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Germany, here we come!

When I was a kid back in the mid 1970s, a young hotshot stock broker named Dan and his wife and two young kids moved in next door to us. They only stayed in the neighborhood for about five years before they moved on to bigger and better things, but they were a fun family to have around, and they had a son and daughter that fit right in with the neighborhood gang.

One day I looked out my bedroom window and saw a cool little white sports car in their driveway. I was probably about 10 at the time, and I had never seen one of these things before – wasn't even sure what it was. Upon closer inspection, I learned from the funky lettering on the bottom of the door that it was a Porsche 914. White, with black trim and a black Targa top. I'd never heard of a Porsche, and at first I wasn't even pronouncing the name right. "Dad, did you see Dan's new 'Porch' next door?" Pops corrected me and told me the correct pronunciation was "Porsh-A."

Well, this car might as well have flown in from Mars. It was totally alien, and in a street lined with Ford Ranch Wagons, Chevy Impalas and plenty of AMCs (we lived only about an hour from the AMC factory in Kenosha, Wis.), this hot little German go-cart really attracted some attention.

One summer day that I'll never forget, Dad informed me that I was going to get to go to the Milwaukee Brewers baseball game with the neighbors. It was a beautiful Sunday morning and I was pretty fired up to see an MLB game. And lo and behold, we were going in the Porsche! Never mind that Dan Jr. and I were going to have to share the little passenger seat in the 914, which was too small even for two skinny little 10-year-olds to squeeze into. I didn't care how uncomfortable or illegal it was, I was going to cruise in a Porsche! So off went the three of us, top off, windows down, living life to the fullest.

Two things I remember most about that ride: Dan Sr. was a tall guy, and he steered a lot with his knees! It was nuts. We were cruising 70 mph down the interstate, weaving in and out of cars and he seemed to be operating the car entirely with his lower body! My other lasting memory is that on the way home, his kid kept nodding off and rubber necking and—being that were squeezed together in one tiny bucket seat—I had to finally put my hand up on the side of his melon to hold it there to keep from getting head-butted.

I've only cruised in a few Porsches since then, but German cars have always held a certain fascination for me, as they do for countless other millions of automobile fans. This fall, I'm going to geek out on Porsches all over again when fellow *Old Cars* editor Mike Eppinger and I get to go on a tour of Germany with some of our readers. It's going to be the trip of a lifetime for Mike and me—a couple of lifelong car-loving cheeseheads from Wisconsin.

We're going to check out the Classic Remise Berlin fleet; German Museum of Technology; Maybach Museum; Mercedes-Benz Factory and Museum; and do cool city tours of Berlin and Stuttgart. And yes, we're going to tour the Porsche Factory and Museum, too!

And best of all, you are invited to come along! It won't be a big group, and spots are likely to fill up fast, but we'd love to have you along. To get details and learn how you can sign up, visit www.oldercarsweekly.com/oldercarstravel.

I might try to track down our old neighbor Dan, "the 914 guy," and see if he's interested in going. I feel like I still owe him a favor.

— Brian Earnest
Old Cars Editorial Director



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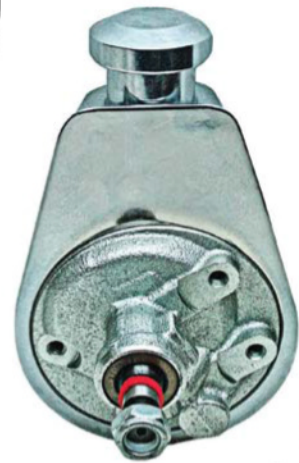
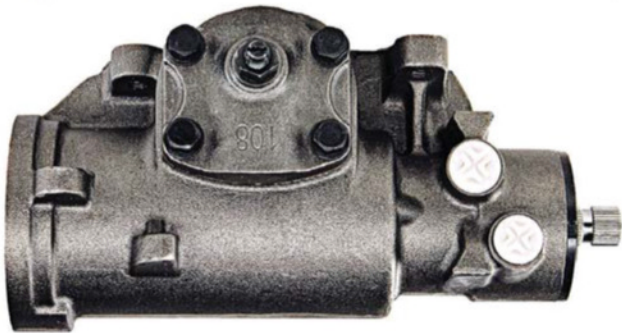
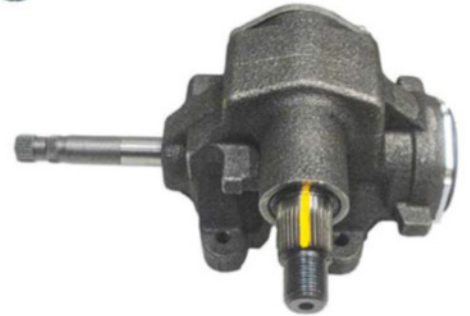
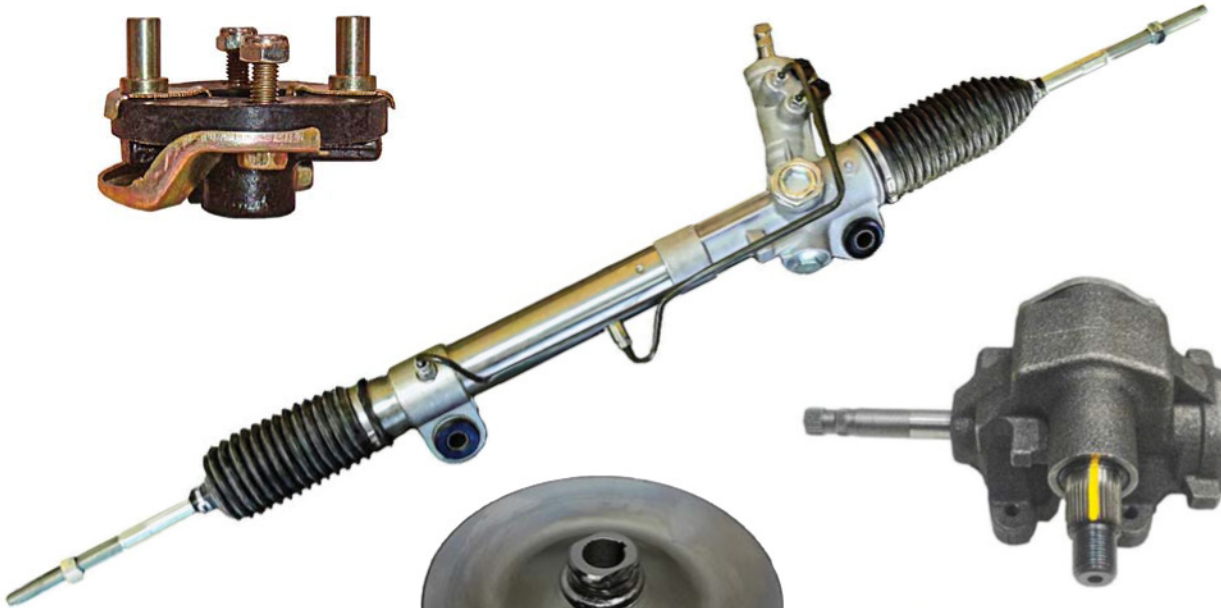
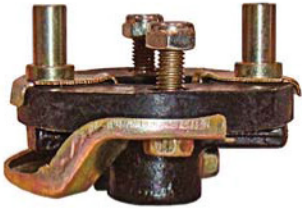
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2018 CHRYSLER PACIFICA
9K miles-Designed for handicap



1979 CHEVROLET K5 BLAZER
14K miles-4 wheel drive



1987 DODGE B250 VAN
2 owners-All options



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Fire truck identified



My 63 years of active-duty fire service has seen similar fire apparatus as shown in the May 1, 2024, "Reader Photo" (above). The 1952 International Harvester (corn binder) cab and chassis shows a John Bean Company Fire Apparatus body. They were famous for their high-pressure, fog fire-fighting pumps and nozzles similar to the Hardie Company high-pressure nozzle shown in the attached photo (right). My North Greece Fire Department, Rochester, N.Y., never had high-pressure equipment, so I reached out to two of my fire fighting "dinosaur" friends, Norm Knapp and Jerry Clement, who provided the John Bean information. They know everything about old fire apparatus, and if they don't, they make something up!

The John Bean Company originated in Lansing, Mich., in the 1960s. Then it moved to FMC's complex in Tipton, Ind., and again in 1986 to Orlando, Fla., until 1990 when it shut

down. Its early rigs carried a minimal amount of hose and water, and its pumps had no volume setting. The water tank was less than 500 gallons with one- and two-booster hose reels. Its big selling point was "with less water—less water damage—fast knockdown" (in theory, anyway). For your old truck readers, for the most part, Bean built its fire engines on Ford, Chevrolet, Dodge, Studebaker, International Harvester and GMC commercial chassis. Today, many of these old rigs have been restored and can be seen at SPAAMFAA shows around the country.

Thanks for reviving our precious thoughts on this period of colorful fire apparatus history.

Keep up the great stories and pictures in your awesome publication. I do not subscribe to *Old Cars*, because my friend, John Kerheart, gives me his copy every Sunday at church. So now you know that your great magazine also attends church weekly.

Gene Preston, President, International Harvester Collectors NYS Chapter 35, Rochester, N.Y.



Reader Wheels



Steve Ward owns this delicious 1960 Ford Starliner that he says has "fins and chrome galore! Bubble glass top, transplanted 351 Cleveland and C-6 automatic. Looooong hood and trunk. Floats down the road like a dream!"



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The Scoop



Hobby News & Views

Rare Mitchell wins AACA Zenith Award

HERSHEY, Pa. — The Antique Automobile Club of America (AACA) has selected a 1908 Mitchell Model G as its 2024 Zenith Award winner. The Zenith Award is the highest honor bestowed by the AACA for outstanding and critically authentic automotive restoration.

The 1908 Mitchell Model G is owned by Charles E. Allen of Rochester Hills, Mich. Allen's father and grandfather purchased the Mitchell for \$25 in 1939, when his father was only 14. The well-used Mitchell was serving as an attention-getter for Whiz automotive products in Camden, N.J., and was originally purchased by that company's founder, Richard Milton Hollingshead. The car was stored for the better part of the next 40 years before restoration began around 1980. Charles and his two sons did much of



West Peterson, AACA

1908 Mitchell Model G

Reader Photo



"This photo was taken at my parents' house in Duluth, Minn., in about 1948, two years before I was born," says Steve Isola. "It is my 17-year-old uncle Melvin posing with either his or my dad's 1937 Ford Model 78 2-door sedan. I can approximately date the photo, as my parents bought the house in 1947 and the building in the background was torn down in early 1950. I wonder if the

old car survived and is now someone's street rod. Note what looks like a frost shield attached to the driver's side windshield. Melvin lived in Menahga, Minn. He joined the Air Force after high school and later went on to have a career as a television studio technician in Phoenix, Arizona. The TV studio was owned by Gene Autry."



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the car's mechanical restoration, while Anderson Restorations in Kanawha, Iowa, handled the body and paint work, and final touches on the details.

The Mitchell brand started when Henry Mitchell and his Mitchell Wagon Co./Wisconsin Wheel Works of Racine, Wis., successfully built horse-drawn wagons and then bicycles starting in 1853. The company then turned to motorcycle building before finally entering the car building industry in 1907. The operation continued to have financial difficulties and was reorganized, rebounding to sell 10,000 cars per year in 1917 and 1919. The end finally came in 1923 when Nash bought Mitchell for its factory and began producing the Ajax.

The runner-up for this year's Zenith Award was a 1930 Duesenberg owned by A. Ross Myers from Boyertown, Pa.

Back to the 50's to celebrate 50 years

More than 11,000 street rods, customs, classics and restored vehicles—1964 and older—will converge for the 50th annual Back to the 50's Weekend June 21-23. Vintage vehicles will line the streets of the Minnesota State Fairgrounds for three days for one the country's largest and longest-running car gatherings, all hosted by the Minnesota Street Rod Association (MSRA).

In addition to the 11,000-plus registered vehicles, the event features live music, vendors, a ladies showcase, model car show and contest, kids games, a craft fair and pin-up girl contest. The swap meet will run from 6 a.m. to 1 p.m. Sunday at the midway area.

Discount tickets (\$13) can be purchased beginning in

June at participating NAPA Auto stores. Tickets can also be purchased at the gate at the fairgrounds. There are no online ticket sales. A free park-and-ride shuttle will run all weekend. 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.

GM plans to move into new Detroit headquarters

DETROIT (AP) — General Motors will move its Detroit headquarters to a new downtown office building next year and work to redevelop its iconic home along the Detroit River, company and city officials confirmed.

The announcement was made at the site of the old Hudson's department store, which is being developed into a tower and 12-story office building that will house GM and is being built by the Bedrock real estate firm.

Bedrock will join GM, the city, and Wayne County in coming up with ideas to remake the seven-building Renaissance Center, the company's current world headquarters and a showpiece on the city's skyline that's often shown on televised sports broadcasts.

GM CEO Mary Barra said the move to a brand new state-of-the-art office building in the heart of the city will help GM recruit talent in the future. The new site is about a mile (1.6 kilometers) north of the Renaissance Center. The move also keeps GM's headquarters in the city for the foreseeable future, she said.

"We're going to be in the heart of the city," Barra said. "Our people are already excited to be in Detroit and live here. I think having this workspace that's modern and new

Wreck of the Week



This unfortunate 1952 Willys Aero-Lark coupe was the sole participant in this single-car accident, which occurred when the driver lost control, struck a sign and overturned late one Saturday night in Pennsylvania. Styled by designer Phil Wright and engineered by Clyde Paton, the Aero Lark was the base trim level for Willys and used the 161-cid/75-hp inline six-cylinder engine.

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that really fits the way people work today, I think it's definitely going to be an attraction."

Bedrock Chairman Dan Gilbert said the office building on the Hudson's site on Woodward Avenue was designed and built to house a major corporation. The building and the adjacent tower will have meeting space, retail, a luxury hotel and living space, along what was America's first paved road, he said.

The future of Renaissance Center, home to GM through its brush with death and bankruptcy in 2009, as well as multiple years of huge profits, remains unclear.

'50th Millionth Chevy' replica hitting auction block

Mecum Auctions will be selling the 1955 Chevrolet Bel Air hardtop "50th Millionth Chevrolet" May 18 in its Indy 2024 auction. The car was built to replicate the company's 50th millionth car originally produced on Nov. 23 1954. The car was featured in the March 15, 2024, issue of *Old Cars*. It was built and assembled by Snodgrass Chevy Restorations in Melbourne, Fla.



Huge fire in North Dakota farmstead torches 200+ cars

BURLINGTON, N.D. — More than 200 collector cars and five buildings were destroyed or severely damaged in a costly fire April 21 in rural Ward County northeast of Burlington.

According to reports at www.kfyrtv.com, the fire prompted a response from at least nine different departments, as well as the state forestry service and the Red Cross. No injuries were reported.

Roughly 40 firefighters from at least nine different fire departments responded, including Minot Air Force Base.

Officials reported that the fire was started by a burning barrel, and while the initial fire had been extinguished earlier in the week, heavy winds rekindled the flames, causing another blaze.

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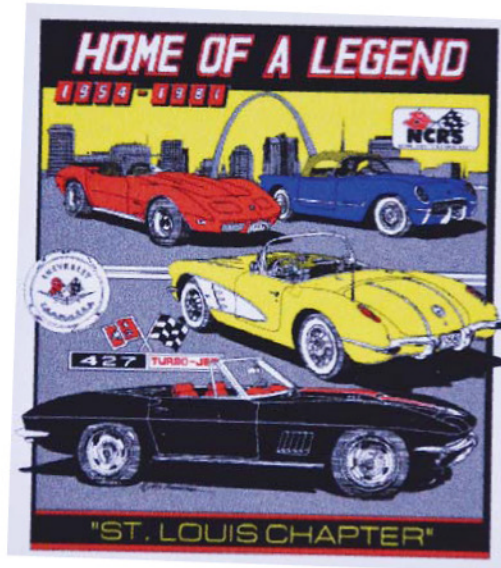
The remains of this 1954 Pontiac Star Chief seem to be sinking into the blacktop. The old Poncho was quite a spectacle after sitting in a wooded boneyard in the small town of Iola, Wis., for many years. There don't appear to be many exterior pieces that would be usable — even the roof has been caved in. Regardless, the car was available for anyone who wanted to haul 'er home.



A legendary effort from St. Louis Corvette club

John Foster is an active editor. He handles *The Legend*, a quarterly magazine for the St. Louis Chapter of the National Corvette Restorers Society (NCRS) in Missouri. It's an active regional club with approximately 88 families possessing about 150 Corvettes. Seems cars are always moving around among collectors, so members "stay tuned" and discover ownership options.

His club hugs anything "Corvette," and is proud to do it. "Many original or restored early vintage models" are included, says Foster, who is quick to add that not all members live in the immediate St. Louis area, and the issues being produced "support our interaction with members who may be able to attend only a limited number of chapter events annually." Still, a member is a member. And we can surmise that some want membership if only to get the publication. Indeed, it



is THAT good.

The publication has a track record of allowing reproduction of select articles (with proper credit and permission) in other regional publications. Seems fitting, since St. Louis was, for a long time, the actual production site of Chevrolet Corvettes. To augment the hobby, this region also has past issues at its website library at www.stlouisncrs.org/newsletters.

This chapter prides itself in educating judges on the subject of Corvettes. Foster adds, "The knowledge base of our judges continues to expand as they attain NCRS recognition for their judging acumen." We'll add that the publication's technical details, color visuals and well-chosen information

and content is superb and highly informative—in fact, it's downright fun and enlightening.

OC

Vintage ad of the week

By M.J. Frumkin

If copy writers for this 1955 Chevrolet sedan delivery ad could have seen into the future, chances are their prose would have gone something like this: "No matter why you buy this neat delivery vehicle and what you do with it, someday, several decades down the road, somebody is going to turn it into a hot rod."

Chances are you've seen at least one of these babies at a car show or cruise-in, but odds are slim that it still looked like the showroom-fresh red beauty in this ad. These haulers that are still around all seem to have "bling" wheels, custom paint jobs, crate motors and all manner of other custom touches.

A lot of the survivors today are toys, but back in the day, they were practical haulers with good cargo access and capacity, a choice of V-8 or six-cylinder power and, as this ad reminds us, that timeless 1955 styling.

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Q. My brother and I bought a very low-mileage 1975 Cadillac Fleetwood in January, because we love old cars, but also to sort of annoy our elderly mother. (When she was a young adult, her dad bought Cadillacs as a symbol of his immigrant success. She was embarrassed by the flashiness.)

The automatic leveling suspension's compressor either needs replacing or rebuilding. I can't find anyone to do either.

Brian Norton, via email

A. I've owned only one Cadillac, a very tired 1959 deVille flat-top that served as a daily driver for a few months in 1967. I'm sure we have knowledgeable readers, though. Caddy folks, what's your advice for Ryan?

Q. Last night, I re-read the June 15, 2023, issue, which mentioned a stick-shift 1955 Cadillac racing a Chevy. I believe I know the answer to the question now. Perhaps others have written to you, but Caddys shipped to foreign countries could order them with manual gearboxes. I saw one in South America in the '70s with a four-speed. Many of those countries' mechanics could rebuild a stick, but not an automatic. Your man with the '55 most likely had one of them.

Dan Kavanaugh, Yelm, Wash.

A. That's a reasonable suggestion, particularly as the participants in the race were sailors stationed at the Naval Shipyard in Portsmouth, Va. It was not uncommon for sailors to come across rare cars in foreign climes and to bring them "home" when their deployment ended.

That scheme became more difficult a few years ago when the Feds realized that certain Land Rover merchants were making late-model Defenders into exempt and importable vehicles by swapping their VIN plates for plates with 25-plus-year-old VINs. As a result, it is now impossible to import even a genuine old Defender if it's had an engine transplant. A relation of mine found out the hard way.

Q. I ordered a new '94 Caprice Classic wagon from Friendly Chevrolet in Minnesota back in February 1994. The Caprice came with the same key chain as the one in your April 15 column, for both sets of keys. Both have the same number, and the same address and zip code as the one you illustrated.

Ray Maki, via email

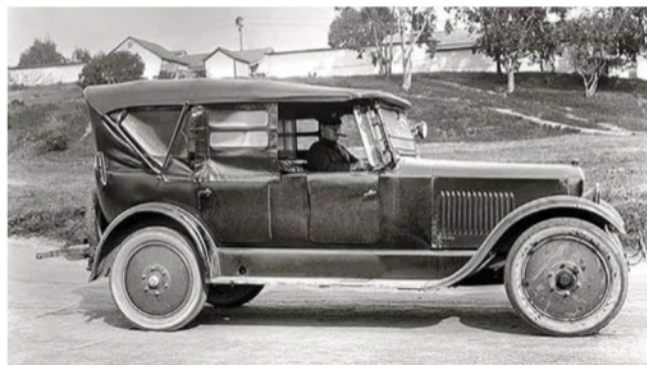
A. Thanks for sharing your experience. From your description, it seems like a zone effort at least, if not a national one. Do we have any readers from the Eastern, Southern or West Coast areas who have similar key chains?

Q. The young man posed on the front fender of a friend's car is F. Donald (Don) Freson, Sr., father of subscriber Neil Freson. The photo was snapped in the environs of Rome, N.Y., probably in the mid-1920s. What's the car?

Neil Freson, Henrietta, N.Y.



A. This was a tough one to solve, as the key features, the rear-hinged "suicide" front door, contoured radiator shell and the configuration of the top bows don't show up on many 1920s cars. After turning many pages in Krause Publications' "Standard Catalog of American Cars 1805-1942," I've come to the conclusion that it's a 1920-'21 Studebaker Big Six. On a 126-inch wheelbase, it was powered by a hefty 254-cid L-head six-cylinder engine. Below is a 1921 Studebaker Big Six to compare.



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

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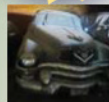


Merrill Cook was a farmer that loved cars. This is a good ole' farm sale with everything from Combines, Antiques Tractors, Antiques, and yes, Lincolns, and RARE Muscle Cars. This auction has a RARE Oldsmobile 442 W30 Convertible, RARE Oldsmobile Cutlass W-31, Cuda, and more. Inventory coming and see you on the farm! Merrill Cook Estate • Holly Waddle- PR



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A Brush with a BMW 1600

Old joke: When I was young, I really wanted a BMW. Nowadays, I'd be satisfied with a "BM."

This column is a little embarrassing, because it shows what a dumb cluck I was when I was younger. However, many "life lessons" have been acquired by making dumb mistakes and learning from them.

At age 15-1/2, I was obsessed with cars. I read *Motor Trend* magazine, *Road & Track*, *Cars & Parts* and every other car magazine I could find—even *Car & Driver*, with its annoyingly smug columnists.

I was fascinated with American Motors, but also began to lust for European cars, especially BMWs. Every magazine road test or review raved about the German sports sedan's great handling, responsive engines and the like. So, when I turned 18, I went to look at the new AMC Gremlin (I really dug the "X" package) and the new BMW 1600 two-door sedan. Luckily, nearby Hamden, Conn., had both a BMW dealer and an AMC dealer within spitting distance of each other. I drove out to look at both products one fine, sunny day.

The salesman at Nelke Motors BMW was sharp and pleasant. He showed me a new 2002 model, which I really liked, but soon realized was more than I could afford. With zero credit, I'd have to pay cash for whatever I bought. I told him the BMW 1600 was more in my range.

Most of my acquaintances called the BMWs "funny-looking foreign cars" and said they were "tin cans." They couldn't understand my wanting one. I thought they were beautifully styled and my feelings haven't changed. The 1600's styling is clean and unique. The tall roof line and large glass areas provide outstanding visibility, a feeling of greater interior roominess, and a unique-but-handsome profile. The body "cut lines" are pure delight—what other car ever had trunk and hood openings like that? It was fantastic!

The BMW's interior is classic Bavarian minimalism—sparse, yet tasteful; manly, but welcoming. The carpet-



At a base price of \$2,700 in 1971, the BMW 1600 was the least expensive BMW at the time—about the same as a well-optioned AMC Gremlin, as the author soon learned.

ing, seat coverings and instrument panel all have a look of basic quality. The interior is not just all business—it's all business class!

However, when I looked at the 1600's price tag—something like \$2,700 plus shipping—I was aghast. "You want twenty-seven-hundred bucks for a four-cylinder car?" I rhetorically asked the salesman. "You've gotta be kidding me! I can buy a six-cylinder Gremlin for two grand even!" I somehow had gotten the idea the 1600 was less expensive than it actually was. I left the dealership without buying the BMW, to my everlasting regret. Oh, what fools we mortals be!

I crossed the street to the AMC dealer. The salesman was a fat, older guy who spoke to me like I was a moron, and on top of that, he was very pushy. When I asked why Gremlin didn't offer a four-speed manual transmission option, he said the AMC six-cylinder engine had so much low-end power it didn't need more than three speeds. He obviously didn't understand young men. We didn't want a four-speed for driving flexibility, we wanted it because it was cool. Idiot!

Well, the Gremlin was indeed about \$2,000—all that for a car that made a Checker cab look like an Eldorado. For the base price, you bought a cheaply

upholstered bench seat, black rubber floor covering and a miserable three-speed transmission with non-synchromesh first gear. Oh, and cheap hubcaps, skinny blackwall tires—you know the drill. The salesman and I began to option out a stick-shift Gremlin X with the bigger six, radio, sway bar and a few other options. I decided to quit at \$2,600 and still climbing. It was my first experience trying to purchase a new car, and it really surprised me. Instead, I ended up buying a used Gremlin and upbadged it into an "X."

Decades later, when all of life's bills were finally paid and I had a extra few bucks, I went searching for a vintage BMW. I figured a 1600 or 2002 would suit me nicely.

BMW: A 111-year-old company

Before telling you about my search for a vintage BMW 1600 or 2002, let me give you some background information about Bayerische Motoren Werke, aka BMW. It began in 1913 as an engine manufacturer, later producing airplane engines for Germany's air corps during World War I. After the war, BMW produced motorcycles and in 1928 took over the Dixi automobile works, which produced Austin Sevens under license in Germany. A few years later, after

the Austin agreement expired, BMW developed its own small car. Then, in 1933, it debuted the all-new Type 303, a larger six-cylinder car with a tubular chassis. It was the first BMW to use the now-famous "twin kidney" grille theme. In 1936 came the legendary BMW 328 roadster. BMW soon earned a reputation for performance and style, posing a threat to Mercedes-Benz's domination of the prestige car market.

The rise of Hitler's National Socialist Party saw BMW transition to producing military goods. Though it continued building cars and motorcycles, most of its profits came from aircraft engines and other war production. Wartime demand for its military products soared so high that the company opened several new plants in order to keep up with orders for engines, army motorcycles and staff cars. To ease labor shortages, BMW used forced labor plucked from concentration camps. These poor souls were often badly mistreated, and sometimes worked to death. It's an ineradicable stain on BMW's history.

After the war, Germany was divided between the Allies. Before long, the Eisenach company of East Germany began offering BMW-branded cars. BMW sued and in 1952 was granted the sole right to the BMW brand. Eisenach rebranded its cars "EMW." Weird, right?

In 1952, the new six-cylinder BMW 501 went into production. As purveyors of luxury cars for younger, sportier buyers, the company mainly focused on the prestige market (except for the iconic Isetta cars) until 1962, when it announced its "New Class" cars with clean and modern styling, and lower prices. The new line proved popular and sales volume quickly grew.

An all-new 1600 model debuted for 1966. With unitized construction and a 98.4-inch wheelbase, it was powered by a 1.6-liter, overhead-cam four-cylinder engine producing 85 hp. A four-speed manual transmission was the usual choice, though a three-speed automatic was available at extra cost. Weighing around 2,100 lbs., the new BMW 1600 sedan was light, very nimble and surprisingly fast, boasting an impressive 0-60-mph time of 11.6 seconds and a 96-mph top speed—good performance for a 1.6-liter, four-cylinder car of that era.

The 1600's suspension consisted

The new BMW 2-door sedan. Car and Driver calls it "The world's best \$2,500* automobile!"

In fact, the February, 1967 issue of the magazine says that our latest BMW is "the most spectacular bargain in the entire spectrum of imported cars currently being sold in the United States. It looks, drives, feels, and sounds like it ought to cost at least a thousand dollars more!"

This new BMW handles like a real sports machine. Its road-holding is simply phenomenal, thanks to a unique suspension system which is fully independent on all 4 wheels, and a revolutionary multi-joint rear axle. It will do 105 m.p.h., and will actually cruise at that speed. And it will give you up to 28 miles per gallon. Some owners get more. This high performance plus economy is due to

the most advanced overhead-camshaft 4-cylinder engine ever designed.

The new BMW 2-door has a lean, lithe look, breathtaking visibility, and a satisfying well-madeness which Car and Driver raves about. "It's a definite tactile pleasure to open and close anything from a door to an ashtray. They all click, snap, thump, latch and lock with the same reassuring mechanical precision that one gets from a Leica, or a custom-made shotgun."

And there you have it. Not from us, but from the editors of one of the leading automotive magazines in the U.S. And another such magazine, Road and Track, rates BMW one of the seven best-made cars in the world.

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During the late 1960s, BMW offered the 1600 coupe at about \$2,500, which was a relative bargain at the time for such a well-built German import.

of MacPherson struts and coil springs up front with semi-trailing arms and coil springs for the rear. Surprisingly, steering was worm and roller, while the brake system included front discs and rear drums.

Sales were outstanding, so few changes were needed in the following years. In 1971, exterior styling was updated with an attractive new grille and bodyside moldings. But 1971 ended up being the last time the 1600 model was offered in the United States. By this point, BMW's performance reputation was becoming established and the brand began its relentless move upmarket. For 1972, the lowest-priced BMW was the 2002, tagged at \$3,571. Reference books list a 2000 base model, but apparently it wasn't offered in the United States.

Bimmer hunting

When I decided last year to look for a BMW 1600 in nice condition, all I found were completely restored examples selling for \$30,000-\$50,000, which is more than I can easily spend. More recently, I found one in basically good condition for \$14,000. It needed a complete repaint and some mechanical work to make it roadworthy. I also found a very nice 1600 needing nothing and priced at \$24,000. Too bad I purchased a different car in the meantime!

If you'd like a simple, pleasurable vintage car to drive, the 1600 is an ideal choice. Just avoid rusty examples; 1960s BMWs are notorious for rust. Take your time until you find the one that's right for you. Good hunting!



Hot Rod Henry

A true story based on fabrication

STORY AND PHOTOS BY ROTTEN RODNEY BAUMAN



'60s-style hot rod stance should've been this good. By childhood recollection, it generally wasn't. Later, in our final photo, we'll try to show you what we mean.

Built Ford-tough in Dearborn, Mich., Henry Ford's Model A pickups need no introduction. Built a bit tougher in Jurupa Valley, Calif., Henry Escalera's version deserves its own introduction. From here on out as we refer to Henry, we're referring to hot rod fabricator Henry Escalera.

It's been said that "the automotive apple don't fall far from the tree." Henry's head start to hot rodding, and everything automotive in general, was largely in his upbringing. Henry's father, John Escalera, was an auto body man by trade. Henry's 1930 Model A pickup still reflects his father's prowess, but this story goes deeper than that. This little truck is Henry's very first set of wheels.

On a father-'n'-son outing more than 60 years ago, two rough-'n'-rusty Model A trucks (one pickup and one larger AA) were discovered and pretty easily obtained. Henry was only 11 years old at the time. It took

a few years for those two trucks to become one that young Henry could actually drive, but under his father's watchful eye, he managed to succeed. In fact, by the time he'd turned 17, he'd bravely made the round-trip trek to Indianapolis Motor Speedway in his homebuilt hot rod truck.

As Henry's skill set evolved, so did his truck, as refinements came in like waves. Making a twitchy Model A frame safe and sturdy took some doing back in the '60s. It was toward the middle of that decade when Henry's project commenced.

With some degree of guidance from experienced builders in the Riverside area, Henry learned his lessons well, and the natural fabricator began boxing similar frames for friends and customers. This truck's boxed-'n'-beefed frame (Henry's first) now features up-to-date independent front suspension from Total Cost Involved. Its independent rear suspension began the old-fashioned way, with good used parts from a '74 Jaguar.

Although replacements have come and gone, this truck has been Chevrolet-powered for as long as it's been a hot rod. The current mill is a 350-hp, 350-cid LT1 with machine work by Wayne's Engine Rebuilding. Engine assembly was handled by Henry. Dressed up in finned aluminum and topped with a Carter AFB, it's still backed by the same aluminum Powerglide transmission that Henry rebuilt for his truck so many years ago.

The first time around, original mechanical brakes were abandoned in favor of 1940-'48 Ford "juice" brakes. Since that time, however, there have been further upgrades. Henry's current brake system is the four-wheel-disc-type; Wilwood up front and Jaguar out back. Toward the middle on the left, a Total Cost Involved pedal assembly calls the shots through a Hydroboosted dual master cylinder and proportioning valve from a wrecked Chevrolet.

Near Henry's hometown of Jurupa Valley, there's no scarcity of muffler shops. Henry has friends in the business, but as an all-around hot rod fabricator, he does his own exhaust. Today, block-huggin' headers are pretty darned affordable. Before we had that easy option, Henry built several sets of his own. From Henry's

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Long before affordable reproduction Model A pickup beds, builders such as Henry and his father worked hard to salvage original equipment.



Proper steel running boards are original equipment as well. They didn't start out this cherry. Once again, Henry and his father worked to metal-finish these for plating.



Most recently redone in leather, Henry's interior trim is by The Upholsterers, Riverside's top trim shop since the early '70s.



The current Chevy mill is a 350-hp, 350-cid LT1 with machine work by Wayne's Engine and assembled by Henry. Block-huggin' headers are by Henry as well.

headers, 2-inch "twice pipes" with free-flowing '50s Hemi-type mufflers expel the smell through belled tips, just beyond the sparkly Jaguar differential.

It's been said that "tradition never goes out of style." Outwardly, Henry's truck makes a good example, as the old truck that's been a hot rod since the '60s is resplendent in a timeless '60s fashion.

With restorative bodywork by Henry and his father, one modification comes by surprise. When this hood is lifted, eyes tend to gravitate toward the firewall, which is tastefully relieved to accommodate the V-8.

Since this truck has been driven so much for so long, you'd expect that it's been refinished more than once. In earlier years, the red-'n'-gray metallic paint job was likely Ditzler. Today, it's PPG from Color by Woz.

With the twist of a door handle, we get another surprise that we don't so much notice with its dark windows up. Interior trim is by The Upholsterers, and it appears a bit (maybe two bits) more contemporary. This time stitched in leather in matching red-'n'-gray, seating feels good for a Model A truck.

By now, through the open door, you may be able to identify some up-to-date components. The shifter is Gennie, and the column is IDIDIT capped with a 14-inch Lecarra wheel. If you've ever grabbed ahold of a stock Model A steering wheel, you know those were larger. With power-assistance, Henry has all the steering leverage he'll ever need.

With rolling stock completing the exterior picture, it's back to the '60s, again. Wrapped in big-'n'-little Goodyear rubber, American Torq Thrusts fit the period, and those wheels have worn out a tall stack of tires, by the way.

Always making good use of good used parts, Henry has been a regular customer-friend of Bauman's Auto Wrecking. As he's recently told me, my grandfather once offered to hire him. Henry respectfully declined. He wasn't a dismantler. He's always been a builder, and his Model A truck continues to prove it.

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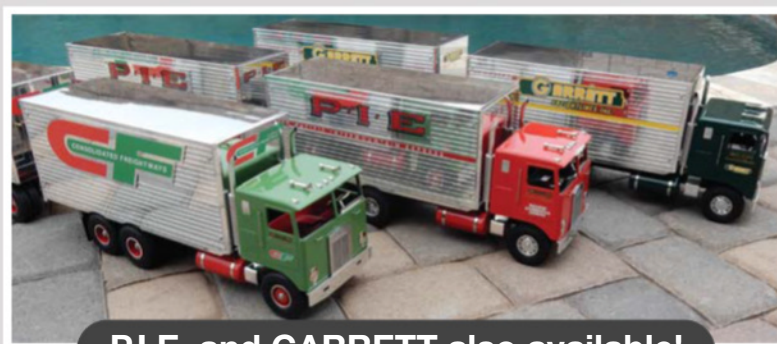
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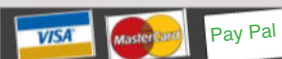
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Finally, from Henry's scrapbook we get to see some early-construction snapshots. The '60s-style hot rod stance is better today. See what we mean?



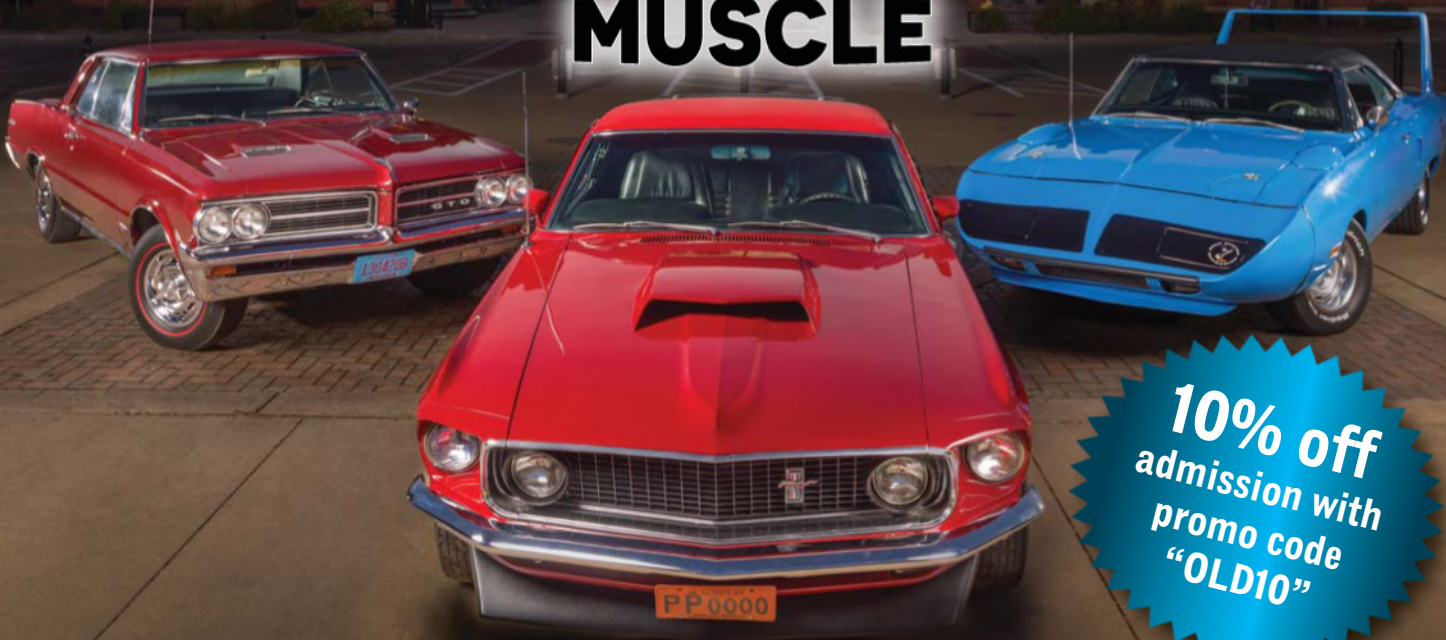
Not to change it too much, but we'll miss our backdrop. By the time this goes to print, the old red barn will be reduced to rubble. Like yours truly, Henry once ran wild here.

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BY GERALD PERSCHBACHER LL.D.

Packard Prank? A Clipper mystery

Six days after the Imperial Japanese bombing of Pearl Harbor in Hawaii on Dec. 7, 1941, Louis and Ann Serra bought a new Packard. Not just any Packard, but the dandy new Clipper. True, it was only offered in sedan form, but it was low-built, sleek and modern looking in an era of traditionally high and somewhat boxy design. Even more up-front in the minds of Americans (Louis and Ann included) was the need to plan ahead for an uncertain future.

It was commonly known how Americans patriotically tightened their financial belts for a World War early in 1917 and up to the cease fire of 1918. But the U.S. economy then reeled when sudden peace came by armistice. Government contracts for the war were canceled. Resultantly, there were shortages. The car industry faced tough times in normalizing peace-time production and securing industrial raw material.

So Louis and Ann, like many others, were not able to predict the future when

Congress abruptly declared war on Dec. 8, 1941. The married couple decided it was time for a new Packard while the pickings were still good.

They visited the Albrecht-Burke Packard agency in the fashionable western section of St. Louis, Mo. That dealership traced its launch to 1935 as a revised dealership that first bowed five years earlier as Hickman-Burke Packard. Young and eager salesmen were at the helm.

Time would tell how well the new Packard Clipper (model “1951,” which had nothing to do with a year designation) would serve Packard in good sales. With tweaks, the Clipper’s design would stretch through 1946. But the Serras were concerned with the present. Louis needed transportation to operate his drug store. Ann felt the need to support his efforts and her own duties. The original invoice stated the cost as \$1,561 plus \$18 for “wheel shields” (fender skirts). There was a

“no trade-in discount” granted at \$338. The sale was made by Santo Fiorita, who managed the sales staff.

That was an era when car buyers squeezed many good years of reliable transport from their autos. Evidence indicates Louis and Ann fell in line with this precept, even up to early 1946. By then, the war had concluded, the economy was still reeling from shortages, and the couple trusted their Clipper to the service department of its point-of-sale dealership. Mileage at that time: 24,376. Louis drove it there for freshening and to “de-sludge the motor,” the service receipt stated. At this juncture, history hides some nuances. Why the sludge when an average of 5,000 miles per annum was driven?

A pharmacist such as Louis remained active in business during the war since he was providing necessary items to the public. So it was important for him to have transportation. And he likely kept his auto running as well as



When the revolutionary 1941 Packard Clipper was introduced for a five-month production run beginning in April 1941, it “wowed” the press as low, sleek and innovative with design influences by Howard “Dutch” Darrin.

possible during the war. However, he did not always have friends.

Ah-ha! Was that the hidden point of contention? Did someone “fiddle” with the Clipper? Was some additive put in the block for better operation, or....?

Louis confessed that some kids were run out of his pharmacy/drugstore since they were an annoyance. He guessed aloud that, just maybe, they had played a prank and poured something into the crankcase. Based on that blurt, the service department investigated the sludge and, due to its heaviness, surmised sand *may* have been the problem. Indeed, sand and oil may mix, but the blend does nothing but harm to the motor—and to the wallet of its owner.

Such a costly prank was not uncommon in 1941. Restless youth who did not like an elder sometimes favored the latter with discontent. On occasion, it was with evil intent to destroy. Other times it was meant merely to convey a jab against the adult. Either way, it was a learning experience in *not* making enemies. Sadly, it took such a learning

experience for a man such as druggist Louis to sober up. And we can wonder if any of his ire was later conveyed to those kids and their parents.

Regardless, there was work to be done on the Clipper. What popped up were back-of-mind images of a once-precious car, spanking new in design, lowness, and quality in 1941, and now using between three to five quarts of motor oil per month.

Experts were contacted. The metal was tested, main bearings were checked, the oil examined and the Better Business Bureau—plus a standby law firm—were watchful. The dealership was put on notice. Results indicated there was no sand in the oil, but it *was* heavy

and gritty. If something was added as a prank, no one could tell what it was. Had the youngsters found a perfect trick additive to plague the car owner’s motoring pride?

Maybe. It was deemed by experts that the bearings were sludged, but were still better than bearings made for 1946 Packards. So the dealership absorbed the cost of the servicing and settled the matter. The \$91.18 work expenditure covered by the dealer equates to \$1,937.31 in current value. But it was worth it to help a customer and secure the image of the dealership and its owners.

And it gives us a look into the past and the way it was.

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STORY AND PHOTOS BY AL ROGERS

The most original, unrestored General Motors Motorama show car in existence is, without a doubt, the 1954 Pontiac *Bonneville Special*. The car carries still carries its original hand-applied bronze metallic lacquer paint finish, interior, engine and drivetrain. The fiberglass body is nearing 70 years old and carries the right amount of patina to validate its originality while retaining its show-car “wow” factor.

The accompanying photo-shoot was done nearly a decade ago at a location near Highland Park, Ill., that overlooks Lake Michigan, yet the car looks exactly

the same today. With its scenic background overlooking the lake, it’s one of owner Joe Bortz’s favorite locations. Amazingly, Bortz drove the *Bonneville Special* about a mile from his collection to the lake-side location and acted as my “turn-style operator” when it was time to change the car’s position for the photo-shoot. However, it wasn’t the first time the *Bonneville Special* had been rotated for the cameras.

An exciting new Pontiac

The Pontiac *Bonneville Special* concept car (aka “dream car”) was unveiled

at the traveling GM Motorama show in 1954. The GM Motorama was held from 1953 to 1961 and grew out of the 1949 GM Transportation Unlimited and 1950 Mid-Century Motorama shows, each launched by GM in conjunction with the annual New York Auto Show traditionally held the first week of January. At these events that preceded the GM Motorama, prototype GM cars, such as the forthcoming 1949 two-door hardtops and specially trimmed and painted production cars, were displayed alongside the production cars available to the public.

1954 *Bonneville Special* concept introduced performance to marque



Pontiac originally described the 1954 *Bonneville Special*'s color as metallic red, but the unrestored car could also be considered bronze. It's low at 48.5 inches tall and has an overall length of 158.3 inches, making it 8.7 inches shorter than the overall length of a 167-inch-long 1954 Corvette.

During 1951 and 1952, GM showed its prototypes and show cars at auto shows held in various cities across North America, but did not conduct its own shows due to curbed automobile production during the Korean War. The GM show cars that appeared at the 1951 and '52 multi-make shows included the Buick *XP-300* and the GM *Le Sabre* concept cars, both of which caused a stir that likely encouraged GM to field a much larger array of show cars at its own GM Motorama shows featuring only GM cars. Featured at the GM Motoramas were

additional specially trimmed production vehicles as well as new futuristic concept cars with innovative design features intended to test public reaction and with experimental mechanical features that might just make it onto future GM vehicles.

For 1953, GM pulled out all the stops by hosting its GM Motorama at seven cities with six concept cars from its divisions. The thrill continued into 1954 at six stops with 13 new concept show cars—and that figure doesn't include the specially modified production cars built into show cars! Among

the concept cars displayed at the 1954 GM Motorama was the bronze *Bonneville Special* owned since the 1980s by Joe Bortz.

Building the *Bonneville Special*

The *Bonneville Special* is the first two-seat sports car prototype GM's Pontiac division had ever produced. Reportedly conceived by the legendary Harley J. Earl, GM Vice President of Styling, and designed by Homer C. LaGassey and Pontiac's chief designer, Paul Gillan, the *Bonneville Special* was a grand touring sport coupé that incor-



Upper left: The *Bonneville Special* was a fiberglass two-seater with curved front fenders like the Corvette, but that's where the similarities ended. Air intakes abounded on the *Bonneville Special*, from above and below the grille to behind the hood. **Upper right:** The turbine-type wheels added to the car's jet-plane flair, and bumper protection was limited to the vertical trim pieces below the headlamps and the six vertical bars beneath the grille opening. The "GM 000" license plates were originally provided to GM courtesy of the state of Utah. **Lower left:** The wide, ribbed Silver Streaks led to air intakes behind the hood. **Lower right:** Faux oil coolers were affixed to the front fenders of the *Bonneville Special* as trim pieces. **Bottom:** The style of the *Bonneville Special*'s blade-shaped rear fenders was borrowed from production Pontiacs, but they still weren't production. Note the bumper end incorporated into the body, beneath the taillamp.



porated innovative styling features such as a Plexiglas canopy with gull-wing windows on a sleek fiberglass body.

The name "Bonneville" was meant to convey high performance, a new concept to GM's Pontiac brand which had been known for building staid, reliable cars. The name was inspired by a trip Earl had taken to the Bonneville Salt Flats in Utah to observe speed trials there. The 1954 *Bonneville Special* was the first GM vehicle to carry the Bonneville name, which was subsequently given to the division's full-size performance production car starting in 1957 and was then continuously used by Pontiac for 47 years on a multitude of body designs.

"The story goes that Harley Earl went to the Bonneville Salt Flats to watch the cars race and was so impressed that he decided to design a concept/dream car for the General Motors Motorama named after the Bonneville Salt Flat races, and decided to give it to the Pontiac Division,"

Bortz says. Earl even requested that the state of Utah create "GM 000" license plates for the *Bonneville Special*.

Although named for a parcel of land hallowed by racers, the *Bonneville Special* design was actually borne from the air.

"One of the elements that was in play in the early 1950s was the fact that airplanes were now powered by jet engines rather than rotary-prop engines," Bortz says. "Harley Earl designed the 1954 *Bonneville Special* to have it use many of the styling cues of a jet plane, including a realistic dome cockpit with wing doors and a back end... that mimicked the back end of the jet-plane fuselage with a spare tire cover that looks like the back end of a jet plane, and hubcaps that look like the insides of the jet turbine of a jet engine. Then the headlights were covered to make the car appear more aerodynamic. The instrumentation and even the floor mats

Continued on page 36

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Continued from page 34

were reminiscent of what would be the appearance of the cockpit of a jet-engine-powered plane.”

Two *Bonneville Special* prototypes were built; the first *Bonneville Special* was painted metallic bronze and the second an emerald green. The metallic bronze car debuted at the Grand Ballroom of the Waldorf-Astoria Hotel in New York, the first stop on the 1954 GM Motorama.

The exterior design of the sporty *Bonneville Specials* mated a Space Age, twin-blade jet-plane tail with a sloping, Corvette-esque nose. As Bortz notes, the rounded front-end featured curved lenses covering the *Bonneville Special's* recessed headlamps, which were integrated into front fenders that rose over the wheels and then fell back to the beltline. Six vertical chrome strips decorated the bottom of the grille opening. The rectangular, undecorated grille opening fed air to the radiator and formed the starting point for twin Pontiac “Silver Streaks” that ran over the hood to a pair of low air scoops near the cowl. The Silver Streaks



Instead of the standard green painted on Pontiac engines of the era, the *Bonneville Special* engine was painted red, as were its carburetors! Likewise, the chrome plating is not production.

were a body detail unique to Pontiacs manufactured from 1935 to 1956 where bright metal bands ran down the middle of the hood and, early on, the decklid. Born in the Art Deco style of the mid 1930s, the Silver Streaks were

meant as a visual cue to help distinguish Pontiacs from their competitors, and to create the illusion of speed. On the *Bonneville Special*, a pair were used,

Continued on page 38



Plexiglas canopy provided nearly 360-degree visibility. The *Bonneville Special's* tapered, jet-back-type rear end is very evident in this rear view.

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which was the second time that two ribbed Silver Streaks appeared on a Pontiac; the first time was on the 1953 *Parisienne*, another Motorama concept car incidentally also owned by Bortz. In 1957, Pontiac discontinued the Silver Streaks.

The *Bonneville Special's* rear fenders likewise rose over the wheels, then fell even with the beltline to form the rear blade-type rear fenders that Bortz notes were inspired by jets. Fully integrated between the rear fender blades was the covered rear spare tire with an exposed turbine-looking aluminum wheel matching the other four wheels. Large, round taillamps were incorporated into the back edge of the bladed rear fenders in a fashion similar to production Pontiacs in the only exterior clue that the *Bonneville Special* had come from Pontiac.

Body-side ornamentation on the *Bonneville Special's* fiberglass body was relatively minimal. There were two aluminum ornaments machined to appear to be oil coolers behind each front wheel opening. The thin vertical front bumpers followed the rounded leading edge of the fender tip much like the Corvette bumperettes of the period, although the *Bonneville Special's* bumperettes lacked the horizontal component of the Corvette's front bumperettes. At the back, the only semblance of a bumper was chrome built into the bottom of the rear tips of the bladed fenders.



The *Bonneville Special's* original bronze seats are separated by a console incorporating an oil cooler-type trim piece mimicked from the front fenders of the car. The car has just 474.2 miles.

Bortz's unrestored *Bonneville Special* is amazingly well preserved, and sitting in the once-futuristic concept car is a trip back in time. It wouldn't be accurate to say the bronze leather upholstery and chrome-trimmed interior show their age; rather, they have mellowed with time and to ever consider restoring them would be downright shameful. Upon settling into the driver's seat, the details of the cockpit become more evident, such as the recessed door panels that increase elbow room and the car's many jet-plane influences, from the instrument panel to the console.

The cockpit of the *Bonneville Special* features bucket seats split by

a full-length console with a brushed surface extending from another ribbed oil cooler trim piece to beneath the full-width instrument panel. A small automatic gearshift handle, two vent controls and the ignition lock are centrally placed within the console. Instruments are laid out with a large speedometer in front of the driver and six more aircraft-type gauges horizontally spread across the instrument panel to in front of the passenger seat. A racing-style three-spoke steering wheel suggests Salt Flats-type performance—and predicted the steering wheel that would appear on 1956 Corvettes.

Entry to the *Bonneville Special's* cabin was through conventionally hinged frameless doors and gull-winged Plexiglas panels integrated into its see-through canopy. A dramatically curved rear window completes the "bubble top" in back and provides excellent rearward visibility.

Design carry-overs from the *Bonneville Special* quickly made it into the next year's production models, and in those to follow. Most conspicuous were the dual Silver Streaks, which appeared on the hood and rear fender tops of 1955 and '56 Pontiacs, as

Continued on page 40

The oval trim pieces in the recessed door panels also appear above and below the *Bonneville Special's* grille opening. The wild full-length floor mats were inspired by jets.





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well as Pontiac's 1956 *Club de Mer* concept car. The *Bonneville Special*'s scoops were designed to channel cool air into the driver's compartment from the front of the car and also appeared on the *Club de Mer*.

Like many GM concept cars of the era, the *Bonneville Special* was a fully functioning vehicle. Pontiac reportedly planned to fit it with its new V-8 engine, but the V-type powerplant wasn't ready in time for production cars and so the *Bonneville Special* made do with Pontiac's aged straight-eight, although with modifications. The most notable changes to the *Bonneville Special*'s high-output straight-eight was a quartet of side-draft carburetors, a long-duration cam and a chrome-plated cylinder head. These and other undisclosed engine modifications reportedly raised the engine's original 122 hp to what Pontiac claimed was 230 hp. Sharing the "Silver Streak" name used for the flathead straight-eight that powered production cars, it was Pontiac's most powerful engine to date. Painted bright red and detailed in chrome, the engine was coupled to a four-speed Hydra-Matic automatic transmission.

Landing the *Bonneville Specials*

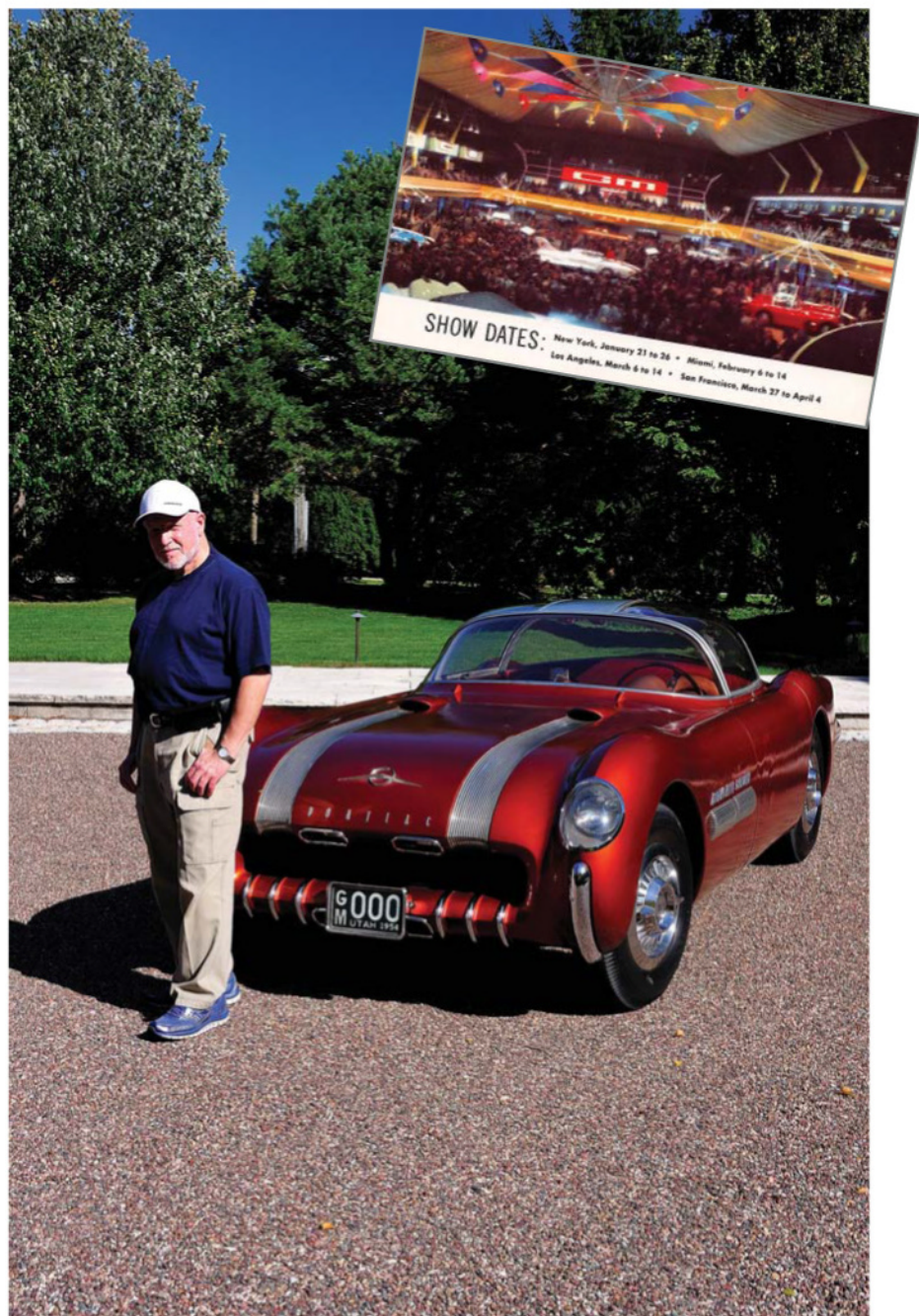
Bortz doesn't specifically recall seeing the *Bonneville Special* when it was new, but he was at the GM Motorama's stop at the International Amphitheatre in Chicago from April 24 to May 2, 1954.

"When I was 12, I went to the International Amphitheatre, and I was there for the GM Motorama," he says. "I was still kind of short and couldn't see the cars through the crowd, so I would tap these tall guys and ask if I could get up on their shoulders, and some guys would let me do that. My biggest thrill would have been to get to the front row.

"I do remember being there and seeing the cars, and I kind of have a recollection of [the bronze *Bonneville Special*] being there on the stand. It was on the highest turn table; the *Bonneville Special* was their number one show car."

In 1985, Bortz added the *Bonneville Special* to his growing concept car collection, which he had begun about five years earlier.

"Fran Roxas called me and he said, 'Joe, you like those concept cars. Well,



Joe Bortz with the 1954 Pontiac *Bonneville Special* that he purchased nearly 40 years ago. Inset photo shows a postcard of the *Bonneville Special* on the turntable at a 1954 GM Motorama (upper right corner).

I got a story for you," Bortz recalled. "There was a guy that got a hold of the Motorama Pontiac *Bonneville Special* and he had it on display at the Detroit Historical Society, and it was on the main floor of their museum from the time he loaned it to them in 1958 until 1985."

"[The museum] got a new curator and he said, 'You can't leave a display up for 30 years, people won't come back,'" Bortz related. "And the owner said, 'If you don't put it back upstairs,

we are going to sell the car.' So Fran Roxas got word on that and I called the guy up and he told me about the car. He said, 'The car is 100 percent original. Nothing has been touched. Most of the air in the tires is from 1954. [A previous owner] was some low-level GM executive and they signed the car out to him. So I quickly, quickly brought it home. I brought it home with my station wagon and an open trailer!'"

The late GM designer Dave Holls, who respected Bortz for saving GM

concept cars, researched the *Bonneville Special* for Bortz and told him GM records showed it was the only example built. Once Bortz's *Bonneville Special* started to appear in magazines stating it was the only such car, Bortz received a phone call from the owner of a second *Bonneville Special*.

"In the late 1980s, I got a call from a guy and he said, 'Why are you telling everyone you have the only *Bonneville Special*? I have one, too,'" Bortz recalled. Bortz suspected the caller's car was a custom that was built to appear like his original *Bonneville Special*, but once he received a photocopy of a picture of the car, he realized there was, indeed, a second. A couple years later, Bortz bought that originally green *Bonneville Special*, too.

"The way the second one got built, by the way, was whenever they made a fiberglass concept car, they (GM) made a second body mold to put into storage. The reason was if they cracked up a fender, you could cut it off the spare body mold and glue it on. All of the dealers wanted it in their showroom and there was such a strong demand that somebody said, 'Make a second one,' and they did. That was the green one."

By the time Bortz found the green *Bonneville Special*, it had been repainted white "with a broom," he jokes. The car was in need of restoration, and Bortz's friend, Roger Wilbanks, told Bortz that since he'd never restore it, he should sell it to him. Bortz agreed, and the green *Bonneville Special* has since been restored to its original green splendor.

The concept of a keeper

Among the many concept cars in his collection, the *Bonneville Special* remains particularly special to Bortz. Part of the car's appeal to him is its originality—he's only had to add air to the tires on a few occasions, so most of the air in its tires is truly from 1954. Last fall, the brake booster and master cylinder failed after 70 years and Bortz had them rebuilt. The original carburetors started acting up years earlier, so Bortz had them rebuilt to factory standards and repainted red, just as they originally were. Of course, the original battery has been replaced and the oil and other fluids have been changed, but the *Bonneville Special*

otherwise remains so original, it's the most original GM Motorama show car known to remain in existence. Bortz considers himself to be very lucky for owning this car and the many other concept cars in his collection.

"The idea that I could ever touch one, let alone own one, was unimaginable, and then you end up owning a whole lot of them—it's like the kid winning the lottery," he says.

OC

The 1954 Pontiac Bonneville Special is currently on display at the Petersen Automotive Museum as part of the display "GM's Marvelous Motorama: Dream Cars from the Joe Bortz Collection." The display includes six GM Motorama show cars from the Bortz Collection including the featured 1954 Bonneville Special plus the 1955 LaSalle II Roadster, the 1955 LaSalle II Sedan, the 1953 Pontiac Parisienne, the 1955 Chevrolet Biscayne and the 1953 Buick Wildcat. Learn more at www.petersen.org.



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It's easy to understand why the 1957 Chevy has never fallen from popularity.



High School '57

Where was Stub Titus in '62? Buying his Bel Air convertible

STORY AND PHOTOS BY BOB TOMAINE

Chevrolet had a lot going for it by the mid 1950s, a point in time in which it had walked away from the immediate postwar years and ended up creating a string of automotive icons. Chevy wasn't the only badge to complete such a transition over what amounted to roughly a decade, but its success was particularly notable.

Finally, entirely new Chevrolets

Chevrolet resumed production of civilian vehicles after World War II's interruption by essentially following the industry-wide formula of reintroducing a mildly updated 1942 model and calling it a 1946. The 216-cid six-cylinder that had appeared with 85 hp for 1937 also returned and now produced 90 hp, as it had since 1941.

Automakers are often criticized for having taken that approach during a sellers' market, but since vehicles worn out during wartime service needed to be replaced as quickly as possible, the most efficient way to do that was by making as few changes as possible on

the way to getting new vehicles to market. Developing truly new cars would have delayed their availability, but the "Big Three" and the few surviving Independents understood that the major postwar demand would eventually be met and when that happened, buyers would expect to be able to choose from a range of fresh designs.

At Chevrolet, 1949 was the big new model year. The front fenders were now smoothly integrated into the body sides, and the hood no longer towered quite so high above them. The curves at rear were softened, rooflines were modernized and windshields, while still split, were no longer completely flat. The design went on with minor updates through 1952 and was then replaced by a heavily restyled 1953 model. The front view wore a hint of Cadillac influence, while the rear view showed a completely new backlight configuration and high taillamps, but from today's perspective, it was not the year's most important Chevrolet model that year.



Brightwork was an unspoken requirement in 1957, and compared to what would follow over the next several years, the Chevy is somewhat restrained.

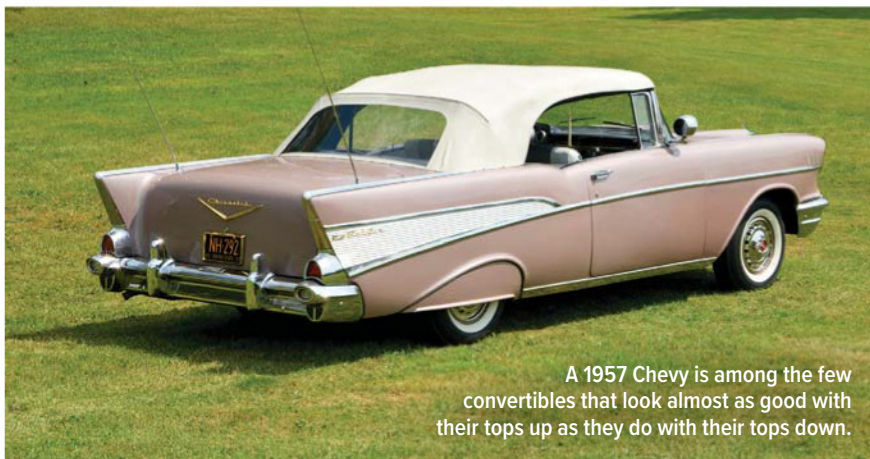
That honor goes to “the revolutionary sports car. The Chevrolet Corvette,” and advertising reported that it was “creating a sensation everywhere. The new experimental Chevrolet Corvette has been received with a storm of enthusiastic approval wherever it has been shown.” The Corvette got off to a slow start, but Chevy wasn’t lying in 1953 when it claimed that the two-seater “sets a new style for a new field—the American sports car.”

The Corvette’s 150-hp version of the 235 six and its mandatory Powerglide automatic transmission made a curious combination, but that was rectified when the 1955 model year brought the option of a 265-cid V-8, the 195-hp Turbo-Fire, and the choice of automatic or manual transmission. While plenty of drivers dreamed of owning Corvettes, the reality of a somewhat cramped roadster with seats for two and side curtains instead of windows was certainly a limiting factor. However, for those drivers whose circumstances kept them from buying Corvettes, not all of the news was bad.

The ‘Tri-Five’ comes alive

A slightly tamer version of the 265 that provided 162 or 180 or even 195 hp (depending on its options) was available for full-size 1955 Chevrolets, the bonus being that those everyday One-Fifty, Two-Ten and Bel Air models had been completely restyled. When marketing materials pointed to “new look! New life! New everything!” they did so with a straight face. Slab-sided styling, a flatter roof, a smooth beltline interrupted only by a lovely dip aft the front door, a lower and flatter hood and trunk lid, a simple eggcrate grille and a wraparound windshield blew away the 1954 version with its slightly updated 1953 styling. It was the start of an ironic paradox, as Chevrolet’s image of practical and perhaps somewhat dull transportation was banished by the 265’s arrival, yet the 265’s descendants would go on for decades with exactly the kind of reliability upon which Chevy’s sixes had built their reputation.

By any measure, the 1955 Chevy was a success and for the next two years, Chevrolet wisely limited itself to tinkering with it rather than making sweeping revisions. For 1956, the major visual changes were a wider grille, reshaped rear wheel wells and



A 1957 Chevy is among the few convertibles that look almost as good with their tops up as they do with their tops down.

new taillamps while 1957 brought a grille nicely integrated with the front bumper, dual hood ornaments, more side trim and, most noticeably, sharp tailfins. Chevrolet boasted that it was “a daring new departure in design (looks longer and lower, and it is!)” offering “exclusive new Triple-Turbine Turbo-glide automatic drive, a new V-8 and a bumper crop of new ideas including fuel injection!”

A ‘57 for life

For 1957, the 265 was now the base V-8, joined by the optional 283

with up to 270 hp (thanks to two four-barrel carburetors) or 283 hp with fuel injection. No car is perfect, but in 1957, a new Chevrolet struck many as being very close. It was a feeling that didn’t go away, and Stub Titus remembers the day in 1962 when he saw the 1957 Chevrolet Bel Air convertible he now owns at his after-school job near his Norwich, N.Y., home. A friend’s brother, he recalled, worked for the local Chevy dealer, stopped in and asked whether he might want to buy it.



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The flashy instrument panel has a hint of the future, but it's well thought out with everything important right where the driver needs it.



Chevy's modern V-8 was in its third year in 1957, and its descendants would be built for decades. As a group, they would be known simply as "small blocks."

Titus' 90-cents-per-hour part-time work ruled that out, but only for a while. A few days later, at about the time he was graduating from high school, he had his Chevy to drive and his loan to repay. Some results were predictable, such as his being pulled over after engaging in a little street racing.

"I'm not going to give you a ticket," Titus remembered being told, "but I am going to call your mom."

That didn't change his driving habits, and so when he and his wife, Ruthie, left on their honeymoon in 1963, staying behind a tractor-trailer wasn't in the cards. The truck driver must have felt something similar, as after Titus passed him, he pulled out to get back in front of him.

"You couldn't do that to me," Titus said, "not at that age."

He passed the truck again and kept going until stopping for the night somewhere in Pennsylvania. Out on the road early the next morning, the Chevy literally stopped. Its Turboglide transmission—a complex design that is

smooth when operating correctly, but can be troublesome—had failed. Titus retrieved his '57 with a tow bar behind his mother's 1955 Chevy wagon. He solved the transmission problem by converting the car to a three-speed manual and drove it until late 1964.

He might have continued to drive it if not for a heater hose that let go while he was on his way to work. A temporary repair and addition of water to replace lost coolant enabled him to get to the garage where he worked on weekends, so he asked the owner to drain the block. The next morning, when the temperature was about 10 degrees, he went to retrieve the car and found the crack in the block.

"I loved the car," Titus said. "... We had some room in a building, so we parked it and I was going to put another engine in it."

Instead, the car sat and waited while his attention was focused on his family. Word of the Chevy's existence somehow got around and he was occasionally visited by those who hoped to buy it, but

just as he'd decided in 1962 that he had to have it, he knew that he wasn't going to sell it. Instead, he gradually gathered parts. By the late 1980s, the plan was just to have it back on the road using a wrecked sedan's drivetrain.

"The kids were starting to get to high school," Titus explained. "We'd have a car for them to drive and there'd be the nostalgia thing."

His brother-in-law, though, questioned his thinking and showed him ads for restored examples at shocking prices. That stopped the project and when further discussion led to its refocusing as a restoration, a problem soon surfaced in the fact that the original Turboglide was long gone. Since it wasn't a popular transmission, Titus began hunting and found one in a Pennsylvania salvage yard. He bought it and, although he still had his car's 220-hp 283, he took the engine, too, for its accessories that were Turboglide-specific.

Titus admitted to being "kind of fussy," and the extent of the restoration kept the Chevy from being ready for his kids' driving while in high school, and for its being used in their weddings. By 1997, though, it was at the Rolling Antiquers Old Car Club's show in Norwich. Two years after that first outing, it was trailered to a show at Indianapolis, where the restoration's success was confirmed before the Chevrolet reached the show field.

"I opened the two back doors on that trailer," Titus recalled. "... I backed it out and I got two offers to sell it before I got it off the ramps."

OC

Fender skirts remain a popular aftermarket accessory for Tri-Chevys. Chevrolet built 47,562 convertibles in 1957, but few are painted the attractive Dusk Pearl color of this example.



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Green with envy

1953 Kaiser finds the right home with a lifetime fan

STORY AND PHOTOS BY BRIAN EARNEST

Rob Borman knew his 11-year-old self would never forgive him. A few years back, the Aurora, Ill., resident had found the type of car—a gorgeous 1953 Kaiser Manhattan—he’d always been looking for in the car corral at the Iola Car Show in Wisconsin. But before Borman could fully talk himself into making the purchase, the car and owner disappeared.

“We had gone out to the car corral and this car was sitting there and nobody was looking at it,” recalled Borman. “A friend of mine who has a ‘54 [Kaiser] with a supercharger on it says, ‘Nobody is looking at this car? You’ve gotta be kidding me!’ They were looking at some ratty Fords and Chevys that were sitting around, and we were like, ‘For an extra 3 grand, you could have this!’”

The owner of the car got busy talking with other showgoers and Borman didn’t get to discuss the car with him. He decided to leave and mull things over. He came back

later and to his horror, the car and owner were both gone. “It was a Friday and I figured they’d be there for the weekend, but the guy was only coming for Friday! But I took a bunch of photos, and luckily I took a photo of his ‘for sale’ sign, so I had his number!”

Borman said he was kicking himself on the ride home and decided to stop and call the seller. To his delight, the car had gone unsold, and he immediately agreed to buy it over the phone.

The purchase scratched an itch that Borman said he had been dealing with since he was young. While a lot of kids his age were pining for

Mustangs, Corvettes and Trans Ams, he was locked in on long-lost 1950s orphans: Kaisers, Frazers and their ilk.

“*Collectible Automobile* [magazine] came out in the early ‘80s and I was a young kid at that time, and Dad and I would go to the Chicago Automobile Show....And vendors would sell stuff there and one of them sold books and things. One



of the few times I actually bought something [there] I wound up getting a subscription. Well, the issue came out with the Kaisers in it, this body style, and the centerfold was the '53 Dragon from that Chicago Auto Show... all dolled up. I was probably 11, 12, and I was like, 'Dad, Dad, I love this!' He said I'll never be able find one, and I'll probably never be able to afford them. But I always had it in the back of my head. I always loved them.

"Then, when we saw this one in the car corral, it was like, 'I can afford that, and I have space for that!' I just wish I didn't wait so long!"

KAISER MEETS FRAZER

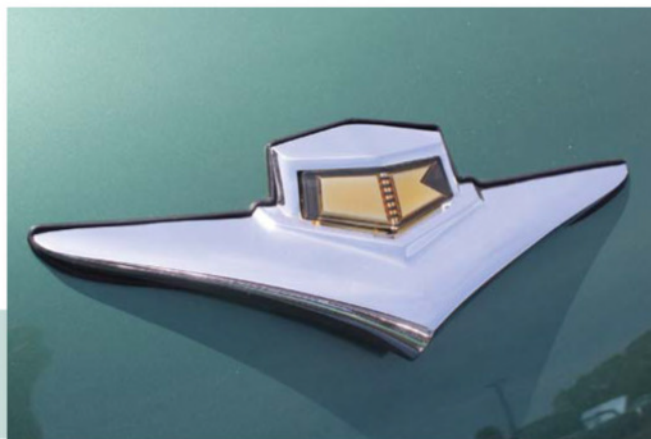
Following World War II, shipbuilding magnate Henry J. Kaiser turned his attention to building automobiles and teamed up with Graham-Paige executive Joseph Frazer to help him. The pairing proved to be a rocky one, but Kaiser-Frazer Sales Corp. did succeed in beating the major makes to production of an all-new postwar car. The new unique-looking, straight-sided Kaisers and Frazers quickly gained a following from car-hungry postwar buyers who appreciated their unusual design, and more than 70,000 1947 models rolled off the company's Willow Run, Mich., plant that had formerly been operated by Ford.

Predictably, however, other automakers began to catch up with new postwar cars and Kaiser-Frazer's head start didn't

Straight-six-cylinder-powered in a time when overhead-valve V-8s were en vogue, the Kaiser Manhattan's hood and deck wore V-shaped ornaments to imply there were more cylinders in front of the driver than there actually were.

last. A big loan from the Reconstruction Finance Corp. helped keep the company afloat, and the cash helped Kaiser launch the memorable Darrin sports car—styled by design mastermind Dutch Darrin—plus cool liftback sedans called the Vagabond and Traveler, and a luxury model it dubbed the Dragon.

From 1947-'51, Kaiser and Frazer operated in tandem with the premium Manhattan model tagged as a Frazer. The Frazer was dropped after the 1951 model year, but all Kaisers were restyled for 1951 by Darrin and Duncan McCrea with a unique center dip at the top of the front and rear glass. The C pillar and rear quarter windows had a reverse design, and the previously bland body sides were given sculpted panels with the calling card "Darrin dip" behind the front doors. And there was glass—lots of glass! The 1951 Kaisers were perhaps the closest



The 1953 Manhattan had its own unique look and Kaiser lovers can spot one from a mile away — but they are scarce enough today that Rob Borman still gets lots of puzzled looks when he shows up in his lovely four-door sedan.



The interior is of this '53 Manhattan is truly unique, with a vinyl material designed to look like bamboo covering the door panels, dash and sides of each seat. The instrument arrangement was also unique with one large pod in the middle housing the speedometer and four other gauges fanned around it. The column shifter on this car operates the optional, GM-sourced Hydra-Matic automatic transmission.

Note how well the steering wheel center coordinates with the cluster and the highly stylized numbers on the circular speedometer.

thing to “rolling greenhouses” that anyone on this continent had yet to see.

Cosmetic changes came in 1952 in the form of one-piece windshields, wraparound taillamps, slightly thicker grille bars, V-shaped hood badges and integrated parking lamps. With Frazer gone, the Manhattan joined the Kaiser line for 1952. For '53, there were a few more updates including wide chrome trim that wrapped around the cars' lower bodies and new tailfins that rested atop the rear fenders.

The Manhattans were offered as four-door sedans and two-door club sedans for 1953. A four-door Traveler Utility sedan was apparently also in the plans, but it appears none were built. The club coupe was dropped from the lineup. The four-door sedan was, by far, the most popular for 1953 with production of 18,603 units and a price of \$2,650. Only 2,342 of the club sedans were produced at \$2,597. All Manhattans shared the same 226.2-cid L-head six-cylinder, an engine that had earned a solid reputation for both its power and durability.

For 1954, Kaiser Motors bought out Willys-Overland, which had been building cars and Jeeps in Toledo, Ohio. The company became known as Kaiser-Willys, and soon all production was shifted to Toledo while the Willow Run plant was sold to General Motors.

In 1955, Kaiser-Willys shifted its



focus to building Jeeps and produced only about 210 cars for sale in the U.S. Another 1,021 were reportedly built for sale in Argentina. Production assets were eventually shipped to Argentina where Kaiser built a car called the Carabella for another seven years.

LOVABLE 'ODDBALL'

Borman had been led to believe when he bought it that his '53 Manhattan had been fully restored at some point. After some experience with the car, and some investigating, he found out that was probably only partially true. The man who owned the car previously lived in the Milwaukee area and hadn't had the car very long. Beyond that, the car's history was a bit of a mystery. It had a little more than 80,000 miles on

the odometer, was in fantastic shape and the color had been changed from the original green to a non-factory combination of Aston Martin Sherwood Green over Aston Martin Buckingham Green.

“The guy had bought it [in this condition] and I think it was due for a set of tires. The tires that were on it were put on when it was restored,” Borman concluded. “Well, as I was cleaning out the car, I found two sets of plates in the car that were 5, 6 years old ... I think I know where it came from. There was a big Kaiser-Frazer collector in Iowa who passed away and pieces of his collection got sold, and I believe this is one of them. It was a really nice car. I drive the snot out of my stuff, and the more I drove it, the more things came up, so I knew this

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The V-8 revolution was well underway in America during 1953, and lacking funding for its own V-8, the Manhattan made do with Kaiser's mainstay 226.2-cid inline six. On the exterior, the Manhattans featured a wide bright molding below the beltline and small chrome "fins" mounted atop of the rear fenders. **BOTTOM:** Rob Borman in his Kaiser.

car had been sitting. Like I went to a show and the brakes locked up.... Just all stuff from leaving it sit. I had overheating issues really bad, and I knew something was going on. I flushed it out and there shouldn't have been that much junk in this engine, being a rebuilt engine.

"So basically, I think it was just a cosmetic refresh. The interior is all original. It's got the original floors in it and the original trunk floor. All the glass is original ... I think somebody cleaned it up and did some painting ... and some chrome plating."

Beyond fixing a little issue with tire inflation, Borman says he has pretty much solved all the Kaiser's bugs. He

added a spotlight and exterior mirrors, but at this point, the Manhattan is so wonderfully preserved and so fully loaded there's not much left to do besides maintain it. "The only thing is I'm having some trouble with the tubes in the wire wheels," he said. "Somebody used duct tape [instead of rim tape] on the rims, and that was deteriorating. I had new tires and tubes in it, and all of a sudden I started getting flats!"

Borman also has some new correct carpeting for the floors that he plans to install. "I have it, but I still haven't put it in yet. That's the only thing in the interior that's not original."

For all their good qualities, and

uniquely handsome looks, Kaisers never sold in quantities great enough to keep up with the competition. Borman figures maybe he was just born a couple decades too late, because he'd have been one of the guys ogling them when they were new.

"The way this thing is decked out, all the options and being a Manhattan, you could have had a cheap Cadillac," he says. "You were somebody if you had one of these!"

"People aren't out there looking to buy these. You have to be a guy like me that drooled over them when they were 11. I'm 52 now and I still love the oddball stuff."

OC



'People aren't out there looking to buy these. You have to be a guy like me that drooled over them when they were 11.'

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

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

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

DELAWARE

Jun 7-9 DE, Dover. Goodguys 1st Mid-Atlantic Nationals. Dover Motor Speedway -1131 N. Dupont Hwy. www.goodguys.com/man

ILLINOIS

May 19 IL, Elmhurst. Northern Illinois Region, WPC Club's 38th Annual Car Show. Larry Roesch Truck & Collision Center - 150 W. Grand Ave. All makes (2004 and older), Guy 630-721-0662

Jun 9 IL, Alton. 27th annual All-Wheels Drive-In Car show. State & Belle Streets Downtown. 8am-4pm. www.downtownalton.com/events/all-wheels-drive-in-car-show/

INDIANA

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

Jun 1 IN, Lebanon. Central Indiana Chapter Buick Club of America 36th Annual Buick-Olds-Pontiac-Cadillac Car Show. Memorial Park - SR 39 at 130 East Ulen Drive. 9am-3pm. Jim Smith at 317-847-5565 or at jjsmith3739@gmail.com

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

KANSAS

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

Jun 7-8 KS, Derby. Rotary Club of Derby the Annual Hot Wheels for Hot Meals Cruise-In and Car Show. Cruise-in June 7 @ 7pm, Car Show June 8 @ 9am. Facebook page @ hotwheelsforhotmeals

KENTUCKY

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

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MICHIGAN

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

May 18 MI, Kalamazoo. Kalamazoo Antique Toy & Collectibles Show. County Expo Center - 2900 Lake Street. 9am-2pm. 262-366-1314, www.uniqueeventsshow.com

Jun 1 MI, Flint. Crossroads Village Car Show. Sponsored by the Saginaw Valley Region AACA. 6140 Bray Road, Flint. Jeff Anderson 810-767-4553, shelbytruck81@yahoo.com.

Jun 9 MI, Marysville. Blue Water Region Antique Auto Club of America (BWR AACA) and the Wills Sainte Claire Automobile Museum 31st Annual Marysville Car Show. Marysville Park, east of 801 E. Huron Blvd., 9am-3pm. www.willsautomuseum.com/blank-7

MINNESOTA

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

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

June 2 MN, St. Paul. 42nd Annual All GM Car/Truck Show & Swap Meet. Minnesota State Fairgrounds. Open to all GM cars and trucks. 8am-2pm. Gate opens at 7am for swap set up. www.gmcca.com, Milo at milouise86@icloud.com, or 952-240-0295

Jun 16 MN, Redwing. Phantoms 27th Annual Father's Day Car Show. 9am-4pm. www.phantomsmotorclub.com

Jun 21-23 MN, St. Paul. MSRA Back to the Fifties Weekend. Minnesota State Fairgrounds. www.msrabacktothe50s.com/

MISSOURI

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

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

Jun 1 MO, Blue Springs. KC Arrowhead POCI Chapter's 14th Annual Pontiac Tribute Day. 1201 Route 7, 10am-2pm. All Pontiac, Oakland or GMCs welcome. www.facebook.com/KCArrowheads. Robert Woolsey, robertfwoolsey@gmail.com, 816-309-6817

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

NEBRASKA

May 24-25 NE, Lincoln. 2nd annual Wheel Hub Live Car Show. www.museumofamericanspeed.org/wheelhublive.html

NEW JERSEY

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

May 26, NJ, North Haledon. 48th Annual Motorama Car Show, Craft and Auto Flea Market. High Mountain School,

515 High Mountain Rd. 8am-4pm. Jersey Lakeland Region, Vintage Chevrolet Club of America. www.jlrvcca.org

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

NEW YORK

May 19 NY, Saratoga Springs. The Saratoga ABC Rally. www.saratogaauto.app.neoncrm.com

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

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

Jun 15 NY, Hicksville (Long Island). AutoMat Custom & Restoration 68th Anniversary Car ShowAutoMat's Custom & Restoration facility: 69 Hazel St. 8am-2pm. www.auto-interiors.biz/AutoMat_Show.html, 516-938-7373 (Mon-Fri 8am-5pm or Sat 8am-1pm), rogerautomat@icloud.com

Jun 16 NY, Saratoga Springs. Cars on the Union. Union Avenue. www.saratogaauto.app.neoncrm.com

OHIO

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

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Auto Swap Meet/
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Sat., June 1 • 8-2

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8 am - 2 pm

Vendor/Vehicle \$20

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Saturday, July 27, 2024

Saturday, September 28, 2024

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www.allohioparts.com or

Facebook @ All Ohio Parts Spectacular



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

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

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

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

OKLAHOMA

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

May 18-19 OK, Broken Bow. Kiamichi Street Rods Pre'77 event. Broken Bow City Park. Dwayne Bean 580-306-2345, dvbean@pine-net.com

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

OREGON

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

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*Scheduled to appear

PENNSYLVANIA

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

May 18 PA, West Chester. 18th Spring BOPC Car Show Presented by Delaware Valley Oldsmobile Club All Buicks, Oldsmobiles, Pontiacs, & Cadillacs any year or condition welcome. West Goshen Community Park. Tom 302-740-2454 or Hugh 610-692-3845 or www.delvaloldsmobileclub.com or dvocinfo@yahoo.com

May 25 PA, Morgantown. 44th Annual Chester County Car Show. 6180 Morgantown Road. 9am-3pm. www.ccacc.club

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

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

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

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

Jun 8 PA, Essington. 13th Annual Governor Printz Antique Car Show. Governor Printz Par - 101 Taylor Ave. 10am-3pm. 610-521-9002, govprintzcarshow@yahoo.com

TENNESSEE

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

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

TEXAS

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

WASHINGTON

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

WISCONSIN

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

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

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

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

Jun 1 WI, Kaukauna. 6th Annual Vintage Drags at WIR.

Featuring the Brew City Gassers and a group of Nostalgia Pro Stock cars. 2-7pm. www.wirmotorsports.com/

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

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

Jun 2 WI, West Salem. 10th Annual June Dairy Days Classic.. 10:30am-3pm Registration begins at 9am. Jon Hetland 608-780-4125 or www.junedairydays.com.

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

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

41st Annual The Hill & Valley Antique Auto & Americana Show
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Baer Park in Cross Plains, Wisconsin



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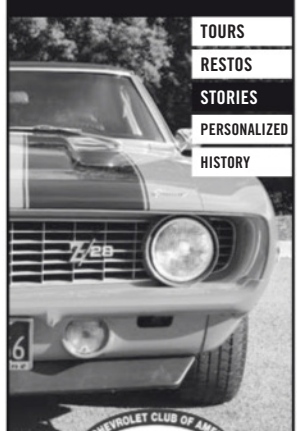


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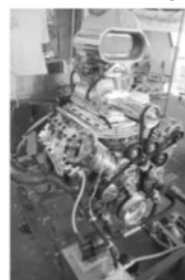


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