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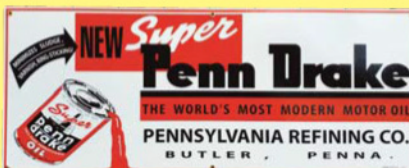
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A Memorable T-bird

For this Father's Day issue of *Old Cars*, we've gathered some gift ideas for dear, old Dad and stories on family four-doors — the body style most fathers find themselves piloting once their family starts to grow. The four-doors in this issue prove a sedan can be twice as cool as a two-door, even if they an "extra" pair of doors. Additionally, several of the four-doors in this issue have a family connection, particularly between father and son.

Among those special family cars in this issue is the 1967 Thunderbird Landau four-door featured in the story authored by Richard Lentinello, publisher of *Crankshaft* magazine. It's an article that I find relatable since my parents once owned a Landau coupe from the same generation of Thunderbird.

Admittedly, my parents' 1969 Thunderbird was bought before my time. My father had purchased it for my mother while they were engaged and it was sold before I could develop a memory of it. I learned about the car upon discovering its owner's manual as a child. I asked my dad where the manual came from and he immediately began sharing stories about it. Although he was driving a red 1967 Mustang convertible at the time, it was clear that 1969 Thunderbird was among his favorite cars that he and my mother owned. To this day, Dad says he's always wanted that Thunderbird back.

My dad fondly recalls driving their Thunderbird on long trips, and he says that at 70 mph highway speeds, it was like riding on a cloud. Part of that smoothness came from the car's 429-cid V-8, which Dad recalls being so quiet that you couldn't tell it was running by looking at it. He had seen an ad with a glass of champagne placed on a car's air cleaner to show how smooth the engine was running and so he tried it with a glass of water on his Thunderbird. Sure enough, there was barely a ripple in the water.

However, their Thunderbird wasn't without its problems — all of which were most likely caused by the previous owner.

Dad said the car was bought as a repossession in 1974, and the person who had previously owned it cut the wires underneath the instrument panel before the bank fetched it from them. After nearly a month at the Ford dealership, the wires were repaired and all of the Thunderbird's power equipment worked again.

Once Thunderbird was back on the road, Dad discovered the front end had issues as it began to unevenly wear out tires. He kept feeding it used tires, but its appetite for rubber became insatiable. The headlamp covers also developed a leak, and when another driver hit the front fender in a snow storm, it spelled the end of my parents' Thunderbird ownership.

Despite my mother being a photographer, there are no photos of that Thunderbird in the family albums. All that my family has left of it are my parents' memories of the car and its currently misplaced owner's manual. For me, even that owner's manual was memorable, if but only for the enormous list of available accessories in the back; the two that I remember best are a vacuum and an electric razor — as car accessories!

Since even its owner's manual was memorable, I can certainly understand how that 1967 Thunderbird remains so memorable to those who actually experienced it.



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 100% original, none finer
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1970 OLDSMOBILE CUTLASS W30
 Comprehensive restoration
 100% original body, all possible options



1950 CHRYSLER TOWN & COUNTRY
 Frame-off restoration
 Last year of production, 1 of 698 built



1970 BUICK GS STAGE 1
 1 of 232 built, Numbers matching
 All options, GS Historic Society documents



1987 CHEVY EL CAMINO SS CHOO CHOO
 1 of 861 produced, 5K miles
 All original, Every possible GM option



1970 DODGE CHALLENGER
 440 six pack, 4 speed
 23K actual miles, Highly optioned



1956 FORD THUNDERBIRD
 \$80K restoration
 Same family owned since 1959



1978 PONTIAC TRANS AM
NO RESERVE
 Frame-off restored, 4 speed



1957 OLDSMOBILE FIESTA WAGON
 Rare, Immaculate condition
 All options including upgraded AC



1957 LINCOLN CONTINENTAL
 None finer - 1 of 444 built
 56K miles, Factory air conditioning



1976 CHEVROLET CORVETTE
NO RESERVE
 1 of 3,389 built, 350ci V8
 Stock Photo



Drove it 'til the wheel fell off

I enjoyed David Temple's "Out of this Galaxie(s)" story in the April 1 edition of *Old Cars*.

In June of 1967, I flew home to get married. As an A1C in the U.S. Air Force, I didn't have much money and we didn't have a car. Dad and I spent the day before the wedding searching our small-town dealerships and found a '63 Ford Galaxie two-door sedan with a six-cylinder and "three on the tree" with 64,000 miles. When I asked my bride-to-be what she thought, she said, "I guess it'll do." I replied, "I don't want to hear, 'It'll do'— we're going to have to drive it 'til the wheels fall off."

After my discharge and doubling the miles on the odometer, we were on our way to town when we hit a pothole in the road and broke a ball joint, causing the Ford's right front wheel to fall off in the road. My wife and I just sat in the car laughing. When a highway department worker came over and asked what was so funny, I told him of our conversation the day before our wedding about driving the car until the wheels fell off. He replied, "Well, looks like a good day to trade..."

Steve Facemire, via email



Ford Model A with the truck bed kit in the April 15 issue of *Old Cars* resonated strongly with me, and brought back old memories of a similar car.

In 1944 or '45, we were living in the St. Louis suburb of Webster Groves and our next-door neighbor scratch built a wooden pickup bed into the back of his 1931 Ford Model A coupe. I watched as he did much of the construction, but do not know where he got plans for it, or if he created it in his head.

One summer evening, his son and I, each about eight or nine years old, rode in the bed of that Model A while he and his wife occupied the front on an errand into St. Louis. It had to be summer, because we were very comfortable and secure in the wood bed. It felt like we were moving pretty fast, but we could see the speedometer was showing 25 mph. Today's kids can never enjoy such things.

I had no knowledge of the greater fuel allotment for trucks during World War II until reading the article, so maybe that is why our neighbor created his truck from a coupe.

I was well aware of gas rationing, though. My dad operated a gas station on old US 66 and had to collect ration stamps for all gas sold. My memory is clear of many evenings sitting at our dining room table with my mother, each of us pasting ration stamps onto 8-by-10-inch sheets that she had to deposit at the local bank, along with money deposits.

Keep doing your great job of producing a variety of articles in *Old Cars* to appeal to all of us "car nuts," regardless of age or preference in mode of transportation.

Bob Schuman, via email

Rationale for a coupe conversion?

Bob Tomaine's article "Rational Model A" about the

Reader Wheels



"My wife and I live in rural Bloomer, [Wis.], and recently travelled to Ohio to purchase this 1928 Dodge Brothers Model 128 coupe," reports reader Dan Ritzinger. "[It's] powered by a smooth five-main-bearing four-cylinder engine known as the 'Fast 4,' as it would propel the coupe up to a white-knuckle 60 mph. The car is something of a barn find, as it had been last licensed in 1959."



It's Father's Day. We all Want to Honor our Hero.

If You Ask Dad, What do you want for Father's Day? Nine Times Out of Ten, you'll get. "Anything is Fine. I have everything I need."

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The Scoop



Hobby News & Views

Red-hot '57 Chevy wins Best of Show in Charlotte

CONCORD, N.C. — Gastonia, N.C., native Arnold Walker won the Walt Hollifield Best of Show Award for his custom 1957 Chevrolet Bel Air at AutoFair April 7 at Charlotte Motor Speedway.

"I've had it for 24 years. I've always liked the '57 Chevy, and I wanted a two-door hardtop," Walker said. "When I first got it, it had no power, nothing, so I had it restored in 2000. I only had it about six months before I did a frame-off (restoration)."

As part of the restoration, he replaced the whitewall tires and fender skirts with more modern upgrades, including large-diameter wheels, a 350-cid V-8 and custom leather interior and trunk. Although not a daily driver, the car travels to car shows across the southeast on the show circuit.

The Charlotte Best of Show award was named for area car expert Walt Hollifield, a fixture at the AutoFair for more



Charlotte AutoFair photo

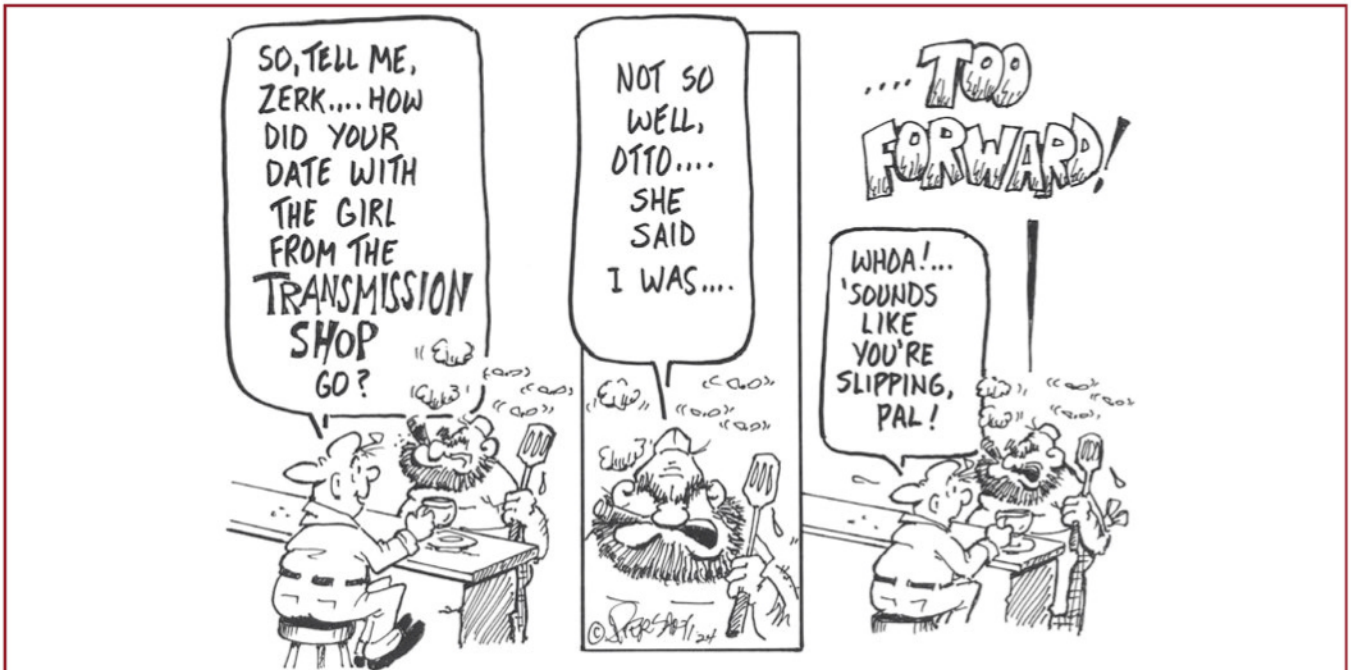
It was hard to beat a bright red 1957 Bel Air at the Charlotte AutoFair! Arnold Walker won the Walt Hollifield Best of Show trophy with this custom.

Reader Photo



"Here is a photo of my dad, Frank Bois, in 1949 with his first car, a 1947 Chevrolet Fleetline," says David Bois. "He was 30 years old at the time this photo was taken and he was very proud of what he endured and accomplished to get to the point of purchasing a two-year-old automobile. He never talked much about his childhood or young adulthood, but I do know that he was the middle son of five boys, raised by a single mom in the '20s and '30s. He worked for a time in Wyoming with the WPA, sending money home every week. He enlisted in the Army Air Corps after Pearl Harbor was attacked and served as a nose gunner on a B-24 Liberator, flying missions in the European theater—dangerous duty, indeed. After the war, he attended a tech school in Boston where he learned electrical wiring. After graduation and landing a job, he fulfilled his dream and bought that first car."





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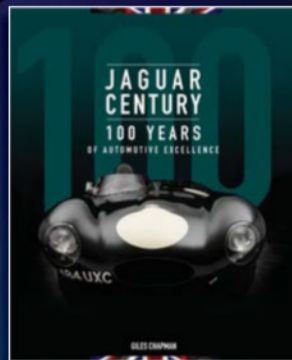
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than 40 years. Hollifield presented his eponymous award to Walker on Sunday alongside the other judges — custom car builders David Ankin, Lou Santiago and Joshua Joyce, as well as Charlotte Motor Speedway VP Greg Walter.

AACA Museum Spring Fling to spotlight bus collection

HERSHEY, Pa. — The AACA Museum's annual Spring Fling, to be held May 31 to June 1, will celebrate the museum's impressive bus fleet and Prevost's 100th anniversary. Prevost, a leader in ultra-luxury motor coaches, has driven growth and innovation throughout the industry for decades. "Clarisse," a reproduction of the first Prevost bus built in 1924, will be on-site for Spring Fling guests.

New this year will be a motor coach tour on Friday. The trip will include a stop at Rabbit Transit headquarters in York, Pa., and a visit to the 50th Annual NSRA Street Rod Nationals East at the York Expo Center.

Spring Fling guests can also visit the bus collection annex where many unique and historical examples are stored. The annex is accessible by shuttle only. For more information, visit www.aacamuseum.org.

Detroit Concours nixed, at least for this year

DETROIT — Hagerty has announced that it will not hold the Detroit Concourse this year. The event began 45 years ago and was formerly known as the Meadowbrook Concours d'Elegance. The show moved from the Saint John's Resort in Plymouth to the Detroit Institute of Arts museum on Woodward Avenue in 2022.

"It's been a privilege to unite car lovers in the heart of the Motor City at the Detroit Concours," Hagerty announced on the event website. "Thanks for riding with us. While we are still working to develop what the future of the Detroit Concours may look like, we're sad to announce that we won't be hosting the event this year."

Hagerty is apparently keeping the door open for a reincarnation of the event at some point in the future.

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Wreck of the Week



The center of attention on this quiet street was this wrecked 1953 Chevrolet Two-Ten four-door sedan. 1953 was the first year that Chevrolet offered power steering as an option, but whether that helped reduce the car's impact in this Pennsylvania collision during the 1950s is unknown.

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Mustang concept to make appearance at Carlisle

CARLISLE, Pa. – The annual Carlisle Ford Nationals will salute 60 years of the Mustang on May 31 and June 1, including an appearance of a special '63 concept that's rarely shown at events.

The 1963 Mustang II Concept comes from the Detroit Historical Society, its home since 1975. The concept was, in part, the brainchild of Lee Iacocca. Knowing that there was a general hunger for the Mustang project and all things Ford, he envisioned a car that would hint at future Ford builds. Visually, it resembled the first-generation Mustang, but carried some modifications that made it unique. Its steel body was 5 inches longer than the production Mustang and its top-to-bottom size was 3 inches shorter. There was an aircraft-styled instrument cluster that included a Ford Falcon speedometer, plus hand-made upholstery.



Ford Motor Co. Carlisle Events

Debuting at Watkins Glen, N.Y., in advance of the United Grand States Prix, it would ultimately only make a few more appearances through 1964 before slinking back into obscurity. It did, however, serve as a test mule for R&D engineers as a way to better fine-tune mainline Mustang projects.

Gates open at 7 a.m. daily and these displays are just one small part of the world's largest all-Ford-themed car show. Full details on the event are available at CarlisleEvents.com or by calling 717-243-7855.

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Weathered Wheels



Steve Isola reports this 1978 Chevrolet Nova has been sitting in the weeds in this location for years. "It has those 1980s paint graphics that were popular on the drag strips," he notes. "This looks to be a base model Nova that someone jazzed up with paint. Probably had some mag wheels back in the day, and maybe a few engine trim items to its factory V-8. And, of course, loud exhaust. Might be enough left to turn back the clock and make it a period-correct drag racer. Nova bowed out in 1979, after four generations of styling. I prefer the 1968-1972 models, before the safety bumpers came along. The Nova name was resurrected in 1985 as a small front-drive subcompact, the last of which were produced in 1988."



Sharing some love for '39 Fords and GTOs!

Eighty-five years and still on the road. We're talking about the surviving 1939 Fords reported in a recent issue of *Hoosier Views* by the Indiana Regional Group of the Early Ford V-8 Club (editors John & Robin Emmering, Shoebboxford.john@gmail.com). John provided a three-page summary of the car's introduction, model rundown and more than a dozen factory-issued color visuals of offerings that year in standard and De Luxe versions.

Call it "The Quality Car in the Low-Prices Field," which is the way Ford officials liked to say it back then. The story celebrates the '39s' 85th birthday. And speaking of 85, that year's V-8 had a respectable 85 hp. Overall, the publication is a dandy for car collectors. The issue also carries features on Joie Chitwood's Thrill Show where 1949 Fords were the stunt cars of choice, and a tag game of Ma Jarret (mother of gangster Cody Jarret), who was being watched from the seats



of two 1949 Mercurys, Fords and a Lincoln. If the situation seems familiar, it was made into a motion picture called "White Heat" starring James Cagney. The publication is a zinger. FYI — this region is co-sponsor of this year's Central National Meet.



Let's applaud the effort recently in *The Legend* (GTO Association of America, editor Tom Szymczyk, GoatGuyTom@aol.com). To boost attention, the association promotes Refer-A-Friend, which offers a GTOAA jacket to the individual enrolling the most new members through May of last year to May 15 of the current year.

More than that, the club remembers its oldsters, headed by Tom Oxler (toxler@prodigy.net), who is ready to welcome original GTO owners at a special reunion. A total of 129 members participated in the gathering in 2023 and a good bunch is expected this summer in Springfield, Mo., for a repeat performance.

OC

Vintage ad of the week

By M.J. Frumkin

"Here's mud in your eye," a friendly drinking toast, may have inspired Plymouth to celebrate the introduction of the 1963 Valiant with mud in its headlamp "eyes."

The Valiant is shown in this ad covered in caked dirt after enduring rigorous tests on Chrysler Corp.'s torture tracks. Plymouth's PR team claimed it was a first in advertising history to campaign a new car in such a manor. Marketed as the ultimate all-round compact car, the Valiant's 33 value features for '63 provided consumers with a perfect blend of economy, performance and luxury. The alternator, dubbed "Valiant Life," and torsion bars, known as the "Valiant Twist," added to the car's appeal.

And, like another conversational saying not meant to be derogatory, "Happy as a pig in mud," the "slightly soiled" Valiant indeed remained cheerful looking and ready for the next miles ahead.

OC



Best all-around compact anybody has come up with yet!

The slightly soiled '63 Valiant above is one of the Valiants we tested and tested to bring you the best all-around compact anybody has come up with yet... The New Valiant. While some compacts are good at economy, and others feature performance, and still others offer luxury, The New Valiant—with its 33 value features—is designed to do

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The New Valiant

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Q. I would like to thank Mr. Robert Reeves (Q&A Jan. 15) for answering my question about my Buick model car (1911 Buick “Bug”). I’m in agreement that this car is probably from a Hudson Miniatures Old Timers kit, although my model is 6.5 inches long. Other than the length, Mr. Reeves’ description matches my model exactly.

I would imagine that Mr. Reeves probably has the most complete collection in existence of these kits. I’ve never seen any model other than my own and had never seen or heard of these kits.

— Robert C Daly, Jacksonville, Fla.

Q. In regard to Mr. Daly’s question in the Dec. 15, 2023, issue, it looks like the Old Timers series of Hudson Miniatures. I have the Model T Ford you mentioned, along with Locomobile’s Old 16 race car, a 1908 Stanley steamer, the 1903 Curved Dash Oldsmobile and the 1914 Regal Coupe, the latter pictured here. I built them in the 1950s.

—Robert Dishner, via email

A. It’s been many years since the Hudson Miniatures Old Timers were popular. It’s great to see that our readers remember them and, better, still have them. Alas, my father’s Model T somehow went missing during the intervening 70 years. I do, however, have most of the Revell plastic models of 1950s cars that I built back in those days. I even had Dad, who ran an offset printing business, make me some correct-looking miniature Connecticut



license plates for them, from his aluminum printing plates.

Q. In the March 15 Q&A, you straightened out some questions I had from the Vanden Plas Princess item in the Nov. 15 issue. The poor car had more alliances than Elizabeth Taylor. Now here is one I cannot solve on Google and I would not know where else to start.

In January 2019, the Dixie Hudson Club was asked to assemble near Atlanta all their 1954 models for the opening shot of “RESPECT,” the film about Aretha Franklin’s life. Part of the plot was to reenact the scene in which her dad goes to a Hudson dealer to replace his broken-down Caddy. The bigoted manager doesn’t bother to show him the new cars in the showroom, but takes him to the back lot. For the next scene, the club had to find a mint 1954 Hornet convertible to photograph because, as the story goes, Aretha’s dad hands the dealer a wad of cash and drives out with this honey of a car.

This convertible had to be shipped from out of state and the club could field only two or three other ’54 Hudsons, one of them my four-door Jet. The filming took a couple of days and we got to eat chow with the film crew!

I regrettably missed the film when it came to theaters, so I bought a CD from Amazon. The scene was not in the movie that they sent to me. I never heard any buzz from the old car crowd, so I have to think that our cars were lost on the cutting room floor. Those of us who were involved would like to know what happened to our 15 minutes of fame. I hope you can tell us.

— Preston Stevens, Austell, Ga.

A. Perhaps this is what’s called “death by a thousand cuts.” It seems there are, indeed, several versions of many films (a quaint term, as few, if any, movies involve actual film these days). A little foraging on the internet led me to a bit of wisdom on the “cuts.”

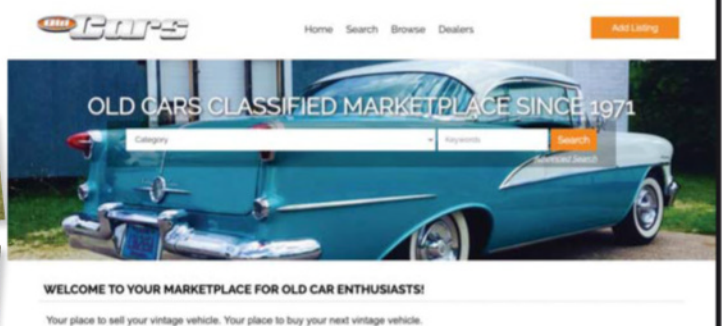
The version shown at theatres is evidently called the “Theatrical Cut,” while one edited by the director is called, appropriately, the “Director’s Cut,” usually for home release. “Extended Cut” is any version that’s longer than the Theatrical Cut. Not having seen “RESPECT,” I cannot say which, if any, of the cuts includes the Hudson scene you’re looking for. Readers, any help on this one?

OC

To submit questions to Kit Foster, e-mail oldcars@aimmedia.com

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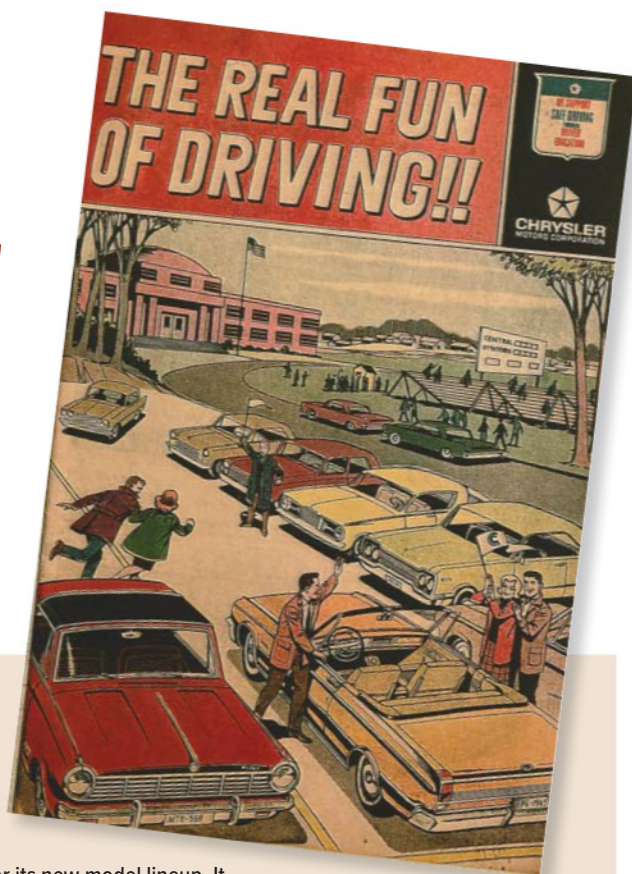
The early years of driver education

STORY BY RON KOWALKE

A trivia question in the category of automobile history could be: “Who created the world’s first high school driver education course?” The answer: Professor Amos E. Neyhart, director of the Institute of Public Safety, Penn State University. In 1933, Prof. Neyhart became known as the founding father of driving education.

In the 1930s, as part of his push for driver education, Prof. Neyhart created the first college course for teachers to learn driving instruction. By 1968, according to Ford Motor Co.’s Traffic Safety and Highway Improvement

As part of its safe driving initiative to support driver education, in 1965 Chrysler Corp. produced “The Real Fun of Driving” comic book, which doubled as an animated showcase for its new model lineup. It featured short stories promoting safe and courteous driving tips.



Dept., he had personally trained almost 20,000 driving instructors.

At that point, in support of his efforts, Prof. Neyhart stated, “In 35 years, survey after survey has shown that drivers trained by professional educators before taking the wheel have 50 to 60 percent fewer accidents and serious vio-

lations than untrained drivers. No one has ever demonstrated the contrary.”

In 1936, The Travelers Insurance Co. released statistics that supported Prof. Neyhart’s assertion that driving instruction in schools was lacking. That year, 30 percent of all automobile accidents involving fatalities were caused by drivers ages 16 to 24. This age group also accounted for 22 percent of accidents causing non-fatal injuries. Most startling, this age group, overall, consisted of both the least amount of vehicle ownership and miles driven, yet ranked among the worst for causing injury- and fatality-inducing crashes.

While it’s logical to blame the young and/or inexperienced drivers for much of the chaos on the road in those pre-World War II years, a 1946 study by the American Mutual Liberty Insurance Co. (AMLI) of Boston,

Equipped with General Jumbo balloon tires, this 1934 Ford Model 40 V-8 sedan performed traffic education/instruction duties as part of the St. Louis Police Dept. The sharp-dressed officers maintained a professional image when interacting with the public. (General Tire photo)



In the early 1950s, Marx Toys of New York, N.Y., produced a set of wind-up tin cars for children, which mimicked the dual-control driver training cars adults used to teach safe driving techniques. Even playtime could be a teachable moment towards creating better drivers.



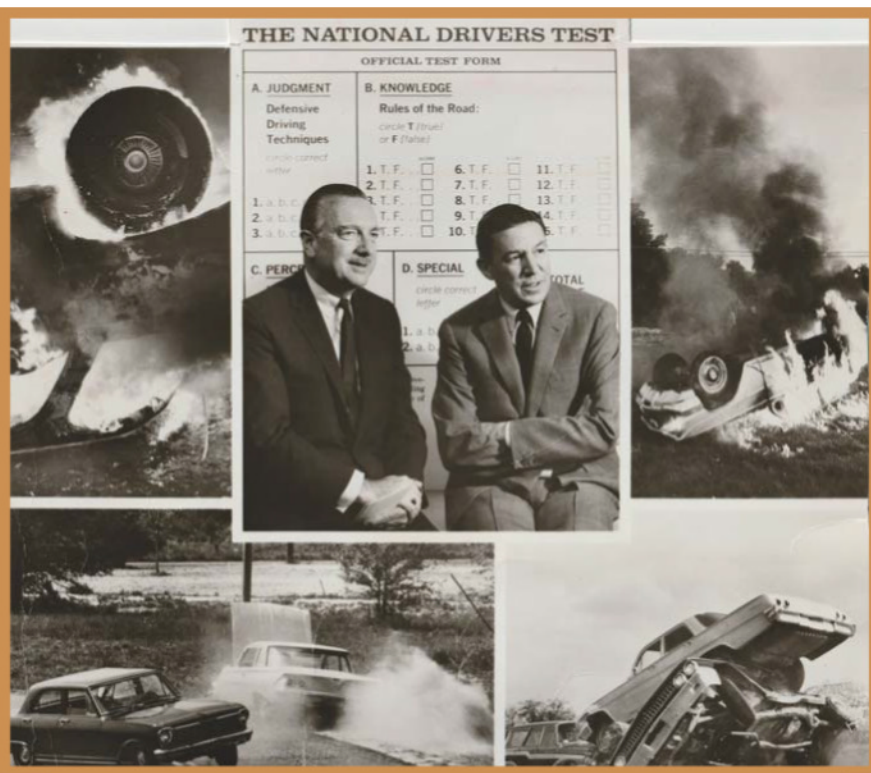
Mass., showed older, more experienced drivers could also create havoc on the highways, but for a different reason.

Due to World War II rationing restrictions for both gasoline and rubber (tires) to support the war effort, vehicle use became limited from 1942 to mid-1945. The saying “practice makes perfect” defines the decrease in driving skills as vehicle use declined until wartime restrictions were lifted. An AMLI comparison study of the early months of 1946 (unrestricted) versus early 1945 (restrictions in place) show both automobile personal injury and property damage accidents increased nearly 45 percent among drivers of all ages.

Partial blame for this increased accident rate could be assigned to the overall poor condition of vehicles in use in the immediate postwar months. Many vehicles were at or past the end of their roadworthiness for multiple reasons. Mainly, they were improperly maintained due to the wartime lack of replacement parts, or were a last-resort use until a new(er) vehicle could be obtained, which were unavailable to most drivers during World War II.

Whether this postwar carnage was due mainly to rusty driving skills or rust-bucket vehicles, AMLI called for a reeducation of all drivers as well as more effective programs of traffic regulation by law enforcement.

By the 1960s, driver education had become mainstream, and often part of the high school curriculum. One of the more controversial teaching tools in widespread use were films such as “Red Asphalt” and “Signal 30,” which relied on shock value to make their case against unsafe driving practices. Both “Red Asphalt” (1964, produced by the California Highway Patrol) and “Signal 30” (1959, produced by the Ohio Highway Safety Foundation) featured actual aftermaths of violent vehicle collisions. Nothing was held back, including



In May 1965, CBS television network aired “The National Drivers Test,” hosted by correspondents Walter Cronkite and Mike Wallace. Stunt drivers reenacted common types of auto accidents and viewers were quizzed on proper avoidance measures. Many of the cars used in the crash reenactments were less than five years old, similar to those in everyday use by viewers. (CBS photo)





In the 1950s, the Wausau (Wis.) Police Dept. annually received a new Dodge, including this 1956 Custom Royal sedan, from the L.H. Hall Motor Co., for use in the city's driver training program. The car's vivid graphics were supplied by the Minnesota Mining & Manufacturing Corp., now known as 3M. (Wausau P.D. photo)

scenes of mangled, burnt or lifeless bodies being extracted from twisted remains of crashed vehicles.

"Signal 30," the police radio codename to describe a fatal traffic accident, won a National Safety Council Award. It also spawned two sequels: "Mechanized Death" and "Wheels of Tragedy." "Red Asphalt," which was the first in a series of five like-named films created over many years, went unrewarded. It drew harsh criticism from the *LA Times* newspaper, which referred to it as "...the 'Reefer Madness' of driving. Forget trying to reason with teenagers, just scare 'em."

Competition, rather than shock value, was the teaching tool provided in a different type of driver education offering named the National Safe Driving Road-E-O. Begun in 1952 and held annually, by 1966 it had attracted more than three million entrants, all under age 19.

The 1966 Road-E-O, held in Washington, D.C., and co-sponsored by the Lincoln-Mercury Division of Ford Motor Co. and the U.S. Junior Chamber of Commerce, was won by 18-year-old John Gearhart of Bethany, Mo. He was one of more than 300,000 entrants that year. The Road-E-O consisted of a regional series of events comprised of a written exam, obstacle course drive and an observed drive in city traffic. For his victory, Gearhart earned both a new Mercury Comet and a \$2,000 college scholarship. He was also named a Road-E-O ambassador, and had some advice for future entrants.

He said, "There's no reason in the world why teenagers shouldn't be good drivers. We've got quick reflexes. We have the chance to learn good driving habits—how to be aggressively defensive."

As driving education has evolved since founding father Prof. Neyhart began it all in 1933, the type of aggression he forewarned about still resonates today.

He cautioned, "Be a good motoring citizen. Just imagine what roads would be like if everyone tried to 'cowboy' the other fellow out of the way."

We now refer to that as road rage!

OC



A 1955 Buick Century Riviera four-door hardtop (left) and '55 Packard Patrician sedan (right) prepare for the second-annual Youth Safety Run in California, annually staged to discourage illegal street racing. Cars were supplied by local dealerships, and the event was officiated by members of the Peace Officers Car Club, under the guidance of the Police Advisory Council for Car Clubs. (PACCC photo)

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Ford's British Invasion

Back in 1903, Henry Ford's fledgling Ford Motor Co. was aiming to put the world on wheels—wheels with the Ford name on them! One of the first overseas markets that Ford set his sights on was the United Kingdom, specifically jolly old England. In late 1903, a trio of Ford Model A runabouts was exported to England and proved to be quite popular. Later, Ford set up manufacturing facilities for the legendary Model T—fitted with right-hand drive to comply with the British road rules, of course—in England.

As American cars continued to improve and to get larger, the "Yank Tanks" were a bit unwieldy on narrow urban British streets. Like other British car makers, Ford started to design vehicles that were more suited to the British suburban road system that were smaller in stature, were economical to own and operate, and were reliable.

At the end of World War II, Ford, like other car makers in England, was anxious to get back into production of civilian automobiles. Two prewar models, the Anglia (previously known as the Eight) and the Prefect (formerly the Ten) were put into production. While cars in the United States were becoming modern in their looks and their mechanics, those British who could afford a motorcar were happy just to get a new machine and were content with the cars' prewar design well through the 1940s.

To raise much-needed capital in the years after the war, Ford of England started contributing to a growing export market. Primary markets were members of the Commonwealth, but a few Ford Anglias and Prefects were exported to the United States. Even in a car-hungry market, these under-powered compacts were a hard sell as American drivers wanted full-size vehicles for their postwar families. Americans also wanted more horsepower under the hoods than these British Fords could provide.

In 1950, a new English Ford Consul was introduced that featured modern and new slab-sided styling, unibody construction, heavier use of chrome trim and moldings (including a toothy vertical grille design) and a bit more power under the hood. A new overhead-valve, four-cylinder engine rated at 47 hp from its 1.5 liters offered enough pep for these cars to operate at U.S. highway speeds, and by 1953,

1: In the immediate postwar years, a few British Fords were imported into the United States, such as these recently unloaded 1950 Anglias and Prefects with prewar styling on the wharf in Baltimore, Md.

(Photo courtesy of Ford Motor Co.)

2: Released in 1950, the Consul Mark I featured modern slab-sided styling, unibody construction and a 47-hp inline four-cylinder engine. This design would remain in production until mid 1956.

(Photo courtesy of Ford Motor Co.)

3: 1954 would see the introduction of the modern and new Anglia, offered as a two-door model, and its four-door companion, the Prefect. They would remain relatively unchanged until 1959.

(Photo courtesy of Ford Motor Co.)



the new Consul was being imported into the United States.

One of the most important contributions to the automotive world that the new Consul provided was the improved strut-style suspension designed and championed by Ford engineer Earle S. MacPherson. These new MacPherson struts were suited well for city driving, and also performed well on country roads. MacPherson strut-equipped Consuls became noted for their great handling and comfort in a small car package.

Ford of England really started to push its exports on U.S. drivers with the 1954 models. That year, three basic lines of British Fords were marketed in the United States, starting with the totally redesigned and all-new Anglia/Prefect series. Powered by a new overhead-valve, inline four-cylinder engine of 1172cc rated at 36 hp, the Anglia and Prefect were adequate for around-town driving. The Anglia was offered as a two-door sedan while the Prefect came as a four-door sedan. For 1956, the 100E Series was introduced on the Anglia and Prefect, and both models were offered in Standard and Deluxe versions. There was also the addition of a pair of station wagons, the base Escort and the deluxe Squire. As with U.S.-built Fords, the Squire feature faux wood side trim and a bit more bright trim and interior appointments. These models continued basically unchanged until 1959, when only the Deluxe trim was offered for the Anglia and Prefect; both station wagons were retained.

Joining the Anglia/Prefect in 1954 was the slightly larger Consul Mark I series. As with the lower-priced Anglia/Prefect, it also featured slab-side design as well as unibody construction. For those who liked sunshine, the Consul was offered as a convertible to accompany the four-door sedan. Priced at around \$1,920, the Consul was among the lowest-priced convertibles available in the United States. This series employed the 47-hp, 1.5-liter inline OHV four. Minor updates and trim variations continued for 1955 and 1956, with the Mark II series

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4: The Consul Mark I was available as a four-door sedan and this sporty little convertible model from 1954 to the early part of 1956.

(Photo courtesy of Ford Motor Co.)

5: Basic styling for the Mark I Consul remained unchanged, with the exception of minor trim changes, from 1954 to early 1956.

(Photo courtesy of Ford Motor Co.)

introduced mid 1956. Offered as the Series 204E, these models had updated styling and a 1.7-liter four that was now rated at 59 hp, giving it more power to keep up with most American cars. Both the four-door sedan and the convertible continued with the Mark II models, which would continue to be produced into the early 1960s.

For the top-of-the line experience in British Fords, the 1954 Zephyr Mark I was brought to America. A bit larger than the Consul and powered by a 68-hp inline six, the four-door sedan was about as luxurious as a British car owner could hope for, and for those with a flair for the dashing and sporty, a convertible was also offered. Where the Anglia and Consul both featured front grilles that were rectangular, the Zephyr stood out with its raised center section. Prices started at just under \$1,900 for the four-door sedan, pricier than the domestic Ford Customline sedan with a six, while the convertible was tagged at \$2,265, about \$100 more than the base price of a full-size Ford Sunliner convertible!

In 1955, an upgraded trim package marketed as the Zodiac was introduced and added about \$210 to the price of



6

6: Ford of England's top-line offering was in the Zephyr line which featured a rugged six-cylinder engine. The more luxurious and high trim level of the Zephyr was the Zodiac, seen here at its 1955 introduction.

(Photo courtesy of Ford Motor Co.)

7: A popular car for Ford of England's home market was the Prefect-based Squire Estate Wagon with its unique tailgate arrangement. The Squire Estate Wagon saw limited distribution in the United States.

(Photo courtesy of Ford Motor Co.)

8: Photographed in North Wales, this Zephyr Mark II convertible sported updated front-end styling and a more powerful 86-hp, inline six-cylinder engine during 1956.

(Photo courtesy of Ford Motor Co.)



7

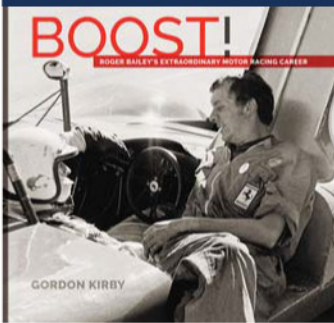


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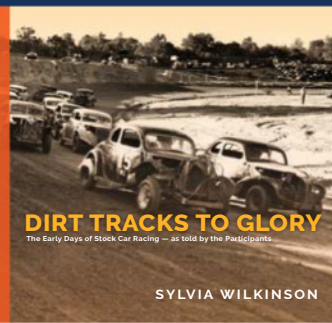
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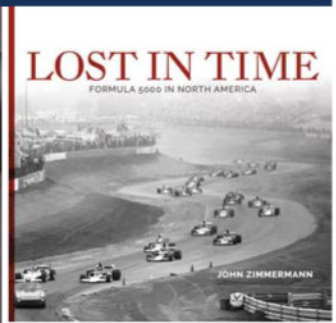
Dirt Tracks to Glory

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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.

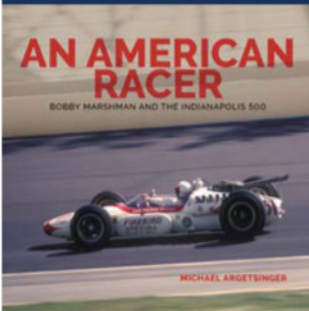


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During the 60s and 70s, American road racing flourished, with hard-fought championships for the Can-Am, the Trans-Am and last but not least the Formula 5000 series. Formula 5000 attracted excellent entries from well-known teams such as Dan Gurney, 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.

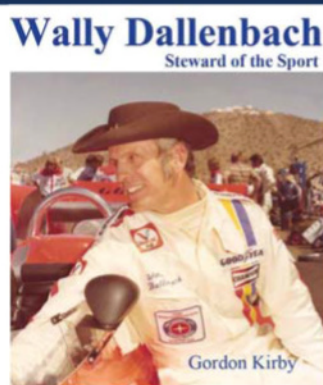
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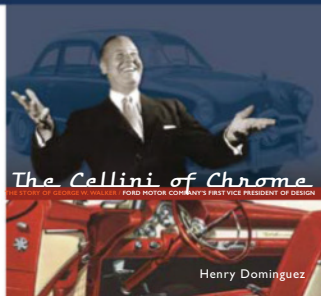
An American Racer Bobby Marshman and the Indianapolis 500

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.



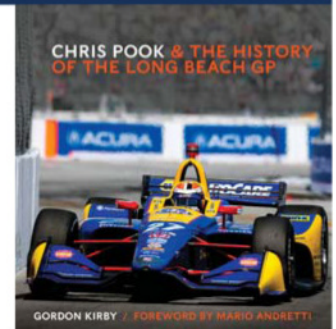
Wally Dallenbach Steward of the Sport

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.





9: 1957 saw minor styling changes for the Anglia and Prefect line, as well as the station wagons, such as this base Escort.

(Photo courtesy of Ford Motor Co.)

10: More trim changes were seen for 1958 in the Anglia/Prefect Series 100E models, as seen in this publicity photo of an Anglia used to promote these cars to the American market.

(Photo courtesy of Ford Motor Co.)



11: For 1958, the Prefect line featured more chrome for the side trim and headlamp surrounds, as well as two-tone color schemes.

(Photo courtesy of Ford Motor Co.)

12: Photographed at Rye, Essex, this 1959 Zodiac Mark II convertible sports two-tone paint, extra chrome trim and hard-to-find wide-whitewall tires. Cars in the background are also of interest.

(Photo courtesy of Ford Motor Co.)

the base Zephyr sedan. For this extra money, the customer would receive a bit more chrome trim, upgraded fabrics, more sound deadener and some snazzy two-tone combinations. During the 1956 model year, Zephyr introduced its improved Mark II models as Series 206E. With an improved six-cylinder engine rated at 86 hp and displacing 2552cc, these cars were actually quite powerful and competitive on American roadways. Base models still carried the Zephyr nameplate with the deluxe Zodiacs being quite popular, despite price increases in 1957. That year, the Zodiac convertible's port-of-entry (P.O.E.) price was set at \$2,910, considerably more than a V-8-equipped domestic Fairlane 500 Sunliner convertible.

A concerted effort to market British Fords primarily through select Mercury dealerships was launched in late 1957. In January 1958, the recently launched (and failing) Edsel Division was merged with the existing Lincoln-Mercury corporate body, thus creating the M-E-L Division of Ford Motor Co. Under this umbrella, Ford placed its European automotive product sales, marketing, and service teams that would include the Anglia, Consul and Zephyr lines, as well as the popular Taunus models produced by Ford of Germany.

With few exceptions, sales of the British Fords barely registered in the overall U.S. sales race. During 1958, which was a generally dismal year in U.S. automotive sales, Mercury sales people often touted "Made in America" in press releases and published statements, rankling those dealers trying to sell British-built Fords.

Imports were gaining favor with American car buyers during the late 1950s. The 1957 import totals reported by "Ward's Automotive Yearbook" totaled 259,343 units while the same sourced reported that 1958 saw that number jump by more than 60 percent to 430,808! Import sales





13

13: 1960 would see a total redesign for the Ford Anglia, one that might be familiar to Harry Potter fans. This new Anglia sported a spirited little four-banger with 61 hp and a 1.0-liter engine displacement.

(Photo courtesy of Ford Motor Co.)



14

14: Getting back into civilian automobile production as quickly as possible, Ford's Dagenheim plant in the United Kingdom was fully operational by 1946 when this photo was taken.

(Photo courtesy of Ford Motor Co.)

continued to increase during the prosperous 1959 calendar year with growth by more than 64 percent to a whopping 668,070 cars!

During this time period, other British makes, particularly sports cars from Jaguar and Triumph and MG, were making successful inroads to the American car scene. Meanwhile, more pedestrian European makes such as Renault, Mercedes-

Benz, Fiat and Opel were also making their mark on American roads. Of course, the king of the imports during the late 1950s and 1960s was a little wonder called Volkswagen. Still, Ford of England continued to produce proven models that found popularity in the home market as well as other nations in the British Commonwealth, such as Canada, Australia and New Zealand.

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A convertible had been a staple of the Thunderbird series since its 1955 introduction, but with the redesigned 1967 models, the convertible was dropped and a new four-door added.

Overlooked Luxury

First four-door elevated Thunderbird into a model of affordable elegance

STORY AND PHOTOS BY RICHARD LENTINELLO

“**W**e created this car for the few. The few discerning Americans who always loved Thunderbird’s looks, luxury and performance—but longed for 4 doors for easy entering and exiting,” wrote Ford’s marketing department about the company’s all-new 1967 Thunderbird. “So if you’re young enough to appreciate Thunderbird’s performance, and adult enough to enjoy the luxury, there’s just one decision left. Two doors? Or four? At last you can choose. And either way, your car is Thunderbird. Unique in all the world.”

Indeed it was unique. In fact, few automobiles wowed the public upon its release as did the fifth-generation Thunderbird. Here was an automobile with individual styling all its own, the likes of which had never been seen before—it was both luxurious and sleek; distinctive, yet practical. No wonder this Thunderbird caused a sensation.

When Ford introduced the four-seat “Squarebird” for the 1958 model year, everyone was shocked, yet it was exactly what the public wanted. Without question, Ford had its finger firmly on the pulse of American buying habits and desires, so they were quite confident that a Thunderbird with four doors would be a success. And they were right... again.

Yet, unlike previous years, the new four-door Thunderbird wasn’t the sole body style, rather it was a supplementary model created to help attract those buyers who needed, and preferred, four-door cars over two-doors; on the downside, this was the first year that no convertible Thunderbird was offered. Again, Ford was right. Some 77,956 Thunderbirds were sold that first year, with the luxury-looking Landau coupe being the most popular with 37,422 examples sold, yet the four-door Landau sedan attracted 24,967 buyers. This was a respectable production number,

especially when compared to the now-iconic two-seat 1957 Thunderbird that sold only 21,380 units.

Interested buyers who walked into Ford showrooms, picked up the Thunderbird’s lavishly illustrated brochure, and read its persuasive words were convinced that this was the car they long dreamed of owning. “Now, an historic first four-door Thunderbird joins the classic two-door for 1967. Totally new, but more Thunderbird than ever. Enter Thunderbird’s Private World, where styles start and trends get set.”

Few American automobiles, before or since, have had that rare combination of luxurious classiness and striking sportiness in the same package, which the 1967 Thunderbird has in spades. Its signature form is as unique as any, with a profile that simply cannot be mistaken for any other car.

Its hallmark shape is long, slender and low, and quite aerodynamic looking

for the period. And the way the rear-hinged back doors contain part of the wide C pillar helped intensify not only the car's matchless style, but boosted its wow factor. Yes, the 1967 Thunderbird really did break new ground.

While its shape was novel, its underpinnings clearly were not. For the 1967 model year, Ford reverted back to a body on a separate frame, foregoing the Thunderbird's unibody construction since the introduction of the 1958 model. The four-door models' wheelbase, a lengthy 117 inches (2 inches longer than the two-door model), was strewn across a stout perimeter frame incorporating two large side rails that united with equally strong torque boxes front and rear. This essentially formed a one-piece chassis. And with extra stiffening ribs stamped into the floor pan, along with thick cross members made of heavy-gauge sheet metal, its stiff structure and coil-spring suspension empowered the Thunderbird with an incredibly smooth ride coupled with a reassuring, solid feel. And although its cornering ability isn't that of a sports car, assisted by a front anti-roll bar and a lateral track bar in the rear, it

isn't the "Leaning Tower of Pisa" that other large American sedans of the period suffer from.

As luxurious as its exterior appears, the Thunderbird's interior is even more lavish. The individual front seats with wraparound console, embroidered tufted upholstery, deep-pile carpeting and woodgrain accents on the doors and the instrument panel combine to indulge its occupants with a level of embracing luxury, the likes of which other cars in the Thunderbird's category did not provide. Oh, and let's not forget the Thunderbird's unique impact-absorbing Tilt-Away steering wheel with its nine different driving positions. It adjusts up and down and automatically moves out of the way to ease exit from the cockpit. Absolutely brilliant! And when you factor in the optional six-way power-assist front seats, few cars of the period could provide drivers the opportunity to create such a personal driving position.

Another unique feature is the articulated windshield wiper system that virtually eliminates unwiped area, thus providing drivers with a broader span of visibility—they were offered with either two speeds or variable speeds—and, of



Above: The C pillar was cleverly integrated into the rear doors of Thunderbird four-doors and maintained rear-seat privacy while also aiding entry and egress.

Below: As on Lincoln Continentals of the period, the Thunderbird four-door's rear doors were of the suicide-type.





course, the headlamps that retract at the flick of a switch. And to everyone's delight, the Thunderbird's now-signature sequential taillamps made a return engagement.

With a curb weight of around 4,590 lbs., a powerful engine was needed to get the Thunderbird moving, so Ford equipped it with a base V-8 engine of 390 cubic inches and a 10.5:1 compression ratio. It had a 3.78-inch-long connecting rod stroke that allowed it to produce 315 hp at 4,600 rpm along with a usable 427-b.-ft. of torque at a very desirable 2,800 rpm.

For buyers who desired more excitement every time they mashed the accelerator to the floor, there was a 428-cid big-block V-8 with a mighty 345 hp on the option list. Ford said it best: "... 428 cubic inches of engine that will power you right to Thunderbird Country. . . where exhilaration begins at dawn." Regardless which engine buyers chose, all trans-

1: Even as a sedan, the Thunderbird four-door maintained its bucket seats and console that maintained its personal luxury feel.

2: Thunderbird cockpits traditionally wrapped around the front seat, and for 1967, the instrument panel particularly wrapped around the driver.

3: Vertical slides controlled the windshield wipers, windshield wash, vent and air conditioning.

4: Overhead indicator lamps included a seat belt reminder and warnings for an ajar door, low fuel level and the headlamps being on while the driver's door was open.

5: Door panels included a wood grain pattern for a luxurious feel. Another slide-type lever served as the interior door handle.

6: Familiar Thunderbird emblem graced the grille.



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The 390-cid V-8 with a four-barrel was the standard Thunderbird powerplant in 1967.

missions were Ford's C-6 SelectShift Cruise-O-Matic automatic; this heavy-duty three-speed transmission handles upwards of 475 lbs. of torque!

In addition to its handsome styling and powerful drivetrain, the Thunderbird was desirable due to its long list of standard equipment. It included an illuminated ignition switch with "keyless" locking; center console with illuminated ashtray; power steering; power front disc brakes; electric clock; a map lamp; courtesy door lamps; AM radio; illuminated glovebox; a rear center folding armrest; a lined and illuminated trunk; full wheel covers; and underbody sound deadening.

If that wasn't enough, there was a long list of options, many of which the feature car is outfitted with. They include black vinyl roof; the overhead Convenience Control Panel; white sidewall tires; power windows and driver's seat; automatic trunk release; air conditioning; AM 8-track stereo; power antenna; and tinted glass. The options available were leather-and-vinyl upholstery; two-tone paint; limited-slip differential; heavy-duty battery; reclining passenger seat and headrest; shoulder harness; the SL interior trim package; and cruise control aptly named Highway Pilot Control.

A Thunderbird between father and son

This particular four-door Landau resides just north of Boston with Mark Hunter, its devoted long-time owner. The Thunderbird is equipped with the 390-cid four-barrel V-8 and dual exhaust, and out of the 20 different exterior colors that Ford offered, it's one of only 570 painted Pebble Beige. And its special combination of black cloth-and-vinyl upholstery instead of the standard all-vinyl interior renders it one of only 59 Thunderbirds ordered this way.

"This Thunderbird has always been fun to drive," Mark stated with a wide smile. "It is extremely heavy, but rides smooth and easy. It is not the best handling car at high speeds, but was not made for that. It corners cleanly, and being an older car, you have to drive it and plan ahead. With its 390-cid V-8,



it's very fast. It accelerates with plenty of power, and the feeling and sound of the engine is an experience that today's youth may never experience or understand."

Mark's enthusiasm for his Thunderbird is clearly obvious by his unbridled passion when talking about it. He told us: "There are things that make this car stand out. First and foremost are the "suicide doors." They are the attention getter, and what everyone who sees the car gravitates to. I completely understand that, and I love it, too! But for me, there is so much more to this car, and it's the little things that add up and bring the entire package together. The black vinyl Landau roof with the shape and slope fits the car perfectly and helps bring out the doors. Then there's the turquoise Thunderbird emblems, the hubcaps, the hidden headlamps and full-width taillamps. Although people are drawn to the four doors, after a closer look, they quickly appreciate all the smaller details that make this Thunderbird so unique.

"The interior is spectacular. The tilt and swing-away steering wheel, the gauges, stereo and vents all fit and blend in. The door handles are unique and always are commented on. The front bucket seats are comfortable, and the console in between them adds to the look. The back seat is big, soft and very comfortable. With the interior light package, this car lacks for nothing in the luxury department."

Being the exceptional automobiles that they are, the 1967-'69 Thunderbirds offer a level of individuality rarely found in other cars, especially those built during the same period. Their owners are passionate about them and appreciate them with total devotion, not to mention just how affordable these cars are.

Even the car magazines of the day were smitten by the 1967 Thunderbird. A road test was conducted by *Car Life* magazine, and at the conclusion of the article it stated: "...the entire car is slicker, quieter, smoother and more comfortable than its predecessors. In truth, the 4-door Thunderbird seems more smallish limousine than overly-ample personal car."

As for Mark, this car is a mobile memory machine.

"This Thunderbird is more than just a car; it's memories, not only of good times, friends, adventures and driving, but also of a bond I shared with my dad, who loved this Thunderbird; I know he would be happy with how the car looks and rides now. Having been a part of my life since I was 10 years old, the great adventures and memories through the last 50 years with it are, to me, priceless."

Author Richard Lentinello is the publisher of Crankshaft, a quarterly journal featuring a variety of collector vehicles. Learn more at www.crankshaftmagazine.com.

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STORY AND PHOTOS BY AL ROGERS

During the Antique Automobile Club of America's 2023 Eastern Fall Meet in Hershey, Pa., there was buzz about a black 1961 Chrysler Newport four-door sedan parked on the show field. Normally, an early-1960s sedan doesn't create such a stir, but this Newport deserved it.

On May 24, 1961, Peter Pellicani's father walked into Century Motors Corp. in Brooklyn, N.Y., and ordered the jet-black 1961 Chrysler Newport four-door sedan with the standard

three-speed manual transmission. The car was delivered on June 21, 1961.

"I was six years old and do remember going to the dealership with my father, Frederick Pellicani, to order the car," said Pellicani, a resident of Long Island, N.Y. "As the story was told to me afterwards by my father, initially the sales manager refused to order the car (a special order), because he did not want to be stuck with a car that had the standard three-speed manual transmission.

"The sales manager further stated my father [would] not be able to sell the car with the standard transmission. No one was ordering them, and no one [would] want to buy it," Pellicani recalled. "My father's answer to him was his son was going to want the car.

"The sales manager was wrong. In June of 1972, the car was given to me as a high school graduation present." And more than 50 years later, Pellicani still owns that manual-transmission Newport.



Chrysler ended its wildly finned period in 1961, the same model year that saw the introduction of the new entry-priced Newport model. This Newport is fitted with the rare three-speed manual transmission, which doesn't have a synchronized first gear.

Pellicani's father eventually replaced the Newport with his dream car, a 1973 Cadillac Eldorado.

"He'd wanted a Cadillac his entire life," Pellicani said. "I'll never forget the look on his face the first time I saw him in his taupe Cadillac Eldorado when he pulled it into our driveway the first time. The smile was almost as big as the one on his face when he walked in and saw me restoring the Chrysler."

In addition to the floor-mounted three-speed manual transmission, Pel-

licani's father specified the Newport with the base 361-cid V-8 but optioned it with the AM radio, power steering and the 8-3/4-inch Sure-Grip rear axle. Pellicani said Chrysler used a unique 3.58:1 gear ratio for cars with the standard transmission.

"I received the car with 80,000 miles and now it has nearly 200,000 miles," Pellicani said. "This car transported me to three high school proms, two colleges—one in Colorado—work, numerous vacations, and as a family car for my

wife, Kathleen, and our three children, Frederick, Krystle and Peter, until 1985." At that time, the Newport was retired as a family car and only used on cruise nights and for special occasions.

Pellicani is proud to say the original engine was never disassembled and proved trouble-free for 61 years. It never developed any oil or fluid leaks, the valves remained silent and it never required any major engine work until he parked it with the intent of restoring it. Leading up to the restoration, Pel-

licani dreamed of giving the Newport more “oomph.”

“I always wanted to build and install a 413 cross-ram engine since I was a teenager,” Pellicani said. “This engine was a factory option for the ’61 Chrysler Newport and rated at 375 hp with 495 pounds of torque.

“Kathleen and I had put our three children through college,” he continued. “We’d now reached a time in our lives where it was time to restore my first car as a tribute to my father, who loved the car. The restoration was done for him out of respect, and as a personal reward to myself. At 64 years old, I finally did just that!

“The restoration started in 2018 and five years later, it was shown in finished form for the first time at the Carlisle Chrysler Nationals where it joined a special display in Building T.”

Pellicani’s ’61 Chrysler Newport not only attracted spectators in Pennsylvania at Carlisle and Hershey, it was also a fan favorite at the Muscle Car & Corvette Nationals (MCACN) in Rosemont, Ill.

“The first time I saw the long body and shiny black paint, it stopped me in my tracks,” said Bob Ashton, managing partner-manager for MCACN. “I was totally blown away with the overall look-condition of the car and when I saw the massive, long-block cross-ram 413 engine under the hood, it was like ‘wow.’ Then I walked around the car, looked into the interior and noticed the three-speed manual transmission shifter sticking up from the floor. Right then, I had to find out more about this car.



Dad was cool enough to specify a three-speed manual transmission, but originally went with the base 361-cid V-8. Son Peter Pellicani installed this optional 413-cid V-8 during the restoration.

“Peter Pellicani told me his family story behind the car, and after hearing him tell the story, I knew it was a car we needed at MCACN,” Ashton said. “It’s exactly the kind of car and story the car hobby needs, and one I want our show to share and showcase. I extended an invitation to display the car at our 2023 show. Peter accepted the invitation, and the car was displayed in Mopar Alley side by side with a white Chrysler 300. That pairing was an instant hit and spectator favorite.

“Looking back, it’s not what you’d normally expect to see at our show, but it and the Chrysler 300 were the perfect pair.”

The model Newport

Before 1961, Chrysler Corp. had reserved the Newport name for its hardtop models. Starting with the 1961 model year, Chrysler spun the Newport into a model that included two- and four-door hardtops, but also a convertible, six- and nine-passenger station wagons and a four-door sedan. At a base price of \$2,964 (\$29,320 in 2022 dollars) for the least-expensive four-door sedan, the Newport supplanted the Chrysler Windsor as the lowest-priced Chrysler model. The new Newport model was intended to appeal to customers of the discontinued De

The body was carried over from the 1960 Chryslers for 1961, but the taillamps were moved to below the tailfins, which now received chrome-plated fillers incorporating the backup lamps.





For 1961, Chrysler headlamps (top) became canted to match the tailfins (below). Only the Chrysler name (top right) appeared on the outside of the car—not Newport. The car retains its original dealership nameplate (middle right). Leaping lion shields appeared on the doors (right), and red, white and blue decklid emblem contained the Chrysler “C” (bottom).



Soto brand, which had been priced just below Chryslers in the Chrysler Corp. hierarchy. While the Newport was successful in its introductory model year and composed the bulk of 1961 Chrysler production, the base Newport sedans were modest trim package versions of Chrysler’s traditional upscale models. All 1961 Chryslers featured the same bodies, which were only mildly revised from 1960, but the base Newport was sold with smaller hubcaps instead of full wheel covers, relatively plain interiors and a minimal amount of exterior trim. By contrast, the next model up, the Chrysler Windsor, retailed for \$3,218 as a four-door sedan and featured more exterior trim and a more plush interior. Advertising took great pains to emphasize the new and relatively inexpensive Newport was not a compact car, describing it as “a full-size Chrysler in a new lower price range” and using “no jr. editions” as a tagline.

The base engine for the Newport in 1961 was the 361-cid V-8 rated at 265 hp; optional were the 413- and 383-cid V-8 engines. All Newports could have been ordered with the 383 or the 413 topped by a single four-barrel carburetor, or the dual-four-barrel-carburetor setup with cross-ram intake manifolds that were standard equipment on that model year’s 413-powered Chrysler 300-G. The three-speed manual transmission was standard, but seldom ordered. The instrument





The 1961 Chrysler instrument panel contained the AstraDome instrument cluster atop the steering column. Note the “Newport” script on the glovebox—the only place the name appeared on the new Newport model. The asymmetrical front seat back was a common feature of the era’s Forward Look Mopars.

panel had been designed to accommodate Chrysler’s pushbutton controls for the TorqueFlite automatic, and the “AstraDome” instrument cluster covered the part of the steering column where a column shifter would project. As a result of the AstraDome cluster’s position, manual-transmission Chryslers of this period used a floor shifter. Also due to the installation of the AstraDome instrument cluster over the steering column, the turn signal lever was mounted to the dashboard beneath the TorqueFlite pushbutton gear selectors. This novel turn signal setup was installed as a sliding lever that would return to center as the steering wheel returned to its center position.

Restoring Dad’s Newport

It was during the restoration that Pellicani finally satisfied his dream of powering the family Newport with the 413-cid V-8. After finding a date-code-correct 413 engine for his Newport, Pellicani turned the engine build over to Jeff Lawrence and Lawrence Engines in West Hampton Beach, N.Y.

The disassembly and assembly of the car itself was completed by Pellicani. Wanting to do it right, he reached out to his friend, Dave Sherland, who did his magic to make the body laser straight and then applied its stunning base-clear-coat paint finish.

When Pellicani decided to undertake the restoration, he contacted Chrysler expert Jeff Carter, owner of JC Auto Restoration, in Lynnwood, Wash., who served as an advisor.

“Without his help I could not have pulled it off,” Pellicani said. “Jeff was there to offer professional advice and help direct me during the process.”

Pellicani and his 1961 Chrysler will hit the pavement running in 2024. He already has plans to attend the Cruisin’ Ocean City (Maryland) and Syracuse Nationals (New York) shows. If you’re at one of these shows and searching for Pellicani’s Newport, just look for the crowd of people—you’re sure to find his car there.

OC



Peter Pellicani with the 1961 Chrysler Newport his father ordered new in Brooklyn, N.Y., knowing Peter would eventually want the car with a three-speed transmission. Time has proven that to be true.



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The abundant chrome and stainless trim set the Fairlane 500 models apart from the lower-priced Fords. All 1958 Fords now sported dual headlamps and taillamps to make the cars appear fashionably wider.

Family Legacy

Finely restored 1958 Ford Fairlane 500 stays in the family

STORY AND PHOTOS BY JIM BLACK

Denison, Iowa, resident Lola Rowedder and her husband, Doug, are the proud owners of a magnificent 1958 Ford Fairlane 500 Town Sedan carefully restored by Lola's brother.

"My brother, Lowell Stammer, spotted the Ford on Highway 30 near Vail, Iowa, and purchased it back in 2001," Lola recalls. "We had a black '58 Ford growing up, so there was a connection even though Studebakers were his first love."

The Rowedders' Ford Fairlane was built at the St. Paul, Minn., Ford assembly plant and came equipped with the 332-cid V-8 Interceptor Special backed by Ford's Cruise-O-Matic three-speed automatic transmission and 2.69:1 rear-gear set. Features and options on this Fairlane include two-toned paint, cloth interior, full carpeting, tinted windshield, two-speed wipers, pushbutton radio, electric clock, backup lamps, dual side

mirrors and 7.50x14 Goodyear white-wall tires with full wheel covers. The car was originally painted Bali Bronze and Colonial White with a brown-on-brown cloth interior. Its manufacturer's suggested retail price was approximately \$2,525.

A lower- and longer-looking '58 Ford

Ford Fairlanes were sold between 1955 and 1970 with the early examples (1955-1961) considered full-size models. The 1958 Fairlane 500 was available in six different body styles including the Club Sedan (two-door sedan); Town Sedan (four-door sedan); Club Victoria (two-door hardtop); Town Victoria (four-door hardtop); Sunliner (convertible); and Skyliner (retractable hardtop). Then and now, the Fairlane 500 model that gets the most attention is the Skyliner retractable hardtop, but Ford sold many more Fairlane 500s of the other body styles, such as the Rowedders' Town Sedan.

The 1958 Fairlane 500 model represented the top trim level of that year's full-size Ford and included many updates from 1957, such as quad headlamps and a grille incorporated into the front bumper as part of an ensemble that matched that of the new four-seat 1958 Thunderbird. Other distinguishing features included a sculpted hood and decklid, ribbed roof, an overall more aggressive front end, full-length side trim with integrated gold anodized side panels extending from the A-pillar back, and more pronounced tailfins. The 1958 Fairlane 500's taillamps went from single, round units beneath the tailfin to dual, oval lenses in a wide, oval panel. These dual taillamps also extended well beyond the tail panel and, when lit up at night, provided a jet-exhaust effect.

All 1958 Fairlane models featured a body-on-frame chassis riding on a 118-inch wheelbase. The cars were 78.2 inches wide, 207 inches long and 58.9



Above: The original FE-series Interceptor 332-cid V-8 was all-new for 1958 and produced 265 hp with a four-barrel carburetor. Lowell did the rebuild himself with a .030 overbore.

Right: Most of the interior has been replaced in a two-toned black and red leather-grained vinyl with new matching carpet and headliner. Lowell also installed aftermarket air conditioning to improve summer comfort.

inches tall. The independent front suspension included upper and lower control arms with coil springs and a solid rear axle supported by semi-elliptic leaf springs and shocks. Drum brakes were at all four corners. The shipping weight was about 3,512 lbs. for the Town Sedan four-door sedan.

Equally important was the lineup of available powerplants, which included the new series of FE V-8 engines (Ford/Edsel) displacing 332 and 352 cubic inches in Fords. Ford engine choices included the modest 145-hp Mileage Maker Six at 223 cubic inches; the 205-hp, two-barrel 292-cid inch V-8; new 240-hp, two-barrel Interceptor 332-cid V-8; new 265-hp, four-barrel Interceptor 352-cid V-8; and the top-of-the-line 300-hp, four-barrel Interceptor 352-cid V-8 with a higher 10.2:1 compression ratio. Transmission choices included the three-speed manual as standard, three-

The unique taillamps found on the '58 models extended well aft of the tail panel and, when lit at night, give the car a jet-exhaust look.



speed Ford-O-Matic and the new and improved three-speed Cruise-O-Matic automatic transmission. Overdrive was also available.

"You'll discover a whole new world in the '58 Ford," announced Ford Motor Co. in its literature for the cars. As part of its promotion of the new 1958 Fords, the company embarked on a whirlwind trip through parts of Europe and the Middle East in the new cars. "The 1958 Ford completed the most dramatic, most grueling test ever given a new car before its announcement. The whole world was used as a test track! The '58 Ford conquered the Alps—took Paris by storm—breezed through the Great Salt Desert of Iran—and zoomed up and through fabled Khyber Pass in Pakistan. It was the most rugged torture-test in automotive history to prove that there's nothing newer and nothing better than the new '58 Ford!"

Fairlane: A labor of love

Lowell Stammer had been a mechanic his whole adult life, so tackling a restoration on the Ford would not be that difficult for him to accomplish. The five-year project started almost immediately after Lowell purchased it. Lowell completely disassembled the car and then began a full engine and transmission rebuild.

The Ford's Interceptor 332-cid V-8 has a bore and stroke of 4.00 x 3.30 inches, respectively, and a 9.5:1 compression ratio. When topped with a Holley four-barrel carburetor, it produced an impressive 265 hp at 4,600 rpm and 360 lb.-ft. of torque at 2,800 rpm. The overhead-valve engine is a cast-iron

block and iron head design with five main bearings and utilizes self-adjusting hydraulic valve lifters. Lowell tore down the original engine, carefully inspected it, and rebuilt it using stock components with a slight .030 overbore. He also rebuilt the Cruise-O-Matic transmission and went through the rear end, which was still in good working condition and only required a thorough cleaning and detailing and new fluids and seals.

With the drivetrain finished, Lowell moved onto the chassis and suspension, first media blasting and painting the frame and all miscellaneous components and then installing new coil springs and shocks up front and new leaf springs and shocks at the rear. Other items included new ball joints, bushings, brake parts and brake lines, gas tank and fuel lines and a rebuilt steering box. With the suspension and chassis work completed, the drivetrain was reunited with the chassis.

Next, Lowell started on the bodywork by stripping the body of paint all the way down to bare metal and completing miscellaneous sheet metal repair around the rear wheel openings, rocker moldings, etc. No full panel replacement was necessary as the body was in good overall condition. Once the sheet metal work was completed, the body and panels were sprayed with primer and then a 3M filler was skim-coated and blocked until the body was straight. Once prepped for paint, a two-stage urethane Dupont Centuri paint system was utilized with four coats of base sprayed in Raven Black (code A) and Torch Red (code R), then



One major styling cue on all the '58 models was the deeply contoured trunk lid that transitioned into the rear tail panel.

four coats of clear were applied.

"Initially the car was painted bronze and white, but remembering one from his youth, Lowell knew he wanted it painted black and red because it was so sharp in that color combination," Lola said.

Following a sufficient cure, the clearcoat was sanded using progressive grits of 3M papers, then machine compounded and polished to a high-gloss finish. All of this paint and body work was performed by Lowell in his

two-car garage using minimal equipment, yet he still attained impressive professional results.

Reassembly came next with replated bumpers hung, glass installed and all other exterior trim and stainless added. Lowell painstakingly restored the exterior trim himself, too. The interior was sent out to Custom Upholstery by Houge in Ames, Iowa, which installed new seat upholstery and door panels that were redone in a black-and-red, leather-grained vinyl matching the new



The Fairlane wears a set of whitewall radials mounted to the original steel wheels with Fashion-Ray full wheel covers.

exterior two-tone paint scheme. While this work was being performed, Lowell replaced the matching headliner and carpeting, detailed and cleaned the original gauges and instrument panel and restored the original steering wheel. He also installed a new aftermarket air conditioner for added comfort in the hot and humid Iowa summers.

"Completed in early spring of 2006, Lowell loved driving the car and entered it in many local shows, collecting about 40 trophies during the seven years he was able to show it," Lola says. "He kept a good accounting of the costs to do the restoration, and when the receipts were all totaled, it amounted to just \$12,422.00—which is amazing compared to the costs today if done professionally.

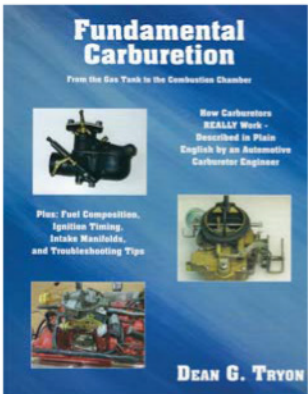
"My brother later found that he had lung cancer around 2012, which didn't surprise any of us as he had served in the Army in Vietnam and smoked Camels with no filter for most of his life," Lola attests. "They were unable to do surgery, but he was able to beat it through chemotherapy. Unfortunately, in his weakened state, he couldn't beat pneumonia, which took his life in 2013.

"Lowell's wife did not want to keep the car, and since we were already into the old car hobby, we decided to purchase it, keeping it in the family and continue to show the car in honor of Lowell's memory," Lola says.

"We've been lucky not to have had many issues with the '58 Fairlane since we took it over in 2013," Lola recalls. "In 2021, when we brought it out of winter storage, we did have a failed fuel pump, but after buying two NOS Carter fuel pumps that later proved defective, we ended up having the original pump rebuilt, which has served us well."

Total Ford production in 1958 hit 987,945 units with Fairlane 500 production at 306,429; of those, 105,698 were the Town Sedan four-door sedan. Lola and Doug's '58 Fairlane 500 Town Sedan may not be a low-production car, but examples are rarely seen today, especially in such excellent condition.

"We just got the car back on the road this past September and have only entered it in a couple of shows this fall, and to our surprise, it won first place at both," Lola says. "It's a pleasure to drive and enjoy this car in my brother's loving memory and continue to show-



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case his effort with this restoration, a legacy we hope to pass on.”

The '58 Fairlane experience

Following a short drive along Highway 30 to warm up the car, Doug Rowedder gave me the opportunity to drive the Fairlane 500 and access its 1950s comfort and capabilities.

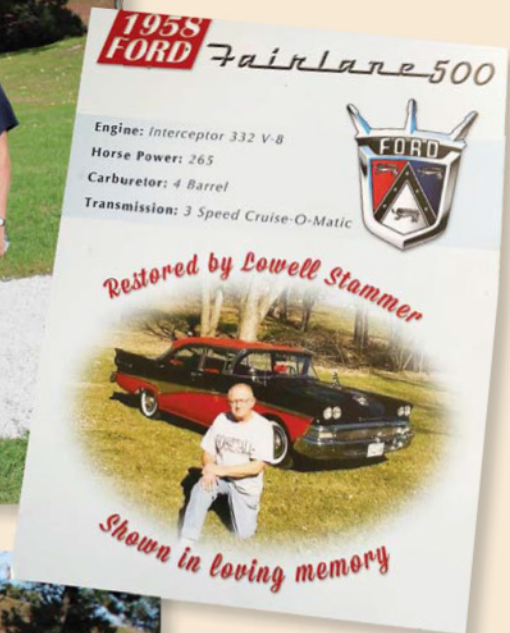
After the Fairlane was warmed up, I slid into the driver's position of this 1958 Ford time capsule. The seats were comfortable and provided good support, and the big Ford provided plenty of legroom with good visibility out the wrap-around windshield and an unobstructed view of the speedometer and gauges. I placed the car in

gear using the column-shift lever and the car jumped forward slightly as the Cruise-O-Matic three-speed engaged. As I pulled away, I immediately noticed the effort required to turn the car without power assist as I turned onto the highway east of Denison. I accelerated to highway speed and felt the 332 Interceptor V-8 do its work as it smoothly accelerated, but shifts to second and third gear were a little slow.

As we settled at about 55 mph, I tested the steering and handling, which were very similar to the 1960 Edsel I had recently tested. The steering gearbox was tight, but steering was a bit sluggish, and the overall handling was

on the soft side as one would expect of a 1950s automobile. A right turn came next with little warning to reach Doug and Lola's home, which again required a strong right leg to slow the car's 3,500-lb. mass without power assist; this was considered “normal” by 1950s standards, of course. After making the turn, we crossed a set of railroad tracks that tested the car's front coils and rear leaf springs, but the big Ford handled it nicely. In conclusion, driving a 1950s Ford is still a lot of fun, even without power-assist, and the experience provides a sweet reminder of the way things used to be.

OC



An Owner's View

“We love the two-toned black-and-red color as it really makes the car stand out in a crowd, and it also reminds me of the one my family owned when I was growing up. We're happy that we can continue to honor my brother's memory through our ownership, and hope to continue to show it and take it on family outings.”

— Lola and Doug Rowedder
(pictured above right; Lowell Stammer in inset photo)

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



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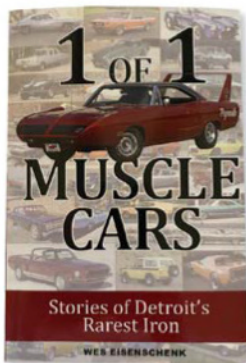
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Father's Day Gifts

Keep Dad covered

Can't find the perfect gift for Dad? Just look in his garage. If he doesn't have a proper cover to protect his pride and joy, tuck in his favorite ride with the new GM-licensed SC1 ShowCase by CarCapsule. And if your ride needs protection, too, be sure to shop for yourself while cruising through the carcapsule.com website. The company offers a large line of CarCapsules for a variety of vehicles. To learn more, call 219-945-9493.



'1 of 1 Muscle Cars: Stories of Detroit's Rarest Iron' book

Just when you think you knew or had heard of every muscle car, you're left corrected by Wes Eisenschenk's new book, "1 of 1 Muscle Cars: Stories of Detroit's Rarest Iron."

The book just doesn't cover the "one of one originally built with a black exterior, a green interior, an AM radio and a three-speed and stripe-delete on March 1" type of cars, but truly unique muscle cars that are the only examples built with a certain engine; built as one-of-a-kind prototypes, promotional cars or pilot cars; or unique super-car builds. There's the Petty Blue 1969 Plymouth Road Runner convertible, the 1971 Ford Mustang Boss 302, the Pete Estes 1968 Camaro Z/28 convertible and more than three dozen others.

The book is a true page-turner that not only tells the story of unique muscle cars, but offers incredible insight into how the factory built cars and constructed prototypes, then used these cars and finally disposed of them (sometimes permanently, sometimes offering them to the public). Similar insight is provided into cars built by the "super car" builders of the muscle car era. Since each one-of-one muscle car has its own chapter, the book is easy to pick up and read for busy on-the-go readers, but is always hard to put down, regardless of one's schedule.

Each muscle car is illustrated with contemporary color photos and, often, with period images that help document the cars' authenticity.

Many muscle car books have been printed and resold or recycled, but "1 of 1 Muscle Cars: Stories of Detroit's Rarest Iron" stands tall among the most entertaining to read and enjoyable to reference. Order this 240-page, 6x9-in. paperback book from publisher CarTech for \$29.95 plus shipping by calling 800-551-4754 or go to www.cartech-books.com/CT697.

Give Dad some 'tic-tach'

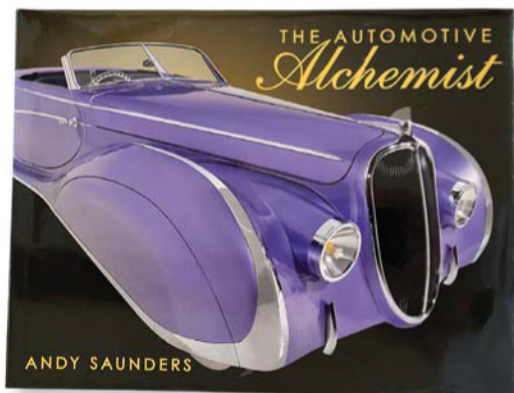
Help Dad bring a little more car into Mom's house with a gift from Ben's Automotive Decor (B.A.D.). Using recycled car parts, B.A.D. makes cool items for the home and the garage, including the pictured tabletop clock built from a piston and rod and offering Dad some "tic-tach" from his easy chair to let him know when it's time to head back into the garage. B.A.D. offers a full line of gearhead-driven gifts, from sculptures to lamps to bar ware and even a coffee table that uses an engine block as a base, and B.A.D. can also make personalized gifts or cool works. The pictured tabletop piston clock featuring a face incorporating clock and tachometer gauges is sure to please and retails for \$99. In addition, B.A.D. also offers gifts priced at under \$25 and also higher. Go to www.bensautodecor.com for a full catalog, or call 805-712-9942 to learn more.



Father's Day Gifts

Gallery of customs: 'The Automotive Alchemist' book

Andy Saunders has been described as the “British George Barris” for his incredible custom car-building skills, but he’s also restored many notable cars in his decades-long career. Now, the man and dozens of his unique customs are featured in the hardcover book “The Automotive Alchemist” from publisher Dalton Watson Fine Books.



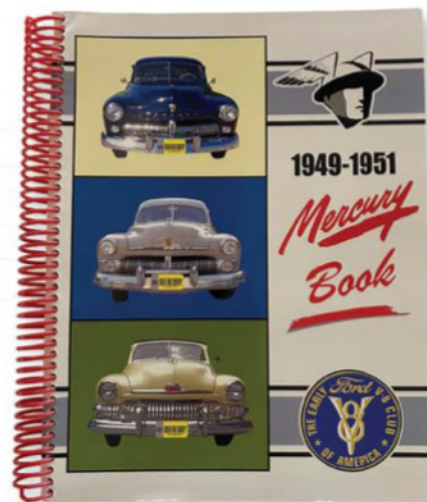
Lavishly illustrated across more than 1,000 period and current photos are Saunders’ works, each explained in Saunders’ voice with his background influence and processes that led him to create his usually wild creation. These influences often came from U.S. customizers, including Barris, as well as the dream cars from U.S. auto manufacturers.

Although Saunders’ creations hail from “across the pond,” American readers will find many cars and tricks to which they can relate, and perhaps even find their own influence.

Order the 464-page, hardcover book for \$115 from Dalton Watson Fine Books at www.daltonwatson.com, or call 847-945-0568.

The ultimate ‘Bathtub Merc’ resource

Everything Dad wants to know about the bathtub Merc parked in his garage or remembered in his photo albums is told and pictured in the new “1949-1951 Mercury Book.” This highly detailed account of the fabulous and beloved 1949-1951 Mercurys was written by the late Gene F. Napoliello with help from many other experts and published by the Early Ford V-8 Club of America, so this book was assembled by the people who know the cars best. There are seven chapters starting with an introduction to each of the model years covered by the book, then additional chapters on the cars’ exterior features, engines, chassis, interiors and accessories with a separate chapter on station wagons. Appendices cover tools, specifications, service manuals and other publications, paint and upholstery guides, installation guides, wiring and much more. The spiral-bound, softcover book features more than 400 black-and-white pages and is priced at \$60 plus shipping. Order by writing to Early Ford V-8 Club, c/o Dave Rasmussen, 1116 Austin Way, Napa, CA 94558.



Crown Dad with a Kingswood

Nothing says “dad” like a full-size station wagon, and back in the late 1960s, the ultimate “family truckster” from Chevrolet was the Kingswood Estate wagon with its woodgrain body-side accents.

Kingswood Estate wagons were relatively expensive and rare back in '69, and survivors from 1969 are extremely hard to find today, making Automodello's new 1/24-scale resin model a welcome addition. The accompanying photo of Automodello's prototype of the forthcoming model shows the model features



all the detail and accuracy to be expect from the model maker (the prototype's incorrect red steering wheel will be corrected in the production models). The fine-tuned production models are due to arrive this June or July, and with a very limited run (99 in yellow, 99 in red, 49 in black, 49 in blue and 49 in silver), ordering now is highly recommended. Prices start at \$249.99 for models in yellow or red and \$299.99 for black, blue or silver. Order at www.diecastm.com or call 888-212-5160.



Worthy Champion

1949 Studebaker rises to the top of its class, thanks to determined owner

STORY AND PHOTOS BY BRIAN EARNEST

Bruce Garvey refused to believe his car was cursed. His 1949 Studebaker Champion Regal Deluxe sedan was just too lovable, and too solid, to ever be permanently doomed by bad luck.

But it's a good thing Garvey has a good sense of humor.

"I had a '46 Studebaker that I wanted to re-do, but it was too far gone," recalled Garvey, a resident of DePere, Wis. "I wanted a runner, and so I bought this one in northern Illinois, just north of Chicago — and it blew up on me on the way home!" he laughs. "That was in 2005, 2006, somewhere in there."

Garvey soon decided that the Champion was going to be his maiden automotive restoration project, and with the help of family friends, it turned out great—with the exception of one other little hiccup.



"Well, we had a little explosion in the garage," he says. "I don't want to point any fingers or get into specifics about how it happened ... but I had second- and third-degree burns over about 21 percent of my body. UW-Madison did a phenomenal job [with his treatment and recovery], and the volunteer fire department did a great job of saving the rest of the house as well. Overall, I'd say I was out of commission for about two months, I guess, and it took about a year to recover."

The '49 Champion was in the garage at the time and was slightly luckier than Garvey. "A few panels had to be re-done, but luckily the interior was out of it at the time," he says. "All the interior and chrome were elsewhere

in the house. The main chassis had to be repainted, and I think two doors and two fenders."

So how well did the project turn out? Last September, Garvey decided to have the car judged at the Studebaker Drivers

Club meet in Manitowoc, Wis., not far from his home. “I drove it to the show and lost a headlight, but we got still 391 out of 400 points! I thought that was really good for a car that was pretty much all done at home with friends and family!”

THE POSTWAR CHAMP

The Champion model was a success for Studebaker almost from the beginning. The nameplate was introduced in 1939 and sold more than 33,000 copies that first year. As was the case with all American car companies, World War II put a temporary halt to production, but thanks to its war contracts and the early traction gained by the Champion, Studebaker emerged from the wartime hiatus in financially good shape and ready to hit the ground running with post-war production.

The 1946 Champion was basically a warmed-over 1942 model, but a year later Studebaker launched what was considered the first true “new” car lineup. The new Champion was a product of Raymond Loewy’s design studio and had a love-it-or-hate-it look with a wrap-around rear window that made some observers joke that they couldn’t tell whether the car was coming or going. In addition to the futuristic new rear glass, the redesign included flat front fenders and interior niceties such as courtesy lamps and backlit gauges. Under the hood was a 169.6-cid L-head six-cylinder rated at 80 hp. It was hooked to a three-speed manual gearbox.

For 1949, the Champion continued as the base model in the Studebaker hierarchy, a step below the Commander, and was available in Deluxe or Regal Deluxe trim levels—the difference was mainly a chrome windshield surround and rocker moldings on the Regal Deluxe. The Champions were available as a three-passenger coupe, two- and four-door sedans, the five-passenger Starlight Coupe and a convertible in the Regal Deluxe lineup. Prices ranged from \$2,019 for a bare-bones coupe up to \$2,467 for the droptop.

The main updates for ’49 were new standard wraparound front and rear bumpers and a different grille with a full-width horizontal stainless-steel bar.

Garvey’s ’49 is one of 10,005 Champion Regal Deluxe four-door sedans built for the model year. It would have had a base price of \$2,149.



It wasn't all smooth sailing for Bruce Garvey when he was restoring his 1949 Studebaker Champion sedan, but the end result was stellar. Garvey restored the car at home in his garage and kept it all-stock. The sedan is a unique prize, even in Studebaker circles.



Studebaker fans will immediately recognize the dash and gauge layout on this car, with its stainless band just above the steering column and simple horizontal three-pod arrangement for the driver to monitor.

Garvey broke a rod in the 80-hp six-cylinder on his maiden voyage home, but the now-rebuilt drivetrain in the Studebaker remains native to the car.

The Champion line underwent several other dramatic changes in the following years. The memorable “bullet nose” Studebakers arrived a year later in 1950, and another major redesign from the Loewy studios came in 1953—this time with a racy new facelift courtesy of Robert Bourke.

IT TAKES A VILLAGE

The Studebaker enthusiast community is famous for its members’ willingness to share knowledge, sell parts and go out of their way help each other. That was exactly the experience Garvey had during his first restoration attempt. He not only found helping hands in his own social circle, but from total strangers as well.

“I did a little homework and the Studebaker community is just so helpful,” he says. “You can buy parts at some of these wholesale houses out of the original catalogs, the same parts numbers... Parts are available and people will help you anytime to get you what you’re looking for. That’s one of the big reasons I chose a Studebaker.”

Garvey’s sedan was initially sold in Alma, Neb., on May 31, 1949. It was originally titled in Illinois, he said. Beyond that, he’s a little fuzzy on the car’s history. Somebody had obviously taken very good care of the car, however. Overall, it was in excellent original condition.

“Structurally, it was very good, but the paint was pretty well shot. It did have some rust in the posts — in between the front and back doors, so we welded some metal in there,” he said.



Much of the interior is original. The front seat still has a cover on it that Garvey suspects has been there almost from the beginning. The engine and transmission are original and have accounted for all 79,000-plus miles on the odometer. The six-cylinder did require some work after the breakdown on the maiden voyage home to Wisconsin.

“The guy hated to get rid of it. It was blowing a little blue, we just didn’t know how bad it was gonna get ... A little more smoke and I knew it was done. Broken rod,” he recalled. “So we re-did it, but that’s the original six that’s in it.”

Garvey admits he wasn’t dead set on keeping the Champion all stock and authentic when he first acquired it, but he’s glad he did—especially after getting it judged last year.

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The design of the 1949 Studebaker Champion was a bit avant-garde for its day. From the rear, it looked much different than most cars on the road with its wraparound rear window and tapered trunk lid. The trunk had plenty of room, though—enough for the spare tire to be stowed standing up.



"We had some plans, but when we got into it, we decided to go straight original," he says. "Actually, a lot of the paint was done in a plastic booth with 2x4s in the garage. A friend of ours is very good with paint, so he did the paint job ... We took every component out of the engine compartment and sanded and painted it. I mostly did the grunt work on the grinder!"

"The bumpers are original, the bumper guards were re-chromed. Otherwise, we did all the stainless-steel trim by ourselves, pulled it all off, put new glass in it, except the back windows are original. The paint is Midnight Blue. Studebaker always stapled their paint tags under the glove boxes, so we knew that was the original color."

Even in Studebaker circles, the early postwar cars are a bit on the oddball side. That's precisely why guys like Garvey like them. The '49 Champion is both nostalgic and different, and it has a certain charm that's hard to define.

"It's just a fun car. When we take it to shows, it is unique. A lot of people coming up and looking at it," he says. "And it's not bad to drive. It brakes very good... When you get into tight quarters, it's a little tough with no power steering—and with an 18-inch-diameter steering wheel, like you are driving a semi! But the three-on-the tree is fun, and with the over-drive we're getting 60, 65 miles an hour."

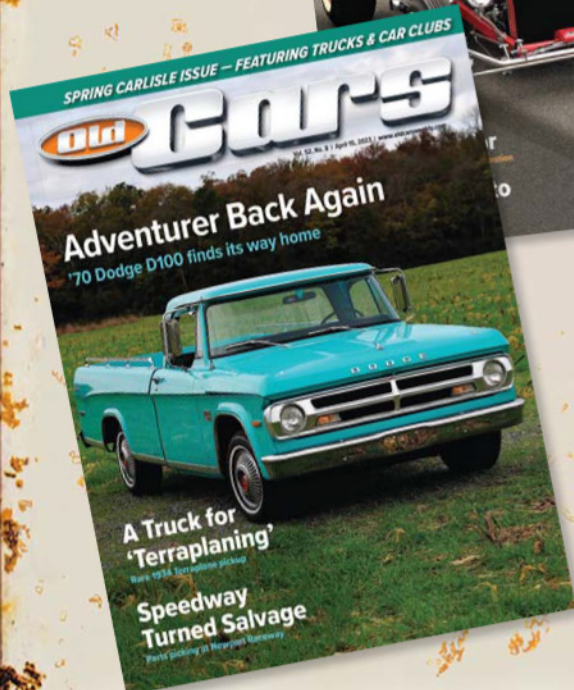
"I just kind of like it. It's only a three-year window that they made these. And like they say with these, you can't tell if they are going forwards or backwards!"

OC



**"It's only
a three-year
window that they
made these. And
like they say with
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Anyone could be forgiven for taking a quick look at a 1986 Capri and mistaking it for a Mustang.



Taking a Chance on a Capri

Fox-body Mustang sibling proves to be the right choice

STORY AND PHOTOS BY BOB TOMAINE

Larry Smith didn't set out to buy his 1986 Mercury Capri, and while it didn't exactly fall into his lap, things changed when he saw it.

"It's a one-owner car bought new at Smith Ford in Norwich, New York," Smith said. "It was a lady who owned it and it was never driven in winter. Her husband passed away, and I happened

to know the husband. He had a collection of Fords and after he passed away, I bought this from his wife."

Of course, the sale didn't proceed as smoothly as that might make it sound, as the plan had been to buy a 1955 Ford and a 1961 Thunderbird convertible. The Capri was parked in the garage with those two cars and several others, so Smith rethought the

plan and agreed to buy the Thunderbird, a 1964 Ford and the Capri. Settling the estate, he said, complicated the process, and he wound up with only the Capri.

It looked very much like it looks now and at first, Smith said, he considered having it painted. He even went so far as to get a price for the work.

"But I decided I wouldn't want to,"



Just above the steering wheel's hub is an indication of the Capri's age, the 85-mph speedometer.

he said, "because it's all original, original paint and everything. I would never have it painted. It would be like a show car, but I would never have it painted. It's got some little spots, but that's the original paint."

He hadn't known about the Capri's condition and, in fact, hadn't even known about the car.

"I wasn't looking for it," he explained. "I didn't go there to buy it or anything, and that's how I ended up with this car."

Lincoln passes the Capri torch

What he ended up with is an often-overlooked twin to Ford's Mustang. The Capri name in the United States had appeared on Lincolns throughout the 1950s and then reappeared in 1970 when Ford's European operations exported a compact coupe to the American market. Mercury dealers sold it, and the Ford Motor Co. proudly advertised that it was "imported for Lincoln-Mercury."

Although smaller than the original Mustang, the '70s Capri wore similar proportions, carried some of the same styling cues, mirrored the philosophy of attractive sporty sheet metal over proven everyday mechanicals and was marketed with an approach that seemed familiar—namely, that it was an affordable, fun car. Like the Mustang, the Capri evolved with improved performance and attracted enthusiasts, but the good times didn't last and European Capris disappeared from the U.S. market in 1977.

The 1979 model year brought its replacement, a Capri that looked almost identical to the Mustang built upon the Fox-body platform. It was sold only as a hatchback and was blessed by the fact that everything good that could be said about the Mustang applied equally to the Capri. Advertising called it "the sexy



Multi-port electronic fuel injection gives the Capri's 5.0-liter V-8 – previously known as the 302-cid V-8—an even 200 hp.

Whereas the 1986 Mustang had a slanted grille with a single horizontal slot, the Capri had a flat-front grille (top) with two horizontal slots. A Capri badge was on the rear-most edge of the Capri's unique and more aerodynamic hatch. The "5.0" emblems and wheels were straight off the Mustang, but Capri wheels were given Mercury center caps (bottom photos).

new '79 Capri" and made the rather obvious statement that "you've never seen a Capri like this before."

Although early emissions equipment and efforts to squeeze out maximum economy challenged both the automakers of the time and the enthusiasts who wanted performance, all wasn't lost. The same ad described the 5.0-litre V-8 option, the Capri RS with its handling package, and the Turbo RS with its turbo-charged 2.3-litre overhead-cam four. To many drivers accustomed to American cars, the latter seemed almost exotic, and as with the European Capri and the early Mustang, the new Mustang and Capri became better as time went on.

By 1986, Mercury promoted the Capri with a look at its competition record in the SCCA Manufacturers Series in 1984 and 1985, as well as in the 1985 Trans-Am Series. For those drivers interested in what that meant for them, the 5.0's "precise control and response" was provided by gas shocks all around, stabilizers at front and rear, rack-and-pinion steering, a Traction-Lok rear and P225/60VR15 Goodyear Eagles. Since not everyone was used to the metric nomenclature, the Capri 5.0's engine was a "5.0/302," but its new multi-port electronic fuel injection provided a number anyone could understand: 200 hp.

A Capri keeper

Smith confessed that he had not known a lot about the Capri when he saw it for the first time, as he'd had no strong interest in the Fox-body cars.

"I like the full-size Fords," he explained. "I had a '66 Fairlane for 15 years that I just sold. I always had Fords for years since I was a kid, but I never paid much attention to these Fox bodies."

That changed very quickly once he'd bought the Capri. His first drive in it, he agreed, was something of a shock.

"Yes, it was," he said. "It's a really nice car to drive, rough riding, but it's a beautiful car to drive, and quick. I hadn't driven a five-speed or any standard shift in years."

He spent some time honing his skills with the transmission—particularly starting out—but he's obviously remastered shifting since the car he bought eight years ago with 76,000 miles on the odometer now shows more than 100,000. Just as obviously, it's ready for a trip significantly longer than the roughly 20 miles he'd just driven it from his home in Gilbertsville, N.Y., to the AACA Algonquin Region show in Bainbridge.

"I'd drive it to California," he said, "right now."

The heavy-duty suspension doesn't translate to a smooth ride, but front seats that are comfortable and supportive help make up for that. The back seat, to be polite, is cozy.



"I don't think anybody's ever ridden in the back seat," Smith said. "She and her husband didn't have kids."

On any drive, Smith said, the Capri doesn't go unnoticed, but it often goes unidentified or misidentified.

"I get a lot of people looking at this car," he said. "They think it's a Mustang. They don't know what a Mercury is. 'A Mercury Capri?' They don't know what that is."

The last Mercurys were 2011 models, so it's easy to understand that some young drivers simply don't remember the badge. The confusion is another matter, though, and to a car guy, it might be moderately surprising.

"A lot of people think it's a foreign car or a Fiero or something," Smith said. "It's the body style. It's a fastback and a hatchback. They think maybe it's a foreign car."

The Capri is, of course, much more fun out on the road than it is at a gas stop, and he said that anyone who can drive a car with a manual transmission would adjust with little difficulty to driving the Capri. Although starting out gracefully would require some practice, he said, the shifter operates smoothly enough that, within 10 miles, the driver would be comfortable with it.

There are some quirks, of course, as there are with any car.

"You won't get into fifth gear unless you get on a state road or (highway)," Smith said. "You go up to 55 in fourth gear."

Low gearing gives quick performance, but then there's the attempt to limit top speed ... at least in theory.

"The speedometer only goes up to 85," Smith said. "They go a lot faster than that."

Misleading speedometers aside, the unexpected purchase of the Capri proved to be the right move, and if he had the chance to go back in time and buy it again, there'd be no hesitation.

"Oh, definitely," he said. "I'm very happy with it. I'll never sell it." **OC**

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Old Cars Calendar

SHOWS

ALABAMA

Jun 28-29 AL, Mobile. 1st Mobile Bay Street Rod Nationals. The Grounds. www.nsr-usa.com

ARKANSAS

Jun 7-8 AR, Highfill. Heroes & Hotrods in the Ozarks. Auction on June 8th. Holland Barn Venue - 14323 West Holland. www.heroeshotrodsozarks.com/ Nathan Skelton, 479-721-9200, heroeshotrodsozarks@gmail.com, www.heroeshotrods.com/

CALIFORNIA

Apr 19-21, CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

Apr 26-28 CA, Bakersfield. 47th Western Street Rod Nationals. Kern County Fairgrounds. www.nsr-usa.com

May 11 CA, Culver City. Culver City Car Show No. 20. Downtown. 9am-3pm. 310-499-4840, www.culvercitycarshow.com

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

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

COLORADO

Jun 7-8 CO, Pagosa Springs. 15th Annual Pagosa Springs Car Show. Party on Lewis Street: Friday, June 7, 5-8pm. Saturday Car Show 10am-3pm. www.pagosachamber.com/pagosa-springs-car-show

Jun 9 CO, Ability. 41st Annual Colorado Concours d'Elegance & Exotic Sports Car Show. Arapahoe Community College. 9am-3pm, www.AbilityConnectionColorado.org

Jun 21-23 CO, Pueblo. 39th Rocky Mountain Street Rod Nationals. Colorado State Fairgrounds. www.nsr-usa.com

CONNECTICUT

May 19 CT, Enfield. 6th Annual Supreme Auto Charity Car Show. Mt. Caramel, 93 Park Ave. 10am-2pm. Kristie 860-882-9041, supremeautocct@gmail.com, www.supremeautos.com/charity-car-show

May 19 CT, Litchfield. Litchfield Connecticut Lions Club 5th Annual Car Show. Litchfield High School- 14 Plumb Hill Rd., 9am-2pm, Gary Zeller: 860-797-1563

ILLINOIS

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

May 19 IL, Elmhurst. Northern Illinois Region, WPC Club's 38th Annual Car Show. Larry Roesch Truck & Collision

Center - 150 W. Grand Ave. All makes (2004 and older), Guy 630-721-0662

INDIANA

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

Jun 1 IN, Lebanon. Central Indiana Chapter Buick Club of America 36th Annual Buick-Olds-Pontiac-Cadillac Car Show. Memorial Park - SR 39 at 130 East Ulen Drive. 9am-3pm. Jim Smith at 317-847-5565 or at jsmith3739@gmail.com

Jun 8 IN, Carmel. Open Car Show - The Indy GTO Association and the Indy Firebird, Carmel American Legion (852 W. Main St. Carmel, IN) 9am-2pm. Jeff at 317-225-3948, jeffrey_cleland@comcast.net

IOWA

May 5 IA, Monticello. 40th Annual Spring Auto Parts Swap Meet and Car Corral. Fairgrounds parking lot. Galen Muller 319-465-5119. www.autopartsswapmeet.net

KANSAS

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

KENTUCKY

May 15-18 KY, Bowling Green. 43rd annual Buick GS Nationals. Beech Bend Raceway Park. www.facebook.com/groups/139992936407979/

MICHIGAN

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

May 11 MI, Hickory Corners. Vintage Boat & Travel Trailer Rally, 6865 Hickory Road, 269-671-5089, 269-671-5843, GilmoreCarMuseum.org

May 18 MI, Hickory Corners. Donald's Dust-Off. All makes & models. 6865 Hickory Road, 269-671-5089, 269-671-5843, www.GilmoreCarMuseum.org

Jun 15, MI, Lansing. 30th Annual Oldsmobile Homecoming Car Show & Swap Meet at Auto-Owners Insurance World Headquarters. R.E. Olds Chapter of the Oldsmobile Club of America. 9am-3pm. Feature car all Olds 4-4-2s. www.reolds.org.

Jun 22-23 MI, Flint. Sloan Museum Auto Fair. Sloan Museum of Discovery at Flint Cultural Center. www.sloanautofair.com

MINNESOTA

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

May 31-Jun 2 MN, Stillwater. 40th Anniversary Mopars in the Park National Show & Swap Meet. Sponsored by Midwest Mopars. 612-446-0827. www.moparsinthepark.com

June 2 MN, St. Paul. 42nd Annual All GM Car/Truck Show & Swap Meet. Minnesota State Fairgrounds. 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 16 MN, Redwing. Phantoms 27th Annual Father's Day Car Show. Downtown. 9am-4pm. www.phantomsmotorclub.com

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MISSOURI

May 5 MO, Sauget. 55th Annual Swap Meet and Garage Sale. 6am-4pm. GCS Credit Union Ballpark. 314-830-0873, www.stlmodelclub.org.

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

May 24-26 MO, Springfield. 41st Mid-America Street Rod Nationals. Ozark Empire Fairgrounds. www.nsra-usa.com/

Jun 8 MO, Springfield. 24th Annual Car Show MoPars on Route 66. Corwin Chrysler Dodge, Jeep, Ram - 3306 E. Kearney Street. Route66moparclub@gmail.com, www.route66moparclub.com

NEW JERSEY

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

Apr 27 NJ, Roebling. 2024 14th Annual Roebling Museum Car Show. Roebling Museum. 9am-3pm, 1920 & earlier stock cars. Bobbi 215-752-0484, 215-820-3276, or www.movinonkruzers.com. movin'onkruzers@inbox.com.

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

May 26, NJ, North Haledon. 48th 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. www.jlvcca.org

Jun 15 NJ, Upper Freehold. Pre-War Display at Historic Wainford. Hosted by AACA Mid-Jersey Region, Historic Wainford - 2 Wainford Road, 10am-2pm, MidJerseyRegionAACA@gmail.com

Jun 20 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

NEW YORK

May 11 NY, Saratoga Springs. Saratoga 2024 Spring Auto Show. Saratoga Spa State Park. 9am-2pm, www.saratogaauto.app.neoncrm.com/np/clients/saratogaauto/eventRegistration.jsp?event=5759&

May 25-26, NY, Norwich. 57th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACA. 607-336-2277. www.raocc.org

Jun 9, NY, Lawrence. Queens VCCA Rock hall 2024 Car Show. All years are welcome at: Long Island's Rock Hall Museum - 199 Broadway. 9am-1pm. Museum will be open @ 10am. Howard Fishman, hfishman52@aol.com, 516-662-9379.

NORTH CAROLINA

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

OHIO

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

May 24-26 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, FAX 937-372-1171, www.ohioswapmeet.com

Jun 1 OH, Hilliard. Bryan Lewis Memorial Car Show. Upper Arlington Lutheran Church: Mill Run Campus - 3500 Mill Run Drive, Registration: 11am, carzandcausaz@gmail.com

Jun 1 OH, Lima. 4th Annual Public Car Show. Sponsored by the Western Buckeye Region Vintage Chevrolet Club of America and the Lima Auto Mall, 10am-3pm. jdg4635@yahoo.com or 419-231-3710, www.vcca.org/event/4th-annual-public-car-show/

Jun 14 OH, Bluffton. 56th Annual Bluffton Festival of Wheels Cruise. Downtown Bluffton, Main Street. 1-7:30pm. Mail in registration to Bluffton Lions Foundation, Festival of Wheels, P. O. Box 223, Bluffton, Ohio 45817. jdg4635@yahoo.com, 419-231-3710 or 419-302-7715, or go to www.blufftonlions.org

Jun 14-15 OH, Sugarcreek. 5th Annual Steam to Victory. Age of Steam Roundhouse Museum. 10am-5pm daily, 330-852-4676, www.ageofsteamroundhouse.org

OKLAHOMA

May 18 OK, Aston. 3rd Annual Sounds of Summer Car Show & Festival. Marina Del Rat Resort. 1-6pm. www.marinadelrayresort.com

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

OREGON

Jun 15 OR, Summerville. The Elgin Lions Club Riverfest Car Show. 9am-3pm. Steve Oliver 541-786-1040

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PENNSYLVANIA

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

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

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

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

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

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

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

Jun 6-8 PA, York. American Truck Historical Society National Convention & Truck Show. York County Fairgrounds. 816-891-9900, www.ATHS.org

SOUTH DAKOTA

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

TENNESSEE

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

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

May 11 TN, Bartlett. Memphis Classic Chevy Club Spring Car Show. W. J. Freeman Park - 2629 Bartlett Blvd. 8am-3pm Registration 8am-11am, all makes and models welcome, Daniel McBride 901-317-0033 danielmcbri@gmail.com

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

CHICKASHA

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Chickashaauto@sbcglobal.net
www.chickashaautoswapmeet.com
 712 East Choctaw, Chickasha, OK

May 25 TN, Granville. 25th Annual Heritage Day Antique Car Show- 6800 Granville Highway- 9am-4pm - 65 classes, 615-945-8492, rclemons@wilsonbank.com

TEXAS

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

May 4 TX, Colony. Bubba's 33 Car and Truck show, hosted by Monthly Muscle Car Shows. Bubba's 33, 4025 Hwy 121. All makes and models welcome. www.facebook.com/monthlymuscle/ 469-384-2470

Jun 1 TX, Colony. Bubba's 33 Car and Truck show, hosted by Monthly Muscle Car Shows. Bubba's 33, 4025 Hwy 121. 9am with the awards at 2pm. www.facebook.com/monthlymuscle/ 469-384-2470

VIRGINIA

Apr 14 VA, Sterling. The 2024 Spring FTR Car & Motorcycle Show. Calvary Temple Church. 1-4pm. www.finishtherace.org/carnews.html, events@calvarytempleva.org. Register at: www.finishtherace.org/carnews.html

WASHINGTON

Jun 1 WA, Palouse. 20th Annual Hot Rod Gathering. Pre 1963 Kustoms, Traditionals and Choppers. Downtown. 11am-6pm. eventinfo@knuckleskrappers.com, knuckleskrappers.com, 208-301-4691 Forrest, 208-301-0018 Marc

WISCONSIN

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

May 4 WI, Freedom. Freedom Car Show. Freedom High School. 9am-2pm. jabitz@freedomschools.k12.wi.us

May 5 WI, Green Bay. NWTC Car Show. 2740 West Mason Street. 10am-4pm

May 11 WI, Kaukauna. Riverside Rally (All Pontiac) CS/ Cruise. 9am

May 11 WI, Oconto Falls. Pro-Car Show (free). 325 VanBuren St. 8am-1pm

May 11 WI, Appleton. FVTC Car/Bike Show. 1825 N. Bluemound Rd. 8am-3pm

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

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

May 19 WI, Cudahy. Wisconsin Early Mustangs 42nd All Ford Car Show. Ewald's Venus Ford. 8am-3pm, Don 414-331-4946, Don@DJSchultz.net, www.wemustangers.com

May 26 WI, Oconto Falls. Show 'n' Shine Car Show. Memorial Field. 7:30am-3pm

Jun 1 WI, Kaukauna. 6th Annual Vintage Drags at WIR. Featuring the Brew City Gassers and a group of Nostalgia Pro Stock cars. 2-7pm. www.wirmotorsports.com/

Jun 1 WI, Pine River Car Show. N4863 Waupaca Street. 10am-3pm

Jun 1 WI, Brussels. B.U.G. Fire Department Car Show. Town Park 8am-3pm

Jun 2 WI, West Salem. 10th Annual June Dairy Days Classic Car Show sponsored by Morris Motor Group Downtown on Leonard Street. 10:30am-3pm Registration begins at 9am. Jon Hetland 608-780-4125 or www.junedairydays.com.

Jun 9 WI, Green Bay. Allouez Fest Car Show. Green Isle Park 9am-4pm

Jun 9 WI, Spencer. Cars In The Park to benefit Spencer Kids Group. Spencer Lions Park 105 S. Park St. Registration 8-11am. Dan Hill 715-659-3825.

Jun 15 WI, Union Grove. Gary's Hot Rod Reunion, 1st Annual Swap Meet & Car Corral & Car Show, Racine Co Fair Grounds 19805 Durand Ave, Union Grove Wisconsin. All makes/models welcome. 6am-4pm, 608-244-8416, www.madisonclassics.com

Jun 15 WI, Green Bay. Red Lewis Community Car Show. Auto Gallery - 400 S. Adams. 8am-2pm

Jun 15 WI, Algoma. Steele Street Car Show. Downtown. 7:30am-2:30pm

Jun 15 WI, Whitelaw. KC Car-Truck-Vintage Snowmobile Show & Swap Meet. Village Park. 9am-2pm

Jun 15 WI, Grafton. 33rd Annual Rods 'n Relics Car Show. Lime Kiln Park - 2020 Green Bay Rd. 9am - 2:30pm, Jeff Wille 414-531-5963, chillewille71@yahoo.com

Jun 16 WI, Janesville. RCHS 3rd Annual Vintage Car Show. Rock County Historical Society - 426 N. Jackson St. 10am-2pm. 608-756-4509, carshow@rchs.us, www.chs.us/wp-content/uploads/2024-RCHS-Vintage-Car-Show-Registration-4.pdf

Jun 16 WI, Wautoma. Father's Day Car Show. Waushara County Fairgrounds. 7am-2pm

AUCTIONS

APRIL

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

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

Apr 19-20 MO, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, www.bransonauction.com

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

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

Apr 23 OH, Poland (Youngstown). Collectible Cars Online Auction. 3420 Candywoods Drive. 330-330-8949, www.basauctions.com

Apr 27 OH, Wooster. Classic Car & Vintage Power auction. 10am. 833-SOLD-RES, www.res.bid

MAY

May 2-4 ONLINE. MAG Auctions Premium Online Auction. 1-888-330-0749, www.motorsportauuctiongroup.com

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

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

May 10-18 IN, Indianapolis. Mecum Indy www.mecum.com

May 11 UT, Salt Lake City (ONLINE). Classic Car Auction Group 9th Annual Salt Lake City Online Classic Car Auction. 406-698-7930 info@classiccarauuction.us, www.classiccarauuction.us

May 17-19 IA, Waterloo. Rich Penn Auctions. Waterloo Convention Center. www.richpennauctions.com

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

May 18 AL, Birmingham. Collector Motor Series Auction. Barber Vintage Motorsports Museum. Henderson Auctions Benjamin Hovevar 225-363-8488, www.motorseries.com

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

JUNE

Jun 13 MN, Caledonia. Yoder Classic Car Auction. 920-787-5549, www.yodersold.com

JULY

Jul 18-20 PA, Lock Haven. Central PA Auto Auction 23rd Annual Antiques & Classic Car & Truck Auction. 1-800-248-8026, www.cpaautoauction.com

Jul 18-20 PA, Mill Hall. Central PA Auto Auction. 23rd Annual Antique & Classic Car & Truck Auction. www.cpaautoauction.com, 800-248-8026

Jul 25-27 NC, Greensboro. GAA Classic Cars at the Palace. 301 Norwalk St. 855-862-2257, www.gaaclassiccars.com

Jul 27 SD, Sandy. 4th Annual Sioux Falls Classic Car Auction. 406-698-7930, info@classiccarauuction.us, www.classiccarauuction.us

Jul 27 SD, Sioux Falls (ONLINE). Classic Car Auction Group 9th Annual Salt Lake City Online Classic Car Auction. 406-698-7930 info@classiccarauuction.us, www.classiccarauuction.us

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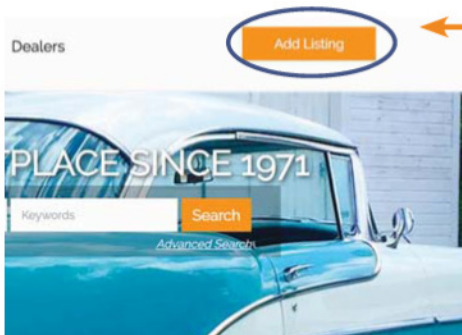
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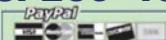


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