forty-first birthday. He went out a winner with four Indy 500 victories, three CART Indy Car World Series championships, twenty-nine individual race victories and forty pole positions. He was the most successful Indy car driver of his era.

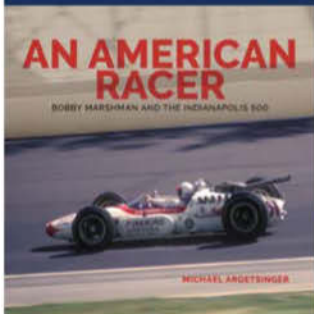


Lost In Time Formula 5000 In North America

During the 60s and 70s, American road racing flourished, with hard-fought championships for the Can-Am, the Trans-Am and last but not least the Formula 5000 series. Formula 5000 attracted excellent entries from well-known teams such as Dan Gurney, Jim Hall, Carl Haas, Parnelli Jones, Roger Penske and Carl Hogan. The series led manufacturers to develop relatively affordable chassis designed to compete on the road courses in the US and Canada.

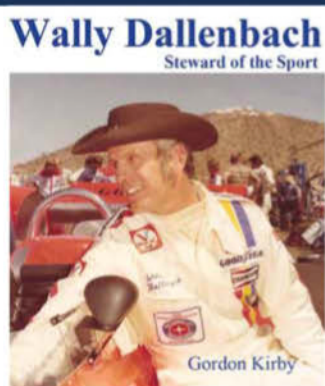
Racemaker Press is an award-winning, unique publisher specializing in niche books on automotive racing and its history, determined to keep the sport's rich history alive for future generations by offering diverse titles from children's books to biographies and other non-fiction work that are sure to pique the interest of all racing fans.

SOME OF THE MANY OTHER BOOKS AVAILABLE



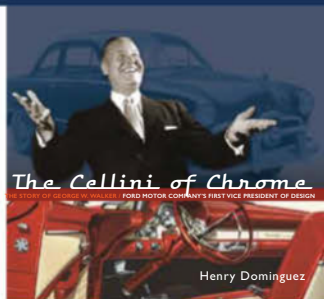
An American Racer Bobby Marshman and the Indianapolis 500

Author Michael Argetsinger traces life of Bob Marshman, whose rapid rise to the very top of American Championship racing was phenomenal but sadly cut short by a tragic accident in 1964.



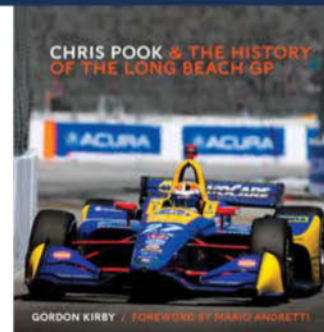
Wally Dallenbach Steward of the Sport

Celebrated author Gordon Kirby traces the long and significant life of Wally Dallenbach whose contributions to the sport of automobile racing have been enormous over the 50 years of his remarkable career.



The Cellini of Chrome The Story of George W. Walker / Ford Motor Company's First Vice President of Design

In the same flamboyant vein as design greats such as Harley Earl, Gordon Buerig, Vergil Exner, Raymond Loewy and William "Bill" Mitchell, Walker developed the standard for key Ford Motor Company Products for the 1950s and '60s. Beginning with the enormous success of the 1949 Ford, George elevated Henry's company to one of the all-around best-selling automotive operations in the world.



Chris Pook & the History of the Long Beach GP

When Chris Pook declared his intention to run a Grand Prix race through the streets of Long Beach many people thought he was out of his mind. But with the support of racing legend Dan Gurney, and many other enthusiasts, Pook built the most successful street race in American history. Pook's crazy idea turned into a model for bringing racing to the people and using the surrounding event to rebuild a flagging community.





'The Ghost'

How many times have you heard the phrase, "It's only original once" through the years? If you're a car person, you've probably heard it more than once. The importance behind that phrase is the fact that factory-original cars — cars that are still largely the way they rolled off the automaker's assembly line and remain the way they were born — are very rare.

The 1967 Mustang 2+2 fastback in and of itself is not rare. Ford Motor Co. built 71,000 of them, thousands of them still survive, and it's not hard to find one. But finding a '67 Mustang fastback that is a true survivor that has not been restored? Now that's a rare thing.

Even more special is finding a GT model of the 1967 Mustang that's a well-preserved original. Only a small fraction of the original run of those cars remain unrestored and in good condition more than 55 years later. We're fortunate to have one of those few survivors.

Our 1967 Ford Mustang GT is substantially the way it came from the factory. It's unrestored and extremely well-preserved for its age, and for being a Mustang — a type of car often personalized by young owners. Upon inspecting the car, it's clear that the paint, interior, engine bay, trunk and undercarriage haven't been altered since the car left the factory. These areas tell part of the car's story with their patina that only comes from decades of careful use and storage.

We said this car is substantially original, and it is. It has had a little paint work, but most of the paint and all the interior — from the headliner to the carpet — is completely original. The engine bay presents much like it did when it left the





factory, as do the trunk and the undercarriage. The car has clearly been very well preserved, and there's obviously been no attempt to restore or modify this car. It remains in fantastic condition for a Mustang of its age.

This particular '67 Fastback GT is distinct in additional ways. It has the very uncommon C-code 289-cid two-barrel carburetor with a three-speed manual transmission (1967 was the only year a GT could be ordered with these components).

I am the second owner of this 1967 Mustang GT, which we call "The Ghost." It was manufactured in Dearborn, Mich. "The Ghost" spent its early life in Wichita, Kan., where it was bought new by a decorated Korean War veteran, Chief Master Sergeant Donald Dean Neal. We purchased it after his passing in 2007. Among the details we know about this car is that Neal drove the Mustang from Kansas to South Dakota.

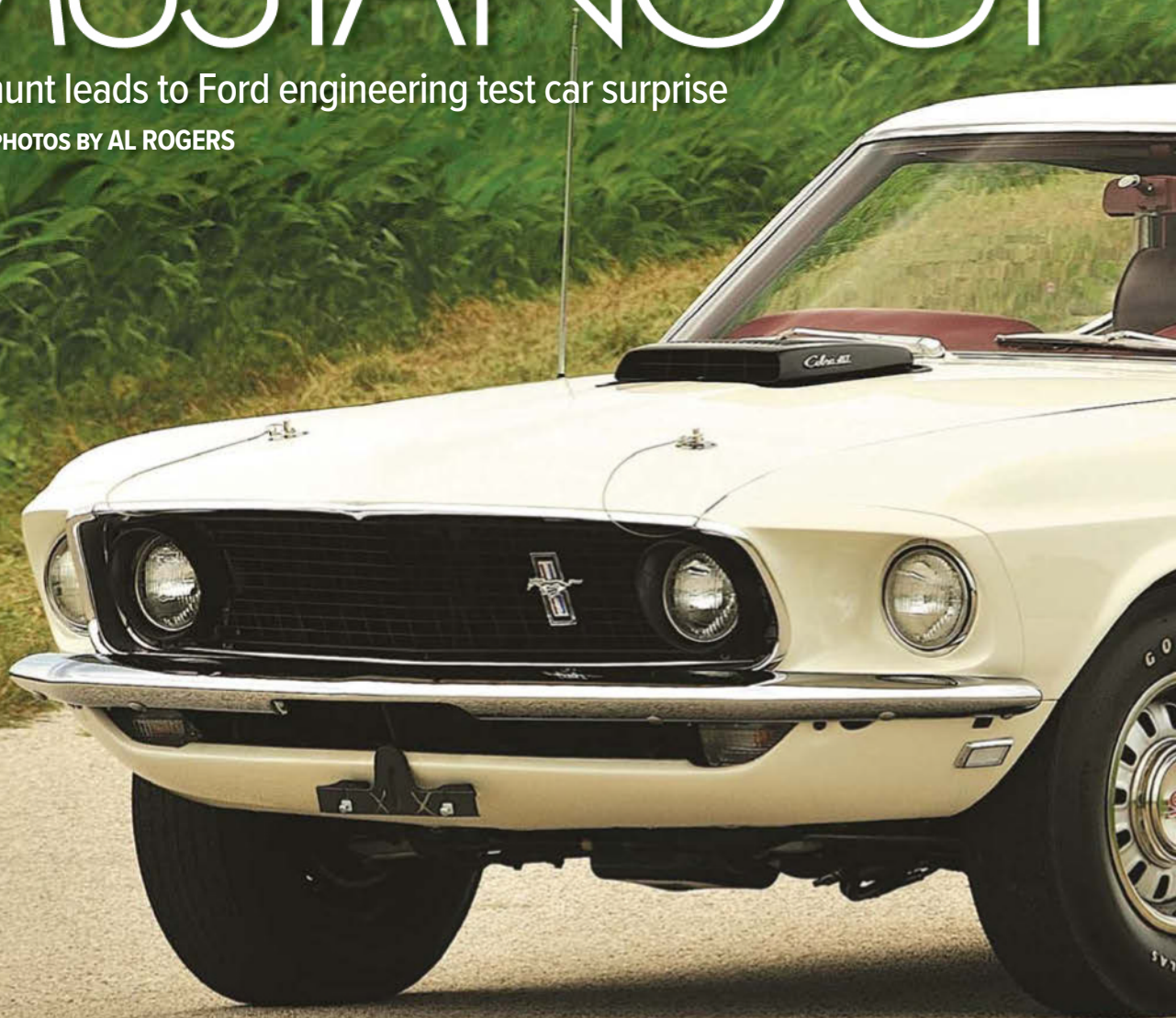
Our plan for this 1967 Mustang GT survivor is to preserve it in its current condition with only minor cosmetic attention for preservation purposes. **OC**



TESTED R-CODE MUSTANG GT

Shelby hunt leads to Ford engineering test car surprise

STORY AND PHOTOS BY AL ROGERS



In 1989, Henry Isaksen, an architect from Sturgeon Bay, Wis., received a phone call from Roger Strege, a local building inspector and longtime friend who told him there was a white 1968 Shelby sitting in a barn only minutes away.

"I don't know a whole lot about its condition," Strege told Isaksen. "A client told me about it, but he's never been to the barn to see it in person."

During a prior conversation, Isaksen had mentioned to Strege that he had an interest in buying a Shelby.

"I'll come by, pick you up and we can go check it out," Strege said. "It might be worth your time to see it in person."

Isaksen asked Strege for the location, and when his Strege shared the address, Isaksen couldn't believe it.

"Are you kidding me?," Isaksen asked. "I've known the owners of the property for years; they live less than 10 miles from me."

Isaksen and Strege drove to the property. When they arrived, Isaksen said, "I can't believe we might

have found a '68 Shelby here." They walked into the barn and were greeted by a man, and when asked, the man confirmed he was the owner of the car. He'd recently bought it and needed a place to store it. The owners of the barn were family friends and offered to store it for him.

An R-code surprise

From a distance, Isaksen looked at the weathered, white rolling body shell and immediately knew that it



wasn't a '68 Shelby. Instead, it was a rusty, disassembled 1969 Mustang GT hardtop coupe missing the engine and rear end. Even though it wasn't what he was looking for, Isaksen looked at the car's VIN and something caught his eye. The VIN contained an "R," indicating this coupe left the factory as a Ram Air 428 Cobra Jet car. He asked the owner what had happened to the engine and rear end. His response was, "I bought it like it is, pretty much a rolling chassis, and my plan was to

put a 390 engine into it and make it a daily driver."

The Shaker hood was lying flat across a few bales of hay; the scoop and a four-speed transmission were nearby. Before leaving, Isaksen asked if the car was for sale, and the owner indicated he might be interested in selling it.

"I left that day with a lot of unanswered questions, my curiosity piqued," Isaksen recalled. "The car had intrigued me; I knew it was a rare Mustang. I returned to the barn a few days later with

Jim McKuen, a knowledgeable Ford mechanic who knew a lot about these Cobra Jet Mustangs. We looked around for a while, then Jim poked me in the ribs and pointed at the four-speed transmission. Jim said, 'That's the right four-speed for this car.' We stepped aside and he said, 'If you can buy the car, do it. This is a rare Mustang and worth restoring.'"

Upon hearing McKuen's recommendation, Isaksen made the owner an offer and he accepted, but before handing over any money, Isaksen wanted to



The 1969 Mustang GT coupe as found in 1989. It didn't look like much, but the VIN indicated it was an original R-code car, making it worth restoration.

make sure everything came with the car, including the four-speed transmission. Reluctantly, the seller agreed to include it with the car. It turned out to be the first step to a decades-long journey from a rolling chassis to a concours-restored 1969 Mustang GT hardtop.

Documenting a Ford test car

After getting the Mustang home, Isaksen knew that he'd made the discovery and purchase of a lifetime. Once he started researching the car and breaking down its VIN, the rarity of the '69 Mustang GT hardtop started to become much clearer. According to the 428 Cobra Jet Registry, for the 1969 model year, Ford produced a mere 86 GT hardtop coupes with the R-code 428 CJ and four-speed transmission. He also learned the district sales office (DSO) code of "89" in the car's VIN represented "Transportation Services," indicating that the car was ordered for Ford use, perhaps for testing or as part of an in-house fleet.

Fortunately for Isaksen, Lois Eminger, a Ford employee who sold copies of original Ford invoices for many years, provided copies of the hardtop's factory invoices, so Isaksen quickly learned that his GT hardtop had originally been sold to Ford Division Product Engineering on Sept. 20, 1968, for delivery to the I.R. Building Garage in



LEFT: In 1969, the Mustang's trademark rear quarter vent went from being concave to a convex bolt-on ornament. The vent would go on hiatus starting with the next model year.

BELOW: This 428 Cobra Jet engine is equipped with Ram Air, and is good for 335 bhp at 5,200 rpm and 440 lb.-ft. of torque at 3,400 rpm.





Like the outside, the trunk of the Mustang GT coupe has been authentically restored with its jack in the proper place.



A reproduction of the original brass tag indicating the Mustang was initially a Ford Motor Co. test vehicle was mounted on the Mustang's radiator support.

Dearborn, Mich. The invoices also confirmed the car's original options: GT Equipment Group; 3.25:1 Traction-Lok differential; F70x14 white-letter tires; Wimbledon White paint with red Interior Décor Group; AM Radio; front head restraints (headrests); power steering and brakes; and Power Ventilation.

Isaksen continued his fact-finding mission to learn the GT hardtop's history. He sent a letter to the editor of *Old Cars*, who published his plea for information in the "Letters to the Editor" column. Isaksen knew he had found the needle in a haystack when he was contacted by *Old Cars* reader Tom Sherman, who told Isaksen that he had purchased the Mustang GT hardtop with 6,800 miles in March 1970 from Van Drisse Lincoln-Mercury in Green Bay, Wis.

"At the time of the purchase, the dealership told Tom that they had received the CJ GT hardtop with other cars ordered from Ford," Isaksen said.

"In order to get cars they wanted, dealerships were occasionally required to take cars Ford wanted to get rid of," Sherman told Isaksen.

A pair of Ford invoices, one dated Sept. 20, 1968, and the other dated Oct. 17 with updated pricing, each listed a code number and a name: "306-T-763, C. Jones." That information provided Isaksen with another clue to chase, leading him to Utah restorer Armond D'Agostini, who also owns a 1969 R-code hardtop with a "T" number and "C. Jones" on the invoice. Armond explained, "His name was Chet Jones, and he

Since its founding in 1971, ATCA has been bringing people together who own or have an interest in antique trucks, and who wish to promote the preservation, restoration, operation and history of antique trucks.

Join Today!

US Membership is still just \$36.00 a year!
Includes subscription to Double Clutch Magazine
(Canadian - \$48.00, International - \$54.00)

Visit our website and social media

www.antiquetruckclubofamerica.org
 Phone: 610-367-2567
 Email: office@antiquetruckclub.org
Big or Small... We Welcome All!

2023

Newtown Lions Club

MUSTANG RAFFLE

32
Years
still just
2/\$20

Win this beauty! Only \$10 buys a chance to drive away in this gorgeous 2020 Metallic Blue Mustang! Drawing October 21, 2023.

www.newtownlions.org

was the Ford engineer who ordered the car. He passed away, but I managed to get to know one of his younger engineers.”

Through the contact, Isaksen came closer to discovering his 1969 GT hardtop’s original use at Ford. The engineer wrote, “Chet Jones was an engineer in Car Vehicle Development in the Experimental Vehicles Building at the Dearborn Proving Grounds. He worked in Powertrain Development where we tested prototypes with future engines, transmissions and drivelines to verify that they performed acceptably and met Ford’s Acceptance Specifications for drivability. Chet ordered production vehicles for development departments. Usually, these cars were tested to verify that the production cars met the same standards as the prototype vehicles, which had been tested months prior to normal production start-up.”

The engineer further explained, “Our test vehicles, whether prototypes or normal production, had a ‘T’ assigned to them, like the 306-T-763 on your invoice and on the brass tag that would be attached to your car’s radiator core support. The ‘T’ stands for test vehicle; pool cars had a ‘P’ in their number. After the development department was finished with the vehicle and since it was still a valid production vehicle with a VIN, it was transferred to the ‘B-lot’ where used company vehicles were sold to employees or Ford dealers. Apparently, your vehicle was bought by a Ford dealer, maybe the one in Green Bay, WI, where the first owner bought it.”

Bringing back the Mustang GT

Isaksen’s persistence and fact finding had discovered far more than he expected. As if the hardtop didn’t already have enough going for it as a rare GT R-code 428 Cobra Jet muscle car with a four-speed, Isaksen had also uncovered an intriguing back story to the car. As such, the rough Mustang doubly deserved the restoration that Isaksen had already begun undertaking. One of his first steps was to employ the services of Jim Cowles from Shelby Parts and Restoration, who agreed to collect the necessary parts to build a date-code-correct 428-cid V-8 Cobra Jet replacement engine.

In 2016, some 27 years after acquiring the Mustang, Isaksen gave Cowles the green light to start a complete restoration to return the rest of the car to its factory-built condition, as delivered



The red Interior Décor Group interior and Wimbledon White exterior combo make this R-code four-speed '69 Mustang GT coupe one of one.

to Ford Engineering in 1968 as a test vehicle. For body and paint, the hardtop was sent to Troy Kuyoth Body and Custom in Strafford, Wis., where it was completely disassembled and mounted on a rotisserie for sheet metal work and paint application. Later, in the fall of 2020, with the reassembly well underway at Shelby Parts and Restoration, Isaksen got a call from Jim Cowles.

“Jim wanted me to know that he had been diagnosed with a cancerous brain tumor,” Isaksen said, “As a result, he had sent my car and several others

to Troy Kuyoth for completion. Jim passed away on January 4, 2021.”

Kuyoth completed the restoration last May. Because the brass tag was missing when Henry purchased the car, an accurate replacement was recreated and obtained from Mustang expert Ed Meyer. Kuyoth delivered the GT hardtop to Isaksen on June 11. “That was the first time I ever sat in the car,” Isaksen said.

After 33 years of research, documentation, fact finding and many years of looking at the rusty and weathered Mustang GT hardtop in his garage,



For 1969, the Mustang retained its deep-set and hooded oval grille and headlamps that had been part of the model’s mystique since its mid-1964 introduction.



According to Marti Auto Works, of the 299,821 Mustangs built by Ford for 1969, more than half — 150,637, to be exact — were coupes. Furthermore, just 138 of those coupes came with the R-code (Ram Air) 428 Cobra Jet engine, and of those, 86 had the four-speed transmission.



Isaksen can finally enjoy the results of his dedicated investigation and relentless determination to add an intriguing backstory to a rare and interesting Mustang muscle car.

A familial fondness

Isaksen and his wife, Jean, have two sons, Jeff, and Marc. When the boys turned 16, they were allowed \$5,000 for a car. At least one of their sons was inspired by the 1969 Mustang GT coupe to own a Mustang of his own.

"In 1986, Jeff asked for a new Chevy Cavalier," Isaksen said. "In 1988, Marc requested a 1969 Mustang Mach 1. We finally located one in Kansas City.

"Ultimately, Marc spent a lot of time and money on the Mustang, but eventually ended up selling it to a local mechanic, who finished it and resold it," Isaksen said.

Although his Mach 1 is gone, Marc still shares a passion for Mustangs with his father. He helped his father prepare the car for its photo shoot, and during the process, the two shared stories about the journey the family had been on with the '69 Mustang GT hardtop from the time it was discovered and purchased and the decades it took to see it returned to its factory form. **OC**

2023 FAIRLANE CLUB OF AMERICA FCA-NATIONALS
Kingsport, TN
JUNE 29-30 & JULY 1
www.fairlaneclubofamerica.com
Visit our website or call 610-750-4703 to join.
\$40 annual dues (US, Int'l slightly more), bi-monthly full color magazine, website, National Meet and over 30 meets nationally, plus much more.
1962-1979 - Fairlane - Torino - Comet - Montego Ranchero - Cyclone - Talladega - Thunderbolt Spoiler - Cobra - Elite - LTDII



BY BRYAN RAAB DAVIS

Her Son's 'Bird

Pontiac Sunbird makes a well-timed gift

The clock in the Pontiac-GMC showroom hadn't stopped, but the salesman in a navy-blue suit sure felt like it had. He sat at his desk clicking a ballpoint pen that hadn't signed a sales contract in a long, hard while. An iron-grey sky spat near-freezing rain outside, and tomorrow was Thanksgiving Day. No one in small-town New England was likely to waltz in and drop a down payment on a new Grand Am.

Perking up like a bloodhound who'd scented a fox, the salesman hopped from his desk chair and strode across the showroom floor. Someone had walked in.

"Uh, hi, c-can I have a brochure?" stuttered a slightly unsure, adolescent voice. A frown spread across the salesman's face like frost on a windowpane. The rain-soaked boy with Ronald McDonald hair was not a prospect.

The salesman forced a smile; after all, the kid's parents might need a new car. He grabbed a few brochures with his business card stapled to them and handed them to the boy, who immediately thumbed through them with reverence, stopping on the page with a Pontiac Sunbird convertible; his eyes



lingered and widened. "Thanks, Mister," he said, then bolted out the door.

Finding a convertible — any convertible

Thirty years later, the same kid had grown and was working on a case of carpal tunnel syndrome by scrolling through Facebook Marketplace ads for 1990s convertibles.

"At first, I was looking for a Dodge Shadow convertible, or maybe a LeBaron," says Chris France. "I'd

always loved Sunbirds and Cavaliers, but I was willing to consider anything that was in good shape and in my price range.

"I'd been looking for a while, and nothing seemed right, but this one low-mileage Sunbird kept popping up in upstate New York," Chris continued. "The seller was asking more than I could afford at first, but the price kept dropping."

The quadruple-white Sunbird looked great in photos, but Chris had trepidations. "I was nervous. You know how the internet is — people will say anything."

"The guy selling the car told me his dad bought it new and only took it out on nice days with his wife, who always wore her bonnet."

According to the seller, the Sunbird had never been driven farther from home than Rome, N.Y., some 25 miles away. Less than 16,000 miles showed on the odometer.

Eventually, the Pontiac's price dropped to a point where Chris could seriously consider the car. He contacted the seller and made plans to travel to Booneville to see if it was as clean as it appeared.

When he arrived in Booneville, Chris knew he'd found his dream convertible.



The white upholstery and paintwork looked nearly flawless, and the matching convertible top and white-enameled alloy wheels showed only minor wear and were still in excellent usable, original condition. Sporty-looking red accents and “Sunbird” script enlivened the monochrome-white car — all part of this car’s RPO (regular production order) W25 Spring Special Appearance Package.

Before the sellers surrendered the keys, they wanted to ensure the Pontiac would be properly cared for.

“They said they had a few offers, but they wouldn’t let the car go because they thought those buyers were just going to drive it like a secondhand car,” Chris says. “I promised to keep it in the garage and only bring it out in nice weather, as they did.”

Chris arranged to pick up the car after he’d obtained insurance, license plates and registration documents from Maryland, where he now resides. After 30 years in the same town, the Pontiac made the 439-mile trip to the Old Line State without incident.

The convertible conversion

We had the chance to sample Chris’s car on the road with the top up and down. It’s a remarkably snug machine with the top in place. At freeway speeds, wind noise isn’t too oppressive. Still, the convertible top is only there to keep out the weather under dire conditions. The Sunbird convertible’s *raison d’être* is open-air cruising.

General Motors enlisted American Sunroof Co. (ASC) to transform Cavalier and Sunbird coupes into convertibles, and the firm did a neat job of it. The convertible top attaches to the windshield header with two easily manipulated latches, and a chromed button in the center of the header activates the top’s hydraulics. It even has a real glass rear window.

It would seem that ASC put structural bracing in all the right spots, because the car feels quite solid under most road conditions, quivering only on severely pockmarked pavement. One of the few things that betray the conversion from coupe to convertible is the two seatbelt mounting struts that sprout from the doors. In GM J-body



coupes, the seatbelt attaches to the upper window frame which, of course, is absent on the convertible.

Base Sunbirds were powered by a 110-hp inline four-cylinder engine, but this one has the optional 140-hp, 3.1-liter V-6 under the hood, as proclaimed by coordinating red-and-white fender badges. It’s a pushrod, fuel-injected engine with good throttle response and a pleasing exhaust note. The V-6 sends power to the front wheels through a three-speed automatic transmission that shifts smoothly and cleanly. We didn’t look up the final drive ratio, but the Sunbird feels relaxed when cruising at 70 mph.

We didn’t get the chance to try the car’s handling on a really challenging road and it’s probably just as well, for the MacPherson-strut front and twist-beam rear suspension is tuned for a boulevard ride, not aggressive driving. Chris tells us he has a new set of shocks and struts on the shelf, ready to

install, which might put a little “driving excitement” back into his Sunbird.

With its plethora of disparate slide and button controls and mixture of angles and organic curves, some might describe the Sunbird’s instrument panel design as fussy. Happily, there’s a complete set of analog gauges to keep drivers apprised of what’s going on in the engine room.

A posthumous gift

On the way back to the Pontiac’s garage, Chris waxed nostalgic about his car.

“I wanted a convertible, any convertible, when I was a kid; I never even got to ride in one until I was an adult,” he says.

“My mom passed away last summer and left me a little money; that’s when I started looking for a convertible. I was married in October and picked up the car the day after the ceremony. I like to think of it as mom’s wedding gift.” **OC**



A Knight in Moline Armor



With its painted radiator shell and minimal brightwork, the 1915 Moline-Knight presented a modern but low-key appearance.

It's fascinating to look at cars built before convention settled in on the automotive industry, and the further back one looks, the more interesting it becomes.

Shift patterns on manual transmissions — in passenger cars and light-duty trucks — have been standardized for decades so that anyone who can drive a 75-year-old vehicle with a floor-shifter can quickly figure out its modern descendant. Throw a column-shifter in there, and with some minor mental gymnastics, the transition isn't much harder. It all works, because the established pattern is some form of an H, and the progression through that H doesn't vary.

It hasn't always been that way. Maxwell and Buick, to name just two, once used different shift patterns, so switching between makes had the potential to cause embarrassment — or damage. A Model T Ford, with its planetary transmission, would likely baffle a first-time driver as stepping on pedals changes gears and thus there's no shifter at all. The Model T's hand-throttle would be another challenge, but cars with gas pedals aren't always easier since some place the throttle between the brake and the clutch.

With the exception of the Model T and its planetary transmission, none of that amounts to much more than some engineer's idea of a better way to control

a procedure. Similarly, there was no universal agreement on where the driver should sit, as illustrated by the National Automotive Chamber of Commerce's "1915 Handbook of Automobiles" with its listing for "position of driver" for every car. Most, but not all, are "left-side."

What's far more intriguing than any of that is the number of engine designs that were tried during the Brass era and even beyond. There were two-strokes and four-strokes; some manufacturers of the latter believed in L-heads, others in T-heads, but both would eventually

be retired in the face of what Buick then called its "valve-in-head" configuration. Still, all four-strokes of those three types function in essentially the same way, as valves open and close in a specific sequence to supply a fuel-air mix to the combustion chamber and then allow exhaust gases to escape.

One significantly different approach was the sleeve-valve engine that Charles Knight was working on as early as 1903. In greatly oversimplified terms, it substitutes sleeves for poppet valves and directs the flows of fuel-air and exhaust gases by controlling the positions of openings in the sleeves. Knight formed Knight and Kilbourne with his backer, L.B. Kilbourne, and proceeded to build the Silent Knight from 1905 through 1907. The name was a fitting one, as the sleeve-valve engine was quiet, smooth and efficient, but its very design demanded extreme precision in manufacturing, and that ensured a high price for the car. At \$3,500, it cost the equivalent of more than \$110,000 in today's money. Compared another way, Packards in 1905 ranged from \$3,400 to \$4,600, while Cadillacs were priced at \$900 to \$2,800.

Knight did better with his engines than with his cars, and licensing it to other manufacturers proved to be the smart approach. Its licensees would eventually span a range from Atlas to Willys, the latter producing the final



As with most of its contemporaries, the Moline-Knight's dashboard is basic.

Knight-engined American car in 1933. It's safe to say that the Willys-Knight is the best known of all the cars using the Knight engine, but obscurity can sometimes be a good thing.

Knowing a Knight

"Nobody knew what the heck it was," recalled John Stamberg, whose 1915 Moline-Knight is shown here. "The Knight engine was a mystery to them."

The car was in an auction not far from his Barnesville, Md., home in 1976, and he and a friend had done their research.

"We knew what it was," he recalled. "We brought a six-volt battery, gasoline and all that kind of stuff, and we drove it home 40 miles after I bought it. When we started it, there wasn't a mosquito in Prince George's County, Maryland, for weeks."

Raising a family meant the car didn't see much driving at first, but that's now changed and more use results in more wear.

"We just put on rear brake bands," Stamberg said. "We had a knock and we took the pan off and slipped one of the rods out and had it rebabbited. It has insert bearings, which is rare, and the thing that made it easy to do in the '14s and '15s, you could get the piston down without taking the head and all the other apparatus out. You just slip it down."

With more than 70,000 miles on the car — about 20,000 since Stamberg bought it — that was the only significant work the Moline-Knight needed, but he decided to replace the cone clutch's leather facing with Kevlar.

"It takes the heat," he explained, "and it's got a little bit of resilience."

That's important for a car that tours. The Moline-Knight's 302-cid four, although rated at 25.6 hp, is listed as producing 50, and it drives through a four-speed transmission. Stamberg spoke of touring with a friend whose car is less powerful.

"When you shift and when you don't shift (compared to the friend's car) are just different," he explained. "When we tour, we leave about 10 car lengths between the two, because certain times, he's got to downshift, I'm still good."

With all that said, it seems that the Moline-Knight should have had a long and successful life and it did . . . sort



The 50-hp four means the Moline-Knight is nicely suited for touring.

of. Although 1919 was its final year, it returned in 1920 as the R&V Knight. Orlando Root and W.H. Vandervoort had built engines before building the Moline and Moline-Knight, so Root & Vandervoort Engineering now chose to build cars under its own name and continued to do so through 1924. Vandervoort's death and mounting financial

problems forced it out of business, but its sleeve-valve engine was not yet finished as Yellow bought the rights to it.

At least some Yellow-Knight passenger cars were built before General Motors bought Yellow in 1925 and continued its most important product, taxicabs, before changing the name to General Motors Cab in 1930. **OC**

BIRD NEST

Specializing in 1958-1966 Ford Thunderbirds parts and accessories

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



See thousands of parts for your T-Bird at:

www.tbirdparts.com

1091 Willamette Falls Dr., West Linn, OR 97068
971-233-9000 www.tbirdparts.com



WIRING HARNESSES BATTERY CABLES SPARK PLUG WIRES SWITCHES & more

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

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

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

708-563-0400
www.LectricLimited.com

When a Mustang's not a Mustang



This 1966 T-5 GT convertible built for the German market wears optional Mustang styled steel wheels.

One-of-two German Ford T-5 GT convertibles

STORY AND PHOTOS BY JOHN GUNNELL

T-5 was Ford's code name for the original Mustang development project. Later, that designation was used to identify German versions of the Mustang. Only 531 of these cars were made in 1966. One of those — a GT convertible with just 18,639 miles, a K-code 289-cid V-8 and a four-speed manual gearbox — can now be seen at The Automobile Gallery in Green Bay, Wis. (www.TheAutomobileGallery.org). According to the Ford T-5 Registry, it's one of two such cars in the world. The other one survives in the hands of a collector in Switzerland.

After the Mustang's April 17, 1964, public introduction at the New York

World's Fair, Ford's "pony car" quickly became the best-selling new model in automotive history. It was aimed at young Americans, and there were many of them stationed as GIs in Germany, courtesy of their Uncle Sam. Many of them wanted to buy a Mustang.

Ford Motor Co. considered that. The Cold War was on, and the company knew that West Germany was loaded with American GIs, many of whom fit the profile of a Mustang buyer. Since that could translate into added sales, Ford considered a program to help the soldiers buy Mustangs. But there was a snag. A German truck maker owned rights to

the "Mustang" name, and Ford refused to pay a \$10,000 fee to buy German rights to it.

Ford's answer was to put "T-5" badges on Mustangs sold in Germany. A German company marketed the T-5, and Ford removed all Mustang lettering from the car. T-5 badges, a speedometer that read in kilometers (reportedly not used on all T-5s), a steering wheel hub without the Mustang name and clear (instead of amber) parking lamp lenses were among minor differences in the German cars. They had an export-style hood brace and heavy-duty suspension. On T-5 GTs, the body-side racing stripes had to be lengthened since the

T-5 nameplate was located above the stripe, whereas “Mustang” lettering was in the stripe of a Mustang GT.

Collectors know that some Mustangs made in two factories — in Dearborn, Mich., and Metuchen, N.J. — had T-5 conversions. The Michigan-built cars have a 91 FSO code and the New Jersey-built cars have a 95 code. A Ford export car facility in Newark, N.J., made the T-5 modifications before the cars were shipped to Germany. Otherwise, T-5s did not have different codes or data plates from the Mustangs made for domestic sale.

Soldiers would order cars through the military PX (post exchange) store in Germany. After a few months, they could take delivery through German Ford dealers. Prices were comparable to domestic Mustang prices. When the soldier’s tour of duty ended, the government would ship the car back to the United States for free. That led to at least most of the German-market cars coming back to America with their owners.

Ford put a lot of energy into marketing the T-5, particularly during its first two years. Sales catalogs and other advertisements were printed in both English and German. In later years, German dealership literature also pushed sales of T-5 models. Those who collect these rare cars naturally collect the special sales literature associated with them.

The Ford T-5 Registry (www.fordT5.com) has records for 340 known T-5s. A total of 3,631 were made from 1967-1973. Unfortunately, due to a computer storage problem at Ford, the 1965-1966 production totals were lost. The T-5

Registry has been able to track 79 of the 1966 models, and found that 20 were convertibles, six were factory GTs and two had the K-code 289 V-8.

The car being displayed at The Automobile Gallery now belongs to Joel and Bridget-Kelley Hensley of Menominee, Mich., who purchased it from Chris Wold. Prior to that, it is believed that the car passed through the hands of two East Coast collectors.

Allen J. Stewart, of Lenoir, N.C., owned the car, and he knew what it was. He offered it to a St. Louis, Mo., car collector named Peter Schick.

“I got it through a deal with a Madison (Wis.) man who I met through my wife’s workplace,” Wold told *Old Cars* when he brought it to the Mustang Round-Up in Manawa, Wis., in the summer of 2015. Wold

said that the T-5 had been in Wisconsin for about seven years at the time he bought it.

Over the years, Wold’s T-5 was repainted its original Wimbledon White color. It has red sun visors, a red interior, red lower body striping and a wood-grained steering wheel. The GT equipment package and hi-po 289 make it desirable. Wold drove the T-5 to car shows and stressed back in 2015 that it wasn’t a “trailer queen.”

Wold’s T-5 took a trophy in Manawa. He also won a trophy at the Edgerton, Wis., Tobacco Heritage Days Car Show. At that time, he said he planned to keep the T-5 for many years, but Joel and Bridget-Kelley Hensley have since pried it loose from him and are sharing it with other Mustangers by loaning it to The Automobile Gallery.

Ford continued to produce T-5-badged cars for the German market until 1973, when truck maker Friedrich Krupp AG Hoesch-Krupp allowed the copyright on the Mustang name to expire.

“The word Mustang can’t be found on the Hensley’s car,” Burnett pointed out. “But, if you look closely, you’ll see another name you might know.” He was talking about Edsel B. Ford II, who wrote his signature on the car’s glove box to denote the historical significance of the car. **OC**



There are T-5 badges and stripes, but no Mustang nameplates. Since the German “T-5” badge is above the GT stripe, the stripe runs the full wheelbase. On American Mustang GTs, the “Mustang” letters interrupt the widest part of the stripe, making it a different length.



Only two 1966 T-5 GT convertibles with the K-code 289-cid V-8 are known exist.



WHEN AN A FINDS YOU

Coincidence — or divine intervention — lands a Model A

STORY AND PHOTOS BY BOB TOMAINE

Jim Budd might never have bought his 1931 Ford Model A Tudor if not for a chance meeting after weeks of careful consideration.

"I'd been looking at this ad for like a month," he recalled. "I'd show it to my wife every night."

He'd wanted a Fordor and happened to be at Renniger's — then a well-known Model A shop in Bird-in-Hand, Pa. — talking to Gene Renniger about a Tudor closer to his own home in Seelyville.

"He said, 'The guy out there in the pickup has got a Tudor, if you're interested,'" Budd continued, "so I went out and talked to him."

Looking at some photos and then looking at the car itself inside its trailer, his wife recognized it as the Ford in the ad.

"I said, 'My wife said I've been look-

ing at this car every night for a month,'" Budd explained. "That guy's wife said, 'Well, it was meant to be, because you're 150 miles away.'"

Chances are excellent that she was right, given that the owner lived in Easton, Pa., and happened to be in Bird-in-Hand at the same time that Budd and his wife were there.

"Five minutes later," Budd observed, "and I'd have had to call him. So that's how we ended up with this one."

Budd had owned a 1929 Model A coupe years earlier, and while the odds of his simply happening upon the owner of the exact car he'd been watching are less than favorable, the seemingly endless popularity of the Model A means that it's not especially surprising that two fans might randomly meet. "Endless popularity" is no exaggera-

When the Model A Tudor was introduced, Ford boasted that it was "proudly at home in any company" as it was "distinguished by its low trim lines and the quiet good taste of every detail of finish and appointment." Its elegant lines were a credit to Henry Ford's son, Edsel, who realized the importance of styling to automobile sales.

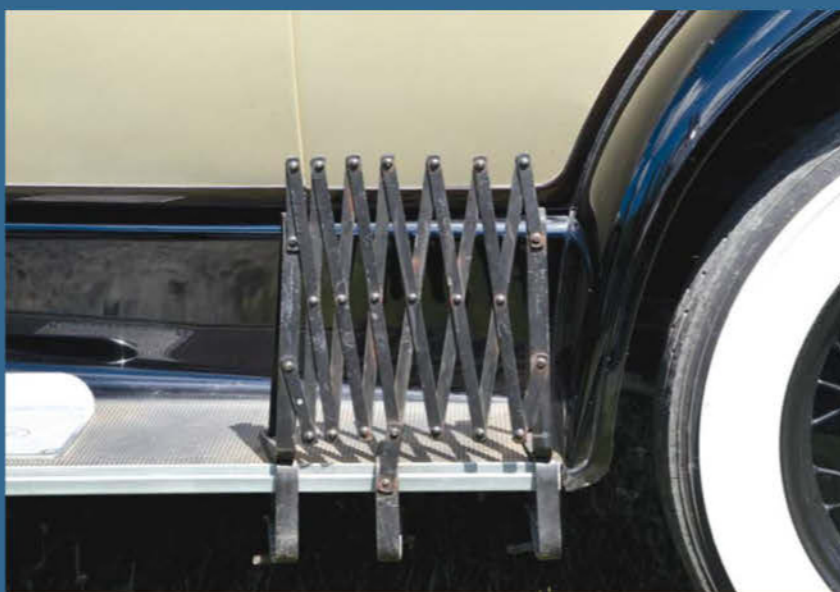
tion, as Model As really never had to be rediscovered, because they'd never actually lost their faithful following.

Ford builds a winner

Ford introduced the Model A on Dec. 2, 1927, as the replacement for the Model T. Having been built since late 1908, the Model T had rightfully gathered a following of intensely passionate

loyalists, but even its many updates hadn't overcome the fact that its basic design was extremely old. Obsolete or not, though, it was so well loved that the cliché about being a tough act to follow fit it perfectly. An intense advertising campaign prepared the motoring public for the Model A's introduction as newspaper ads on Dec. 1 urged potential customers to "get complete details tomorrow at Ford salesrooms."

The ad promised that "automobile history will be made tomorrow" and "tomorrow will be remembered as one of the greatest days in the entire history of the automobile industry." While making such absolutes can be risky, there's no doubt that the Model A was a car suited far better to the modern world than its predecessor. It used a sliding-gear transmission instead of the T's planetary unit; it relied on four-wheel service brakes instead of the previous driveshaft brake;



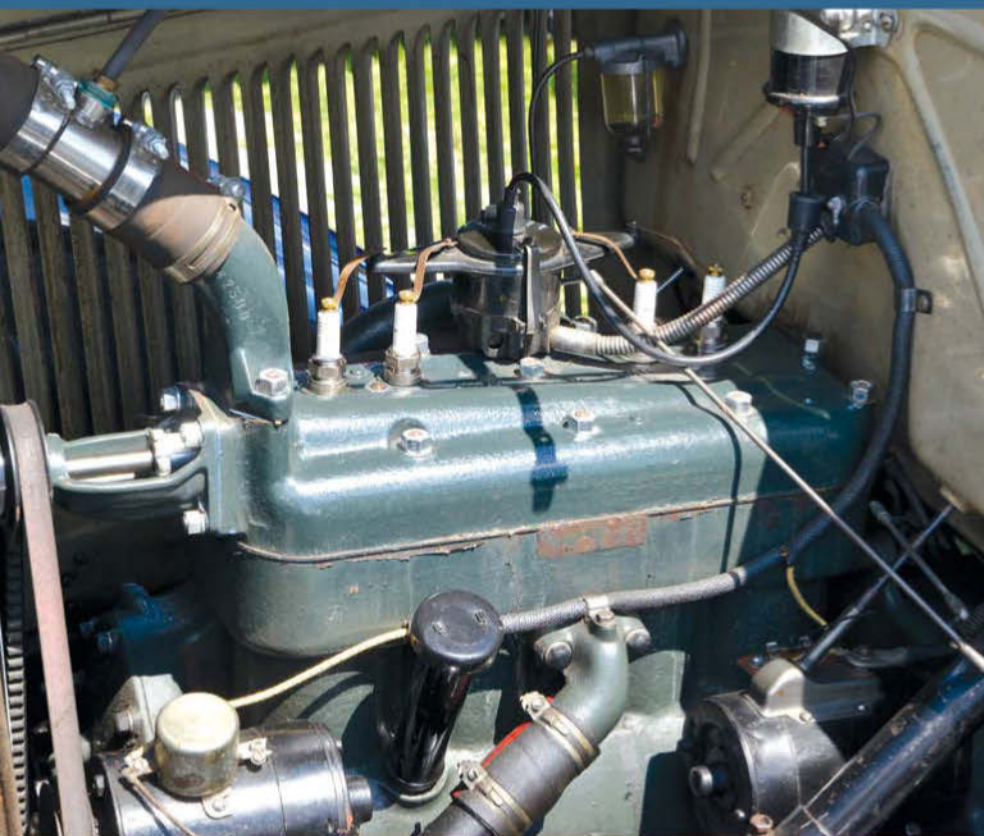
A Model A sedan's cargo capacity is limited, meaning the running board can be pressed into service to handle any overflow.



Like most of its contemporaries, the Model A uses a small and very basic taillamp.



The Model A's dashboard is the very picture of simplicity.



Today, 40 hp might not seem like much, but it's double the output of the Model T engine it succeeded.

and its 40-hp four doubled the output of the older engine. The ad also promised between 20 and 30 miles per gallon of gas and speeds of 55 to 65 mph.

Depending on the body, all of that came at a cost of \$385 to \$570. In terms of value, it was a reasonable increase over the Model T's final price range of \$360 to \$545, but measured by today's standards, either of the cars would be a bargain best described as shocking; the last Model T's cost, in modern dollars, would be \$6,070 to \$9,189, and the first Model A's would be \$6,567 to \$9,723.

With more than 633,000 Model A's sold in 1928, the success was obvious. New body types were added for 1929, significant updates gave the 1930 version a more modern appearance and 1931 brought still further styling improvements, additional bodies and not incidentally, the 20 millionth Ford. The V-8 would appear for 1932 and change nearly everything, but the Model A would continue as everyday transportation long enough that it would gradually slide almost unnoticed into a new role as one of the most popular early collector cars.

Landing an A

Finding a Model A today is challenging only when it has to be a specific body style, and then it's usually just slightly challenging. Budd could easily have held out for a Fordor, but the Tudor appeared and that was close enough. It had been restored before he bought it and he still recalls the initial trip roughly a decade ago.

"We only walked home once," he said, "and that was the first day we took it out. On the fuel line, the filter was plugged up."

As a minor — if inconvenient — problem, it was an indication that there really was very little wrong with the Ford. Budd said that in the years he's owned it, a new radiator and head gasket have been the only mechanical

work it's needed beyond maintenance. He also replaced most of the interior to address damage done long ago by mice, and although he had the Ford at the Prompton Fire Company show in Prompton, Pa., a good, comfortable interior is an important part of a car that does more than park at events.

"They're fun to drive," Budd said, "and we'd rather go for a ride than to a car show, really."

A long trip for the Model A might be about 100 miles, and he gave the example of a stretch of New York Route 97 including Hawk's Nest along the Delaware River. The curving road through Hawk's Nest hangs on a mountainside between an almost-vertical drop on one edge and an almost-vertical rise on the other.

"We like to go through Hawk's Nest," Budd said, "and that's about 50 miles. We run about 40 with it (but) you think about the steering when you're going through there. 'What if something broke?'"

In addition to the scenery, Route 97 offers another benefit in that it's generally not very busy, and that's his preference with the Model A. On the appropriate road, he said, the car is so straightforward to drive that becoming comfortable with it would be a matter of a few minutes.

"It steers good, it stops good," he said. "We put new brakes on it a couple of years ago and it basically stops on a dime now, as they say, but before we did that, we had to plan our stops. 'Is this light going to change?' So you slow down, expecting it to change. But now, I can go right up to it, put my foot on the brake and it stops."

What might be the most important point in his Model A's favor, though, is that it's as much fun now as it was when he bought it.

"Yeah," he agreed. "I'd take this over any of the cars we've got." **OC**



Classique Cars Unlimited

1958-2008 Lincoln/T-Bird Parts

Catalogs \$20.00 Each in USA - State Year/Make

4523 Hwy. 589 • Sumrall, MS 39482

www.classiquecars.com

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

"Celebrating Our 48th Year!"

OBSOLETE FORD PARTS CO.

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

Ford parts specialists since 1950.

**OBSOLETE FORD
PARTS COMPANY**

"The Old Reliable"



311 East Washington Ave, Nashville, GA 31639

**obsoleteford@windstream.net
www.obsoletereliableparts.com
229-686-2470**

NEW! DAYTONA CARBURETOR

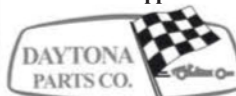
**High Quality, alcohol resistant, single barrel replacement carburetors for
CHEVROLET- FORD- DODGE- JEEP and many other applications.**

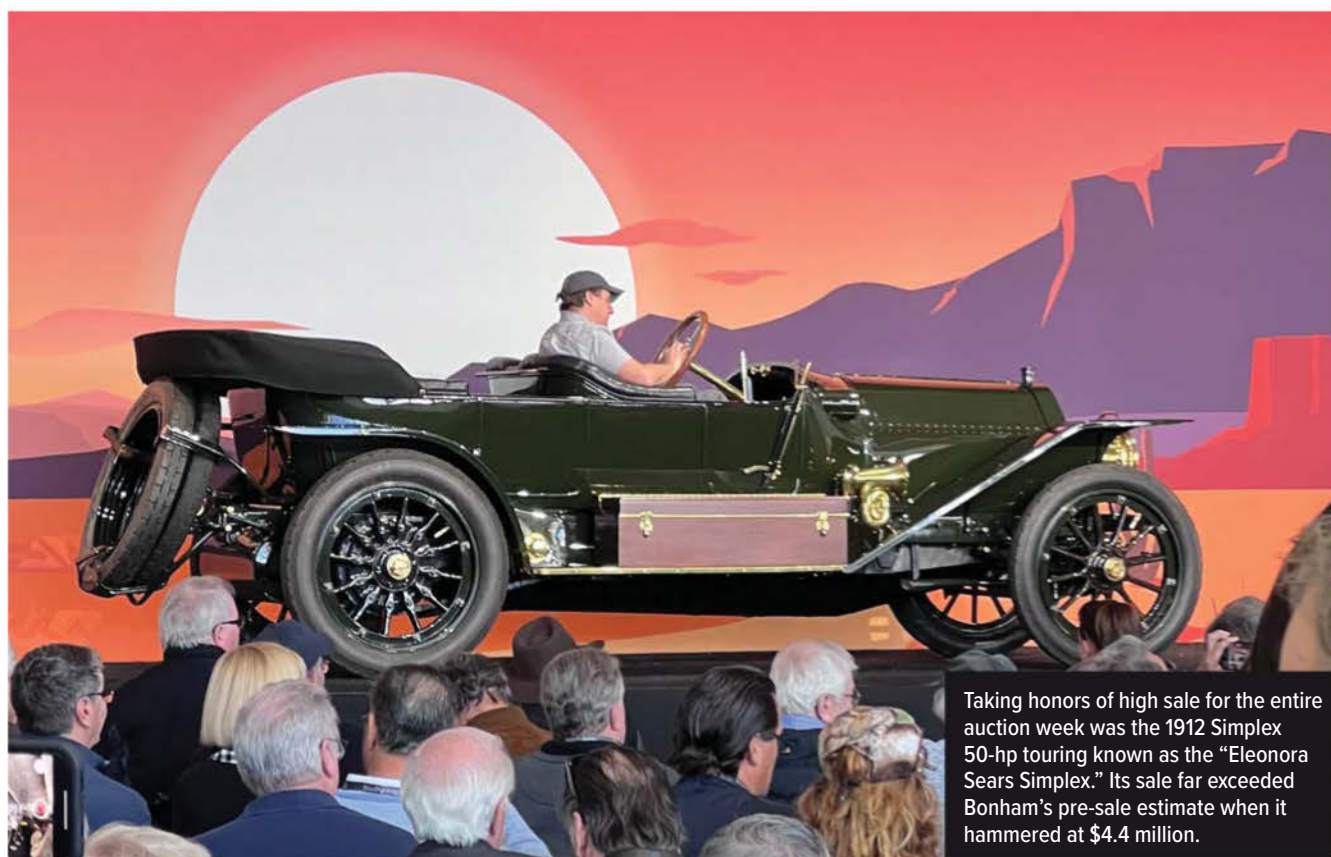


Tired of trying to rebuild your old original 1bbl carb, and have it last with modern alcohol laced fuel? Replace that old, worn out single barrel with this NEW Universal replacement, alcohol resistant DAYTONA carburetor. Perfect for Hot Rod, Performance, or Nostalgia 6 cyl Dual and triple applications.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

Phone us for application fitment and pricing.

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





Taking honors of high sale for the entire auction week was the 1912 Simplex 50-hp touring known as the "Eleonora Sears Simplex." Its sale far exceeded Bonham's pre-sale estimate when it hammered at \$4.4 million.

Bonham's starts strong with Scottsdale sale

PHIL SKINNER & KIMBERLEY KNAPMAN REPORTING

SCOTTSDALE, Ariz — Since 2012, British-based Bonham's Auctioneers has been making an annual appearance in the Valley of the Sun during the January auction week, and for 2023 there was no disappointment when the company again pitched its tent on the grounds of the posh Westin Kierland Resort and Spa in Scottsdale. With the

absence of several other auctions from the hectic week this year, there was a bit of date jumbling with the competition, as RM Sotheby's conducted its sale on Thursday and Bonham's held its sale the following day, Friday, Jan. 27.

Conducted in a specious tent, the sale was attended by a standing-room-only crowd as Bonham's senior motorcar auc-



Looking pretty much untouched, this 1958 Facel Vega FV3B coupe, powered by a Chrysler 392-cid Hemi V-8, went for a bid of \$62,000.



Fans of Harry Potter might recognize this car, a 1966 Ford Anglia with right-hand drive, and a duplicate to one flown by Ron Weasley. This complete little ride hammered at \$13,000.



Built by Ferrari as a tribute to Michael Schumacher's F1 World Championship, this display car brought a winning bid of \$475,000.

tioneer started the 8-hour long sale with the offering of 20 select vintage pedal cars followed by 126 vehicles. Bidding interest was strong and, at times, there was a bit of levity seen in the gallery. One bidder, definitely interested in several lots, insisted on bidding in rather unusual dollar figures, such as \$888,888 on one lot, to which Banner happily accepted.

The docket of 126 cars ranged in age from a 1912 Simplex to several late-model Ferrari and Maserati supercars. Porsche was the predominant marque in Scottsdale with 24 offered and 22 going to new homes. Overall, Bonham's posted 105 lots sold, which represented a sell-through rate of 83.3 percent. Hammer bids for vehicles were recorded at \$27,457,500, on top of which was added the commission of 12 percent to the first \$250,000, 10 percent thereafter, bringing the grand total to \$30,461,810. Not bad for day's work.

The car bringing the most interest by far was a 1912 Simplex 50-hp five-passenger touring car.



Rarely seen, this V-8-powered BMW 507, just like the one Elvis Presley owned while in the Army, was well received and called sold at \$1,875,000.

We would call the sale of this 1960 Dodge Dart Phoenix convertible a bargain. In #2 condition, Bonham's hammered this car sold at \$40,000.



A type of car driven mostly by celebrities when new, this handsome 1962 Ghia L6.4 coupe traded hands for a bid of \$520,000.



Known in the hobby as the “Eleonora Sears Simplex,” it was purchased for her by Harold Vanderbilt. This remarkable machine sports a 597-cid four-cylinder engine and is well known to early motorcar enthusiasts after having spent many years of its life in the Charles Chayne Collection. Pre-sale estimates had put the expected sale price between \$2.5 to \$3.5 million, but in the auction arena, the bidding was spirited and strong, taking a little longer on the block than many other cars as the bids inched past \$4 million. It was finally hammered sold by Banner at \$4.4 million. With the commission the total was \$4,845,000, making it the top-dollar car sold during the entire week of sales.

Several other notable cars brought exceedingly strong bids, such as a 1962 Lincoln Continental sedan called

sold at \$75,000, plus a pair of Ghia bodied Chryslers — a 1954 G51 “Special” called sold at \$725,000, and the spectacular 1957 *Super Dart 400* show car, which traded hands with a bid of \$740,000. Several European supercars exceeded the million-dollar mark with the 2006 Maserati MC-12 Corse racing coupe hammered at \$3,460,000. A smart-looking 1953 Siata 208S Spider captured a selling bid of \$1,425,000.

Compared to some of the other auctions that take place in Scottsdale during auction week, Bonham’s offers a selection of vehicles that many can afford. Nearly everyone enjoys the refined and civilized atmosphere of gracious auctioneering in comfortable surroundings. **OC**

This futuristic show car was right at home in Bonham’s Scottsdale sale; the 1957 Chrysler Ghia *Super Dart 400* one-off coupe traded hands for a bid of \$740,000.





Fitted with a Bristol engine, this 1958 AC Aceca coupe was called sold after a bid of \$125,000.

BONHAM'S SCOTTSDALE AUCTION

Scottsdale, Ariz.

Jan. 27, 2023

105 of 126 lots reported sold

Sell-through rate: 83.3%

Total sales: \$27,457,500

Total sales with premiums: \$30,461,810

Phil Skinner Reporting

	Price/Cond	
1963 Alfa Romeo Giulia 1600 2d conv 1570cc/92hp/4cyl/5spd	\$70,000	2
1969 Alfa Romeo Junior Zagato-R 2d cpe 2.1L/220hp/4cyl/5spd	\$110,000	2
1974 Alfa Romeo 2000-GTV 2d sed 1962cc/131hp/4cyl/5spd	\$42,000	2
2000 Alfa Romeo 8C2300-Monza Pursang replica rds		
2.3L/185hp/DOHC 8cyl/4spd	\$325,000	2
1952 Allard J2X 2d rds Chrys. 331cid/400hp/Hemi V8/5spd/LHD	\$415,000	2
1959 Aston Martin DB MK III Tickford 2d hthbck sed		
2922cc/178hp/6cyl/4spd	\$125,000	3
1963 Aston Martin DB4 Series V 2d Sprt Saloon		
3670cc/240hp/6cyl/4spd/LHD	\$280,000	2
1966 Aston Martin DB6 2d sprt saloon 3995cc/282hp/6cyl/5spd/LHD	\$170,000	3
1967 Aston Martin DB6 2d sprt saloon 3995cc/282hp/6cyl/5spd/LHD	\$162,500	3
1970 Aston Martin DBS-Vantage 2d cpe 3995cc/325hp/6cyl/5spd	\$80,000	3
1976 Aston Martin V8 2d sprt saloon 5340cc/300hp/V8/AT	\$70,000	3
1981 Aston Martin V8-4 "Oscar India" 2d sprt saloon		
5340cc/300hp/V8/AT	\$78,000	3
1982 Aston Martin V8 Volante 2d conv 5340cc/300hp/V8/AT	\$67,500	3
1989 Aston Martin Lagonda Series IV 4d sed 5340cc/305hp/V8/AT	\$42,000	3
2018 Aston Martin Vanquish Volante-Q Zagato 2d conv		
5933cc/580hp/V12/AT	\$490,000	1
1959 Austin-Healey "Bugeye" Sprite MK1 2d rds 1275cc/65hp/4cyl/4spd	\$19,000	2
1963 Austin-Healey 3000 MKIII B18 2d conv		
2912cc/150hp/6cyl/4spd/O/D	\$75,000	1
1996 Bentley Azure 2d conv 6750cc/385hp/V8/AT/LHD	\$60,000	2
1914 Benz 18/45 Runabout 4710cc/45hp/4cyl/4spd/chain drive	\$180,000	2
1956 BMW Isetta 300 1d cpe 298cc/13hp/1cyl/4spd/slr, rack	\$75,000	1
1958 BMW 507 Series II 2d rds 3168cc/150hp/V8/4spd/2 tops	\$1,875,000	1
1973 BMW 2002 tii 2d sed 1991cc/130hp/4cyl/4spd	\$47,000	3
2002 BMW Z8 2d conv 5.0L/400hp/FI/V8/6spd	\$205,000	1
1953 Buick Skylark 2d conv 322cid/188hp/V8/AT	\$125,000	2
1987 Buick GNX 2d cpe 3.8L/276hp/Turbo/V6/AT/22 orig. mi.	\$165,000	2
1941 Cadillac Series 61 2d cpe 346cid/150hp/V8/AT	\$42,000	2
1941 Cadillac Series 62 2d conv 346cid/150hp/V8/3spd	\$77,000	2
1953 Cadillac Series 62 2d conv 331cid/210hp/V8/AT	\$67,000	2
1957 Cadillac Eldorado Biarritz 2d conv		
365cid/325hp/2x4-bbl/V8/AT	\$105,000	2

1931 Chevrolet Independence AE 2d cpe 194cid/50hp/6cyl/3spd/dsm, r/s	\$12,000	2
1971 Chevrolet Corvette ZR-2 2d T-top cpe LS6		
454cid/425hp/V8/4spd	\$197,500	2
1930 Chrysler Imperial 80L 2d rds 309cid/110hp/6cyl/3spd/dsm, r/s, rack	\$95,000	2
1954 Chrysler Ghia GS-1 Special 2d HT 331cid/210hp/V8/AT	\$725,000	1
1957 Chrysler Ghia Super Dart 400 2d cpe 392cid/400hp/2x4-bbl/Hemi V8/AT/show car	\$740,000	1
1961 Chrysler 300G 2d conv. 413cid/375hp/V8/AT	\$110,000	1
1977 Citroen CX2400 Pallas 4d sed 2347cc/117hp/4cyl/5spd	\$10,000	3
1970 Datsun 240Z 2d FB cpe 2393cc/150hp/6cyl/4spd	\$60,500	2
1948 Dodge Custom Derham 2d cpe 230cid/102hp/6cyl/3spd	\$87,500	1
1949 Dodge Wayfarer 2d rds 331cid/103hp/6cyl/Fluid Dr.	\$34,000	2
1960 Dodge Dart Phoenix 2d conv 318cid/230hp/V8/AT	\$40,000	2
1996 Dodge Viper GTS 2d cpe 8.0L/450hp/V10/6spd	\$87,500	2
1958 Facel Vega FV38 2d cpe Chrys 392cid/253hp/Hemi V8/4spd	\$62,000	3
1964 Facel HK-2 Series II 2d cpe Chrys. 383cid/355hp/V8/AT	\$110,000	3
1965 Ferrari 275GT5 2d conv 3286cc/260hp/V12/5spd/ by Pininfarina	\$1,437,500	1
2001 Ferrari F2001 Schmacher show car	\$475,000	1
1935 Ford Deluxe 2d cpe/Chev 283cid/V8/5spd/ chop-top rod	\$75,000	2
1947 Ford 799 2d 1/2-ton PUJ Chev 327 V8/AT/ rod	\$36,000	1
1966 Ford (UK) Anglia 4d sed 998cc/41hp/4cyl/4spd/RHD	\$13,000	2
1962 Ghia L6.4 2d cpe Chrys. 383cid/335hp/V8/AT/luggage	\$520,000	1
1967 Griffith 600 2d cpe Plym. 273cid/304hp/V8/AT	\$72,000	2
1955 Imperial Newport 2d HT 331cid/250hp/Hemi V8/AT/ Fact. A/C	\$44,000	2
1951 Jaguar XK120 LT-1 "Comp Spec" 2d rds		
3442cc/210hp/6cyl/4spd	\$180,000	1
1952 Jaguar XK120-SE 2d cpe 3442cc/180hp/6cyl/5spd	\$53,000	2
1953 Jaguar XK120-SE 2d conv. 3442cc/180hp/6cyl/4spd	\$75,000	2
1964 Jaguar S-Type 4d sed 3781cc/220hp/6cyl/AT/RHD	\$15,000	3
1962 Lincoln Continental 4d sed 430cid/300hp/V8/AT	\$75,000	2
1970 Maserati Ghibli Ghia 2d cpe 4719cc/380hp/V8/5spd	\$120,000	1
2006 Maserati MC12-Corse 2d cpe race car		
6.0L/755hp/V12/6spd	\$3,460,000	1
1912 Maxwell Special 4d Trng 281cid/36hp/4cyl/3spd/RHD	\$25,000	2
2010 Maybach Model 57 Zeppelin Ed. 4d sed		
5980cc/632hp/W12/AT/ slr	\$220,000	1
1959 Mercedes-Benz 190SL 2d conv 1897cc/105hp/4cyl/4spd/ 2 tops	\$80,000	2
1969 Mercedes-Benz 280SL 2d conv 2778cc/160hp/6cyl/AT/ 2 tops	\$95,000	1
1971 Mercedes-Benz 280SE/3.5 2d conv 3499cc/200hp/V8/AT	\$345,000	1
1980 Mercedes-Benz 450SL 2d conv 4.5L/190hp/V8/AT/2 tops	\$37,000	3
1989 Mercedes-Benz 560SL 2d conv 5549cc/225hp/V8/AT/2 tops	\$65,000	2
2008 Mercedes-Benz SLR-McLaren 2d conv		
5.5L/617hp/SC-MFI/V8/5spd	\$440,000	1
1955 MG TF-1500 2d rds 1250cc/57.5hp/4cyl/4spd/LHD	\$19,000	3
1953 Minerva Land Rover TT-80 2d 4X4 Utility 1997cc/52hp/4cyl/4spd/LHD	\$16,000	3

1955 Mistral-Chevrolet Formula 2d race car rds Chev		
283cid/400hp/V8/4spd/RHD	\$56,000	2
1958 Oldsmobile 98 2d conv 371cid/213hp/12 3x2-bbl/V8/AT	\$95,000	2
1933 Packard Twelve 2d rds 473cid/160hp/V12/3spd/ dsm, r/s, rack	\$347,500	2
1971 Plymouth Hemi "Cuda 2d HT 426cid/425hp/2x4-bbl/Hemi V8/4spd/ export unit	\$375,000	2
1952 Porsche 356 1500-S 2d conv 1488cc/70hp/H4/4spd/ by Reutter	\$180,000	1
1954 Porsche 356 1500 2d cpe 1488cc/70hp/H4/4spd/ by Reutter	\$264,000	1
1955 Porsche 356 Continental 2d cpe 1488cc/55hp/H4/4spd	\$197,500	1
1956 Porsche 356 1500 Super Speedster 2d rds		
1488cc/70hp/H4/4spd/ by Reutter	\$325,000	2
1960 Porsche 356B Super 90 "Outlaw" 2d cpe		
1750cc/119hp/H4/4spd	\$220,000	1
1963 Porsche 356B 1600 Super 2d conv 1582cc/75hp/H4/4spd	\$194,000	1
1964 Porsche 356C-GT "Outlaw" 2d cpe 1582cc/110hp/H4/4spd	\$122,000	2
1964 Porsche 356C-SC 1600 2d cpe 1582cc/95hp/H4/4spd/ Twin Grille	\$115,000	1
1966 Porsche 911 "Outlaw" 2d cpe NOM 1991cc/150hp/H6/5spd	\$165,000	2
1972 Porsche 911S 2d Targa cpe 2341cc/190hp/H6/5spd	\$195,000	1
1974 Porsche 911 Carrera 2d Targa cpe 2687cc/175hp/H6/5spd/ w/tail	\$82,500	2
1977 Porsche 911S 2d Targa cpe 2687cc/165hp/H6/5spd	\$87,500	1
1978 Porsche 928 2d cpe 4424cc/230hp/V8/5spd	\$77,500	3
1978 Porsche 930 Turbo RUF-BTR 2d cpe 3367cc/374hp/H6/5spd	\$164,000	1
1979 Porsche 928S 2d cpe 4474cc/230hp/V8/5spd	\$20,000	3
1987 Porsche 911 Carrera 2d cabrio 3.2L/217hp/FI/H6/5spd	\$55,000	3
1988 Porsche 911 Carrera 2d cabrio 3.2L/217hp/FI/H6/5spd	\$67,500	2
1989 Porsche 930 Turbo 2d conv. 3367cc/282hp/H6/5spd	\$157,500	1
1994 Porsche 911 Carrera-4 2d cpe 3.6L/250hp/FI/H6/5spd-AWD	\$140,000	2
1994 Porsche 911 Speedster Typ 964 2d conv		
3.6L/250hp/FI/H6/5spd	\$187,500	1
2005 Porsche Carrera GT 2d conv. 5.7L/612hp/V10/6spd	\$935,000	1
2012 Porsche 911 Turbo-S "918 Spyder" 2d conv.		
3.8L/530hp/EFI/H6/7spd	\$135,000	1
1953 Rolls-Royce Silver Dawn Mulliner 4d saloon		
4566cc/150hp/6cyl/AT/LHD	\$39,000	2
1954 Rolls-Royce Silver Dawn Park Ward 2d conv		
4257cc/130hp/6cyl/4spd	\$145,000	2
1961 Rolls-Royce Silver Cloud II Radford Countryman		
4d sed 6230cc/250hp/V8/AT/RHD	\$45,000	2
1962 Rolls-Royce Silver Cloud II "Adaption" 2d conv		
6230cc/250hp/V8/AT/LHD	\$205,000	2
1964 Rolls-Royce Silver Cloud III Continental 2d cpe		
6230cc/250hp/V8/AT/LHD	\$65,000	3
1953 Siatla 208S Spider 2d rds Fiat 1996 cc/125hp/V8/4spd	\$1,425,000	1
1912 Simplex 50hp 4d 5-P Touring 597cid/50hp/4cyl/4spd	\$4,400,000	1
1963 Studebaker Gran Turismo 2d HT cpe 289cid/210hp/V8/4spd	\$41,000	2
1961 Volkswagen Karmann Ghia 2d cpe 1.2L/40hp/H4/4spd	\$50,000	1
1992 Davis Teardrop wooden 2d trailer w/camping gear	\$37,500	2

CALIFORNIA



The Duesenberg braced by two Mercedes-Benz 540K models is the Murphy convertible coupe (J-500) advertised by Mayfield Car Co. in 1955. According to Randy Ema, the Duesenberg was owned by Jas Cannon of Cannon Electric, who consigned it to Mayfield Car Co. When it didn't sell on Mayfield's lot, he donated it to the LA County Museum, which still owns the car today. Note the Mayfield Car Co. sign atop its office building.

Scenes of an early Classic car dealer

STORY BY ANGELO VAN BOGART

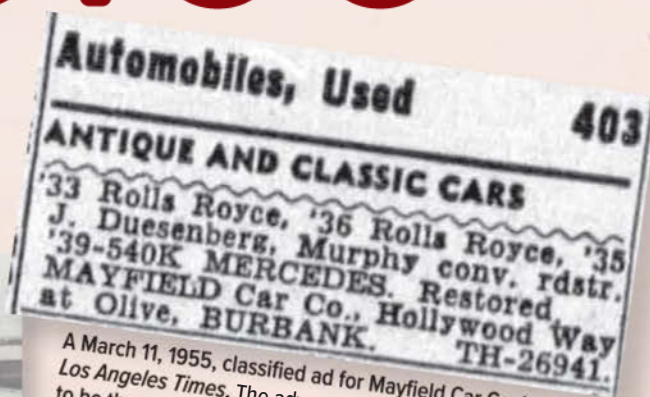


A June 1955 photo showing the front row of Mayfield Car Co. that summer. A Franklin with its top lowered and a late-1920s Lincoln in the foreground flank an Auburn Cabriolet that's been fitted with a different-marque front bumper, Woodlite headlamps and three driving lamps. An owner had the radiator painted, which does much to update the Auburn.

These days, you might see Jay Leno driving a Full Classic through the middle of Burbank, Calif., but there's a history of spotting great cars in that city that predates the famous comedian and car collector.

From 1949 to 1955, Lynn Mayfield operated Mayfield Car Co. at 100 North Hollywood Way in Burbank. From a small office at the corner of North Hollywood Way and Olive Boulevard, beneath two giant signs — one featuring a giant cut-out of a Kissel Goldbug speedster, the other a cut out of a phaeton — Mayfield displayed "special interest cars." These cars parked beneath circus-like "Antique and Classic Cars" signs were the type that would make many of today's concours fields envious. Parked behind the sidewalk along North Hollywood Way, May-

CLASSICS



A March 11, 1955, classified ad for Mayfield Car Co. in *The Los Angeles Times*. The advertised Duesenberg is believed to be the car pictured on page 28.

LEFT: Although it looks a bit shabby in this old 1955 photo, the 1930 duPont Model G Merrimac town car at right was bought from Mayfield Car Co. by J.B. Nethercutt. He soon had the duPont restored, and in 1958, it became Nethercutt's first of six cars to win Best of Show at the Pebble Beach Concours d'Elegance. Randy Ema believes the 1930 Ruxton pictured at center could be the very same Ruxton that Nethercutt purchased years later and restored. The duPont was driven through World War II by a gentleman who traded it to Mayfield Car Co. for an Auburn convertible sedan. Nethercutt reportedly paid Mayfield Car Co. \$500 for the duPont. Each would easily be worth in excess of \$300,000 today.

field might have a Ruxton, a duPont, a Stutz, Cadillacs, Auburns, Lincoln V-12s, Packards, Rolls-Royces, Pierce-Arrows — maybe all at once. At one point in 1955, Mayfield Car Co. displayed a Duesenberg Model J braced by two Mercedes-Benz 540K models. Combined, these three cars alone would be worth tens of millions of dollars today. When they were parked on Mayfield's lot, however, they were worth just a few thousand dollars, at most.

A surviving business card is evidence that Mayfield received assistance running his special-interest car lot from Jim McNamara, manager of Mayfield Car Co. during at least part of its brief existence. Correspondence between McNamara and multiple-Auburn-Speedster owner Millard Wilkerson from January 1954 discusses a 1935 Auburn Speedster

requiring some restoration, even after having received \$1,300 in repairs from Dallas Winslow's Auburn Cord Duesenberg Co. in Auburn, Ind.

"The car was completely overhauled by A-C-D Co. 5 months ago. They went thur (sic) everything," McNamara's letter to Wilkerson states, "motor, tran(smission), diff(erential) Dual Ratio. All new instruments.... The body is rough. Our price — \$475."

The lot full of classics was one of two lots that Lynn Mayfield operated at the time, the other featuring late-model used cars from his storefront at North Hollywood Way and Riverside Drive. Some of the late-model cars sold by Mayfield were more than just used cars. In October 1950, Mayfield advertised a 1949 Plymouth club

coupe as a "beautiful custom car with two-tone pleated leather interior" and a "full race" motor, chrome discs and a platinum finish "for those who want a distinguished car." No price was listed.

According to Auburn-Cord-Duesenberg historian and retired restorer Randy Ema, of Orange, Calif., at least some of the 1930s Classics offered at Mayfield Car Co. were being sold there on consignment. How all of these once-exotic cars landed on a lot in semi-rural postwar Burbank isn't clear, but perhaps the characters working from the nearby Warner Brothers studio were the source of at least some of the big, fancy cars.

As if two street fronts lined with giant, chrome-plated tombstone grilles of prewar Cadillacs and Lincolns didn't prove enough of a draw, May-



Damp 1937 Cord 812 Phaeton (foreground) and ca.-1947 Lincoln Continental on Mayfield's lot in January 1955. The Cord's windshield states "37 Cord - Factory Fresh," a possible reference to a rejuvenation by Dallas Winslow's Auburn Cord Duesenberg Co. in Auburn, Ind. While Mayfield Car Co. had a late-model lot, the Continental was relegated to its "antique and classic cars" lot, indicative of the car's instant classic status.



A 1934 Lincoln KA with a Murray-built convertible coupe body had company with other Lincolns on the lot of Mayfield Car Co. in January 1955. No asking price is listed on the windshield of this car, but such a Lincoln would be worth more than \$100,000 today.



A late-1920s Pierce-Arrow coupe leads a fine line in June 1955; that's a Stutz phaeton and a 1935 or '36 Auburn convertible directly behind the Pierce. A majestic 1936 Cadillac convertible sedan can be seen in the background.



Handsomen right-hand-drive English Rolls-Royce sedan photographed at Mayfield Car Co. in June 1955 may be the 1933 Rolls advertised by the lot in *The Los Angeles Times* a few months earlier.

field occasionally advertised its inventory in *The Los Angeles Times* and North Hollywood's *Valley Times* newspapers. The March 11, 1955, *The Los Angeles Times* lists perhaps the most impressive grouping of cars ever on Mayfield Car Co.'s lot at once: 1933 and 1936 Rolls-Royces, a 1935 Duesenberg Murphy convertible coupe and a restored 1939 Mercedes-Benz 540K all fill one listing that leads the newspaper's used automobiles section.

Pictured here are scenes illustrating some of the cars Mayfield Car Co. offered in 1954 and 1955, the end of its run at what was really a novel idea at the time. While brass-era cars were certainly considered collectable in the years immediately after World War II, many still considered giant 1930s Cadillacs, Packards and even Duesenbergs to be brontosauruses. But just as interest in Full Classics was beginning to ramp up, Mayfield seems to have shuttered its doors (advertisements seem to stop in 1955).

Not surprisingly, many of the cars pictured here have survived. After all, they survived the war scrap drives to land on a car lot specializing in antiquated vehicles. One of the cars on the lot of the Mayfield Car Co. even landed on the green of the Pebble Beach Concours d'Elegance where it won Best of Show. Thanks to the help of Randy Ema, we can share the fate of that Pebble Beach Best of Show winner and some of the other pictured cars. **OC**

Special thanks to Randy Ema for his help preparing this story.

Old Cars Calendar

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

SHOWS

ALABAMA

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

ARKANSAS

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

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

CALIFORNIA

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

May 20 CA, Long Beach. 27th Annual ToyotaFest. Marina Green Park - 386 E. Shoreline Drive. 9am-3pm. www.toyotaclub.org

May 21 CA, Petaluma. Early Ford V-8 Club Redwood Chapter's 48th Annual Swap Meet. Sun-up to 2pm. Dave Peterson 707-527-9183, 1davepete@comcast.net

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

Jun 9-11 CA, Modesto. The 24th annual American Graffiti Festival & Car Show, sponsored by the North Modesto Kiwanis Club. Friday evening parade, followed by festival & car show on Saturday & Sunday. www.americangraffiti-festival.com or email nmkcarshow@gmail.com. Festival phone 209-447-5962.

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

COLORADO

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

CONNECTICUT

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

DELAWARE

Jun 17 DE, Selbyville. Town of Selbyville and the Bethany-Fenwick Area Chamber of Commerce celebrate tradition and the classics 66th year. Uptown Church St. in Selbyville www.oldtimersdayde.com.

ILLINOIS

Apr 29 IL, Farmington. 1st Annual Car Show. Farmington United Methodist Church. 1-4pm. 585-398-2626, www.farmingtonumc.com/

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

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

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

Jun 18 IL, Oak Brook. The Greater Illinois region of the Classic Car Club of America Oak Brook Fathers Day Car Show 2023. Oak Brook Center. 8:30am-6pm. Russ Rodriguez 630-767-9000, rus@girccca.com

INDIANA

May 18-21 IN, Auburn. The Great Race Spring Regional Rally. May 18 - Registration & Cruise-in (Downtown), May 19 Cruise-in/Concert Ford V-8 Foundation Museum, May 20 Rally finishes at ACD Museum/NATMUS. May 21 1/2 day rally finish at ACD Museum. www.museumcrew.com

Jun 2-4 IN, Auburn. 2nd Annual Meet in the Middle Micro Car/Mini Car 2023 Meet. www.MicroCarMeet.com, www.Facebook.com/microcarmeets

Jun 3 IN, Lebanon. Indian Region Cadillac & LaSalle Club 35th Annual Buick-Olds-Pontiac-Cadillac Car Show. Memorial Park - 130 East Glen Drive. 9am-3pm. Jim Smith 317-847-5565, jjsmith3739@gmail.com

Jun 10 IN, Carmel. Open Car Show, Carmel American Legion Post #155, 852 W. Main St. Reg. 9am-noon. Ted Durlacher: ted@therollrealtor.com

IOWA

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

KANSAS

May 6 KS, McPerson. 23rd Annual McPerson College CARS Club Motoring Festival. www.mcperson.edu/autorestoreation/cars/registration

MARYLAND

Jun 10, MD, Keymar. Car & Tractor Show, Vendor Bazaar, All-You-Can-Eat Breakfast. Terra Rubra Lions Club Activities Building, 6300 Middleburg Rd, Keymar, MD 21757. 10am-2pm. www.terrarubralions.org

Jun 10-11 MD, Kent Island. 7th Annual Chesapeake Bay Motoring Festival. Kent Island Yacht Club. Sat. 8:30am-4pm, Sun. 10am-4pm. www.chesapeakebaymotoringfestival.org.

MASSACHUSETTS

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

MICHIGAN

May 7 MI, Mendon. Dust Off old car show - 60th Anniversary. Mendon High School - 148 Kirby Road, 8am-3pm. Admission \$3.12 and under FREE. Vendor spaces \$15. Three Rivers Classic and Antique Restorers Club at c.a.r.clubdustoff@gmail.com, c.a.r.clubdustoff@gmail.com, text or call 269-615-9686.

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

May 20 MI, Kalamazoo. Kalamazoo Spring Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. www.uniqueeventsshow.com

May 21 MI, Flint. 3rd Annual Dust 'em Off Car Show. Dort Financial Center-3501 Lapeer Rd. <https://backtothebricks.org/dustemoffcarshow2023/>, <https://fb.me/e/2xREbpcX>, Amber Taylor 810-877-8383

May 25 MI, Flint. Halo Burger, Birch Run. exit I-75 MAY 25 5-8PM PH 989-624-5441

Jun 11-17 MI, Dearborn. Early Ford V-8 Club of America 60th Anniversary Diamond Jubilee Celebration. www.earlyfordv8.org

Jun 24 MI, Hickory Corners. MCACN Muscle Car Meet-Up. Gilmore Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or email info@gilmorecarmuseum.org.

Jun 24-25 MI, Flint. Sloan Museum Auto Fair. Sloan Museum & Longway Planetarium - 1221 E. Kearsley Street. All vehicles welcome. marketing@sloanautofair.com or 810-237-3450 ext 4, SloanAutoFair.com

DON'T MISS

KALAMAZOO ANTIQUE TOY & COLLECTIBLE SHOW

May 20th

Kalamazoo, County Expo Center
2900 Lake Street, Michigan

Admission \$10

Show Hours:
9:00 a.m. - 2:00 p.m.
Antique and Collectible Toys

Unique Events Shows
(262) 366-1314
www.uniqueeventsshow.com

MINNESOTA

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

Jun 4 MN, St. Paul. 41st Annual All G.M. Car/Truck Show & Swap Meet. Minnesota State Fairgrounds - 1265 Snelling Ave. N. Open to all GM cars and trucks. 8am-2pm. Gate opens at 7am for swap set up. www.gmcca.com, Milo at milouise86@icloud.com, or 952-240-0295

Jun 18 MN, Red Wing. 26th Annual Groovy 60's Fathers Day Car Show. 10am-4pm downtown Red Wing. Presented by the Phantoms Motor Club. www.phantomsmotorclub.com Tom Loquai 651-347-3221

MISSOURI

Jun 3 MO, Springfield. 2023 MoPars on Route 66. Corwin Chrysler Dodge Jeep Ram - 3306 E Kearney St, Springfield, Missouri. Open to all MoPar vehicles manufactured or sold by Chrysler Corp. and powered by a MoPar engine. www.route66moparclub.com

Jun 3 MO, Blue Springs. 13th Annual Pontiac Tribute Day. Any Pontiac, Oakland or GMC. 1201 Route 7. 10am-2pm. www.facebook.com/KCArrowheads. Contact: Robert Woolsey - robertfwoolsey@gmail.com / 816-309-6817

NEVADA

May 19-20 NV, Reno. Hot August Nights Spring Fever Revival. 10am-8pm. Limited to the first 300 registered vehicles, www.hotaugustnights.net/spring-fever-revival/

Jun 8-10 NV, Reno. American Truck Historical Society National Convention & Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org/convention

NEW HAMPSHIRE

Jun 3 NH, Goffstown. Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. goftownrotary@gmail.com.

NEW JERSEY

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

May 7 NJ, Hanover. New Jersey region AACA's 70th Annual Spring Meet. Nelson Dodge, Chrysler, Ram - 175 Route 10. Field opens at 9am. Vince DeList 908-803-1570, vincentdelisi@comcast.net, www.njregionaaca.com, njaaa@gmail.com

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

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

May 28, NJ, North Haledon. 47th Annual Motorama Car Show, Craft and Auto Flea Market. High Mountain School, 515 High Mountain Rd. 8am-4pm. Jersey Lakeland Region,

Vintage Chevrolet Club of America. Open to all years of vehicles. Registration forms at: www.jlvcca.org

Jun 15 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

NEW HAMPSHIRE

Jun 3 NH, Goffstown. Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. goftownrotary@gmail.com.

NEW YORK

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

May 27-28 NY, Norwich. Rolling Antique's Old Car Club's Auto Show. Chenongo County Fairgrounds. Sat. Muscle Cars & Street Rods, Sun. Antique and Classic Cars. 8am-5pm. Muscle Cars 2018 and older 607-226-4919, Antique 1998 and older 607-336-2277, Parts/Corral 607-895-5424, www.raocc.org

Jun 3 NY, Saratoga Springs. Musclecars at the Museum & Live Collector Car Forum. Saratoga Automobile Museum -110 Avenue of the Pines. 10am-4pm. www.charitymotorclub.com

Jun 20-24 NY, Glens Falls. 65th Annual Pierce-Arrow Society Annual Meet. 401-477-6129. www.pierce-arrow.org/glens-falls-meet-2023

NORTH CAROLINA

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

OHIO

May 26-28 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, www.ohioswapmeet.com

Jun 3 OH, Hilliard. Bryan Lewis Memorial Car Show. Upper Arlington Lutheran Church: Mill Run Campus - 3500 Mill Run Dr. 11am-3pm. carzandcausez@gmail.com. Facebook at <https://fb.me/e/177BwOV52>

Jun 3 OH, Painesville. Breaking The Stigma Car Show. 1300 Mentor Ave. Show Starts: 10am. Registration \$20. breakingthestigma.ccs@gmail.com, www.breakingthestigmacarshow.com, <https://www.facebook.com/BreakingTheStigma-CarShow> Facebook Event Page: <https://fb.me/e/2Gg9XaXu>

CHICKASHA SWAP MEET

May 11, 12 & 13, 2023

Rain or Shine Outside Event

• Parts • Classics • Antiques
• Street Rods • Muscle Cars

For info Call: **405-224-6552**
Chickashaauto@sbcglobal.net
www.chickashaautoswapmeet.com
712 East Choctaw, Chickasha, OK

39th Annual

MIDWEST MOPARS IN THE PARK

**National Car Show
& Swap Meet**

June 2-4, 2023

**Washington County
Fairgrounds
Stillwater, MN**

Learn More at
www.moparsinthepark.com

The PREMIER Pontiac Event

32nd Annual



July 21 - 23, 2023

**Summit Motorsports Park
Norwalk, OH**

60th Anniversary

Super Duty Car Display

See 25-plus '62 and '63

Super Duty Cars on display,
the majority from the collection
of Mike Huffman.

**3 Days of Drag Racing!
Car Show!
Huge Swap Meet!**

**Super Duty Promotions
(567) 227-9011
www.pontiacnationals.com**

Jun 11 OH, Cincinnati. 45th Annual Cincinnati Concours d'Elegance. Ault Park. www.ohioconcours.com

Jun 17 OH, Fremont. Fremont Federal Credit Union Downtown Fremont Car Show. Downtown. 9am-1pm 567-342-4758, kbilger@downtownfremontohio.org

OKLAHOMA

May 11-13 OK, Chickasha. Chickasha Swap Meet. 405-224-6552, chickashaauto@sbcglobal.net, www.chickashaauto-swapmeet.com

May 20 OK, Durant. Freedom Collector Car Auction and Car Show. Choctaw Casino and Resort. www.freedomcar-auctions.com

PENNSYLVANIA

May 12-13 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

May 17-21 PA, Hershey. Chrysler 300 Club International Inc., 52nd Annual Spring Meet. SpringHill Suites by Marriott Hershey Near the Park -115 Museum Drive, www.hersheytrolleyworks.com/, hersheystory.org/tour-high-point-mansion, www.chrysler300club.com/ Hank Hallowell 717-571-7838, hank@hallowellbrooks.com

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

May 20 PA, Milroy. Car Show Supporting Peaceful Mind Veterans Adventures. Auto Auction Drive. Dan Bishop 717-953-5543, Penny Hair 717-363-0053

May 20 PA, West Chester. 17th Spring BOPC Car Show. West Goshen Community Park - 900 Lawrence Drive. delvaldold-sclub.com/, delvaldold-sclub.com/DVOC_2023_spring_show_flier.pdf, dvocinfo@yahoo.com, 302-740-2454

May 27 PA, Morgantown. 43rd Annual CCAC Car Show. Classic Auto Mall - 6180 Morgantown Road. 9am-3pm. www.ccacc.club

May 28 PA, Bristol. 8th Annual Nirvana Family Fitness Center Car Show. Nirvana Family Fitness 1222 New Rodgers Road. 9am-3pm. Bobbi (h) 215-752-0484, (C) 215-820-3276 or www.movinonkruzers.com, movin'onkruzers@inbox.com

Jun 1-4 PA, Hawley. Lincoln Zephyr Owners Club Eastern Meet. www.lincolnownersclub.com/

Jun 2-4 PA, Carlisle. Ford Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Jun 16-18 PA, Hershey. AACA Museum's 75th Anniversary of the Tucker 48 Celebration. www.aacamuseum.org/tucker75

TEXAS

Apr 29 TX, Wimberley. Wimberley Arts Fest 2nd Annual Charity Car Show. Wters Point - 13401 RR 12. 10am-4pm. www.12kingscarclub.com, Dough 512-658-6199, Ron 830-613-6160

May 6 TX, Cleveland. Liberty Church 8th Annual Car, Bike & Powersport Show. Check in 10am, judging starts at noon. www.lccleveland.com.

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

Jun 3 TX, Plano. Monthly Muscle Car Show will be held on first Saturday of each month thru November. Gazebo Burger - 6009 Parker Rd. 4-7:30pm. www.facebook.com/monthlymuscle/ John 214-707-6348

VIRGINIA

Jun 18 VA, Chantilly. 48th Sully Antique Car Show sponsored by the GW Chapter, Inc., MAFCA/MARC, and the Fairfax County Park Authority. Sully Historic Site - 3650 Historic Sully Way 10am-3:30 pm. dsgwcmoel@outlook.com

Jun 18 VA, Colonial Beach. 2023 Father's Day Car, Light Truck, Rat Rod Show. 8am-3pm, Pre-Register \$15, Day of Show \$20, Admission FREE. 804-224-8145, info@colonial-beach.org, www.colonialbeach.org

WISCONSIN

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

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

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

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

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

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

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

Jun 4 WI, West Salem. 9th Annual June Dairy Days Car Show. Downtown. 10:30am-3pm. Registration 9am. www.junedairydays.com, Jon Hetland 608-780-4125.

Jun 10 WI, Grand Marsh. Grand Marsh Classic Car Show. Grand Marsh Community Center - County Road E. 7am-2:30pm. Dan 608-369-3875. grandmarshpathfinders@gmail.com

Jun 10 WI, Hartford. The Kissel Kar Club Car Show. Wisconsin Automotive Museum. 9am-3pm. info@wisconsinauto-museum.com

Jun 10 WI, Kaukauna. 2023 Ghost Rods Vintage event. WIR Raceway. www.wirmotorsports.com/schedule

Jun 11 WI, Spencer. Spencerama Cars In The Park. Lion's Park - 109 Parek St. 9am-3pm. Dan Hill 715-659-3825

AUCTIONS

APRIL

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

Apr 29 TX, Nevada. The Restoration Revival Auction. 18949 Skyview Lane. 9:30am. Live and onsite bidding. 605-201-7005, 507-673-2517, www.vanderbrinkauctions.com

MAY

May 4 WI, Reedsburg/ONLINE. James Werth Estate Collector Car ONLINE ONLY Auction. Auction ends May 4th at 10AM CST. 608-524-6416, www.gavinbros.com

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

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

May 20 OK, Durant. Freedom Collector Car Auction and Car Show. Choctaw Casino and Resort. www.freedomcar-auctions.com/

JUNE

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

Jun 2-3 NC, Youngsville. Raleigh Classic Car Auction. Capital Auto Auction - 2380 Long Mill Road. 919-269-527, www.raleighclassic.com

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

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

Jun 17 TN, Nashville. 22nd Muscle Car Mayhem. George Eber 615-496-2277. www.southernclassicauctions.com



SHOW US YOUR WHEELS!!

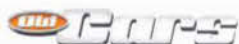
Got a cool car?
The editors at
Old Cars want to see it!
E-mail us a photo,
1 MB or larger, at
oldcars@aimmedia.com.



WWW.OLDCARSWEEKLY.COM

OLD CARS CLASSIFIED MARKETPLACE

Your one-stop classic car marketplace since 1971



Home Search Browse Dealers

Add Listing



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

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

LOOKING FOR YOUR DREAM RIDE?

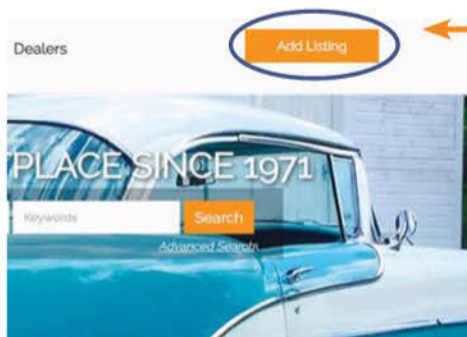
HAVE PARTS TO SELL?

NEED THAT SPECIAL PIECE TO FINISH YOUR RIDE?

CHECK OUT OLD CARS CLASSIFIED MARKETPLACE

Your one-stop classic car marketplace since 1971

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



Visit:

www.oldcarsweekly.com
and click on Marketplace.

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

It's that easy!

CHOOSE YOUR PACKAGE

ONLINE ONLY LISTING

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

1X1 PRINT AD LISTING

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

1X1 PRINT AD LISTING W/PRINT PHOTO

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

2X2 PRINT AD LISTING

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

2X2 PRINT AD LISTING W/PRINT PHOTO

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

4X4 PRINT AD LISTING

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

4X4 PRINT AD LISTING W/PRINT PHOTO

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



WWW.OLDCARSWEEKLY.COM

9000 AMC-NASH CARS FOR SALE

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

countryclassiccars.com



1947 Nash 600 Custom. Covered in a copper metallic paint with chrome accents. Powered by a small block Chevrolet 350ci engine featuring Weiand aluminum riser intake, dual carburetors, Offenhauser valve covers, MSD ignition, dual exhaust w/ Gibson chrome tips all mated to an automatic transmission.

\$35,850.00

(618) 635-7056

9010 ANTIQUE CARS TO 1948 FOR SALE

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

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

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

9015 ANTIQUE CARS 1949-1966 FOR SALE

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

9030 ANTIQUE PARTS



BATTLESHIP LINOLEUM for runningboards and floorboards. Gray, black, brown and green. Cut to size. Call for free samples.

Tony Lauria

511 Church Hill Rd
Landenberg, PA 19350
610-268-3441

www.battleshiplinoleum.com

9040 ANNOUNCEMENTS & EVENTS



2023 Schedule of Events

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

www.ncrs.org

NCRS Schedule of Events for 2023 - Come see the Corvette shows that the National Corvette Restorers Society (NCRS) has to offer. Find the show details and information by visiting our website. Hope to see you there <https://www.ncrs.org/> oc3278

www.oldcarsweekly.com

9045 AUBURN

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

9070 BOOKS & LITERATURE FOR SALE

PJ'S AUTO LITERATURE HUGE SELECTION

BROCHURES, MANUALS BUY SELL
TRADE REASONABLE PRICES

PH: 319-345-6760

E-mail: pjsautolite@aol.com

9080 BUICK CARS FOR SALE

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

9090 CADILLAC-LASALLE CARS FOR SALE

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

1940's & 1950's Cadillacs Cars and Parts

1941 Cadillac Series 63
Black Deluxe Sedan
1941 Cadillac Series 62
Blue Coupe
1941 Cadillac Two-Toned
Gray 4 Door Sedan

1 - 1941 Cadillac Series 63
Parts Car
1 - 1941 Cadillac Coupe
parts Cars
1 - 1941 Cadillac
Convertible Project Car
1 - 1941 Cadillac
Convertible Rolling
Chassis parts Car

We also have
1941 Cadillac Parts
including 15 inch & 16 inch
rims, Sheet Metal, Interior
and Exterior trim parts,
Horn rings, Hubcaps
Emblems, Door Sills,
Headliners, Carpeting and
all Engine and Body Parts.

Prices & Pictures on request.

allcads.com
702-454-1147

9091 CADILLAC-LASALLE CARS WANTED

WANTED CADILLAC

Any Cadillac
from
1900-1976



FINDER'S FEE PAID

Any Condition

Top Prices Paid
Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365

alex@beverlyhillscarclub.com

WANTED CADILLAC

Any Cadillac From
1902 Thru 1960

ANY CONDITION

"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

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

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

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

9092 CADILLAC-LASALLE PARTS FOR SALE

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

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



336.902.0717
336.667.4282



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

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

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

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

9100 CAMARO CARS

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

9130 CHEVROLET CARS FOR SALE

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

WANTED: CHEVROLET Impala from 1958 to 1964, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970584

countryclassiccars.com



1957 Chevrolet Bel Air 4 Door. Dressed in the tuxedo combination of black with a white top, powered by a 283 V8 engine mated to an automatic transmission.

\$22,500.00

(618) 635-7056

countryclassiccars.com



1957 Chevrolet Bel Air Sedan. Dressed in a patina bronze, powered by a small block chevy V8 engine mated to an automatic transmission.

\$27,500.00

(618) 635-7056

Friend us on
facebook

www.facebook.com/oldcarsweekly

countryclassiccars.com



1953 Chevrolet Sedan Delivery. Coca-Cola Theme. powered by a 235-ci inline 6 cylinder engine paired with a three speed automatic transmission. \$33,000.00

(618) 635-7056

countryclassiccars.com



1949 Chevy Coupe dressed in all purple sitting on chrome American Racing Torque Thrust wheels. This Chevy is powered by a 216 CI inline 6 cylinder engine mated to a 3 speed manual gearbox. \$24,500.00

(618) 635-7056

9150 CHRYSLER CARS FOR SALE

1966 Imperial convertible - 1966 Imperial convertible. 35000 miles Excellent condition in and out. No rust, no dings or dents. Asking \$ 35,000. 267-303-8063 oc3313

9152 CHRYSLER-MOPAR PARTS FOR SALE

Specializing in Chrysler Products Parts For Sale

BIG M Largest Selection Anywhere One-Stop Shopping

AUTOMOTIVE COLLECTOR CAR PARTS & SERVICES

271 N. 7th St.
Williams, CA 95987
http://www.bigmauto.com
e-mail: bigmauto@calusanet.com
530-473-2225
FAX: 530-473-5999

Credit Cards Accepted

9167 CORD

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

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

WANTED CORD

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

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

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

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

9180 CORVETTE CARS

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

WANTED CORVETTE 1953-1994

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

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

WANTED CORVETTE

Any Corvette from 1953 Thru 1972

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

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

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

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

9208 DUESENBERG CARS

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

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

WANTED DUESENBERG

Any Year, Any Model, Any Condition

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

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

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

9210 EDESEL CARS

EDESEL ENTHUSIASTS

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

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

9218 FINANCING

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

9230 FORD CARS FOR SALE

countryclassiccars.com



1954 Ford Crestline 2dr HT. two-tone paint scheme, powered by a 239 cubic inch V8 engine that produced 130 horsepower and 210 pound-feet of torque. The engine was mated to a three-speed manual transmission. \$21,950.00

(618) 635-7056

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

countryclassiccars.com



1928 Ford Model A tudor sedan. cloth interior, padded top, 21inch wire spoke wheels wrapped in new BF Goodrich silver town ww tires, flip out windshield, rear mounted spare, new wiring, new shocks turn signals and marker lights. \$17,850.00

(618) 635-7056

9232 FORD CAR PARTS FOR SALE

FORD PARTS
1909-1948
gaslightauto.com
800.242.6491

Reproduction Parts For Early V8 Fords

1932-1948 Cars
1932-1947 Pickups



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

Joe's Fast Friendly Service & prompt shipping!

THE ULTIMATE SUPERCHARGER KIT FOR FLATHEAD FORDS!



Single, Dual or 4 Carb Setups!

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

9250 GTO CARS

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

9270 JAGUAR CARS

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

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

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

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

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

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

ANY CONDITION
"TOP DOLLAR PAID"

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

34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9300 LINCOLN CARS FOR SALE

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

9310 MG CARS

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

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

9320 MERCEDES CARS

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

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

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

WANTED MERCEDES-BENZ

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

ANY CONDITION
"TOP DOLLAR PAID"

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

34 Years Experience

GULLWING Motor Cars, Inc.
Please Call Peter Kumar
1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
GullwingMotorCars.com

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

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

9330 MERCURY CARS FOR SALE

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

IMOA
PO Box 1245, Dept OCW
Northbrook, IL 60065-1245
Jerry Robbin 847-997-8624
info@mercuryclub.com • www.mercuryclub.com
Visit our Facebook page.

9357 MULTI MAKE PARTS

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

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

9360 MUSTANG CARS FOR SALE

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

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

FIND A CAR LISTED FOR SALE HERE WITHOUT CONTACT INFORMATION?

Find the contact info in the online classifieds at
www.oldcarsweekly.com.

9361 MUSTANG CARS WANTED

WANTED MUSTANG

1964-1973
Coups, Convertibles & Fastbacks

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

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

WANTED MUSTANG

1964-70 Convertibles & Fastback and all Shelys

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9370 OLDSMOBILE CARS FOR SALE

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

9372 OLDSMOBILE PARTS FOR SALE

America's Convertible & Interior Headquarters

- Convertible Top Cylinders
- Motor Pump & Hose Set
- Switches, Boots, Tops



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

9380 PACKARD CARS FOR SALE

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

9405 PIERCE ARROW

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

9422 PONTIAC PARTS FOR SALE

WHEN PLACING YOUR CLASSIFIED AD AT

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

Ames Performance Engineering



FREE CATALOGS!

1964-77 GTO/LeMans/Tenquest
1961-63 LeMans/Tenquest
1964-68 Firebird/Trans Am
1955-77 Fullsize/Grand Prix

800-421-2637
www.amesperf.com

1982-2002 Firebird/ TA Available Online!

9426 PORSCHE CARS

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

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

WANTED PORSCHE 356 A, B, C, SC & SPEEDSTERS 911 & 912

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
We'll buy one car or complete collections!
Finder's Fee Paid
34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: PeterKumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9440 ROLLS-ROYCE CARS

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

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

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

WANTED ROLLS ROYCE & BENTLEY

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

WANTED ROLLS ROYCE

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

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

9450 SERVICE & RESTORATION AIDS

AUTO CARPET
Cut & Sewn Front & Rear From \$49.99
Press Molded From \$89.99
ALSO AVAILABLE:
• Headliners • Trunk Mats • Convertible Tops
MOST MAKES & MODELS
FORD GM CHRYSLER Cars & Trucks
Spring Jefferson Beef Barn IF 638-639
Finest Quality Auto Carpets 1940's Thru 1990's
• Original Colors • EZ To Install
Quality Auto Carpet
(773) 622-7404
qualityautocarpet@yahoo.com
P.O. BOX 390478
CHICAGO, IL 60639-0478
www.qualityautocarpet.com

9454 SERVICES OFFERED

CHROME PLATING
QUAL KROM-GREAT LAKES PLANT
ERIE, PA
1-800-673-2427
www.qualkrom.com
Custom show quality plating.
Copper, Nickel, Chrome.
Satisfaction Guaranteed

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

Complete Restoration Service
Over 60 Years Experience



Stiles Jet., Lena, WI
920-834-4447
www.antique-automotive.com



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

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

NEED TRIM RESTORATION?
We do that & so much more!
*Stainless Steel
*Chrome
*Aluminum
*Model A radiator shells, cowl bands & more!
*Complete vent window restoration, chrome, rubber, glass, etc.
43 YEARS OF QUALITY SERVICE!



CALL NOW FOR YOUR FREE ESTIMATE!
Vintage Vehicles Inc.
N1940 20th Drive, Wautoma, WI 54982
920-787-2656
Or see our work online at
www.vintagevehicles.net

Follow us on
facebook®
www.facebook/
oldcarsweekly

Link into the
Classifieds!
Seeking, Buying or Selling

The Classifieds are your
link to success.

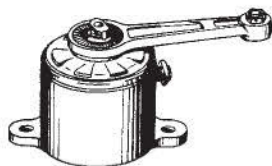


COMPLETE EXHAUST SYSTEMS

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

www.waldronexhaust.com

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

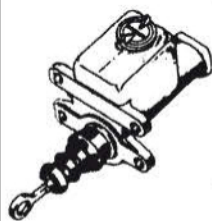


SHOCK ABSORBERS

LEVER TYPE

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

\$115 - \$245 most



BRAKES

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

AppleHydraulics.com

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



Bob's Speedometer Service, Inc.

Established 1929

Family-owned business

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

10123 Bergin Road, Howell, MI 48843

www.bobsspeedometer.com • bobsspeedometer@aol.com

(800) 592-9673 • (810) 632-0400



CLASSIC CAR FINANCING

LET US HELP HAND YOU THE KEYS



LOW RATES, LONG TERMS & NO PREPAYMENT PENALTIES

CALL NOW 1-800-USA-1965

APPLY NOW JJBEST.com

TRUSTED FINANCE PARTNER OF HEMMINGS MOTOR NEWS

Subject to consumer loan program requirements and credit approval. Certain fees, closing costs and restrictions may apply.

J.J. Best & Co. operates under the name J.J. Best Banc & Co. and J.J. Best International.

LEATHER FROM KELEEN LEATHERS

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

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

9460 SPORTS & IMPORTED CARS

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

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

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

America's Convertible Headquarters



Mercedes convertible hydraulic rebuilding: SL, SLK, CLK & E Class

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

WANTED: Alfa Romeos, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431318

WANTED BENTLEY

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

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

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

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

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

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

WANTED ASTON MARTIN

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

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

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

WANTED ASTON-MARTIN

DB2, DB4, DB5, DB6 & DBS
ANY 1921-1998

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

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

WANTED AUSTIN HEALEY

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

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

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

WANTED AUSTIN-HEALEY

100-4
100-6 & 3000

FINDER'S FEE PAID
Any Condition
Top Prices Paid

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

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

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

WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431311

WANTED: BUGATTI from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970666

WANTED: DELOREAN, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com 0-1000 FWC9430365

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

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

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

WANTED FACEL VEGA

We Buy Facel Vega in any year, any condition

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

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

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

WANTED FERRARI

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

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED FERRARI

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years Experience

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

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

WANTED LAMBORGHINI

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

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

Call Alex Manos

877-912-0007

alex@beverlyhillscarclub.com

WANTED LAMBORGHINI

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years
Experience

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

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

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

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

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

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

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

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

WANTED: LAMBORGHINI from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

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

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

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

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

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

WANTED MASERATI

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

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years
Experience

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

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

WANTED MASERATI

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

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

Call Alex Manos

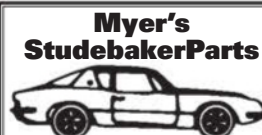
877-912-0007

alex@beverlyhillscarclub.com

9480 STUDEBAKER CARS FOR SALE

WANTED AVANTI, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970555

9482 STUDEBAKER PARTS FOR SALE



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

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

Friend us on
facebook
www.facebook/oldcarsweekly

9490 THUNDERBIRD CARS FOR SALE

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

9491 THUNDERBIRD CARS WANTED

WANTED THUNDERBIRDS

From
1955-1967

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

Call Alex Manos

877-356-2365

alex@beverlyhillscarclub.com

9500 TOYS & MODELS

Kalamazoo Antique Toy & Collectible Show

May 20th - Michigan
Kalamazoo, County Expo Center, 2900 Lake Street
Show Hours: 9am-2pm
Admission: \$10.00
Antique and Collectible Toys

Unique Events Show • (262) 366-1314
www.uniqueeventsshow.com

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

9492 THUNDERBIRD PARTS FOR SALE



For sale

1955-1957
rolling chassis
and thousands
of T-Bird parts.

Hardtops and soft
tops available.

Call Jewel
for details.

920-450-5555

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

Cars...

*Check out our website for Cars for Sale
 and Restorations in Progress
 *We buy & Consign

Concours Restorations...

*Classic, Antique, & Muscle
 *Full & Partial Restorations Available



HILL'S
THUNDERBIRD CENTER

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

9510 TRANSPORT

9510 TRANSPORT



- COMPETITIVE RATES
- QUICK ■ COURTEOUS
- CAREFUL
- DOOR to DOOR
- FULLY INSURED



COAST TO COAST



Jay Grams, Co-Owner
 Volo Auto Museum



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

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

Questions? Need a Quote? Call Today

TOLL FREE: 888.458.9052

or visit autobahnusa.net

Connect with us for the latest old car news.

facebook

Become a fan Old Cars Weekly

twitter

Follow OldCarsWeekly

TRUCK & TRUCK PARTS

9570 CHEVROLET TRUCKS

countryclassiccars.com



1940 Chevrolet KC truck. Finished
 in a two-tone Taupe with a Rose Gold
 undercoat. Powered by small block
 chevy 350 V8 engine fitted with
 Edelbrock carburetor.
\$41,850.00

(618) 635-7056

countryclassiccars.com



1949 Chevrolet 3100 survivor truck,
 dressed in a very dark green, powered by
 the inline six-cylinder 216.5 cubic-inch
 engine that was capable of producing
 90 horsepower mated to a 3-speed
 manual transmission column shift.
\$27,500.00

(618) 635-7056

9580 FORD TRUCKS

countryclassiccars.com



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

(618) 635-7056

**FIND A CAR
 LISTED FOR
 SALE HERE
 WITHOUT
 CONTACT
 INFORMATION?**

**Find the contact
 info in the online
 classifieds at
www.oldcarsweekly.com.**

IS YOUR CLUB ON 'THE LIST?'

**Make sure your car club is correctly
 listed on Old Cars online club list at
www.oldcarsweekly.com/club-directory.**

*If your club is already
 listed, please make sure
 the contact information is
 correct so potential new
 members can find you —
 and join the fun!*



*If your club needs to be added or its
 information updated to the Old Cars
 Club List, let us know by emailing
oldcars@krause.com or writing to:*

OC Editor

5225 Joerns Drive, Suite 2,
 Steven Point, WI 54481

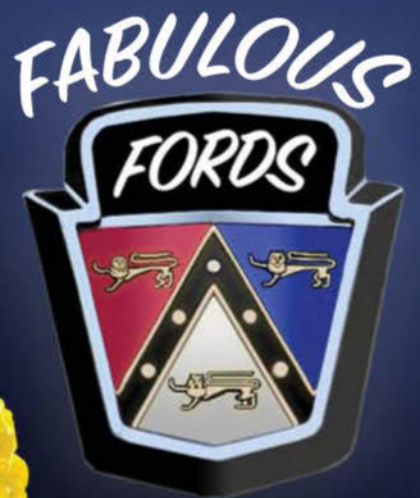




World's Most Complete Supplier
of 1937-54 Chevrolet Car Parts



800-952-2904
CHEVSOFTHE40S.COM



877-367-3060
FABULOUSFORDS.COM





WE BUY CLASSIC CARS

We Buy One Car or Complete collection

Call Peter Kumar

TO SELL YOUR CLASSIC CAR



30 YEARS EXPERIENCE IN CLASSIC CAR INDUSTRY

GULLWING MOTOR CARS

We Buy European Cars:

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

We Buy American Cars:

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

Any Condition | Any Location

Top Dollar Paid | Finder's Fee Paid

PeterKumar@GullwingMotorCars.com

1-800-452-9910