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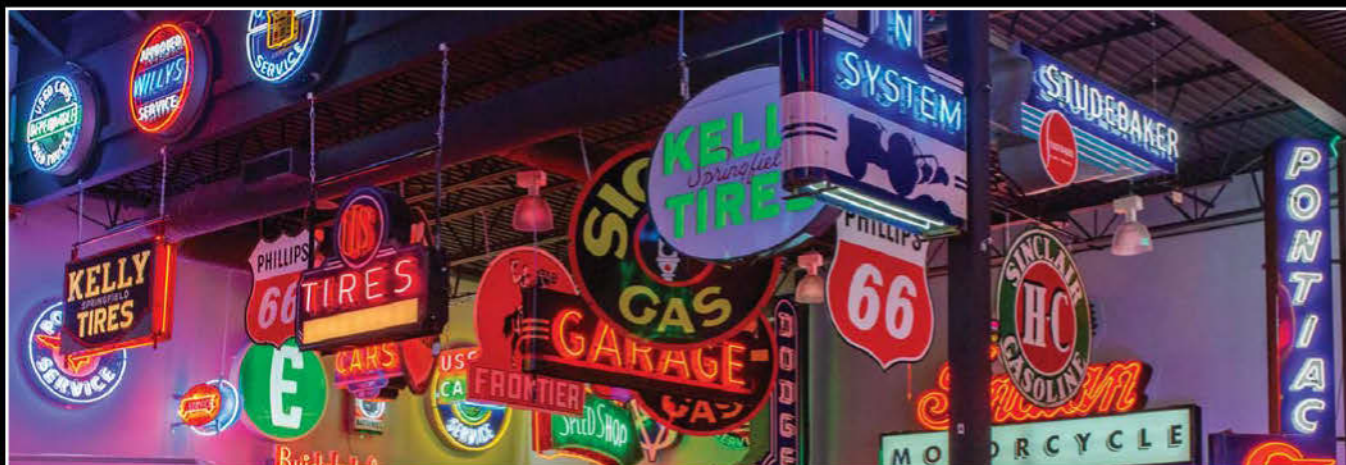
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Secrets to buying 'nice cars'

On May 6, the town of Iola, Wis., dedicated its new bridge to the late Kenneth Buttolph, who served as *Old Cars*' research editor from the 1970s until his retirement in 2002. Kenny, as his friends called him — and he had many friends — was much more than our research editor. He added and update prices to *Old Cars Price Guide*, he was the face of *Old Cars* at numerous shows where he vended out of the *Old Cars* trailer and he was the staff clown, always pulling pranks and sharing jokes. From the trailer, he came to know many readers who became his friends, and he probably acquired just as many vehicles in the process (Kenny was always looking for his next car or truck).

As part of the bridge dedication ceremony, several dozen of Kenny's friends gathered, some of whom brought cars once owned by him. Kenny was known for his extensive car collection which, when I met him, was beyond the 100-vehicle mark. Now, Kenny was by no means a wealthy man, but he knew how to buy a "really nice" car, as he'd say, and he knew how to buy it right. He soon gathered a reputation for having "really nice" cars, so people would come to him if he had a car they wanted, because they knew it would be a "really nice" example. They'd also go to him for help finding a good car. Since Kenny liked to experience many different cars, he'd sell — if the price was right — knowing he'd someday find another. (One day, while driving a Matador Red and India Ivory 1956 Chevy Bel Air Sport Coupe that Kenny had just bought, I asked how many he'd owned. He said, "Three." I told him I couldn't believe he'd only owned three '56 Chevys. He replied, "Oh, I've owned three red-and-white '56 Chevy Bel Air Sport Coupes.")

Through years of buying and selling cars right, Kenny built an eclectic stable of quality vehicles on a budget. Over the years, I studied Kenny's methods to finding "really nice" cars on a budget, and as one more ode to Kenny, I thought I'd share a bit of his wisdom to help others find a "really nice" vehicle.

— Go where the rust don't bite. Kenny didn't buy rusty northern or sun-baked desert cars. He'd drive south of the wheat belt, often to Oklahoma, to buy cars there because the upholstery, chrome, paint, sheet metal and rubber parts (weather strip and wiring looms) were generally well-preserved in that climate.

— Originality counted with Kenny, and he'd try to find cars with well-preserved original interiors and paint finishes, which indicated that the vehicles had always been well cared for.

— Know values and buy low. Kenny knew prices on cars because he was a pricing editor, but with today's smart phones, values are a few clicks away from everyone. If he found an interesting car in good condition that he didn't love, but it was priced below market, he'd buy it for trading fodder, or sell it outright after he gave it a chance by experiencing it. (Kenny also knew variety was the spice of life and had vehicles from a Ford Aspire to a Cadillac V-12 in his collection.)

— Don't be afraid to trade. Remember the 2006 story of the woman who started with a paperclip and traded up to a house? That was Kenny with cars. Kenny was known for trading, and I'm certain he bought some cars knowing he would use them to trade up to something he wanted more. Several times he traded several 10- or 15-year-old "used" cars in good shape that he'd bought cheaply for one relatively valuable collector car.

Once I've saved up to buy a vintage car, I rarely sell it, but I have used Kenny's wisdom to find "really nice" cars and I haven't regretted my few purchases since. Hopefully this wisdom will likewise help you buy the right old car or truck, or help you trade up from an Aspire to your dream Charger R/T or even Duesenberg.



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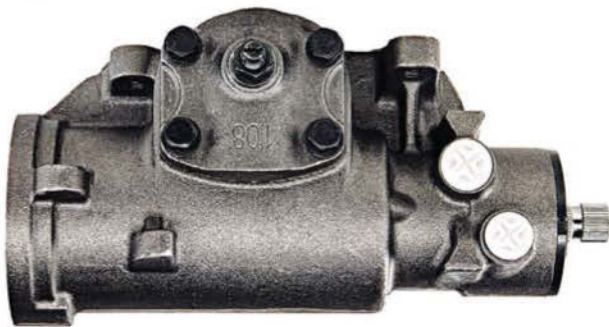
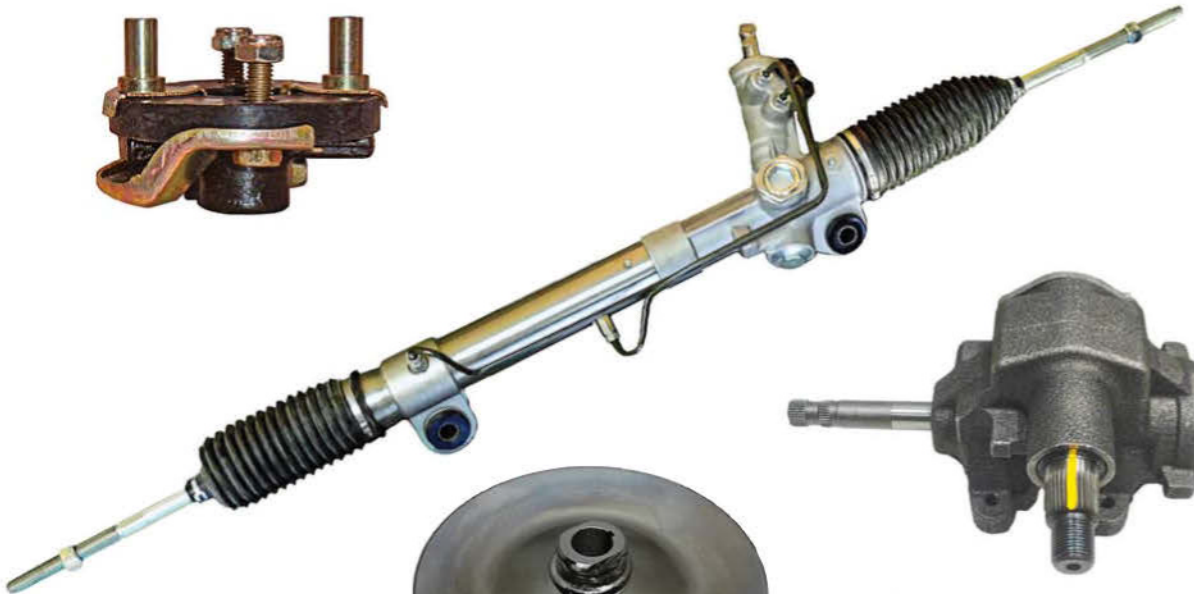
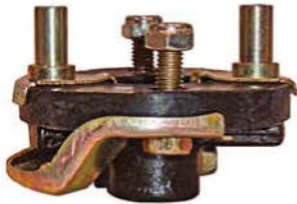
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Where are all the prices?

I'm shocked the latest *Old Cars Price Guide* only goes back to 1960. I'm sure many readers have pre-1960 cars. This guide is useless for my 1955 Pontiac Safari.

Zach Platt, St. Pete, Fla.

Editor's note: Due to the size of the OCPG pricing database (it takes up hundreds of pages), prices must be rotated in issues so nearly all of them can appear during the course of a one-year subscription. A digital download and a printed book offering all prices from the OCPG database is available through www.oldcarsweekly.com.

Appreciating the Mustang II

As an *Old Cars* subscriber, I greatly enjoyed your editorial regarding the "love it or hate it" Mustang II. Being a teenager in the mid '70s I could never quite get my mental arms around this car. Was it a Mustang? Economy car? P.O.S.? Or, after a few Wisconsin winters, yet another Rustang? A friend of mine had an older sister who owned a hideous green coupe with a white vinyl top. Ugh!

The Mustang II Cobra II models began to soften my opinion. Especially when I was in the arid desert during the '70s, which was devoid of muscle cars. I asked, "Did these really come with V-8s?" And, of course, may I remind you that Farrah drove a Cobra II on "Charlie's Angels?" As the years went on, I had a metamorphosis similar to yours. "Hey, these aren't so bad after all." Especially after seeing the classic 1970s street machine version in the movie *Zookeeper*.

Thanks for the memories and the fun read.

Eric Jensen, via e-mail

Malibu: Laguna's luxurious sibling



The Chevrolet Laguna S-3 "Reader Wheels" in the March 15 issue prompted me to write. I loved the S-3s from the beginning and always wanted one. I thought it wasn't ever to be until I saw a similar car on Craigslist for sale north of Syracuse, N.Y., about 50 miles from my home. The car wasn't an S-3, but close and in outstanding condition. The cars from central New York are usually pretty rough.

Enclosed is a photo of that car, a 1976 Chevrolet Malibu Classic that I've owned since 2015. We think it may have come from the southwest to New York with a military family. We feel much of it has the original paint, plus a great swivel bucket seat interior and upgraded radio. The car is powered by a 350 backed by a Turbo Hydra-Matic 350. It has a tweaked Quadra-Jet and transmission, Flow Masters and a mild Crower cam. It's a very nice-riding car and very comfortable.

Norm Jones, Whitesboro, N.Y.

Reader Wheels



Reader Jim Young owns this impressive custom 1953 Buick Super convertible. "My car looks almost original, built to be a cruiser, with style, power and operational modifications that give it a unique look and modern drivetrain," he says. It features Aztec Cream paint with Royal Blue Mercedes-Benz upholstery and matching carpeting and top; a Buick 455 engine with GS Stage 1 performance upgrades; a Turbo Hydra-Matic 400 automatic transmission; power top and windows; air conditioning; Colorado Custom 17-inch wheels; shaved doors with poppers and remote release; and a dandy Sony stereo system.

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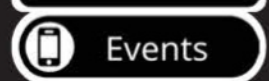
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The Scoop



Hobby News & Views

Wangers remembered for work behind the GTO

Jim Wangers, the marketing genius forever connected to the Pontiac GTO muscle car, passed away in his sleep on April 27 at the age of 96.

After serving in the U.S. Navy during World War II, Wangers went to work for *Esquire* magazine where he worked with future publishing mogul Hugh Hefner. Wangers said when *Esquire* moved its headquarters to New York, he turned down Hefner's offer to work on a new magazine to be called *Playboy* and instead followed *Esquire* to its new office.

Wangers would instead make a name for himself in the automotive field. It began with a stint in advertising at Kaiser-Frazer followed by Chevrolet and then Plymouth. In 1958, he went to work at McManus, John & Adams, where he worked on the Pontiac account, and that is where he would truly make his mark on automotive history. Pontiac was just a couple years into revitalizing its brand from being an "old man's car" to a "young man's car," and Wangers understood the relationship between performance and car sales. In 1960, he raced a new Pontiac at the NHRA Nationals, where he was Top Stock Eliminator. While working on the Pontiac



Jim Wangers

account, he established a factory connection with Royal Pontiac in Michigan to build and test performance cars. He once said his NHRA win cemented his credentials with Pontiac to give him influence with such models as the GTO, the GTO Judge and Trans Am.

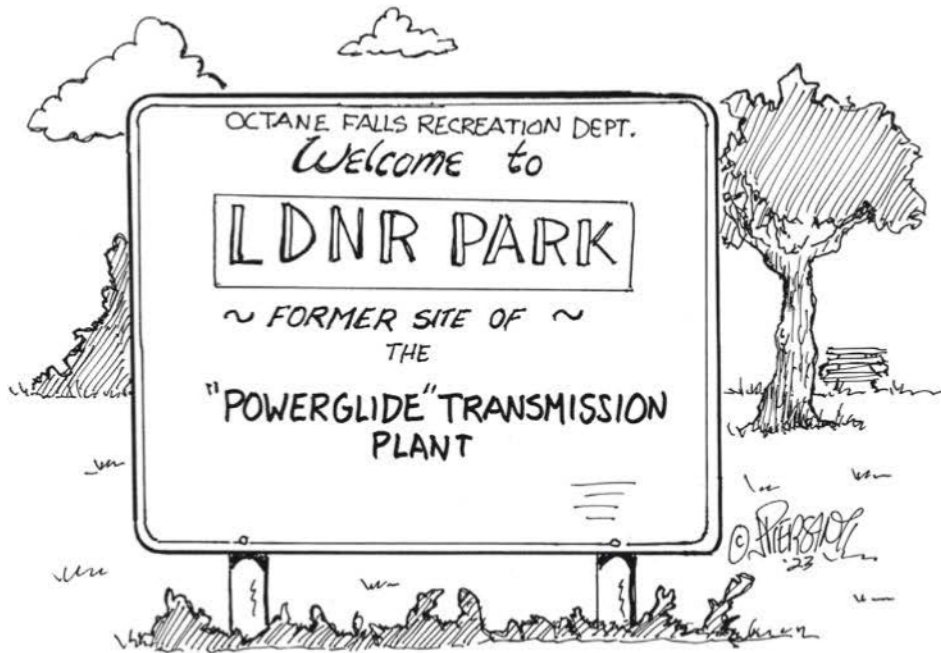
Wangers left Pontiac in 1969, but continued to surround himself with cars. He opened a Chevrolet dealership in Milwaukee and then consulted for other automakers, continuing his work in the industry into the 21st century. In 2009,

Reader Photo



"Here's a photo of my father, Frank Dall, with his 1935 Chrysler Airstream in front of his parents' home in Chicago around 1937," writes Cameron Dall. "If you notice, he put a stainless-steel strip on the windshield to make it look like a split windshield that came out on cars in 1936. He wanted to make the car look updated. It also had dual spotlights — I know one is a Lorraine spotlight."

To additionally jazz up the Chrysler, Dall's father added vertical trim strips to the leading edge of the Airstream's rear fenders as found on a Duesenberg.



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he teamed up with Big Three Performance to build and create the Jim Wangers Signature Edition 1969 Judge GTO, an orange resto-mod based on Wangers' favorite model year of GTO.

Wangers was a friend to the *Old Cars* staff and occasionally submitted letters to the magazine's "Sound Your Horn" page.

McQueen's Ferrari 275 GTB/4 headed for auction

There is always plenty of star power at Pebble Beach auction week each August, and this year figures to be no exception with the early consignment of a Ferrari once owned by Steve McQueen. RM Sotheby's will host its 26th annual Monterey Auction at the Monterey Conference Center and Portola Hotel, and one of the cars scheduled to be up for bids is McQueen's 1967 275 GTB/4 by Scaglietti.

The car was delivered new to the late actor and he kept it for more than four years. Restored to McQueen's specifications from 2010 to 2013 by Ferrari Classiche, the late-production example built with the long-nose-body configuration has been exhibited in Maranello's Museo Ferrari and at the Villa d'Este Concorso d'Eleganza. RM Sotheby's is estimating the car will sell for at least \$5 million.

For more information on RM Sotheby's upcoming sales, visit www.rmsothebys.com.

NATMUS welcomes legendary race cars

AUBURN, Ind. — Executive Director Dave Yarde and the team at the National Auto & Truck Museum (NATMUS) have assembled a feast for stock car racing fans dubbed "Legends of NASCAR." This collection of legendary NASCAR race cars will be displayed on NATMUS' main floor in the racing gallery.

The unique display will evolve in the coming months with additional historic race cars joining the lineup, ensuring repeat museum visitors have something new to see during each stop. One of the future additions to the display will arrive in Auburn after its display ends at the Darlington Raceway Stock Car Museum. Another car will join the display upon



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Wreck of the Week



This 1963 Chevrolet Biscayne four-door sedan took a heavy hit to the passenger side and bounced into a Pennsylvania cornfield. The Biscaynes could be ordered with the hot 427-cid V-8 that year, but most received the six-cylinder like this example.



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1980 DODGE CHALLENGER
37K Miles, All Options, The Best!



1967 CHEVROLET CAMARO RS
327, Highly Restored, all power options



1989 PONTIAC TRANS AM GTA
100% original, 9k Miles



1963 PLYMOUTH BELVEDERE
Ultra rare high performance Golden Commando, 4-Spd



1984 CADILLAC SERIES 75 FLEETWOOD
3,625 Miles, Privately used by U.S. Senator



1995 CHEVROLET TAHOE
100% original, 15k miles, Brand New!



1959 PONTIAC BONNEVILLE CONV.
16k Miles, 100% original, Show Quality

completion of its full makeover by Eddie Pearson, the youngest son of NASCAR Hall of Fame Inductee David Pearson. Additional historic race cars are also being prepped for eventual inclusion in the new display at NATMUS.

NATMUS will formally announce in *Old Cars* the addition of each race car to the display as it arrives at the museum and officially joins the historic display. (Several of these vehicles have previously been featured in *Old Cars*.)

Among the feature attractions will be the 1964 Plymouth Belvedere Petty Blue #43 race car built by Petty's Garage in Level Cross, N.C., as an authentic replica of the Plymouth Petty Enterprises built and campaigned for the 1964 Winston Cup season. Other display cars included the Cotton Owens 1964 Dodge Polara; Benny Parsons' 1969 Talladega #98 race car; and the first 1969 Dodge Charger 500 in unrestored condition.

For more information, visit www.natmus.org; biographies of each car are also posted on www.oldcarsweekly.com.

Back to the 50's set for June 23-25 in Twin Cities

More than 11,000 street rods, customs, classics and restored vehicles — 1964 and older — will converge for the 49th annual Back to the 50's Weekend. Cars will line the streets of the State Fairgrounds for three days, from June 23-25. The event has been named the "No. 1 Car Show in the United States" for the past two years and is hosted by the Minnesota Street Rod Association (MSRA).

In addition to the 11,000-plus registered vehicles, the event features live music, vendors, kids games, a craft fair, appearances by Dave Kindig and of MotorTrend TV's "Bitchin' Rides" and Justin Nichols from "Wrench'd." Returning for the second year is entertainment on the West-end Shakedown Stage and the Bandshell Stage.

Discount tickets (\$13) can be purchased beginning in June at participating NAPA Auto stores. Tickets can also be purchased at the gate at the State Fairgrounds. There are no online ticket sales. A free park-and-ride shuttle will run Saturday from 8 a.m. to 10 p.m. Event hours are 8 a.m. to 10 p.m. Friday and Saturday and 6 a.m. to 3 p.m. Sunday.

For more information, visit www.msrabacktothe50s.com.

Weathered Wheels



Somebody in Stevens Point, Wis., is tackling a jumbo restoration project with this 1937 Studebaker hearse. It's an amazing vehicle up close, but it's going to need a lot of work — we haven't yet learned what the plans are for it. According to our professional car expert Gregg D. Merksamer, "The long #2 side doors ... confirm it was built by the Superior Body Co. of Lima, Ohio. This firm — still in business but now known as the S&S/Superior Coach Co. — is currently marking 100 years since it built its first buses on Garford Motor Truck chassis manufactured in nearby Elyria, Ohio. The company branched into Cadillac- and Studebaker-based funeral cars and ambulances in 1925, and became the industry's biggest coachbuilder after forging a pact with Studebaker. They would manufacture standardized funeral coach and ambulance bodies to South Bend's specifications, mount them on a purpose-designed and Studebaker-built long-wheelbase chassis and sell them directly to Studebaker. Studebaker, in turn, would market and distribute them through its 3,000-strong nationwide dealer network with the added incentive of an installment financing program specifically targeted at funeral directors. Thanks to the strongly positive reception given to the Superior-Pontiacs launched in 1936, 1937 was actually the final model year of the Superior/Studebaker collaboration, after which the Bender Body Co. of Cleveland built Studebaker professional cars in much smaller numbers from 1938 through 1940."



Two worthy publications from opposite ends of the hobby

The old car hobby has diversity. Two such examples are *Poncho Perfection* (Don Keefe, managing editor, c/o 2962 Talaga Drive, Algonquin, IL 60102) and *Empire Tractor Newsletter* (editor Carl Hering, 5862 State Route 90 N, Cayuga, NY 1034-4114, info@empire-tractor.net). The first relates to Pontiac performance, while the latter centers on tractors and farm equipment.

Both are specialized segments of the car hobby. How so for tractors? Consider old Henry Ford seemed to favor tractors nearly as much as autos. Interestingly, he tasked his company with building both means of machinery. Many folks can vouch for the fact that people who keep their old tractors operational often have answers that car collectors long to know.

As for *Poncho Perfection*, the subject is in its banner: "The ONLY All-Pontiac Magazine." The challenge is somewhat tough to realize



that Pontiac is no longer in production, which means this magazine focuses on a brand that has been abandoned by its mother-company, General Motors. Not orphaned, since to be orphaned means the company had lost its parent company. So, let's call it "abandoned."

These two publications keep the flame burning for their hobbies. *Poncho Perfection* offers more than 50 glossy color pages on its subject plus many options for parts and services, events, cars for sale, etc. Overall, it is an enjoyable publication. *Empire Tractor* is a simpler 16-pager with strong focus on farm implements and their survival

plus restoration. Similar to the loss of Pontiac, this is a publication for diehard hobbyists who team up to keep their workaholic equipment moving forward.

Old Cars cheers such efforts in this multi-faceted hobby.

Vintage ad of the week

BY OLD CARS STAFF

Plymouth was no stranger to the race track or the performance car world in 1966 when this ad came out. The company had already jammed 426 Max Wedge and Hemi powerplants into its cars, but Plymouth was losing ground with the go-fast crowd — particularly to Pontiac and its GTO.

In attempt to kick-start some more sales of its hottest models, Chrysler got Y&R out of New York to come up with some memorable new print ads, including this "Goldilocks and the two Bears" theme. This fair-haired lass posed with a 1967 Belvedere GTX showing both of its bear-like personalities — on the left, there was the 426-powered drag strip beast, and on the right was the beautiful 440-powered street brute available in showrooms. The ad reminded buyers that the 426 Hemi, four-speed gearbox and Sure-Grip differential were optional on the "bear" on the right, "not to mention racing stripes and front disc brakes."

"There's bound to be one that's just right," the ad concluded. "After all, we're out to win you over."



Goldilocks and the two Bears.

The Bear on the right is also a stock GTX—with a heavy-duty 4-speed gearbox—and a few extra-cost options, including the famed Hemi, with 426 cu. in. and 490 lbs.-ft. of torque. It also has our super-duty Sure-Grip differential, not to mention racing stripes and front disc brakes. So what's the moral? Simply that GTX is one very tempting bowl of porridge. In one form, even Goldilocks can drive it (although you'll recall Goldilocks was a highly adventure-some kind of female). In another form, it's strictly for the "Move over, honey, and let a man drive" set. You know the story: there's bound to be one that's just right. After all, we're out to win you over. '67 Belvedere GTX. ❤️

The Bear on the left is a stock GTX—with a heavy-duty 4-speed gearbox—and a few extra-cost options, including the famed Hemi, with 426 cu. in. and 490 lbs.-ft. of torque. It also has our super-duty Sure-Grip differential, not to mention racing stripes and front disc brakes. So what's the moral? Simply that GTX is one very tempting bowl of porridge. In one form, even Goldilocks can drive it (although you'll recall Goldilocks was a highly adventure-some kind of female). In another form, it's strictly for the "Move over, honey, and let a man drive" set. You know the story: there's bound to be one that's just right. After all, we're out to win you over. '67 Belvedere GTX. ❤️

Plymouth CHRYSLER
GROUP CORPORATION



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

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

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

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

— Tom Payette, Louisville, Ky.

A. Thanks for sharing your experience in the automobile parts field. Behind-the-scenes stories such as yours are fascinating

for those of us who have typically been on the user-end of the auto parts supply chain.

Q. In a recent editorial, Angelo Van Bogart wrote about judging cars. One of the things he mentioned was looking underneath a car to see if the floor pans were of the correct finish. I have a 1979 Camaro Z28 I will be restoring and want to know if I should paint the underside the same color as the top side.

— Don Schneider, via email.

A. Editor Angelo replies: “When it comes to a Camaro, I would go by a Camaro club’s standards and what’s on your car’s window sticker (or how it was originally built, if you are still able to determine that).

“If the Camaro club cannot give you guidance as to the correct finish for the bottom of the floor pans, I can only tell you what I have seen in my experience with full-size GM cars of this era. On those cars, the frame rails were black (a semi-gloss, if I remember correctly), and the floor pans were a lightly applied finish in the body color. I’ve had white 1981 and 1985 Impala and Caprice coupes from Arizona, and the original finish on those cars’ floor pans was a very light coat of white (from the passage of time, I couldn’t tell if there was a primer – likely a light color – under that thin white paint).”

Q. I was wondering if there is an Olds W-31 Club. I have a really cool story to share about my 1970 Cutlass W-31. I bought it in 1976 for \$625. The young man who ordered the car died in Vietnam; I bought it from his family. I restored the body in 1985 and still have the car to this day. Thanks for any info.

— Dave Furlong, via e-mail

A. The W-31 was Oldsmobile’s version of an affordable supercar in the 1970s. There’s a W-31 Owner’s Group on Facebook. It’s a

private group, so I can’t see the details. I also see some reference to authentication of W-31s at classicroldsmobile.com and oldsmobileforum.com. Olds folks, is there an organized club for W-31s?

Q. I have a 1970 Boss 429 that I am restoring. I have a Marti Report that says the car was sold at Jack Perno Ford Inc., 21000 S. Western, Olympia Fields, IL 60461. This dealership is no longer in business. I spoke with one of the owner’s sons. To identify the dealer where it was sold, they applied a sticker. Do you know where I can get a sticker? Even if I can get a picture of one to get it duplicated, I would need sizes and colors. I would be more than happy to pay for this information.

— Jim Goss, Colorado Springs, Colo.

A. Readers, can any of you help?

Q. In the March 15 Q&A, you ask if anyone can add to the Kansas City “No Accidents” tie clip, which you conclude was available to dealers to recognize customers with safe driving records. This is not the case. I was employed at a Chevrolet plant and those safety awards were given to employees when the assembly plant or manufacturing facility had no injuries or accidents to personnel during the year.

The first-aid kits are another story. Those were for customers, not necessarily employees.

— Bob Stark, Land O Lakes, Fla.

A. That makes perfect sense. Thanks for setting the record straight.

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

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DRIVEN DE SOTO



Some cars really do live on in memories, and some drivers are lucky enough to find similar models years after moving on.

A survivor-quality 1958 Firelite that's still mastering the road

STORY AND PHOTOS BY BOB TOMAINE

“When I was first out of high school,” recalled Len Benjamin, whose 1958 De Soto Firelite is featured here, “I bought a 1957 De Soto. I loved it and then after not having that for years, when I discovered this, I was determined to have it.”

De Soto finds its niche

De Soto by 1957 was spectacular with its towering fins and flashy two-tone colors, but it hadn't started out quite that way. When Chrysler Corp. introduced it in mid 1928, the 1929 De Soto was a six that was aimed at neither the economy end of the market nor the slot that today is referred to as “near luxury.” Priced from \$845 to \$955, it represented a big step up from the \$695 Ford Town Sedan — the most expensive Model A, other than the \$1400 Town Car and \$800 taxi — while sitting comfortably below the entry-level Buick, the \$1,195 Series 116 business coupe. Stated differently, the De Soto cost from \$14,413 to \$16,289 in modern dollars compared to the Model A at \$11,854 and the Buick at \$20,383.

De Soto stuck with affordability even though it added an eight for 1930 and continued to offer both engines before dropping the eight for 1933. One year later, though, De Soto joined its Chrysler sibling in launching the Airflow design. A standout exercise in streamlining seemingly a perfect match to the art deco tastes of the era, it simply didn't work. Its 13,940 sales were a tremendous disappointment, but more importantly, they were also a real problem.

The De Soto Airflow was an unfortunate example of the cliché about putting all of the eggs in one basket, as unlike the Chrysler Airflow that coexisted with its conventionally styled brethren, the De Soto version was alone. De Soto quickly corrected that problem, added the everyday-looking Airstream line for 1935, and abandoned the Airflow at the close of the 1936 model run.

The division played it safe for the next several years, the sole exception being the introduction of hidden head-

lamps on its 1942 line. Production was cut short by World War II, and when civilian automobiles became available again after the fighting ended, the industry introduced mildly updated pre-war designs and called them 1946 models. Sadly, De Soto's hidden headlamps were a feature that never returned, but although truly new postwar models were launched early in 1949, General Motors received all of the attention that year as Cadillac and Oldsmobile unveiled modern overhead-valve V-8s.

The two were not directly related — Cadillac's displaced 331 cubic inches and produced 160 hp compared to Oldsmobile's 135 hp from 303.7 cubic inches — but they were identical in concept with their oversquare designs in which a piston's stroke was shorter than its cylinder's diameter. Among the GM engines' most important advantages were higher revs and better breathing, both recognized by the rest of the industry beginning with Studebaker and Chrysler in 1951.

OPPOSITE: At the Algonquin Region AACA Show, the De Soto stood out from the cars around it because of both its size and its styling.

The former displaced 232.6 cubic inches and provided 120 hp, but the latter was the 180-hp 331-cid “Firepower” that would eventually become far better known as the “Hemi.” De Soto followed the next year with its own Hemi, the 160-hp 276-cid “Firedome,” and output increased by 10 horsepower in 1954. Since the “Horsepower Race” that never officially existed was, by 1955, well underway with modern V-8s, De Soto’s Firedome was now up to 291 cubic inches and good for as much as 200 hp. It reached the landmark one horsepower per cubic inch with the 345 in 1957, but the Hemi disappeared in 1958, and available engines ranged from a 280-hp 350 to a 345-hp 361.

A survivor-quality De Soto

Benjamin’s De Soto Fireflite is equipped with an in-between 361 generating 305 hp, and in the real world, that’s more than ample.

“It’s got all the power you want,” he said. “Anybody who pulls up next to me with a sports car and revs it is asking for trouble.”

Although it’s not exactly the same as the 1957 he’d once owned, the 1958 differs mainly in the annual styling updates typical of the period. Groucho Marx, host of “You Bet Your Life,” introduced it with the line that “now the time has come to see the great new ‘58 De Soto with the look and feel of the future.” It was “the magnificent new De Soto” and even had a theme song (“it’s delightful, it’s de-lovely, it’s delirious, it’s delectable, it’s De Soto”). Marx’s sidekick, George Fenneman, spoke of the “solid-feeling engine — it’s lighter, quieter and thrifter.”

Beyond those points, the engine in Benjamin’s De Soto has never been opened. The rest of the car is equally original, a somewhat surprising fact given that it was found in upstate New York where winters and road salt are not to be taken lightly. Benjamin



The Firedome Hemi was gone in '58, replaced by the 305-hp 361.



Chrysler Corp. was bringing in the future with push-button transmission controls on its makes, including De Soto.



The De Soto has “the look and feel of the future” in its jet age dashboard, not to mention the Civil Defense markers at Conelrad’s 640 and 1240 kHz points on the radio’s tuning scale. The Cold War-era Conelrad system was designed to combat enemy aircraft by limiting radio broadcasts to specific stations on those frequencies.



TOP: While the fins are the most obvious element, the De Soto's badge, grille and hood ornament are equally representative of their time.

BOTTOM: The era of tailfins lasted only for a few years, but De Soto's contribution was impressive. Today, of course, it's impossible to overlook.



on the car, and that was less than Benjamin's figure. But there was more.

"Then he gave me all the parts and everything else that went with it," Benjamin said. "I've got boxes of oil filters and all kinds of stuff that he gave me, but he was moving south and he wanted to make sure somebody was going to take care of it."

The De Soto has needed little, as the only significant work has been a new exhaust system. Benjamin said that what was on the car when he bought it was not right, and so he installed a correctly configured stainless-steel replacement. With its new tires, the De Soto gets "out there" just as he promised its previous owner.

"I drive it in-season," Benjamin said. "Probably I go to 15 shows. And then I drive it a little bit around town, but not a lot. It's only got 43,000 original miles on it."

That's enough driving to know just what reactions he should expect on the highway.

"Driving down the road," he explained, "everybody beeps and puts their thumbs up. They wave. They haven't seen one, they don't know what it is. People ask me all the time, 'What is that?' I tell them, 'It's a De Soto....'"

"Everybody who sees it asks about it. They want to know the story, they want to know a lot about it. It's one of those unique cars. It's not out there anymore."

Since it runs well, it's been on several trips considerably longer than the 50 miles it had just covered to reach the Algonquin Region AACA Show in Bainbridge, N.Y., where it was photographed.

"I've driven to the Thousand Islands, straight up (Interstate Route) 81," Benjamin said, "a couple of shows up there, a couple of cruises, enjoyed myself up there and drove it back, had dinner on the way home. A three- or four-hour drive is not a problem for this car...."

"It's been good to me and I enjoy it. I take care of it." **OC**

explained that he'd lost interest in old cars in general and was driving a Mazda Miata, but met a group of enthusiasts in the area around his Vestal, N.Y., home and realized that he wanted to get back into the hobby with an American car.

"I went looking and I found this in Amsterdam, New York," Benjamin said. "I was up with a friend of mine in Albany and he said he saw one advertised."

"So we went over. It was a farm in Amsterdam and this was in the barn. It had hay all around it ... and basically, the way you're looking at it is the way it was backed out of the barn, which is amazing."

That was in 2015, and he said the De Soto had been in the barn for probably a decade. As in nearly every car story, there were negotiations. Benjamin told the owner that he couldn't pay the asking price and the number came down, so he said he'd return the following day. When he did, he made his counter-offer.

"He said, 'Are you going to take care of it?'" Benjamin recalled. "I said, 'Yeah, absolutely. I'm going to show it in shows. It's going to be out there.' He said 'OK,'"

He didn't just say "OK," though, as he actually dropped his price slightly lower to the amount he said he'd spent

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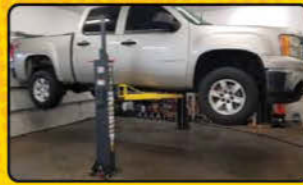


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DODGE RAMMING SINCE 1931



A more streamlined second-generation ram hood ornament design graced the 1939 Dodges.



The first Dodge ram mascot was featured on the radiator cap of 1932 models.

The year 1928 was a busy one for Walter P. Chrysler and his company, Chrysler Corp. Having launched the company in 1924 with introduction of a full line of cars bearing his name, the entrepreneur expanded it four years later by bringing out two new lines, the Plymouth (to fit into the low-price market), and De Soto, to fill the gap between it and the Chrysler.

A year before the October 1929 stock market crash, the '20s were still roaring and so was Walter Chrysler. Before 1928 was over, he was offered — and accepted — the opportunity to buy Dodge Brothers, which he had attempted to purchase two years earlier. Dodge Brothers started manufacturing automobiles in 1914 and built the company up to second place in the industry by 1920, which was the year that both brothers died. Without their leadership, business fell off, and in 1925, the two Dodge brothers' widows sold the company to a New York banking firm. Three years later, when the company was sold to Chrysler — at a \$24 million profit, incidentally — Dodge production had dropped to seventh place.



The ram mascot got a new base and became a hood ornament when 1935 Dodge styling changed and hid the radiator cap.

Dodge cars had always been identified by an emblem featuring intertwined triangles, which closely resembled the six-point Star of David, a Jewish symbol, although the Dodge brothers were not of that faith. One of many tasks on Walter Chrysler's to-do list was to develop new identity symbols for Dodge and the other two new cars under the corporate banner.

In the process of researching the "Little Mermaid" radiator cap ornament that adorned early Plymouths, Jim Benjaminson also tracked down the origin of the Dodge Ram ornament. The long-time editor of the *Plymouth Bulletin* and current membership director for the Plymouth Owners Club, Benjaminson published a detailed account of how both mascots originated. It turns out, the both came from the hand of the same person.

"In 1929, rising young sculptor Avard T. Fairbanks arrived at the University of Michigan-Ann Arbor to head up the sculpture department," Benjaminson wrote. The Great Depression having set in a couple years later, he needed a more reliable car than the one he was driving, which often wouldn't start on cold mornings, but he didn't have the money to buy one.

Launched in 1928, Plymouth planned to introduce a new, lower-priced PA Series for 1931 that would have Plymouth competing with Ford and Chevrolet to establish the "Low-Priced Three." Chrysler engaged Fairbanks to design the Winged Mermaid ornament – later to become known as the Flying Lady – for the Plymouth PA. The artist drove home a brand-new Chrysler Royal Eight as payment for the job and in lieu of cash.



The 1938 Dodge pickup continued to use passenger car front sheet metal, with the ram hood ornament intact. Note the Dodge Brothers six-point star still continued to be used in the emblem below the ornament.



The streamlined ram ornament for the 1946-'48 Dodge further emphasized the signature horns.



The 1935 ram mascot base continued for 1936 with smaller DB badge fitted to a new grille.

Recognizing the appeal of Plymouth's Flying Lady ornament, Walter P. Chrysler recalled the artist to the company's headquarters in Highland Park and commissioned him to design a brand image for the new Dodge model planned for 1932. Benjaminson cited the account of a Fairbanks family member in a 1987 *Southwest Art* magazine article:

"For two weeks father worked on all sorts of models from mythology creatures to various powerful animals. Finally, he called the designers and Mr. Chrysler in to see three models of a Rocky Mountain bighorn sheep, a ram. He proposed the charging one.

"They asked, 'Why a ram?'"



A modern ram's horn image ornament came into use on pickups in 1941 and continued through the 1947 models.



A new ram's head design hood ornament appeared on Dodge cars in the early 1950s.

"Father responded, 'It is sure-footed; it's the King of the Trail; it won't be challenged by anything.' They nodded their heads. Then father, with a bit of corny humor, added, 'And if you were on the trail and saw that ram charging down on you, what would you think? – DODGE!'"

"To which Walter Chrysler excitedly replied, 'That's it! The ram goes on the Dodge!'"

Not needing another car in exchange for the Dodge ram ornament design, Benjaminson said Dodge Division President K. T. Keller settled with Fairbanks by giving him a check for the full retail price of a top-of-the line Dodge Eight: \$1,400.

The Ram radiator ornament debuted in January 1931 on the new Dodge DG Series Eight, then on the new 1932 Series DL Six models when they were introduced in November of that year. It would continue to appear on all Dodge passenger cars and light trucks. When new styling in 1935 hid the radiator inside a grille and sheet metal shroud, designers added a new base for the charging ram as a hood ornament.

The ram design was updated in step with the cars' styling during the years that followed. The 1946-'48 hood ornament was more streamlined, and then the head and horns became more prominent on the sloping hoods of the early-1950s Dodge.

The new "Forward Look" Dodges in 1955 were the first since 1932 without the ram hood ornament. In fact, traditional hood ornaments of any kind went pretty much out of style from that time through the 1960s and '70s. However, the ram image continued under the hood. Dodge's Hemi-head V-8, introduced in 1953, bore the name "Red Ram," and an image of a charging mountain goat appeared on the valve covers. "Red Ram" would designate the Hemi engines through 1958. In that year, Dodge began transitioning to wedge-design V-8s, which went by the "Ram Fire" moniker.

An application of the ram image that began in 1960 harked back to Avard Fairbanks' mascot design of the charging Rocky Mountain goat. Ram-charging and ram-induction were the names used to describe the concept of using intake manifolds with long tubes connecting the carburetors to the cylinders, which set up a wave effect to faster force more fuel-air mixture into the engine.



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“The Ramchargers” was the name of a drag racing team largely made up of Chrysler engineers who tested their go-fast innovations as they campaigned the company’s Factory Experimental and Super Stock combinations on the nation’s drag strips.

Later, the Ramcharger name was revived and applied to the new sport-utility vehicle (SUV) when Dodge entered that market in 1974. The marketing department suggested the name described the “agile, nimble, go-anywhere vehicle.” Originally offered with only four-wheel drive and V-8 engines all the way up to the 440-cid version, the Ramcharger could also be ordered with two-wheel drive the following year.

In the years that followed, the Ram name and designation worked its way into a wider variety of models from Dodge Truck Division, such as the Mitsubishi-built Ram 50 and Rampage mini-pickups, Dodge Ram vans and D-150 Series Ram and Power Ram 4x4 pickups. A new ram’s head hood ornament began to reappear on certain models in the early 1980s.

When Chrysler Corp. was purchased by Fiat in 2009, RAM became the company’s separate truck brand and the original Ram truck logo was adopted. And it continues to this day as the bold “R-A-M” lettering in the locomotive-appearing grille coming at you down the highway (or looming in your rear-view mirror), and as the now-familiar head-and-horns emblem peering from the tailgate of that Ram truck ahead of you at the stoplight. **OC**



This Dodge ram-head-and-horns emblem is familiar on contemporary Ram trucks.



A full-figure mountain goat emblem was designed for the Big Horn edition of recent Ram trucks.

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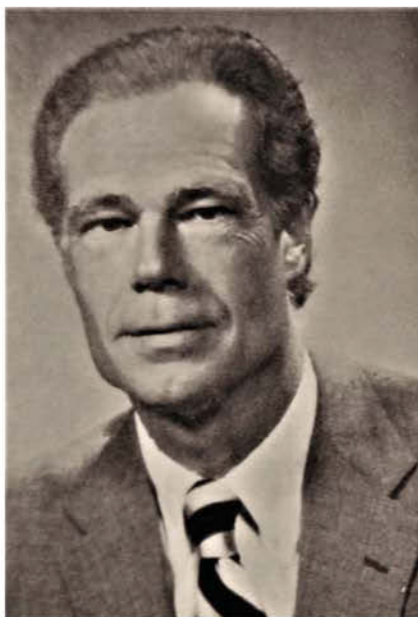
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Sam Baly in his 1914 Simplex on the way to winning the 1912 Anglo-American Rally. This Simplex was later acquired by the Briggs Cunningham Collection, and currently resides in the Culter Collection. Sam Baly was Jack Grundy's grandfather.

GTO Idea Man Bill Collins dies

Remembering a man who brought muscle to Pontiac

STORY AND PHOTOS BY JOHN GUNNELL



Former Pontiac engineer William T. Collins, Jr., passed away on March 5 in Suttons Bay, Mich. He was born April 3, 1932, and was 90 at the time of his passing. Collins has been credited with the idea for the Pontiac GTO, for engineering the *Firebird XP-833* prototype and for convincing General Motors management not to discontinue the Firebird and Camaro in the mid '70s. After Pontiac, Collins became a vice president of DeLorean Motor Car Co., developed the Vixen motorhome and also worked at AMC.

Collins graduated from Lehigh University in Bethlehem, Pa., in 1954 and went to work at Pontiac Motor Div. (PMD) as a 22-year-old road test project engineer. He worked in the “cold room” making carburetors function at minus 25 degrees. Collins left PMD for two years to test Oliver Corp. military vehicles at the Aberdeen Proving Ground.

Returning to PMD in 1958, Collins became advanced design transmission development engineer for the “rope drive” 1961 Tempest. According to Jim Wangers’ book “Glory Days,” around 1957, PMD general manager Bunkie Knudson wanted Pontiac high-performance parts to be designed in-house. He created a special Super-Duty group within his product engineering department and charged this group with the responsibility of building Pontiac into a consistent winner in auto racing.

Early members of that group included Bill Collins, as well as PMD engineers Malcolm “Mac” McKellar and Russ Gee.

Jim Wangers’ first meeting with John DeLorean was set up by general manager Pete Estes and included Bill Collins. In the early 1960s, DeLorean decided to hold “what if?” meetings on Saturday mornings at the GM Proving Grounds in Milford, Mich. The “birth” of the GTO took place during one of these sessions, early in the spring of 1963.

According to Wangers, a prototype 1964 Tempest coupe equipped with a 326-cid engine was on a lift. DeLorean, Collins and Gee were inspecting the underside of the car and discussing the chassis. Collins, a chassis expert, casually mentioned that it would only take about 20 minutes to install a Pontiac 389 V-8 since the engine mounts were the same. Collins knew it would need heavier front springs. A week later, the Saturday morning group members were looking at a Tempest with a 389, a four-barrel and a four-speed.

Wangers and Micheal Lamm (in his book “Fabulous Firebirds”) noted Bill Collins was a member (actually chairman) of another special Pontiac engineering group called “the ad-hoc committee” that DeLorean set up in 1965 when he became PMD general manager. Others on the committee were ad man Jim Wangers, engineers Collins, Steve Malone, Gee, Herb Adams, Tom Neil, Jeff Young and McKeller and Pontiac stylist Jack Humbert.

In 1967, Collins became PMD’s assistant chief engineer. He and DeLorean had secretly commissioned Dow-Smith to build fiberglass bodies for two running prototypes (one with an overhead-cam six and one with a V-8) called *XP-833s*. Both were two-passenger fiberglass-bodied cars that DeLorean viewed as Pontiac’s answer to Chevy’s Corvette.

Collins also directed body, electrical, climate control, engineering, product planning and cost analysis for Pontiac. He helped develop the Gen 2 Firebirds, brought in Herb Adams to create the Trans Am, worked on the 1973 Colonnade-style Grand Am and engineered the down-sized 1977 Pontiac B- and C-body models. Collins later became a vice president of DeLorean Motor Car Co. One of his most successful non-Pontiac projects was the award-winning Vixen motorhome. He also served as head of product planning at American Motors Corp., in charge of conventional vehicles and Jeeps. **OC**

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Big T Roadster I



Starbird's famous T-bucket

STORY AND PHOTOS BY AL ROGERS

Wayne Jesel only meant to help a friend prepare his cars for an auction — he didn't intend to buy one of those cars, but that's exactly what happened.

"I bought it at the Mecum auction in January 2020," said Jesel of his "Big T" T-bucket roadster.

"My friend, Don Wallace, had agreed to sell some of the special cars from his collection as a main feature during the Kissimmee auction, and he asked if I'd come down to help with prepping the 1974 'Grumpy's Toy XI'

Chevrolet Vega. I'd been involved in the restoration process of the car, and Don wanted me there to help with the process of preparing the Grumpy Jenkins pro-stock Vega for the auction.

"Don had several vehicles staged and going through the auction," Jesel continued. "The T-bucket pulls up and the bidding starts; for whatever reason, the bidding starts slow. I then realize there's an opportunity to own the 'Big T' roadster. Acting on impulse, I decide to go for it and make an offer. I raise my hand and the auctioneer yells out,

'Going once, twice,' and *bam!*, the hammer comes down and it's mine. Later, Don Wallace walks up to me and says, 'I'm glad you ended up with the car.'"

Building the 'Big T' roadsters

The "Big T" roadster that Jesel purchased is one of two replicas of a hot rod originally built by custom car designer and builder Darryl Starbird from a scale model that inspired a generation of hobbyists.

In the early '60s, Starbird partnered with Monogram to create a series of scale model kits of unique hot rods

Lives On



Getting 'Big T' in front of the lens

Last fall, I had the opportunity to photograph “Jenny the Camaro,” a one-family-owned 1967 Chevrolet Camaro RS/SS owned by Zach and Brenda Straits. After its restoration, the Camaro was successfully unveiled at the 2022 Muscle Car and Corvette Nationals and appeared in the Dec. 15 issue of *Old Cars*.

Zach and I had been in communication for nearly a year as his '67 Camaro's restoration progressed. When it was done, I would travel to Staunton, Va., to photograph the car at a private location prior to its MCACN unveiling.

When I received a phone call from Zach saying, “Jenny's ready,” we met up for the photo shoot. The location was Creative Works Farm, home to the non-profit organization Camp Light, which was established to provide services for individuals with medical, physical and behavioral needs. Zach and Brenda were instrumental in the creation of Camp Life back in 2012. During a tour of the location, I was blown away by the spacious grounds and its downtown setting, which includes a vintage gas station. Everything there was built by Scott Balsley, a home builder and highly skilled carpenter.

Camp Light opened its doors in 2014 and continues to evolve with support from Zach and Brenda, Scott and an incredibly talented team of individuals driven by passion to make it a success.

While walking the grounds at Camp Light, I was mesmerized by the golden stalks of its cornfield and colorful surrounding fall background. I told Zach we could stop looking for a backdrop, because we found the perfect place for “Jenny's” photo shoot. As we walked back to Zach's pickup, we came upon an enclosed car trailer and Zach said, “You might want to see what we have in here, it's pretty cool.” He opened the trailer doors to reveal what appeared to be the “Big T” roadster. Zach said, “This is one of the ‘Big T’ roadsters that custom hot rod builder Darryl Starbird recreated and built for Monogram. This belongs to my good friend, Wayne Jesel. He bought it in January 2020. Scott made him a cool display and we took it to the Darryl Starbird show in Tulsa, Oklahoma, in 2020. After the Tulsa show, Wayne allowed us to take it to Camp Light and we've had it on display in and around the gas station when the weather cooperates. We're planning to deliver it to a museum where it will be on display for a while.”

Caught off guard by this opportunity, I asked Zach if we could work it into the photo shoot schedule. He contacted Wayne Jesel and was given approval to allow me to shoot it.

and customs. His first effort was a 1/8th-scale 1923 Model T Ford roadster pickup known as “Big T.” The model was very well detailed, and the parts were so authentically fashioned that, for many youngsters (and more than a few adults), it felt as though they were assembling a real car.

Starbird built an actual “Big T,” of course, and it was a major presence on the show circuit. After several years, the original “Big T” was awarded to a lucky model contest winner, who supposedly resided in southern California. The owner and car rode off into the sunset, never to be seen again.

Decades later, Starbird coordinated with Chad Vogeles and the staff of Predator Performance in Dubois, Pa., to build replicas of his “Big T” roadster. These recreations are based on Total Performance chassis and fiberglass bodies by Spirit Industries (the original used a real steel Ford body). All the details of the original are there, from the dark-red paint and hand-applied white pinstriping to the white carriage-style high tops, the “baby moon” hubcaps, the antennas frenched into the cowl and the vintage Model T running lamps.



The vintage gas station at Camp Light makes the perfect period backdrop for the “Big T” T-bucket roadster. The “Big T” was displayed at Camp Light during 2022.



A 1957 Chevrolet 283-cid V-8 with three carbs powers the “Big T” roadster.



The interior of the “Big T” roadster built for Darryl Starbird after the original went missing has been accurately remade down to the shift knob, which was recast by Monogram from the original tooling.



Model T lamps were used on the “Big T” model kit, the car made from that model kit, and now the two recreations of the original. Note the “Design and Body - Darryl Starbird” badge on the cowl.

The red-and-white vinyl interiors are exact recreations of the original down to the wooden-rim Model T steering wheels. Monogram even built the skull shift knobs for the projects using the original tooling. Out front, there are correct 1957 Chevrolet 283-cid V-8 engines with period finned valve covers, triple Stromberg carbs and chromed side-dump headers connected to Ford four-speed Top-Loader transmissions.

The tubular dropped front axles are fitted with tube shocks and reproduction Wilson Welding Lincoln drum brakes, while the Ford rear ends are finished with polished quick-change center sections and drum brakes. Total Performance steering boxes and steel reproduction Ford wheels from Wheel Vintiques shod with Firestone big-n-little whitewalls (with slicks in back) round out the rolling stock.

Gone but not forgotten

After years of searching and wishing he could have back his original “Big T,” Starbird had the pair of exact replicas built. He planned to keep one of the “Big T” clones to display in his museum, the National Rod & Custom Car Hall of Fame Museum in Afton, Okla. The museum features many of Starbird’s cars, as well as other notable examples from the history of custom car and hot rod culture. The other replica was to be given away in a Tulsa-based radio promotion.

Influenced by the Norm Grabowski and Tommy Ivo T-buckets made famous by TV appearances, Starbird’s original car ran a simple ladder frame, but the replicas’ Total Performance chassis is similar.

In addition, the original “Big T” roadster used a Model A pickup bed that was shortened 8 inches, and so do the recreations. The rear sections, like the front cowl, are flanked with vintage Model T running lamps, just like the original “Big T.” After researching the old “Big T,” exact copies of the red-and-white vinyl interior were made by Chris Trout. The tall, matching top gives each T that classic “bucket” look.

Jesel’s “Big T” roadster, with its classic old-school hot rod look, is an award-winning and eye-catching recreation of the original. Even the white pinstriping, by Dave Simmons of Neon Exposure in Reynoldsville, Pa., artfully replicates the carefully applied lines on the original car. For all the kids and adults who built Monogram “Big T” models, this exact replica brings back fond memories. Expertly built, it’s a very close copy of the long-lost original, and it’s been authenticated by Darryl Starbird himself. It’s a full-scale head-turner.

In 2021, Speedway Motors Museum of American Speed in Lincoln, Neb., and Darryl Starbird’s National Rod & Custom Car Hall of Fame merged. Darryl Starbird’s “Big T” roadster can currently be seen at the Speedway Motors Museum of American Speed. The whereabouts of the original and its owner still remain a mystery. **OC**

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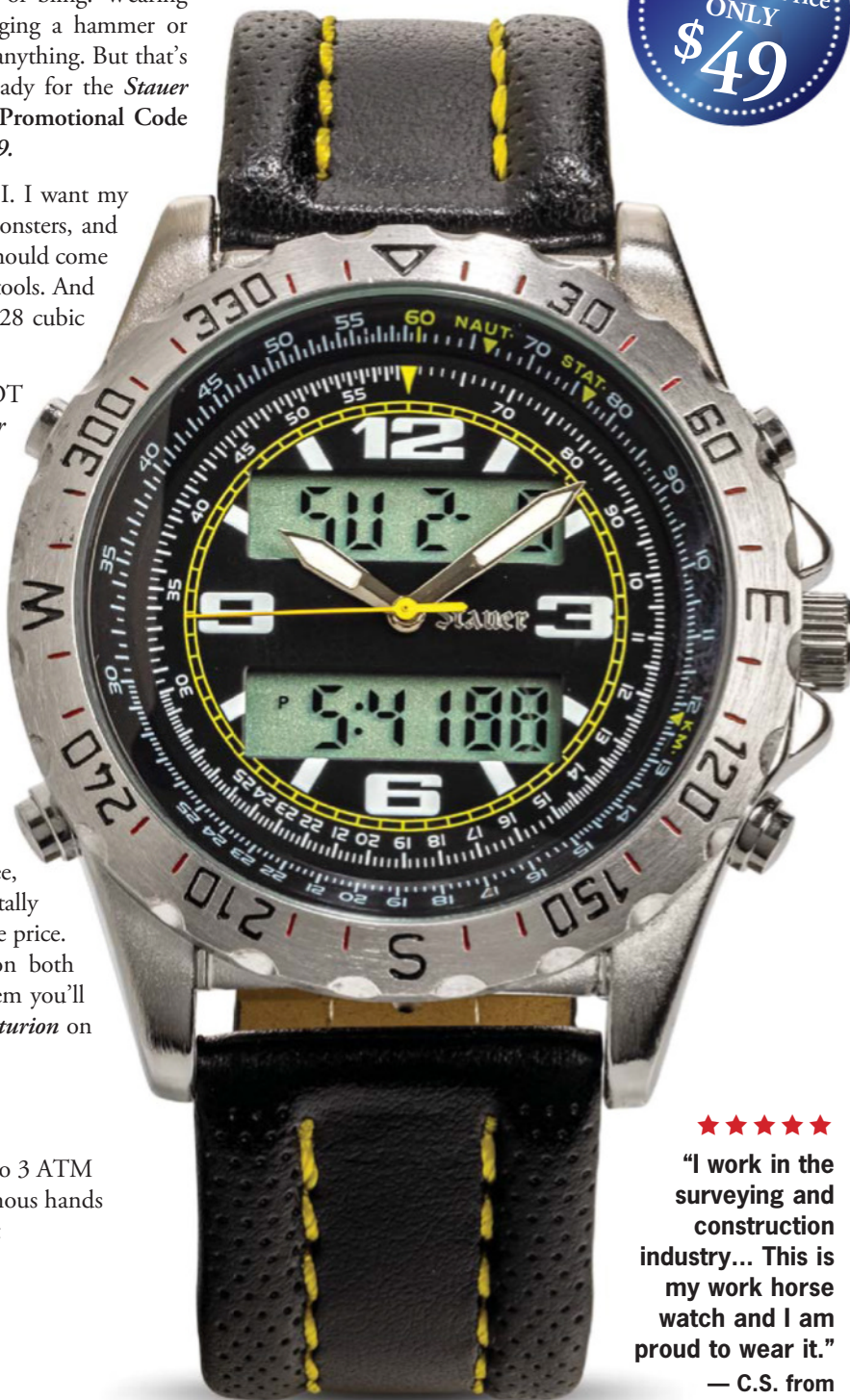
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Selling Parts Along the Lincoln Highway



Auto Recyclers salvage yard owner John Liggett.

The Lincoln Highway, the first transcontinental road in the United States, doubles as Interstate 80 spanning east-to-west through southern Wyoming. Traveling on I-80 just east of Rock Springs, Wyo., Auto Recyclers salvage yard is a can't-miss site on the south side of the highway, visible mainly due to its unique "beauty" fence fronting the yard.

Current and second-generation yard owner John Liggett took over managing Auto Recyclers from his now-retired father, William, who started the business in 1980. When William purchased the five-acre property more than four decades ago, it included a hotel and diner that catered to weary and hungry travelers passing by on the Lincoln Highway. He cleared the property and opened his salvage yard, seeded with 400 vehicles, according to John Liggett, who added, "It's now [expanded to] 30 acres and 2,800 vehicles."

Among the thousands of vehicles in inventory, Liggett estimates 30 percent are of pre-1975 vintage. He said a few 1920s and '30s cars and trucks exist, but the vintage inventory is mostly 1950s to '70s. "I have titles for most of them," he added.



The yard's manicured front grounds as it appears from Wyoming's Interstate 80, aka the Lincoln Highway.



This 1972 Chevrolet Monte Carlo hardtop is a recent arrival to the yard. It's one of many unmolested vehicles in inventory that will only be sold complete.



Missing its drivetrain, this 1971 Dodge Dart Swinger hardtop is otherwise complete. Its outstanding patina is no extra charge.

Auto Recyclers
654 I-80 Service Road South
Rock Springs, WY 82901
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Email: autorecyclerswy@gmail.com

"I have an appreciation for everything. The history," Liggett explained of his yard's former ties to the Lincoln Highway. His sentiment for the past may also explain his approach to maintaining the yard's inventory at a manageable level, admitting he recently scrapped 150 vehicles. "We only crush late-models."

The aforementioned unique "beauty" fence fronting the property is also part of the yard's history to be appreciated. It's made entirely of steel rims welded together. Liggett explained that, years ago, his father wanted one of their cousins to gain experience as a welder. He put him to work constructing this art-like fence from scrap rims. According to Liggett, it took three years to finish.

Another interesting sight among the yard's inventory is a long row of school buses staged side-by-side, giving the appearance of an auxiliary parking lot. Liggett explained that the local school district is part of a study to replace its diesel engine-powered buses with ones powered by "green" alternative fuels. Similar to the former Cash For Clunkers mandate, once the diesel



Rare, but in need of TLC, is this 1968 Buick Riviera hardtop equipped with the Gran Sport package and aluminum drum brakes. You gotta love those inboard dual headlamps!



This 1951 Lincoln Cosmopolitan four-door Sport Sedan retains much of its brightwork, but has major glass and interior issues.

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Appearing in the “recent arrival” lot and looking turn-key and ready to drive is this 1954 Buick Special Riviera. It’s for sale only as a complete car.



Hard to miss due to its enormous length is this 1960 Cadillac Series 62 four-door “flattop” hardtop. Only 9,984 were produced that model year.

buses arrived at Auto Recyclers, their frames had to be cut and their engines destroyed so they could never again be repurposed for road use.

Just as the school buses are grouped together, the majority of vehicles in Auto Recyclers’ inventory are arranged together by manufacturer. Wide aisles and level terrain allow for easy viewing of vehicles, but Liggett cautioned that customers are only allowed in the yard by appointment. The yard is open year-round, and Liggett said he has proper equipment to load vehicles on customers’ trailers.

An additional part of the yard’s inventory, according to Liggett, is 70,000 parts, both vintage and late-model, stored on site that can be described and priced over the phone. Auto Recyclers is a worldwide parts shipper, moving approximately 2,000 parts annually. Liggett said for customer ease, he maintains a multi-faceted internet presence, accessed via www.autorecyclerswy.com.

The yard is open Monday through Friday, 9 a.m. to 5 p.m. (MST). Liggett added that car club tours can be arranged by appointment. **OC**



Suffering lots of cosmetic damage, what remains of this 1966 Mercury Comet Caliente hardtop has potential to be re-purposed as a gasser drag car.



Pickups are well represented in the yard, including this longbox 1963 Ford F-100 Styleside. It has the bumps and bruises to prove its previous life as a workhorse.

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Tire kickin' an unrestored Ford

STORY AND PHOTOS BY ROTTEN RODNEY BAUMAN

At pert near any typical old-car event, we wouldn't need to look far to find an old Ford that's been restored. Restored Fords are plentiful. They're only original once, and finding one still as Ford built it is a rarity. Way out here in Montana's Flathead Valley, Willie Steele found his 1940 V-8 (Standard) Tudor at — of all places — a liquidation sale.



Here the odometer displays 46,568 miles. The pedal pads look nearly new, so let's go with the odometer's report.



TOP LEFT: And what's this in the glove box? Around its edges, this '40 Ford reference book is slightly discolored, and dog-eared just enough to believably fit in.

TOP RIGHT: With a step to the left, we get an open-hood view of an original 221-cid flathead V-8. The improper air cleaner and flex hoses will be replaced with OEM-type parts ASAP.

BELOW LEFT: The Goodyear logo can be seen on the petrified spare tire. It's there, but we can't be sure the tire is original equipment.

BELOW RIGHT: Here, on the left-front fender, we see a faint lacquer rub-through on Willie Steele's recently purchased, unrestored 1940 Ford. That thin paint will not be spot-repaired.

In Bigfork, Mont., we've had years to enjoy The Flathead Ford Museum. Through those years, the museum's curator, Lyle Aklestad, assembled a noteworthy collection, but the icing on the proverbial cake is that he's hands-on. A good portion of his collection, which he'd shared with like-minded Ford fans, was the result of his own knowledgeable restoration efforts while being knee deep in the hobby.

Our subject '40 Tudor is as nearly pure as purchased years ago by Aklestad for the museum. Original as it





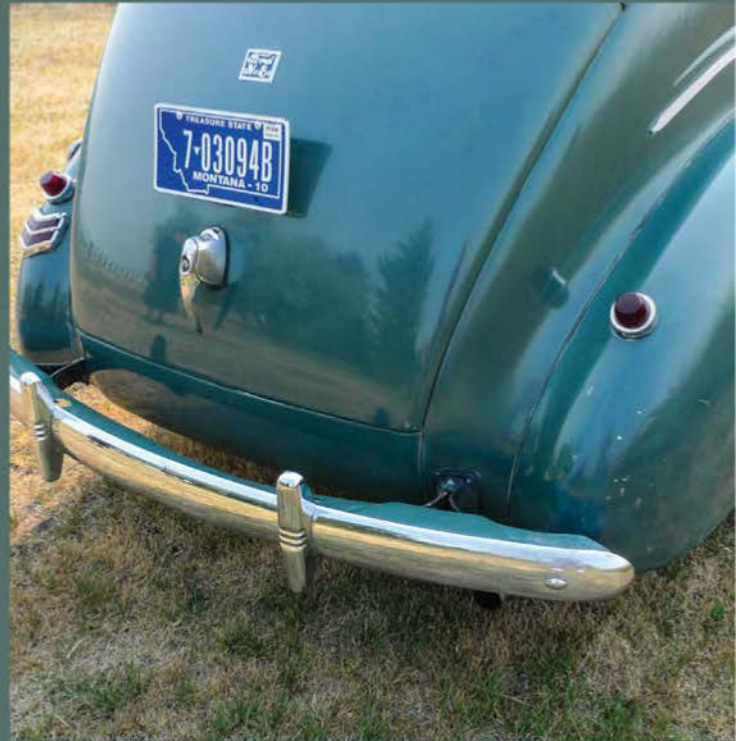
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The interior trim shows its age, but only to a point. The original woodgrain dash and garnish moldings are holding their own very well.



Add-on turn signals do appear out of place. They and the holes they'll leave behind will be deleted. Fenders will be appropriately spot-repaired in available acrylic lacquer.



Despite the unknowns of this old Ford's pre-museum past, it's in good care and custody today. It's occasionally driven around Montana's coincidentally named Flathead Valley.

remains, we can't help believing it would be plain wrong for this one to be restored.

The Flathead Ford Museum's recent liquidation following its 2022 closure was an opportunity for buyers. In this particular instance, the buyer and seller of the '40 Ford are already friends, so both are happily satisfied with their transaction, to be sure.

We don't see unrestored originals in this condition every day. Now that *Old Cars* arrives in living color throughout, we'll see the deeper details of this unrestored '40 Ford. On that note, let's take a good, hard and rare look at a survivor. **OC**



The rubber trunk mat also displays the Goodyear logo. This looks original enough. Wouldn't you agree?

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STORY AND PHOTOS BY BOB TOMAINE



Pete Trumbauer's "Rambler Rebel" #32 1932 Ford coupe was built for a Nash dealer in 1952 and is powered by a flathead Ford V-8.

A Ford flathead in a car labeled "Rambler Rebel" would strike many as somewhere between odd and wrong, but labels can be so misleading.

"It was built at Ed Burnham's (Nash) Rambler dealership in Willow Grove, Pennsylvania," said Pete Trumbauer, who owns the 1932 Ford race car today. "This was in the winter of '52. They wanted a stock car from the dealership and they got hold of this fellow named Jack Reese.

"Jack's building this Ford-powered Ford race car at a Rambler dealership. His buddies came in and they were ragging on him and they said, 'What are you doing?' He said, 'I'm building this for Ed.' They said, 'You're building a Ford-powered Ford in a Rambler dealership? You're a rebel.' He said 'I'm a Rambler Rebel.' There's the name on the car. That was put on it when they built it in '52, the 'Rambler Rebel.' It's still on there. That's the original paint job that they put on the race car — what's left of it."

Decades after its years on the track had ended, the "Rambler Rebel" was shown in the race car class at Das Awkscht Fescht in Macungie, Pa. Trumbauer, who lives in nearby Breinigsville, said that the car had run at regional tracks including Sanatoga, Grandview and Hatfield in Pennsylvania and Vine-land in New Jersey.

"It ran from the spring of '53 to the fall of '70," he said. "... It ended up in Pleasant Valley, Pennsylvania, south of Hellertown. It was in a field and the guy said they kept hitting the front bumper and the radiator support while they were mowing and it wrecked them. So they cut them off and they shoved the rear (back). It didn't have anything under it for suspension. It was just a frame and a body.

"They stuck a rear under it with a chain and put it down. They went through a swamp and put it underneath this old lumber mill in the swamp and that's where I ran across it in 1981."

He might not have run across it at all if he hadn't been searching in the woods

at night for a "rusted-out, beat-to-crap '48 Merc convertible" that he was originally there to buy. Trumbauer said he found the Mercury, looked it over, made a deal with the owner and told him he'd be back the next day. When he returned with help to pick up the car, the helper was familiar to a friend of the seller who happened to be there.

"He recognized my buddy," Trumbauer explained. "He said, 'Hey, you worked at (Bethlehem) steel as an electrician.' Bob said, 'Yeah,' and he said, 'So did my dad, Roger Jamann. He said, 'Come on.' Bob said, 'We're heading home.' He said, 'Follow me up to Dad's place. There's a car in Dad's junkyard and the title's still in your name.'"

"It was a '49 Ford coupe that he'd sold to his dad. His dad died. 'If you want it, it's yours. It's still in your name. You can have it and I'll give you the title. We want to clean it out.' So jokingly I said, 'Hey, any old race cars left that your dad brought home for parts?' He said, 'No, not my dad, but my brother bought one

for parts for his '32 three-window coupe.' He took me down through the swamp and there's the stock car."

Over the next 15 years, Trumbauer collected period-correct parts with which to restore it and began the actual work, but other projects got in the way. A friend active in vintage racing, E.J. Kowalski, offered to help, and the car and parts went to Kowalski's shop in Reading, Pa. One trip stands out in Trumbauer's memory.

"As I pulled into his driveway," he recalled, "he came flying around the corner of the building in a broadside with the coupe. I owe E.J. That car exists because of his insistence, 'Let's get this done.' He finished the car for me."

A Chevrolet compatriot

Ed Simon, of Allentown, didn't need to walk through woods or swamps to find his 1939 Chevy Sportsman, as it was stored in a shipping container and initially not for sale. It later wound up with other race cars in a barn, which is where it was when Simon bought it.

"It was stuck in the back," he said, "and it took us half-a-day to get it out. We had to move three late-models and a half of one of these and a quarter of one of them. It was wedged around a pole. We had to feed it around the pole."

The car was in generally good condition overall, but missing its engine. Simon had an advantage, though, as he'd raced at Dorney Park Speedway in Allentown in the three years before its 1986 closing and still had the engine from the car he'd run there. While

the car from the barn had used a 302 Chevy, it now has a 355 with nearly everything but the block having come from Simon's engine.

"I used parts of that; I built a motor, I put it in," he said while showing the car at Das Awkscht Fescht, "and here we are today ... At Dorney Park in the last race it raced; that's exactly how it looked except that I've bent the front bumper a little more than it was."

Simon remembers the car when it competed at Dorney and he's not the only one.

"People love this car," he said. "It's funny. They'll read the sign, they'll walk around the car, they'll look inside. Some guys lie down and go underneath and look at what's under there. One time, we were at the mall or somewhere and I looked and I saw feet sticking out. This guy was halfway under there, looking at everything."

The Dorney Park connection is an important part of it.

"It was a big thing back in the day, and everybody was there," said Henry Wilt of Allentown, who coordinates the Dorney Park Speedway Memories show. "It seemed like if you were a kid growing up in the '60s, the '70s, you were there at least once."

Reactions to that event aren't surprising. Wilt said that beyond the fans who watched the races, he frequently meets a woman who volunteered with the local ambulance corps at every race and she reminds him of the fact that it was a standard part of the work to go back to the garage and scrape

bubble gum from the roof of the ambulance where fans had stuck it.

Why a race car class

Like the Dorney Park show, Das Awkscht Fescht's race car class generates positive reactions since local drivers obviously had a connection to local residents.

"It's pretty much the same thing," Wilt said. "'We went there when we were younger,' or 'I helped somebody,' or 'My car got inspected by the guy who raced there,' or 'my car got worked on by a guy who raced there.' A lot of the guys had shops in Allentown, body shops. Imperial Excavating, 'he paved my driveway.' Queen City Cleaners was a big sponsor of the one guy. 'We took our pants there. We took our suits there.'"

Scott Meck, who coordinates the race car class for Das Awkscht Fescht, sees a need to keep that level of interest alive.

"I wanted to bring something new in here," he explained. "... I always had a love for cars and race cars, so I decided to see whether I could put something together to pull race cars in here to maybe spice it up a little bit, something new and different to look at."

Meck said that there's no requirement that cars be local or of a specific type.

"There's a lot of race cars around," he added. "There's a lot of cars that are sitting in garages ... I'm not going to turn away a vintage dragster or a funny car, anything like that. Pete (Trumbauer) told me this morning that a guy who lives down the street here, not too far away, has a Willys gasser, a blown Willys gasser that's in paint." **OC**



A 1939 Chevy on a 1957 Chevy frame, Ed Simon's #50 was built in the early 1970s and raced at Dorney Park Speedway in Allentown, Pa.

Memories from '61

A tragic Allstate story, and a race between a stick-shift Caddy and Chevy

STORY AND PHOTOS BY ROGER PEROUTKA

Pictured here are my 1952 Allstate (the version of the Henry J sold by Sears) and an unusual 1955 Cadillac coupe photographed on Good Friday 1961 at the Portsmouth, Va., naval shipyard's general parking lot.

At that time, I was in my third year of a six-year tour of the world, courtesy of Uncle Sam. I had recently purchased the four-cylinder Allstate for \$70 and an upcoming trip to Pittsburgh was to be its maiden voyage under my ownership.

I never did meet the '55 Cadillac's owner, as he was on another ship. However, I did see the car numerous other times in parking lots and did not take any more pictures of it. I wish I had as the Allstate and Cadillac had something surprising in common — both had column-shifted three-speed manual transmissions!

An Allstate adventure

Following this parking lot "photo shoot" of my recently acquired Allstate, I — along with two shipmates from Pittsburgh — left on Good Friday to join their families for Easter. At that time, the interstate highways were being constructed, so the roads between Norfolk/Portsmouth, Va., and Breezewood, Pa., were mostly two-lane roads.

A sad part of that trip came somewhere in the mountains where there was heavy rain. A new 1960 Dodge Dart station wagon with fellow sailors aboard had passed us about a half-hour earlier. On a long uphill run between canyon walls, traffic slowed as squad and ambulances approached. We realized a jackknifed semi was blocking the road, and then we saw the horror. The front half of the Dodge was sitting intact on one side of the hill, and the rest of it was scattered on the opposite side. Sadly, all of our fellow sailors in that Dodge perished in the accident.

Following an otherwise wonderful weekend with my friend's family, it was time to head back to the base in Virginia on Easter Sunday. My little All-



Roger Peroutka's 1952 Allstate pictured at a naval base parking lot in 1961 next to a 1955 Cadillac coupe (left) equipped with a three-speed manual transmission.

state had a flathead four-cylinder engine with a six-volt battery that looked to be bigger than the engine. Getting onto the Pennsylvania Turnpike, I saw a nice '56 Lincoln that I thought I would hook up with. I kept up with the Lincoln for about 20 to 30 miles until I suddenly heard a big *bang!* from under the Allstate's hood. The car immediately lost power. I was able to limp it to Irwin, the next exit. Once there, I looked under the hood and could see the crankshaft and part of the oil pan. The lower side of the engine block had a big hole in it. Somehow, the Allstate still ran. I pulled it to the side of a restaurant parking lot and called my friends in Pittsburgh and told them to come get it. I was able to pull it around the side of the building and said my good-bye.

I had to be back aboard ship on Monday, so Trailways got me back to the base. My friends later took the Allstate to the junkyard. I had it all of three weeks and was paid \$10 for it by the junkyard.

Cadillac versus Chevy

A short while later, I was riding in the back seat of a shipmate's high school graduation gift, a black 1960 Chevrolet Biscayne two-door sedan with a 348-cid engine and a four-speed manual transmission. "Hack's" '60 Chevy was the first car with a four-speed that I ever saw in person, and in a cheaper (sleeper) body style. I don't know what carburetion the engine had; it might have been just the base 348. I know the car had the cross flags in the grille and on the trunk, and that sight alone was impressive. It had black walls, and Hack had removed the hubcaps. I think the back was jacked up a little (that was the cool look back then).

Remember the yellow 1955 Cadillac that I had earlier photographed next to my Allstate? While riding in my friend's '60 Biscayne, we encountered that Cadillac at a stoplight, and a street race ensued. Hack always seemed to have a problem not being able to burn rubber when he took off in his Chevy. As the



The 1952 Allstate had been given new whitewall tires in anticipation of driving it from Virginia to Pennsylvania, but it didn't get far on them. It's pictured here in 1961 as its owner said good-bye following a blown engine.

light changed, Hack stood on it and the Chevy fishtailed and actually burned rubber as we pulled away from the Cadillac. Being in the back seat, I heard the Cadillac sounding like a vacuum cleaner as it quickly came along side us, then I was shocked to watch the Cadillac driver's arm rise as he shifted that Cadillac into second gear with a column shifter! Once the Cadillac was in second gear, it laid rubber and the Cadillac pulled away from the Biscayne. We had three on board, the Caddy had two. We had gotten whipped by that big, old Cadillac!

When we returned to the naval ship that night, we told our fellow sailors how we got our butts kicked by that yellow tank of a Cadillac. Other shipmates, who frequented the local drag-strip with their cycles, said we picked on the wrong guy. They said the story was the owner ordered the Cadillac with the optional dual-four-barrel carburetor Eldorado V-8 and a three-speed standard transmission. The three-speed setup was supposedly an Oldsmobile unit, which was still available on Oldsmobiles in 1955. No one knew for sure if that was true or if he had built it himself. I did later spot the Cadillac parked in lots several other times, and it indeed had a clutch pedal (I think the clutch pedal came through the floor as opposed to being suspended). The Cadillac's column-mounted shift

lever had a big ball on the end, just like the Olds column shifter of the time. I wish I would have taken pictures of it. I never did see the owner, other than the time he kicked Hack's Chevy.

Whatever happened to the yellow Caddy is unknown. Anyone know? **OC**

Editor's note: Readers will certainly enjoy commenting on the manual-transmission Cadillac, so we'd like to preface responses with the following information:

The last three-speed manual transmission available in a Cadillac was 1951. Cadillac used a 331-cid V-8 from 1949 to 1955, but 331 engine blocks from 1954 to 1955 are very different at the back, and so even a 1954 Hydra-Matic won't bolt up to a 1955 engine and vice versa (I tried). So, presumably a 1950 block is different at the rear from a 1955 block.

That said, perhaps the '55 Cadillac owner in the preceding story used a 1950 or so Cadillac engine with a Cadillac manual transmission and installed the '55 Cadillac heads, manifolds, carburetors, etc., to complete the transformation. It's also possible the car had a contemporary Oldsmobile transmission that either bolted up to the Cadillac engine, or an aftermarket bellhousing adapter was used in the conversion. Too bad we'll probably never know for sure!

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What's that wagon?

'56 Pontiac Safari has been rolling with the same owner for 49 years

STORY AND PHOTOS BY BRIAN EARNEST

It's merely coincidental that Luke Miller's gorgeous 1956 Pontiac Safari wagon has always played second fiddle to a Chevrolet Nomad in the Miller garage.

That is sort of the story of the Safari's life, at least when it first arrived for 1955. As nice as it was, the flashy Pontiac sport wagon never seemed to get the adoration of its Chevy counterpart hauler. Collectors and enthusiasts today still fawn over the Nomad, while the Safari often travels down Rodney Dangerfield Lane.

Miller's very first car was a '55 Nomad that he bought in 1968 and brought back to life. He is still the proud owner today, and both are pretty well known in Nomad circles. "It was my first car, so it's my first love. I'll never get rid of that one," Miller admits.

But he loves his '56 Pontiac wagon, too. So much that he's had that one for 49 years. If you include parts cars, Miller has actually had a bunch of Safaris, and you won't find many nicer examples than his white-and-blue '56. Like his Nomad, Miller put a lot of work into the Safari to make it the showstopper that it is. And once he got it the way he wanted it, he kept it.

The Caledonia, Wis., resident was a college student in 1970 when he and his brother were told by a friend about the '56 for sale in the small town of Boyceville. "We went up and looked at it and talked to the guy, and he said, 'Yeah, I brought it up from New Mexico,'" Miller recalled. "I guess he bought it when he was in the service there. My brother paid for it at the time and he kept it for several years. My brother's wife wanted a station wagon, but once she got the Safari wagon, she wasn't very impressed. She wanted a 1970 big-body Chevy.

"Well, then the transmission broke one day ... So it sat for another year and finally he called and said, 'You better come and get this car. I haven't paid the rent on the garage for months,'" Miller laughs. "So we had to tow it out of there one night, and one of the wheels wouldn't turn. It seemed to have an issue with sucking the brake fluid out of the master cylinder into the brake booster. So if you didn't add fluid, you wouldn't have brakes.

"It was all one color, a dark blue, at that time. My brother kept it for a while, and he also had a four-door Catalina, a '56, so when he got a little short of money he said, 'Luke, come

and get both of these cars.' So I got the Safari and the Catalina four-door hardtop for \$750."

GM'S OTHER HARDTOP HAULER

Like the Nomad, the Safari was a descendent of the Chevrolet Corvette-inspired 1954 Motorama two-door sport wagon concept. The Safari shared its outer sheet metal with other production Pontiacs and was officially called the Star Chief Custom Safari to begin with and made part of the Star Chief Series, which shared GM's A-body with Chevrolet.

The first Safaris rolled off the assembly line on Jan. 31, 1955, and carried a base price of \$2,962, which made it the priciest Pontiacs available at the time. It was one of a few Pontiacs recognized as a "Milestone Car." Safaris (and Nomads) featured hardtop doors with slanting B and C pillars and tailgates, grooves that stretched the width of the roof and luxurious interior appointments. Under the hood of '55s was a 287-cid V-8 rated at 180 hp with a two-barrel carburetor or 200 hp with a four-barrel.

Mildly updated Pontiac styling for 1956 featured combination bumper-grilles with enclosed circular parking lamps and round, bomb-type bumper guards. All models had reversed vertically slanting accent moldings connected to "sweep spear" body-side trim. There were reflectorized oval embossments on rear fenders and circular winged medallions on the deck lid. The two-door Custom Safari was continued as a Star Chief on the Chieftain chassis, now with the base four-barrel

Star Chief engine. It carried a base price of \$3,124. A total of 4,042 of these wagons were built for '56, which was a slight increase from the 3,760 units built for 1955.

For 1957, Pontiac used the Safari moniker on all of its wagons, but sales of the two-door sport wagon were dismal. Only 1,294 Star Chief Custom Safari wagons were built for the 1957 model year, making them the poorest-selling Pontiacs in the lineup. Not surprisingly, Pontiac was out of the two-door sport wagon business the following year.



In the end, only 9,094 Safaris were reportedly built during the "Tri-Five" years, which was less than half the number of Nomads (22,897). Just those production figures alone make them more scarce today, but Pontiac buffs have long lamented that Safaris were given a lot less love than Nomads when it came to care from their owners. Many were left to rot in backyards or behind sheds, or simply hauled off to boneyards, giving them a mortality

rate that has always seemed higher than the Nomads.

WAGON REVIVAL NO. 2

Miller says he had plans right from the beginning to restore the '56 and give his Nomad a worthy companion at car shows. After taking the keys from his brother in 1974, it didn't take long for him to get to work.

"Sometime in '75 or '76, my wife Kathy and I stripped it down to bare metal, and I primed it and painted it from there. I think we made it to a POCI meet with it partially



Luke Miller's 1956 Pontiac wagon features a stunning blue-over-white paint scheme. From the unusual horizontal ribs on the roof to the Corvette-like vertical spears on the tailgate, the Safari was a very dressed-up grocery getter.



The 1950s were the era of flashy two-tone paint jobs, and equally flashy two-tone interiors. Miller's Safari has a colorful interior that screams '50s. The restored two-tone upholstery features buttoned leather seats.



Safari motivation for 1956 originally came from a 316.6-cid V-8 that pushed out 216 hp with the three-speed or 227 hp with the Hydra-Matic automatic. This engine is a 347-cid V-8 transplant from a 1957 Pontiac, but Miller still has the original 316.6-cid power plant. At right: The clamshell-style tailgate has a lot of moving parts, but was there ever a cargo area that looked better than this?



painted," he recalled. "I did all the mechanicals. It's had two or three different engines. I'm still waiting to assemble the original engine again. It had a '57 Pontiac engine for a period of time. It had a '56 Pontiac that's in there now, and then I have the original engine that's all apart and I need to reassemble. But that's part of the game [laughs]... The car was in pretty good shape because it came out of the South-

west. There was a little rust in the floor dogleg right in front of the wheel, but it was pretty complete."

Miller farmed out the upholstery work in about 2011 to Keleen Leathers in Chicago. It was one of the few jobs that he didn't do himself. "I sent them samples of the leather and vinyl that was in the car, and they got pretty close to what was in it," he says. "I also realized when I stripped it down that it



“The Safari is neat because when it gets out you hear, ‘Wow, I didn’t know that Pontiac made this kind of wagon.’ It’s so rare, you know? If I only bring the Nomad, people say, ‘Why did you leave that Safari at home?’”

had some damage on the driver’s side because there is lead in the front part of the door.”

Unlike his Nomad, which has a three-speed manual with over-drive, Miller’s Pontiac has automatic Hydra-Matic transmission. It’s also got power brakes, steering and antenna, electric wipers, Wonder Bar radio, and air conditioning that he’s certain was installed after the car left the factory. “I don’t know how it ended up in New Mexico. I don’t know how the car got air conditioning. The numbers on the car don’t indicate it had air conditioning. I think a dealer installed it later,” he says. “A couple of those parts still had paper tags on them, which was kind of interesting.”

Miller says that he occasionally has to convince other car guys that the blue roof and front over the white bottom and rear was, indeed, a factory color combination. It’s the way the car originally came, but isn’t common. “It’s a reverse of what they usually were,” he says. “But it’s an early production car. It’s number 556 out of 4,042, so it was pretty early production in Kansas City. Maybe that had something to do with it.”

As an owner of both models, and participant of many national meets, Miller says the Safaris are definitely fewer and farther between these days than the Nomads. He gets an equal number of admirers for both, but probably more questions about the Pontiac.

“The Safari is neat because when it gets out, you hear, ‘Wow, I didn’t know that Pontiac made this kind of wagon.’ It’s so rare, you know? If I only bring the Nomad, people say, ‘Why did you leave that Safari at home?’”

“It is hard to find Pontiac parts because a lot of Chevy people butchered the Pontiacs. The Safari suffered greatly because the Nomad people said, ‘Oh, this piece is the same as my Nomad.’ In fact, in the last two years, I’ve taken apart two Safaris. I bought two parts cars (a ’55 and a ’56). I probably doubled the money I spent on the ’56. I’ve sold a lot of parts.”

Miller said that one of these years he might get around to painting the two-tone Safari a second time. The paint still looks good after about 40 years, but he has high standards.

“The paint job is starting to show its age, because I just put lacquer primer on it, and I put the color right over the lacquer primer, not being real smart about paint materials,” he says. “I should have put some sealer underneath the color.”

Beyond that, he might decide to re-assemble the car’s original engine and do another engine swap. After that, he might run out of things to improve on the car, but he says he’ll settle for showing off the Pontiac at weekend car shows and national meets whenever he can.

“I’m not sure what will happen, but I’m planning on having them until I pass and then it’s up to the kids what they want to do,” he says. “I wouldn’t sell it. It’s like my Nomad. That’s the good thing about having a pension. You don’t have to sell stuff.” **OC**

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Old Cars Calendar

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

SHOWS

ARKANSAS

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

CALIFORNIA

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

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

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

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

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

COLORADO

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

CONNECTICUT

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

DELAWARE

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

ILLINOIS

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

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

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

INDIANA

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

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

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

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

IOWA

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

KANSAS

Jun 3 KS, Eureka. Eureka Days Car Show. 200 Block of Main Street. 8am-1pm. Open to all cars, trucks, and motorcycles. Steve Brown at 316-290-9244, steve@coyote939.com

MARYLAND

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

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

MASSACHUSETTS

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

MICHIGAN

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

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

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

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

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

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

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

Jun 27-28 MI, Iron River. 45th annual Car and Tractor Show. Genesee St., Downtown. Saturday 5-8pm and Sun 12-3pm. Saturday eve cruise, Sunday car show, Registration 10am

Jun 30 MI, Grand Blanc Twp. Back to the Bricks Celebrates the 70th Anniversary of the Corvette. Former GM Customer Care and Aftersales - 6200 Grand Pointe Dr. 5-7pm. www.backtothebricks.org/corvetteanniversary/, <https://fb.me/e/4Af04i4Mn>, Amber Taylor 810-877-8383

MINNESOTA

Jun 2-4 MN, Stillwater. Midwest MoPars in the Park. Washington County Fairgrounds. www.moparsinthepark.com

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

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

MISSOURI

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

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

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

Jun 24 MO, Trenton. Wheels & Wine Car Show. Black Silo Winery - 4030 E. 10th Street. 10:30am-2pm. Danny Stevens 660-635-1631

NEVADA

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

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

NEW HAMPSHIRE

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

NEW JERSEY

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

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

May 21 NJ, Bogota. 5th Annual Sahara Club Car Show and BBQ. 24 River Road. All makes and models. Motorcycles welcome, 9am-3pm, Stagejack@aol.com, 201-647-9227

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

Jun 3 NJ, Whiting. The Vintage Automobile Museum Car Show. Carmona-Bolen Home for Funerals - 66 Lacey Rd. 10am-2pm. Bill Coon 732-383-0835, buckeyebillnj@gmail.com

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

Jun 24 NJ, Upper Freehold. Pre-War Display at Historic Walnford. Historic Walnford - 62 Walnford Road. 10 am - 2 pm. Hosted by AACA Mid-Jersey Region. All stock and modified Pre-WWII vehicles welcome (and Pre-War carryover body styles up to 1948). MidJerseyRegionAACA@gmail.com

NEW HAMPSHIRE

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

NEW YORK

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

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

Jun 3 NY, Saratoga Springs. Musclicars at the Museum & Live Collector Car Forum. Saratoga Automobile Museum

-110 Avenue of the Pines. 10am-4pm. www.charitymotorclub.com

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

OHIO

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

Jun 3 OH, Hilliard. Bryan Lewis Memorial Car Show. Upper Arlington Lutheran Church: Mill Run Campus - 3500 Mill Run Dr. 11am-3pm. carzandcauses@gmail.com. Facebook at <https://fb.me/e/177BwOVS2>

Jun 3 OH, Painesville. Breaking The Stigma Car Show. 1300 Mentor Ave. Show Starts: 10am. Registration \$20. breakingthestigma.ccs@gmail.com, www.breakingthestigmacarshow.com

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

Jun 16 OH, Bluffton. 55th Annual Bluffton Festival of Wheels Cruise-In. Downtown Main Street. www.blufftonlions.org or 419-302-7715 or 419-302-7715

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

OKLAHOMA

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

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PENNSYLVANIA

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

May 20 PA, Mars. Old Union Church 6TH Annual Car Show & Blessing of the Vehicles. Old Union Church, 200 Union Church Rd (<https://goo.gl/maps/XLv69hQJSggyWZhPA>), 10am-2pm, open to all vehicles. www.oldunionchurch.com/ OldUnionChurch@gmail.com, Lorene Winner 724-538-4694, Will Burns 724-822-4201

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

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

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

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

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

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

Jun 10 PA, Chester. RADwood Philly 2003. Subarun Park - 2501 Seaport Drive. www.eventbrite.com/e/radwood-philly-2023-tickets-585948015287

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

Jun 23-24 PA, Carlisle. GM Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Jun 23-24 PA, Philadelphia. Philadelphia Concours d'Elegance. Simeone Foundation Automotive Museum. www.philadelphiaconcours.com, or call 267-982-CCFK (2235)

TENNESSEE

Jun 29 - Jul 1 TN, Kingsport. 2023 Fairlane Club of America National Meet. Meadowview Conference Resort and Convention Center. www.ca.clubexpress.com/

TEXAS

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

VIRGINIA

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

Jun 18 VA, Colonial Beach. 2023 Father's Day Car, Light Truck, Rat Rod Show. 8am-3pm. 804-224-8145, info@colonialbeach.org, www.colonialbeach.org

WISCONSIN

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

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

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

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

Jun 3 WI, Elkhart Lake. MotoAmerica Superbikes &

Vintage MotoFest. Road America. 800-365-7223, www.roadamerica.com

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

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

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

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

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

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

AUCTIONS

MAY

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

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

JUNE

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

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

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

Jun 8-10 OK, Tulsa. Mecum Tulsa Sale. www.mecum.com

Jun 8-10 GA, Atlanta. Porsche 75th Anniversary Auction. Porsche Experience Center. Broad Arrow, www.broadarrowauctions.com/team

Jun 10 CO, Denver. Soneff Master Garage Collection Auction. VanDerBrink Auctions. Live on-site and online. MoPars and American classics. www.vanderbrinkauctions.com. 507-673-2517.

Jun 11 SD, Crooks (ONLINE). Larry Haug Collection, cars and parts. VanDerBrink Auctions. www.vanderbrinkauctions.com. 507-673-2517.

Jun 13-20 NE, Kerney (ONLINE). Classic Car Auction. Opens June 13 at 10am CDT & Closes June 20 at 10am CDT. Steffes Group: Alan Gentz 303-619-8698, Steven Nelson 641-430-2591, www.steffesgroup.com/Auction/AuctionDetails?Name=classic-car-auction-34753

Jun 17 MO, Wellsville. 50+ Collector Cars 7 Trucks and Related Parts & Accessories. www.wheelerauctions.com

Jun 17 TN, Nashville. 22nd Annual Muscle Car Mayhem - The South's Premier Vintage Car Auction. George Eber 615-496-2277 www.southernclassicauctions.com

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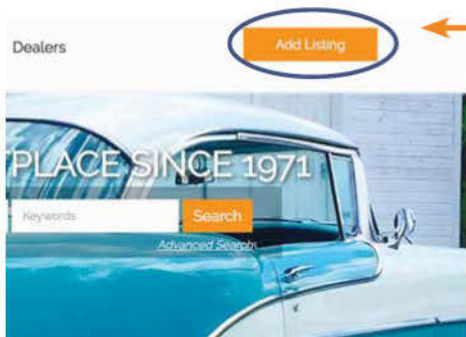


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WANTED: JAGUAR XKE S-I, S-II, S-III coupe and convertible; XK-120, 140, 150, MK-II, MK-IV, MK-V, SS; any year, any model, any condition, top dollar paid. We will pick up from anywhere in the US. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com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

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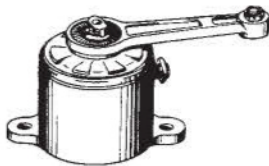
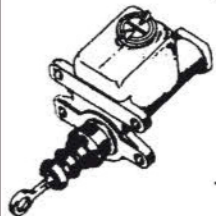
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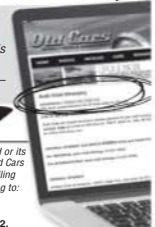
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