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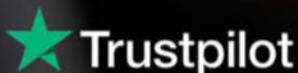
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## E-body Love — Finally

There are innumerable vintage Chrysler products that trip my trigger, from as far back as 1933 Plymouth and Dodge coupes and 1942 De Soto business coupes to today's Dodge Challengers and Chargers. When it comes to MoPar muscle cars, the midsize B-body cars have always been boss in my eyes, so much so that my childhood collection of built 1:24-scale Dodge Super Bee model kits remains intact, even after several moves.

But I'm probably the only guy on the planet who's never been a big fan of the E-body Challengers and Plymouth Barracudas. Sure, they look great in factory illustrations, but on the street, they often hug the ground, and with today's resto-mod trends, owners are bringing their E-bodies even lower. To my eye, a lowered Challenger or 'Cuda looks heavy, not like a light and athletic muscle car. Muscle cars should stand tall and look loud and proud. Since most Challengers and 'Cudas lacked the lighter-looking stance of their bigger B-body siblings, I generally haven't paid them much mind. That is until I attended Dana Mecum's Original Spring Classic auction in Indianapolis last May. Then I finally "got it."

Among the hundreds of muscle cars at the auction were three spectacular E-body muscle cars that helped me "get it" when it came to Challengers and 'Cudas: the "Black Ghost" 1970 Hemi Dodge Challenger R/T SE, the Rapid Transit System 1970 Plymouth 'Cuda 440 and an old '71 Hemi 'Cuda show car.

The Mecum auction was the first time I'd seen the Rapid Transit System (RTS) Caravan '70 'Cuda in person, but I felt like I knew that show car my whole life. Years of my childhood were spent filling the pages of Mitch Frumkin's 384-page "The Great Auto Trivia Book." On that book's cover was an image of the yellow-and-orange RTS 'Cuda. At the auction, the car remained just how Chrysler Corp. built it for the show circuit, with its original cracked custom paint and Harry Bradley design features. I had a hard time taking my eyes off the 967-mile car.

I'm a sucker for an unrestored original — and all three of these special E-body were essentially untouched originals — but the '71 Hemi 'Cuda show car added a twist. This was a 12,000-mile car that had panel paint added in the 1970s and then was shown on the car show circuit while it was still considered by most to be a used car. The 'Cuda was a perfect balance of being an unrestored original and a period custom, and while that '70s hot rod look might not yet be back in fashion, 10 bucks says it will be soon.

The "Black Ghost" 1970 Challenger R/T SE is a fabled muscle car bought new by a Vietnam War veteran-turned-Detroit police officer who crept onto Detroit's streets at night, often Woodward Avenue, and clobbered other street racers before putting the car back into hiding. This triple-black Hemi car is the car of lore, owned by a hero and still remaining intact without ever having been restored. Even without its history, this Challenger sat right and looked tough — just as Dodge originally intended.

Due to their high values, I don't expect to ever own an E-body muscle car, but it feels good to get off the sideline and finally understand their draw, and probably be drawn in again.



*Angelo Van Bogart*

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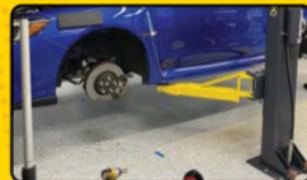
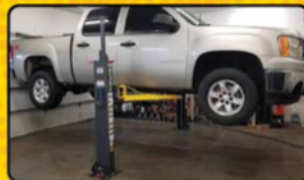
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## Gran Coupe questions

The Aug. 15, 2022, edition of *Old Cars* includes mention of sighting a 1970 Plymouth Gran Coupe at the Iola Car Show. I was a proud owner of one such car from July 1978 to December 1979. The car was purchased from my mother-in-law, and it was a fine car with a 383-cid V-8 and an automatic on the column. I have never seen another since I sold it back in 1979.

I hope that *Old Cars* does catch up with that car for a full story about these cars and perhaps determine how many were produced. Mine had the paisley vinyl roof with matching seat covers with a dark-brown exterior. It also had hubcaps and not rally wheels. Did 1970 Gran Coupes come in any other colors?

I have been a long-time subscriber to *Old Cars* and, before that, *Old Cars Weekly*. I currently have a 1948 Plymouth resto-rod; a 1962 Pontiac Catalina resto-rod and a bone-stock 1991 Corvette ZR-1.

Thanks for a great magazine.

*Craig Enenbach, Palm Harbor, Fla.*

## Falcon delivery under restoration

I always look forward to the arrival of *Old Cars*. I've been a subscriber for many years.

I enjoyed your column in the April 1 issue when you discussed your affinity for sedan delivery models. I have a 1961 Falcon sedan



delivery with a 170-cid engine. The body has been restored and it is in primer right now, awaiting its turn.

I thought you might like to see it in its current state. It's rust-free and very straight.

*Tom Littrell, via email*

## Other '34 Chevy sedan deliveries?

I loved Angelo Van Bogart's recent editorial mentioning sedan deliveries. I have a sedan delivery, a 1934 Chevrolet with a Fisher body. This may be the only one in the United States; I have not seen another one like it. I have seen 1935 Chevrolet sedan deliveries, but not 1934 models.

*Harry Mocielek, Columbia Station, Ohio*



## 'Reader Photo' Buick is a 1922

I believe by the narrow front fender groove, the model year of the Buick featured in the April 1 "Reader Photo" is 1922. The license plate is Iowa.

*Jim Jordan, Afton, Minn.*



# Reader Wheels



Jonathan Fay's 1977 wagon is no ordinary Pinto! "This is an all-original dealership special Pinto that I purchased from the original owner," he says. "This car is pristine inside and out and runs like she just left the waxed floors. I am the second owner; always stored indoors and heated. There is no rust, wear or tear on this ride."





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# The Scoop



Hobby News & Views

## MoPars gear up to take over Carlisle

CARLISLE, Pa. — The Carlisle Chrysler Nationals, billed as the largest MoPar event in the world, will return to the Carlisle (Pa.) Fairgrounds July 14-16. More than 2,800 vehicles from all eras of the Chrysler brand are expected to be on hand, including Classics, muscle cars and high performance new models. Cars, parts, tools, memorabilia, collectibles and more will be for sale in the Mopar Automotive Flea Market, along with all the latest Chrysler products in the Manufacturers' Midway.

A wide variety of MoPars will be up for sale in the Chrysler Nationals Car Corral. A notary service will be available. All vehicles in the corral must be for sale, in running condition and cannot be displayed on trailers.

Special displays will include the Malaise Era area filled with "overlooked and under-appreciated" vehicles from the 1970s and '80s, and a High School MoPars showcase for car owners who drove MoPars in high school and still have them.

Other attractions will include the Rolling Burnout & Donut Contest, Take It To The Track Real Street Shootout, Featured Vehicle Display, meet-and-greet with the Golden Commandos racing legends and a Thursday evening kick-off party.

For information, visit [www.carlisleevents.com](http://www.carlisleevents.com).

### Kearney car museum will remain open

KEARNEY, Neb. — The Classic Car Collection in Kearney will remain open in its current location. The investor who purchased the collection in 2021 has made the decision to sell some of the vehicles. However, a local group has secured all the signage and memorabilia currently displayed at the Classic Car Collection and plans to keep the collection open to the public.

Brad Kernick, Classic Car Collection Board president, said in a release: "We currently have over 80 vehicles that will be displayed, including many guest favorites, and are working with several individuals to add additional vehicles

## Reader Photo

Found among a group of photos documenting road surfaces in Wisconsin was this photo that also happened to capture a ca.-1930 Packard town car. The survey process fortunately captured the date of the photo (Nov. 2, 1934), but the location was not identified. The town car's coachwork appears to be of the style built by Packard itself.

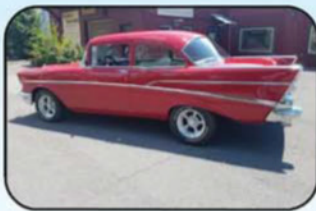




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Situated on historic U.S. Hwy. 30 and three miles off of I-80 in central Nebraska, the museum was established in 2011 when Bernie and Janice Taulborg donated most of their collection. Their 131 antique cars heavily favored pre-war models of rarely seen makes such as Locomobile, Pierce-Arrow, Moon, Gardner, Maxwell, Jewett, Gray, and Metz, as well as popular brands such as Packard, Cadillac, Buick and Chrysler.

For information, visit at [www.cccckearney.com](http://www.cccckearney.com).

## Cord brand will be up for bids at Dan Kruse auction

Cord, the fabled automobile trademark, is available for purchase. Cord & Dan Kruse Classics auctions will be offering the trademark for sale without minimum or reserve at the Dan Kruse Classics auction held in Midland, Texas, on June 17. The auction lot includes the trademark itself, as well as the licensing and manufacturing rights to build new Cord automobiles.

In the 1920s and 1930s, Cord was a well-known American automotive brand that made a mark with its front-wheel-drive L29, and 810/812 models. The brand did not survive the Great Depression and was sold to the Aviation Corp., which attempted a revival in the 1940s. Another small-scale revival took place in the 1960s.

Now that it's available again, the Cord trademark could be used by a new buyer to license Cord parts, make Cord-branded clothing and model toys or, perhaps, start up a new vehicle make with the classic name.

Craig Corbell bought the rights to the Cord name for \$242,000 in late 2014 from the family of the late Glenn Pray, who had previously secured the rights to build the Buehrig-designed in the 1960s.

For more information, go to [www.cordandkruse.com](http://www.cordandkruse.com).

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## Wreck of the Week

This 1957 Chevrolet Two-Ten Townsman station wagon with a V-8 (as designated by the V on the hood) was the last in a four-car chain reaction. The accident occurred when the driver of the first car stopped on the highway to avoid collision with an illegally passing car.



Rusty Heilocher collection



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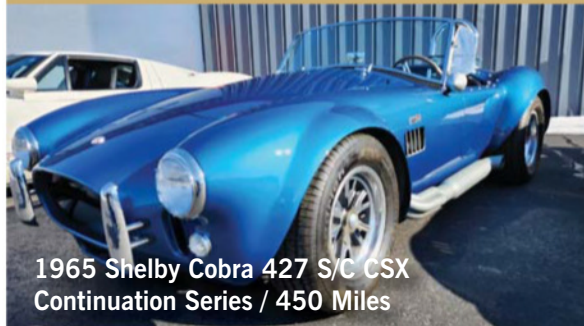
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## Petersen Museum adds 2 cars from Bortz Collection

LOS ANGELES — The Bortz Auto Collection announced it is sending another two cars to be part of a special themed display starting in June at the Petersen Automotive Museum in Los Angeles.

Since the mid 1990s, the Bortz Auto Collection has had some of its cars included in special displays at the museum. This summer, the Harley Earl 1955 Motorama LaSalle Roadster and the Virgil Exner 1955 Chrysler Ghia Falcon will be part of a new display for one year. **oc**

## SHOW US YOUR WHEELS!!

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

## Awesome Auburn!



Richard Harding's 1928 Auburn 8-115 Speedster took home "Best of Show" honors at the 2023 Greenbrier Concours d'Elegance in White Sulphur Springs, W. Va., on May 7.

# Weathered Wheels



"I recently spotted this suicide-door 1951 Mercury four-door sedan at an old car repair/hot rod shop in Superior, Wis.," reports "Weathered Wheels" ace spotter Steve Isola. "This car must have been hiding in a garage or barn for many years and is only now seeing the light of day. Can't be a native northern-Wisconsin car — it's much too straight and rust-free. Plenty weathered, with fading and peeling paint, broken windshield (driver's half) and crazed plastic taillight lenses (Ford and Mercury should have kept the glass lenses of '49 and '50). It's amazing to find any 1949-'51 Mercury that hasn't been customized and chopped. Think of the possibilities starting with such a clean palate. All the pieces are there, too — bumpers, grille, side trim, hood and trunk ornaments, window trim, lower rear quarter trim and gas filler door trim. Suspension looks good, based on its stance. I like the two-tone paint look, although there is indication that it was originally a solid blue car."





## Appreciation Down Under for the beloved LaSalle

LaSalles were intended to be the entry cars to Cadillac ownership as that luxury marque's companion offering, but if *Sallee* *Speaks* editor John Byrden has a say in the matter, the brand carries a mystique all its own.

His recent issue revealed the interest in LaSalles, a 1940 convertible coupe, to be exact. He noted, "In today's age, it has become rare to see a LaSalle of any year out and about cruising on the streets, even more unusual is being able to find a LaSalle that has been in the same family since new." The 1940 LaSalle's first buyer was a Californian. His wife "was of great class but short stature, so he lowered the LaSalle approximately six inches to get her in and out easier." Running boards were eliminated, which gained the car a sleeker appearance.

In the 1960s, that LaSalle was jacked up, tucked away and practically buried behind stuff" from the estate. It again saw light

in 2004 and underwent a restoration under the direction of the original owner's granddaughter.

More LaSalles are tracked in the issue: a 51,100-mile 1931 four-door, even a 1938 Damascus-carved funeral car in the Netherlands.



On the cover is a snappily colored 1934 Series 138 convertible coupe sporting distinctive "bi-wing" bumpers unique to that year (pictured at left).

The editor noted: "Remember, 'Cadillac Excellence made LaSalle Supreme.'" Indeed, it is grand to realize that "Down Under" in Australia – and beyond – the American-made LaSalle still turns heads and triggers proud smiles.

LaSalle Appreciation Society

cibyrdn@gmail.com

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3 Otis Place

Eltham Victoria 3095 Australia



## Vintage ad of the week

BY OLD CARS STAFF

We've seen some pretty nice vehicles being used over the years as starting gate vehicles for harness racing, but this ad for the 1959 Plymouth Sport Fury takes things a step farther. We're not sure if this sharp red convertible was the favorite or the longshot going in, but it's breaking hard from the gate. "With it's New Golden Commando 395, biggest V-8 in the low-price field, it gives you instant response without the least bit of strain," the ad proclaims. "... And there are many features that make Plymouth a runaway winner in the low-price class."





**Q.** I have a 1968 Dodge A100 Lark. When I bought it, I was told that it was one of slightly more than 2,600 made. The only other one that I have seen was my great-uncle's in the early 1970s. It is *not* a pickup camper, but the truck was factory modified by adding a walk-through space and using the truck bed as the floor, not a slide-out camper. I have been trying to find out more information about this but have had no luck. I found an old ad that is from 1965 and it's just called an A100. Any information you can give me or tell me where to look would be appreciated.

*Terry Davis, Dalton, Wis.*



**A.** I was not familiar with this model, but I have been able to find a number of references to it online. The A100 was Dodge's forward-control light-duty truck introduced for 1964. It was offered in pickup, van and station wagon forms, and competed with Ford's Econoline models. Chevy, meanwhile,

re-purposed the Corvair platform for its own rear-engine versions, which mimicked, in many ways, Volkswagen's Type 2 microbus and pickup.

By 1964, Travco Corp. was a major player in the Class A motorhome market, with an aerodynamic, fiberglass-bodied model built on an M-series medium-duty Dodge truck chassis. Offered in several sizes, the Travco motor home became very popular. Its popularity led competitors to also use Dodge chassis, such that for some 20 years, Dodge more or less "owned" that segment of the RV market.

Travco used the A100 Dodge as a base for other models. A "Family Wagon" adapted the A100 van to a camper configuration with pop-up roof, while your Lark is based on the A100 pickup. Travco also marketed a Dodge-based Class C Minihome. The Dodge ad from 1965 refers to all models as simply "Dodges," without any acknowledgement to Travco, let alone the Travco model names.

I haven't come up with any production figures, nor have I been able to narrow down how long they were built. Can anyone add to this topic?

**Q.** Thank you for publishing the answer to the question of the engine ID number (May 1). I do know that cars did not follow an exact sequence, as you say, but I believe that in the 1960s the sequence was closer than it is today. As you compare the Model A to 1960s assembly methods, it all depends on the manufacturer and the assembly plant. For instance, in 2019, I ordered a new Mustang GT that was built in Flat Rock, Mich. About two months after I ordered it, it was assigned a VIN. I remember seeing higher sequence numbers on dealer lots before mine was built.

*Chris Strasburg, via e-mail*



**A.** It's true that Model A engine numbers don't relate to today's VIN sequences. My point was that even by the 1930s, most cars did not leave the assembly line in serial number order. In general you cannot easily relate a car's VIN to its actual build date.

**Q.** Can you tell me what this glass piece is off of? Is it from an early automobile? Thanks for any help you may be able to give.

*David Wiggins, Foley, Ala.*

**A.** Sorry, no. I cannot figure out what function it might have on an automobile. There does not seem to be any way to empty the container short of removing and inverting it!

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

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# A MILLENNIAL DE SOTO MAN



The National De Soto Club's volunteer editor, David Frank, can regularly be seen piloting this 1959 De Soto Firelite in southeast Wisconsin.

## David Frank has De Soto in his genes

STORY BY ANGELO VAN BOGART; PHOTOS BY DAVID FRANK

The last De Soto rolled off the assembly line 30 years before David Frank was born, but he's one of the marque's biggest fans. The 31-year-old engineer currently moonlights as the National DeSoto Club's volunteer editor of *DeSoto Adventures*, and he's not the only millennial or Gen Z'er who finds De Sotos to be "de-lightful" and "de-lovely," as the company once advertised. The National DeSoto Club counts at least three people in their twenties and thirties on its list of national officers, trustees and volunteers — an uncommonly youthful car club staff in 2023.

For David, adventuring into the world of De Sotos was basically a matter of genetics.

"I kind of grew up in a family of them, so there wasn't really escaping it," he jokes. David considers himself

a fourth-generation De Soto owner, his great-great uncle having bought a new 1941 De Soto and his great-grandfather having owned a 1949 De Soto Custom sedan followed by several more De Sotos. David's grandfather bought several used De Sotos, some of which were his father's cars. The De Soto gene then passed to David's father, who, at age 14, bought a 1956 De Soto Firelite Sportsman from his father, which he still owns to this day.

Even today, David's grandfather and father still have De Sotos that they've owned for most of their lives, so it's fair to say David grew up riding in cars with tailfins trailing behind and big, gleaming chrome bumpers leading the way. How could one not be impressed by the experience?

"I am just a middle-class guy and that was kind of a middle-class car," he

says of De Soto. "It wasn't your basic entry-level Plymouth, but it wasn't your top-of-the-line Imperial, and that kind of fits with who I am as a person, and it's the kind of car I would have bought when they were new. I also think that Forward Look styling that they have is kind of fun."

David was so affected by the De Soto experience that he bought his first De Soto at the age of 12 — a 1956 De Soto Firelite Sportsman two-door hardtop purchased from his father (the same year and model that his father himself bought before becoming driving age). Unlike his father's 1956 De Soto, David's car is a project that he's been slowly restoring over the last 20 years or so.

"[The restoration is] moving, but the guy who's working on it is slow. It's only supposed to get to the point that the paint, glass and the stainless around



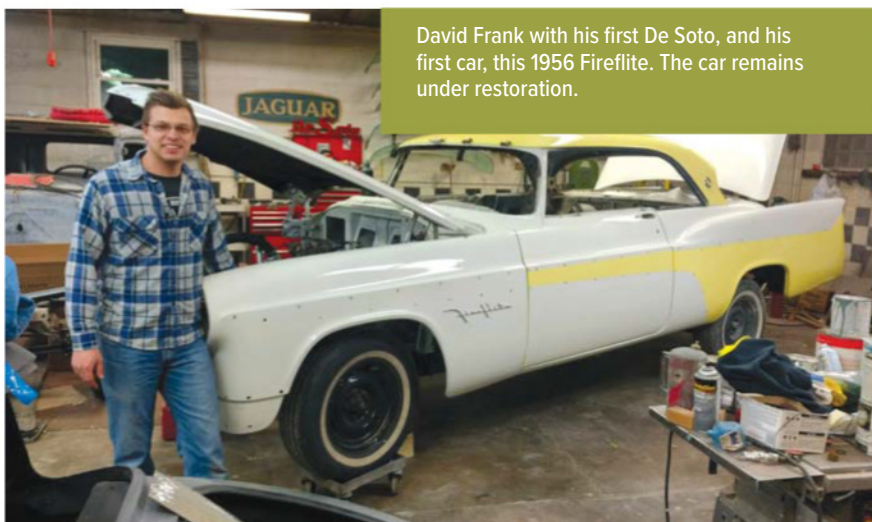
the windows are done, and I am going to finish it myself. I want to bring it home this year.”

In the time his first De Soto has been undergoing a body-off-frame restoration, David has found other cars to scratch his De Soto itch. He’s since bought several additional De Sotos, among other Chrysler Corp. marques, but these days you’re most likely to see him piloting his black 1959 De Soto Fireflite Sportsman two-door hardtop.

“Muscle cars are fun, but these cars are fun, too, in a different way,” David says. “To be honest, I have a 2006 Dodge Charger Daytona as my daily driver, but nine times out of ten, I will pick my De Soto to drive. And that Charger will out-handle the De Soto any day of the week.”

### Getting in deeper with De Sotos

If owning several De Sotos wasn’t enough immersion in the De Soto hobby, David began volunteering for club duties, often because he simply saw a need to keep certain parts of the club afloat. Before becoming editor of *DeSoto Adventures*, the National DeSoto Club’s *Old Cars* Golden Quill Award-winning publication, David led the charge on hosting the club’s 2021



David Frank with his first De Soto, and his first car, this 1956 Fireflite. The car remains under restoration.

national convention. That volunteer job led to his role as the club’s editor, even though he had no formal training in the publishing field.

“Back in 2021, as we entered the year, we had two alternating editors,” David recalled. “One editor retired, leaving just one editor.” David said issues of *DeSoto Adventures* stopped appearing in members’ mailboxes during the transition.

“We ended up with a six-month period without magazines,” he said.

“That was the year I hosted the De Soto convention in Wisconsin, so at the time, it wasn’t ideal for me to [become editor]. After the convention was over and I had a chance to breathe, and by this time — four to five months down the road — it was pretty evident that a magazine wasn’t coming out.

“I had been talking to Dan Lyman about what the position involved. I thought to myself that if I didn’t step forward, what are we going to do? You

Although David Frank has a 2006 Dodge Charger Daytona as a daily driver, he prefers to drive this De Soto when there’s no salt on the roads.





can't advertise in a magazine that isn't being printed, and it needs to be somebody that can deal with computers pretty well, because of the technology involved, and in a club, there's a lot of retirees, and that's a tall order.

"I decided that it was a good fit for me to get the magazine back on track. I figured if it went on too much longer (without magazines), it would be bad for the club. So I kind of started working right after the convention."

By the spring of 2022, David says he was caught up with delivering issues of *DeSoto Adventures* to fellow club members. To catch up, he had to learn publishing software and switch his engineer's brain to that of an editor and designer.

"I had done a little writing here and there throughout college as part of scholarships, and I had one article that was published in an international magazine that I received a second-place award for, but beyond that, I had no formal training with editing or graphic arts," he says.

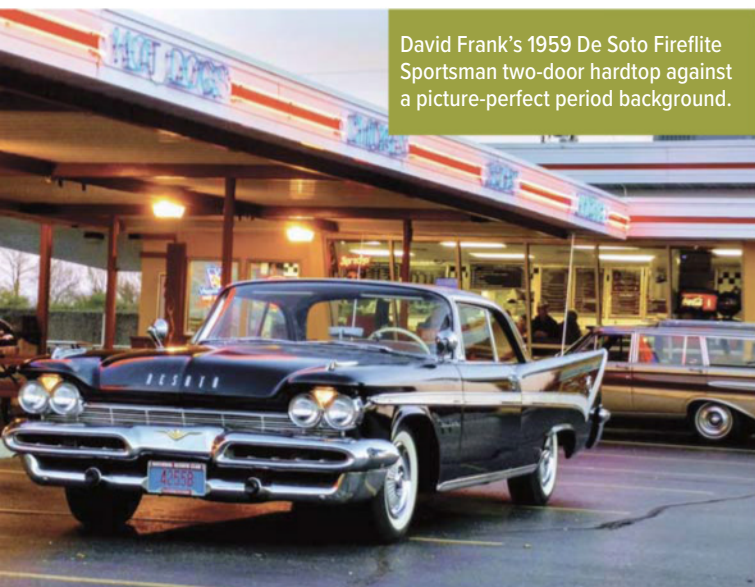
Although he's grown into the position as editor over the last couple years, David says there are still some challenges when it comes to editing a club's publication.

"With regards to the biggest challenge as editor, part of it is the discussions with the printer for efficient configurations, and part is having to arrange each magazine based on the content for that issue, which has to be gathered from various members in a certain time frame, and then make it all fit into a package that flows well and looks appealing."

Being a club editor of any age also requires some balance, David notes. Since taking over editing duties, he's tried to add more technical articles to *DeSoto Adventures*, a diversity of content such as young De Soto owners and De Soto owners from around the world, and plenty of content to read when a copy of the full-color publication arrives in members' mailboxes.

David spends much of his free time in his club volunteer role, and he says he regularly receives praise for his efforts from members. However, he knows he can't please everyone all the time.

"I believe it was Abraham Lincoln who had the quote, 'You can please some of the people all of the time, you can please all of the people some of the time, but you can't please all of the people all of the time.'"



David Frank's 1959 De Soto Fireflite Sportsman two-door hardtop against a picture-perfect period background.

## De Soto or DeSoto?

By now, you've probably noticed that De Soto and DeSoto both appear in the preceding story. In spelling all automotive names, *Old Cars* defers to original brochures and advertisements to determine the spelling a manufacturer originally used. In the case of De Soto, that's not always clear, as David Frank explains.

"Technically, I think both spellings would be correct," David says. "When the De Soto came out, it was two words with a lower case 'd,' which would have been proper in Spanish. For the cars, [Chrysler Corp.] started shoving the name together and some of the literature was split and spelled both ways (De Soto and DeSoto), so in an effort to stay consistent, we have put it as one word in *DeSoto Adventures*, as it appeared in later literature."

For the sake of consistency, *Old Cars* always spells De Soto as two words, except when referring to the National DeSoto Club and its publication, which both use "DeSoto."

"As long as we don't call it a 'Dodge DeSoto' or a 'DeSota,' either is correct," David jokes. "I have no idea where 'DeSota' comes from, or where the Dodge association comes from. It's [a separate marque] no different than a Chrysler, or a Plymouth, or a Dodge or an Imperial."

## One more big question

Given his rare combination of youth and club involvement, we asked David for a perspective of the hobby from vintage car and truck enthusiasts of his generation.

"I think the idea of sitting in a hot parking lot under the sun to compete for a plastic trophy is not as appealing to them," David says. "Their cars may not be perfect, either. Cars like my '59 [De Soto], they are not trailer queens, and you have to endure the comments of, 'When are you going to paint it?' I think that a lot of people forget when they were younger they were driving around, cruising, getting ice cream and hanging out with their friends, and weren't concerned with trophies or didn't necessarily have the best paint job. They might have had five different colors on their Road Runner and a door from a different car, and I think that principle applies today."

"There are younger people out there today still into these cars," he adds. "Maybe not as many as we hope for, but more than people may see."

"A challenge for me is to see how to get them involved in our club. I think the way to get them involved and heard and contributing to the club is to involve them. Then you might see younger people start to show up. More might show up at conventions, and it would snowball from there, hopefully." **OC**

## National DeSoto Club membership

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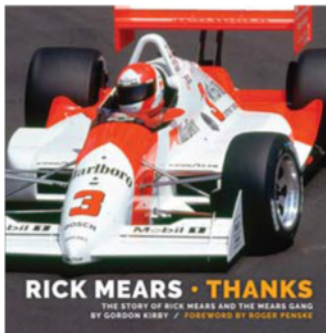


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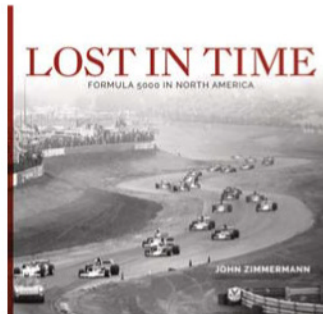
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### Rick Mears - Thanks

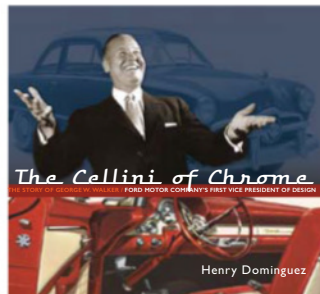
The Story of Rick Mears and the Mears Gang

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



### Lost In Time: Formula 5000 In North America

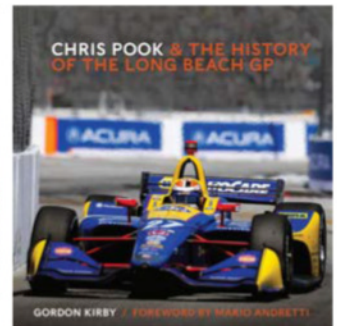
During the 1960s and 1970s, American road racing flourished, with hard-fought championships for the Can-Am, the Trans-Am and last but not least the Formula 5000 series. Formula 5000 attracted excellent entries from well-known teams such as Dan Gurney, Jim Hall, Carl Haas, Parnelli Jones, Roger Penske and Carl Hogan. The series led manufacturers to develop relatively affordable chassis designed to compete on the road courses across the U. S. and Canada.



### The Cellini of Chrome

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

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



### Chris Pook & the History of the Long Beach GP

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



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# duPont at Le Mans

## Recalling an American entry in the 100-year-old race

STORY AND PHOTOS FROM STAN SMITH

As June approaches, car enthusiasts have been frequently reminded that there will be American entries in the world-famous 24-hour race at Le Mans, France, to be held June 10-11. This year, there will be two Cadillac-powered racers in the top class trying to pull off a win. A couple of NASCAR machines are also set to appear, and Chevrolet's Corvette is always a contender.

It's been 100 years since the start of this endurance race, and for the first five years, entries were exclusively from European car manufacturers, each wanting to prove how well its car was built. By 1927, there were a few American cars that came to try their hand at beating the Bentleys. The Stutz and Chrysler racers of that period were, for the most part, private entries of a dealership in France.

The first full-blown American effort was for the 1929 race. It was duPont Motors of Wilmington, Del., which had been in the business of building cars for 10 years, that decided to enter two cars. In 1919, duPont started with a four-cylinder line that gradually evolved into an eight-cylinder series of touring, roadster and sedan models by 1928.

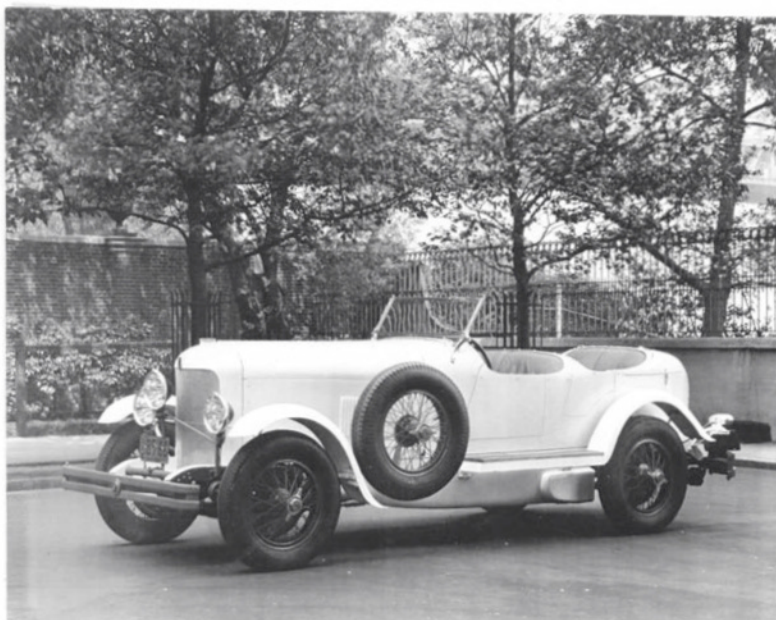
For the January 1929 New York Auto Show, duPont had a special-bodied two-passenger Speedster on display. A drawing with specifications of a four-passenger version was part of the literature handed out at the show. The new model was termed as the "Speedster - LeMans Model." This Speedster was upgraded to feature Rudge-Whitworth knock-off wire wheels, three headlamps, a larger-core radiator, two hood straps and a round tail that contained the 45-gallon gas tank and a compartment for the folding top, when down. During the early days of the Le Mans 24-hour race, contestants with a convertible top had to run a required number of laps with the top up.

E. Paul duPont had hired G. Briggs Weaver to design his latest line of cars with the two- and four-passenger Speedsters being offered to the "gentleman sportsman" of the late 1920s. A close friend of E. Paul duPont, a Charles Moran, Jr. — who had raced in Europe during the mid 1920s — was a large influence on entering a duPont in the 24 Hours of Le Mans race. Also on board was

William A. Smith in sales and A.J. Miranda, Jr., who operated a duPont showroom in New York City. Both formerly held similar positions at Mercer of Trenton, N.J., during the 1910s.

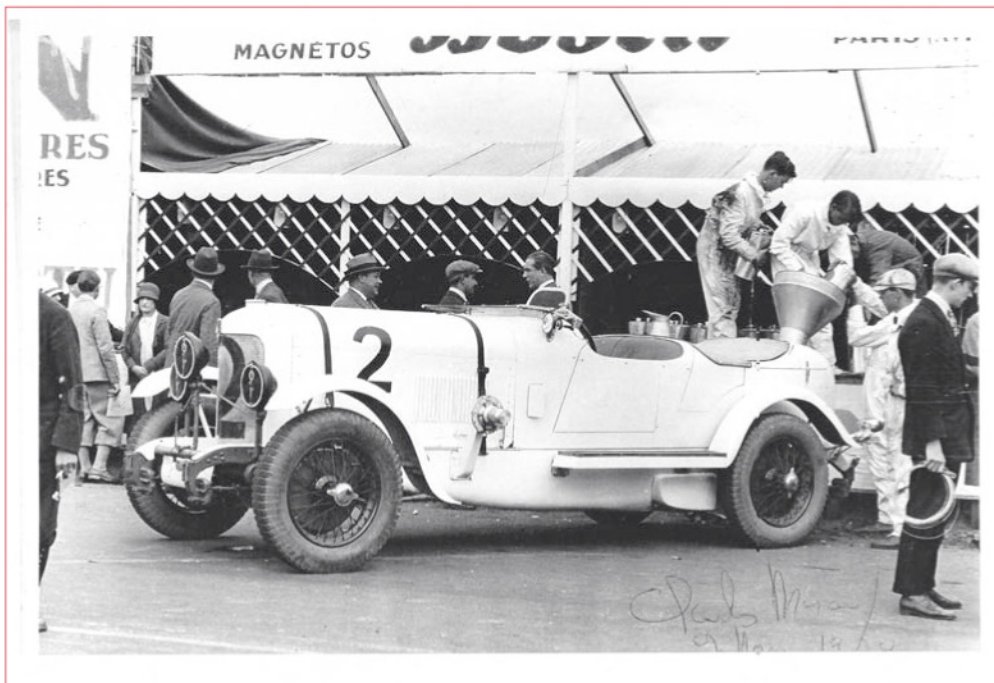
Along with duPont's drivers, there was a crew of mechanics, all of whom wore white uniforms with an American flag patch sewn on front. Both of the "LeMans Model Speedsters" built for the race were painted the official American race color scheme of a white body with blue wheels, trim and upholstery.

Only one of the two cars built was finished in time to be shipped to France so it, along with the two drivers, Moran and Miranda (plus two mechanics), arrived at France in time for preliminary testing at the Linas-Montlhery Autodrome outside of Paris. Later, the team was joined by the drivers who were to drive the second duPont. Allen Carter, who was duPont Motors' chief mechanic, along with two assistants, also made the trip. The duPont Speedster was assigned No. 2 due to the size of its engine. That meant it would be placed at



The duPont Speedster LeMans model, factory Car No. G-876, in New York City, ready to be shipped to the Le Mans race in France.





TOP: The duPont being readied for the race. Note the giant funnel being used to fill the 45-gallon fuel tank at rear.

BOTTOM: A photo captured during the 24 Hours of Le Mans race's tech inspection with duPont drivers A.J. Miranda, Jr. and Charles Moran.

second position for the standing-start lineup. The Big Six Bentley was in pole position, but it was beat into the first turn by Moran in the duPont. After a number of laps, the duPont was passed by the Bentleys and the Stutz cars while pacing at 72 mph. Following 20 laps or so, it suffered a mechanical failure in the four-speed transmission. Repairs had to be done by only the driver or mechanic with tools on board. Unfortunately, that proved to be impossible, thus the duPont was pulled from the race. Upon returning to New York, this duPont was repainted black with red wire wheels, the signature color scheme used for the Speedsters. The Woodlite headlamps went back on the front of the car and the wheels were returned to the duPont's standard 20-inch Buffalo wire wheel. This Speedster was then used by Charles Moran, who had an office in the city. According to the duPont Factory Car Record, the second duPont Le Mans Speedster was to be shipped to South America to participate in the 1929 Argentina Grand Prix. There's no evidence of that happening, and as best we know, neither it nor its twin exist. Of the dozen standard four-passenger duPont Speedsters built, there are three still with us today. They can be seen today in the Simeone Foundation Automotive Museum in Philadelphia, the Collier Collection at the Revs Institute in Naples, Fla., or as a part of the Capri-corn Collection in Virginia.

Some 30 years later, Mr. G. Briggs Weaver became involved with designing the Briggs Cunningham C6R to race at Le Mans. Also during the early 1950s, Charles Moran became the president of the Sports Car Club of America (SCCA). Being a part of the first American team to race at Le Mans, they both must have been very proud to see the all-white race cars of Briggs Cunningham on the circuit at Le Mans, France.

Let's hope we see some more of that, or at least an American flag on an American entry doing well this June.

**Stan Smith** is the author of the book "The Eight Cylinder duPont Motor Car 1928-1932," which is currently out of print. The author is preparing to write a more in-depth book on the duPont Motor Car covering the years 1919 to 1932.

He notes that the 2019 three-volume book "Twice Around the Clock" by the late Tim Considine covered every American car, person or team that raced at Le Mans from 1929-1979 and may provide more reading to those interested in the topic. **OC**





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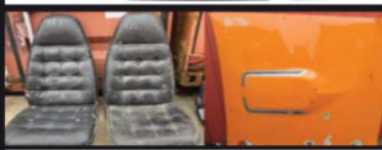


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## Re-purposing Packards



Large, used Packards from the late 1920s and 1930s sometimes became service cars at Packard agencies.

Jim had fond memories of Packard, the motor car with a string of successes beginning in 1899 and fading in 1957, when the car brand became an entry on the pages of history. Still, to Jim, Packard was “the cat’s meow,” to borrow a vintage term, and “the final word” in luxury motoring. Many agree even today.

Jim appreciated the quality of the marque and the way its business was conducted. Gentlemen sold Packards, and in addition, Jim had a personal link to the brand. His father was a master metal worker for a Midwestern branch of the company.

Dad was given all sorts of special jobs. He was asked by a mortuary to reconfigure a 1930 Gardner passenger car into an ambulance. He accepted the challenge and removed the center post and rear seat, adapted front seating and

made it into a center-door hearse. He did most of the work in his backyard after his daily hours with Packard.

Special customers now and then came calling at select Packard agencies for special treatment in having their cars mildly adapted after delivery. Sometimes a Packard agency called on its staff to make a special service-call vehicle. Word was that Packard even issued printed plans for conversions. This particularly happened upon introduction of the One-Twenty models, which seemed to be easily converted into tow trucks or specialty vehicles for roadside service.

Management realized that, given the onset of the Great Depression and subsequent slow sales, and a propensity for fewer buyers to want large cars, it was time for a converted service-utility vehicle for roadside assistance that

seemed more like a truck than a car. But Packard had not made trucks since 1923. Plus, more than a few Packard agencies avoided buying another brand of vehicle to use in servicing breakdowns or delivering needed parts.

Here was the opportunity for Jim’s father to try his magic on a Packard! Dad was given a special task as the 1930s dawned. He was asked to configure a service car for the distributorship. Rather than taking a new car sent from Detroit, it was decided to use a Senior model Packard with a significant wheel-base length to accommodate the job. The company had a late-1920s limousine that came in on trade. Few people wanted such beastly large and heavy cars at that time, and wealthy car buyers did not want to be known for buying a “used” luxury car. Thus, that portion of the used car market was nearly nil.





This two-person couch had been the rear seat of a Packard limousine — and still sports two layers of original Packard upholstery.

So, the old limousine was fair game for conversion, and Jim's father was tasked. He began by removing the luxurious rear seat, then went to work in cutting metal and supportive wood, shortening the roofline and building the rear cargo/service portion. All the time that rear seat sat nearby, covered and protected, but forlorn.

Nearing the end of the job, the master metal worker asked his boss about the rear seat. "Get rid of it," he was told. So he took it home. More than that, he configured a base, armrests and legs for a two-person couch. Jim recalled it had its original red velvet upholstery, but soon was

recovered with a couple yards of Packard blue-striped woolen material from the agency.

The couch survived the old limo, and Packard itself, as a functional relic of a past age. **OC**

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# Pink Panther



**W**hether you're a Dodge fan and prefer Panther Pink sprayed on your cars, or a Plymouth fan who's fond of cars painted Moulin Rouge, the colors and results are the same: a shockingly bright hue that had never been seen on a production automobile before January 1970.

Chrysler Corp. had a history of introducing special spring colors, and in early 1970, Dodge and Plymouth added the hot pink shade to their lists of High Impact colors. Although the colors and corresponding codes were the same from Dodge to Plymouth, the extra-cost High Impact colors had different names that were notably catchy by taking advantage

of slang and phrases of the day. Names for some of the High Impact colors were Plum Crazy (Dodge) and In-Violet (Plymouth) for purple, Top Banana (Dodge) and Lemon Twist (Plymouth) for bright yellow, and Green Go (Dodge) and Sassy Grass (Plymouth) for a medium green. When the wild hot-pink color was added, Dodge named it "Panther Pink" while Plymouth called it "Moulin Rouge." Both carried the code FM3, and the color added \$14.05 to a 1970 Dodge's sticker price.

High Impact FM3 Panther Pink made its way onto Chrysler Corp. showroom floors by the early spring of 1970. Then it vanished from the scene about as soon as it arrived, having been removed from reg-

ular production in the summer of 1970 and becoming a special-order-only color into the 1971 model year. By the time the spray gun was empty, experts estimate that Panther Pink had been applied by Chrysler to only a few hundred cars. Despite its short-lived tenure, it made a lasting impact on MoPar collectors. Furious Fuchsia was released by Chrysler in 2010 as an updated, special-edition 40th anniversary tribute and throwback to 1970, when Chrysler introduced the iconic Panther Pink. Furious Fuchsia has been described as the closest color hue to Panther Pink in the pink color family.

Today, there are many fans of Panther Pink, but an entire car painted in



# Dodge's wildest hue on a potent Charger R/T

STORY AND PHOTOS BY AL ROGERS



the color can be a bit much. However, Panther Pink is striking when paired with a full white vinyl top. With a white vinyl top, a Panther Pink car maintains its “wow factor,” but gains class and perhaps a little sophistication.

Then and now, Panther Pink is a polarizing color, which made it rare in the early 1970s. Due to attrition and its wild nature, those few original Panther Pink cars have become very desirable. An already aggressive-looking and desirable muscle car painted Panther Pink is doubly rare and desirable. This 1970 Dodge Charger R/T 440 Six Pack car with its High Impact color is one such muscle machine.

While many might think of muscle cars as a man's game, the truth is a little less patriarchal. There were certainly women interested in going fast in an aggressive-looking machine. Today, we cannot be certain why the factory built this V-Code 440 Six Pack Charger in such a wild color as a sales bank model (meaning no dealership specified it this way), but perhaps it was to allow a young-at-heart lady a chance to stomp on the bad boys on a Saturday night or during a cruise to the shore.

While walking with Tim Wellborn through the Wellborn Musclecar Museum that he and his wife Pam opened during 2000 in Alexander City,

Ala., we came up on their Panther Pink 1970 Dodge Charger R/T 440 Six Pack. We stopped at the car and Tim mentioned how the pink Charger was one of Pam's all-time favorite muscle cars, and that it had been in their collection for nearly 20 years. According to [1970chargerregistry.com](http://1970chargerregistry.com), there were 28 Charger R/T models painted Panther Pink in 1970. Tim said only two of those Panther Pink Charger R/Ts are documented as being Six Pack cars, and he would know. When it comes to researching automobiles and learning their history — such as when, where and how many were built — Tim does his homework. He and his





team go to great lengths to gather the facts. Further aiding their research on this car are two broadcast sheets indicating the car's options. They also know the car was originally sold through King Dodge in St. Louis, Mo.

Chrysler Corp. produced this Charger R/T at its St. Louis assembly plant on July 10 — rather late in the 1970 model year — with both left and right outside sport mirrors, a tinted windshield and front and rear bumper guards, among its many options. The Panther Pink FM3 paint finish is offset with the white R/T longitudinal tape stripe white side, optional white vinyl top and plush premium-grade vinyl interior upholstery with charcoal-tone houndstooth inserts. The interior is further complemented by the optional center console for the automatic transmission and standard R/T simulated walnut applique on the instrument panel and console. Passengers are treated to tunes and talk from an AM radio.

The Wellborns' Panther Pink 1970 Dodge Charger 440 R/T was restored by Dale Gyorvary. During its lifetime, the Charger had been well cared for, and it retains its original "born with" 390-hp 440-cid V-8 with the three two-barrel Holley carburetors that give it its "Six Pack" moniker. The Charger was further built with the tried-and-true combination of Chrysler's A727 Torque-Flite automatic transmission and 8-3/4 rear differential with 3.23 gearing. It sports five-spoke road wheels and Goodyear Polyglas tires for that tough early-'70s muscle car look.

Between the Six Pack 440 and its Panther Pink paint, this beautiful Charger R/T is both a handful and an eyeful.

TOP: Chrysler Corp.'s mid-size B-body platform featured a sleekly sculpted profile for Plymouth Belvedere and Dodge Coronet and Charger models, but only the Charger featured flying buttress-type C pillars.

LEFT TOP: 1970 Charger R/T models featured an "R/T" emblem and faux scoop on each door. Buyers of a Charger R/T in 1970 had a choice of a vertical rear Bumblebee racing stripe or the longitudinal tape stripe seen on this car.

LEFT BOTTOM: The hinged "quick-fill" gas cover was standard on all 1970 Charger models.



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The 440-cid V-8 was standard in the 1970 Charger R/T, but the three-carburetor Six Pack option added \$119.05 to the model's \$3,711 base price; just 684 of the 9,509 Charger R/T models built for 1970 were so equipped.

### Dodge's winner returns

The Dodge Charger was slightly revised for the 1970 model year. It was the last model year of the second-generation Charger, which had begun in 1968. The 1970 Charger remained available only as a two-door hardtop with its Coke-bottle shape and "flying buttress" C pillars, but now featured a new wraparound chrome bumper with a grille that continued to hide the headlamps although it was no longer vertically divided in the center. New electric

headlamp doors replaced the old vacuum-style doors. The taillamp lenses were similar to those on the '69 model, but 1970 Charger 500 and R/T models had unique trim that encircled both taillamp lenses, making them appear to be one large, single lens. On the R/T, new rear-facing scoops with "R/T" badges were mounted on each door, over the door scallops. A new "440" or "HEMI" hood graphic made the option list for this year only, but was not often seen. With this option, Dodge painted

the hood scallop inserts black and put silver engine call-outs on top.

Interior changes for 1970 included new high-back bucket seats, revised door panels and map pockets that were now optional instead of standard. The ignition was moved from the instrument panel to the steering column (as with all Chrysler products this year), and the glove box was now hinged at the bottom instead of the top, as in 1968-'69.

For 1970, Dodge offered the standard Charger, the Charger 500 and the top-dog R/T model, the latter two models further available as SE models. Standard R/T equipment for 1970 included a four-barrel 440-cid Magnum V-8 with dual exhaust, heavy-duty drum brakes, F70x14 white sidewall tires, striping and a handling package that included special torsion bars, Firm Ride shock absorbers, heavier-duty rear springs and a front sway bar.

The 426-cid Hemi V-8 continued to be available, but only on the R/T, and a new engine choice — the 440 Six Pack — was added to the Charger R/T's option list for 1970. With three two-barrel carburetors and a rating of 390 hp, it was one of the most exotic setups since the cross-ram Max Wedge engines of the early-to-mid 1960s. The Six Pack



The 1970 Charger R/T included bucket seats and simulated walnut trim, but the console was an extra-cost option.



was previously used only in special high-performance Dodge Super Bees and Plymouth Road Runners in mid 1969. Despite this new engine, Charger production slipped to 46,576, mainly due to the popularity of the new E-Body Dodge Challenger pony car, as well as rapidly increasing automobile insurance rates.

The Charger's production slip for 1970 came despite its successes on the track. In the 1970 NASCAR season, Bobby Isaac's Charger had 10 wins — more than any other car, including the 1969 Charger Daytona and Plymouth Superbird — thus earning Isaac the Grand National Championship. Tim Wellborn and the Wellborn Muscicar Museum own Isaac's K&K Insurance-sponsored #77 Charger race car. Along with the Panther Pink 1970 Charger R/T, the #77 Charger is a fan favorite at the museum and when shown at public events.

### The Wellborn Muscicar Museum

Tim and Pam Wellborn opened their Wellborn Muscicar Museum to the public in 2010. From its location in Alexander City, Ala., it's devoted to the great American automobiles of the 1960s and 1970s. The collection showcases such classics as the Charger, the Road Runner and the Super Bee, making it the nation's largest high-performance MoPar collection.

Owners Tim and Pam Wellborn have been muscle car collectors since their early teenage years. While still in high school, Tim's father ordered a new 1971 Dodge Hemi Charger after going to the dealership in late 1970. That 1971 Hemi Charger now greets guests walking into the museum, which was originally a Chevrolet dealership upon its construction in the 1940s. (Look for a feature on this 1971 Hemi Charger in *Old Cars'* 2024 Father's Day issue.) **OC**

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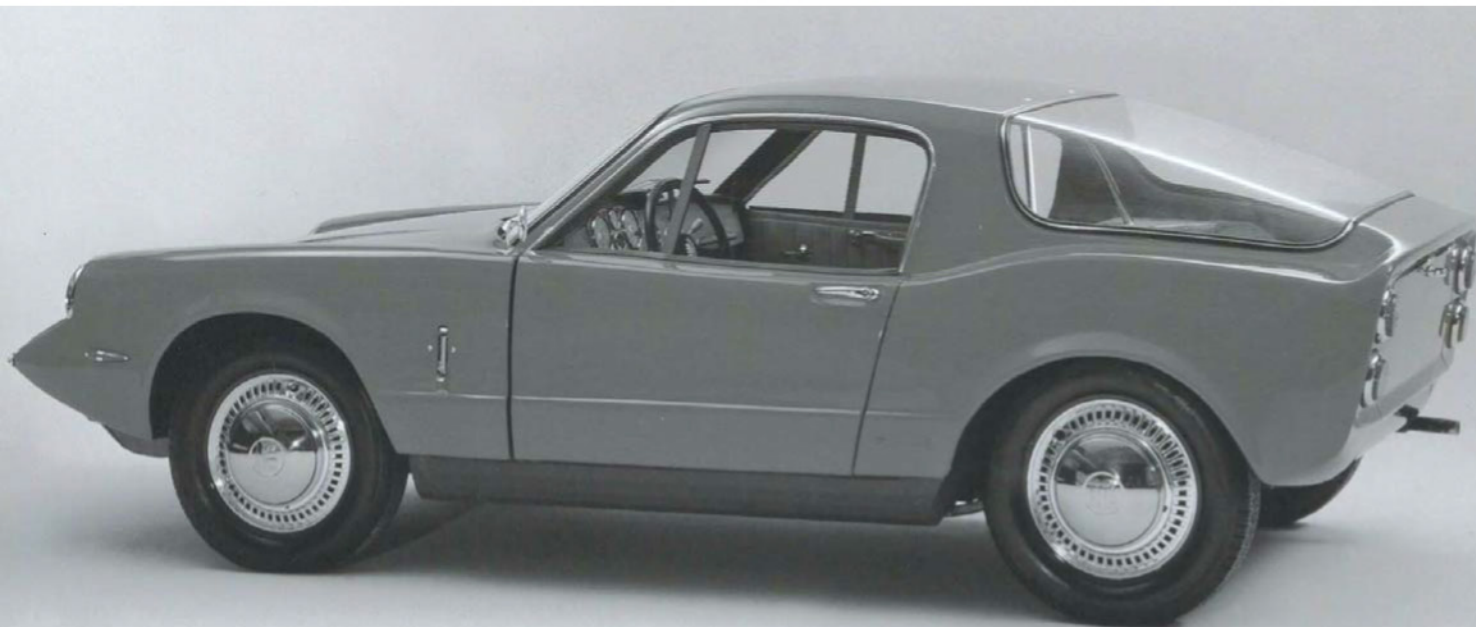
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## Quirky is Better: The Saab Sonett II



**A**s you may recall, I used to work for Saab-Scania of America, the company that imported to the United States Saab cars, along with (for a short time) Scania trucks. I ended up working for both divisions. It was a fun place, and my experience there even helped me write a few columns of which I'm rather proud. The subject of today's column is the rare and fun little sports car the company produced for four model years: the Saab Sonett II.

Now you're probably wondering, was there a Sonett I? Yes, there was, and I wrote about it in this space many years ago. I probably should write about it again some time, but not today. Today is the "II's" day.

The early Sonetts are rare for the simple reason that the company didn't build a whole lot of them. "The Standard Catalog of Imported Cars" says that 60 Sonett II models were produced during late 1966, and another 455 in 1967. A former Saab-Scania engineer who once owned a Sonett II reports that, "The original Sonett debuted in 1966 as the Sonett II with the triple-carb, two-stroke engine with

oil injection. Something like 28 were cobbled together before production of the 1967 model began. In all, 258 strokers were built, mostly all 1967s. All were oil-injected using a separate tank under the hood." By the end of production in 1969, a total of 1,868 Sonett II models had been produced. As noted, the first of the Sonett II models, the 1966 and early 1967 models, are especially rare, because the initial 258 cars produced were powered by the famed Saab 841cc two-stroke, three-cylinder engine equipped with three one-barrel carburetors. After that came a changeover to the 1500cc, Ford-built V-4 engine, which was smoother, quieter, more powerful, and even had markedly better fuel economy. All in all, the Sonett V-4 is far and away the better of the two "II" models, but to us old two-stroke guys, the three-banger is the mill to have. It's just a two-stroke thing; it doesn't really make any sense, except to certain diehards like me. So, this column is going to focus mainly on the two-strokes — those lonely 258 cars built with the light-weight three-banger under the hood.

And by the way, although books and reference guides refer to the Sonett II with the V-4 as the "Sonett II V-4," insiders call it simply the "Sonett V-4." To old-timers like me, the correct nomenclature for the Sonett model range is the Sonett I, Sonett II, the Sonett V-4 and the Sonett III, the latter two Sonetts having the V-4 motor. Hardly anyone talks about the Sonett I nowadays, because so few were built that the chance of coming across one for sale is nil. And the Sonett III is so different from the earlier models that it deserves a separate column.

A little two-stroke insider info: Would you like to know when your muffler needs to be replaced? You need to change it when it gets quiet! That's because quietness indicates that it's packed with oil residue from the exhaust and creating too much back pressure. Here's an old saying to remind you: "If you can't hear the 'ring a ding ding,' it's time to change the darn thing." At least it's an easy job.

So, anyway, let's get into the details about the Sonett II. It's a small, fiberglass-bodied two-seat sports car powered by the quirky three-cylinder two-stroke



Saab engine that revs like an electric drill and is smoother and more powerful than one would guess. Its 841cc equates to just 51.3 cubic inches, so we're not dealing with a whole lot of motor here; some garden tractors have bigger mills. But being a two-stroke means every other stroke is a power stroke, rather than every fourth stroke, as in a conventional four-stroke internal-combustion engine, so it's almost like having 1682cc under the hood. Add to that the triple carbs (which sound so sweet under full acceleration), a neat roller-bearing crankshaft and a high compression ratio (9:1), and you can see why such a small engine is able to pump out 60 hp, or more than one horsepower per cubic inch.

Having said all that, 60 hp is sure not a lot of pep for a supposed sports car, but the little Sonett II weighs just 1,565 lbs., so it's able to perform reasonably well, especially in the context of its era.

The Sonett II's transaxle included a four-speed manual transmission with a column shifter, a not-uncommon practice back then. Free-wheeling was included as standard equipment; initially it was needed, because the two-stroke engine received its lubrication from oil being mixed in the gasoline, and when downshifting, the engine might not get enough lubrication since no fuel was going into the cylinders. If you've never driven a car with free-wheeling, it can be terrifying the first couple of times that you downshift down an exit ramp and nothing happens. In fact, it sometimes feels like the car speeds up! With free-wheeling, the engine and transmission disengage when you take your foot off the gas (i.e., the drivetrain "free-wheels"). It saves gas, along with clutch wear, but it's not everyone's cup of tea.

The Sonett II rides an 85-inch wheelbase, which provides decent legroom. The two bucket seats are very low, as is the roofline (just 48 inches from the ground), which gives the little coupe a sporty feel very similar to a Porsche 914. The instrument panel includes a nice tachometer, speedometer/odometer and temperature gauge; no oil pressure gauge for the two-strokes, naturally, since they don't have an oil sump.

Exterior styling is a mix of influences. The one-piece nose with scooped out headlamps has Jaguar overtones, and I wouldn't be surprised if it influenced the later Datsun 240Z more than a bit. (By the way, the Sonett II's nose is held in place by clasps on either side, much like the Triumph Spitfire, and the whole hood/fender combo tilts forward to allow perfect access to the drivetrain for servicing). The front fender line continues along the doors before gracefully turning upward onto the rear quarters to provide good visual balance to the profile. The roofline flows back to a curved glass fast-back that terminates at the rear in an abrupt Kammback holding four taillamps — two per side — along with one of the most unique features we've ever seen: a fold-down rear access door.

The chassis is, of course, front-wheel-drive; this is a Saab, remember. Tires are 155x15s mounted on silver-painted wheels with chrome hubcaps. Steering was rack and pinion, and the independent front suspension consisted of coil springs, upper and lower wishbones and an anti-sway bar. The rear suspension included a tubular rear axle, coil springs and trailing rods. Brakes were disc all around, so all in all,

this was a surprisingly sophisticated little machine.

Options included chrome trim rings, radio and, if memory serves, Saab eventually offered an air conditioning kit for dealer installation.

After the initial run of two-stroke-powered cars, the factory switched over to the Ford-supplied V-4 engine. The day of two-stroke passenger cars was nearing the end, and Saab would soon phase out the two-stroke mill in its entire U.S. lineup, beginning with the Sonett V-4. As we said earlier, the V-4 cars are faster, smoother and more enjoyable for most people. They're not as quirky as the two-strokes, but some of us like quirky. Styling changes had to be made for the V-4, including an ungainly looking hump on the hood necessary to fit the new engine. In my eyes, the hump spoiled the pureness of the original design, but many people like it.

The Sonetts — both the II and the V-4 models — were marketed primarily to Americans and were meant to attract attention to the full Saab line-up. This they succeeded in doing, and the brand proved popular with U.S. buyers.

As far as finding a Sonett II to buy, they seem to pop up regularly, most often in V-4 guise, though I've seen a few two-strokes for sale in the past couple of years. As I write this, I've found two V-4 models for sale online; one for \$19,500, and the other for \$24,500, and both looked nice. That's not a lot of money to pay for something so rare and unusual. And they're fun to drive.

Good hunting! **OC**



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# Queen Bee

Hemi 1968 Super Bee is at the top of the food chain

STORY BY ANGELO VAN BOGART; PHOTOS BY THE OWNER



OC reader Joe Sokola looked for a Hemi-powered MoPar for several years before he finally found this 1968 Dodge Super Bee with the legendary powerplant.

**W**ith a grandfather who was a die-hard Chevy guy, you'd think Joe Sokola's automotive passion would be for the bow-tie brand. Not so. Instead, he fell hard for Mother MoPar, and he remembers exactly how it happened.

"My grandfather was a collector, but he had '20s and '30s Chevrolets, and they're still around," Sokola says. "So I grew up 'Chevy,' but for some reason, I went to the Dodges and Plymouths."

To explain the reason Sokola went sweet on "MoPar," he shuffles back to his childhood memories and describes the driveway next door.

"When we were kids, the neighbor's [mom] had a Coronet four-door, and she used to drive us to school in

it," he says. "In the late 1970s, you didn't see so much of them anymore, because they were so rough."

If the neighbor's surprisingly well-preserved Coronet didn't absolutely solidify Sokola's passion for midsize B-body MoPars, a schoolmate's 383-powered Super Bee completed the obsession.

"A friend had a dark-green Super Bee, and he'd pick me up in it, and that car was over the top," Sokola says. "His was a '68. The thing was shot and he ended up banging it up. It was rough, and he drove it a year and he taught me how to drive a four-speed with that car."

"His name was Kris Simmons; the Simmons family were all MoPar people. When my friend showed up with the Coronet Super Bee in the late 1970s, I was

like, 'Oh my God!' I have been hooked on them ever since. Since then, I bought them, fixed them up, sold them and tried to move up in the collector car world."

Today, Sokola has a 1968 Super Bee of his own — a Hemi version, no less — but it was a long time coming, and he wasn't necessarily looking for a Super Bee when he landed his dream car. He started at the entry point of the B-body collecting world with the ultimate goal of one day landing a Hemi-powered version, but he had to slowly move up to one of those coveted and valuable examples of a B-body powered by the ultimate MoPar powerplant.

## Climbing the B-body ladder

A couple years after Sokola received his driver's license, he landed his first





In 1968 — the Super Bee's inaugural model year — the new model was only available as a two-door sedan (coupe), and 7,844 were built. The 383-cid V-8 was standard and the only engine option was the "elephant" 426-cid Hemi V-8.

MoPar B-body — Chrysler Corp.'s name for its mid-size passenger car platform. He says his B-body 1965 Coronet was a "plain Jane" with a 318-cid V-8 purchased in 1981 for \$500. Although not the fastest-flying version of the Coronet, it was a good start and fit in with the company he kept.

"The Simmons family were big MoPar people," Sokola recalled. "They'd go to Connecticut Dragway every weekend back then. They had a lot of nice stuff — Challengers, Super Bees, big-block Darts — and I kind of looked up to them. I was kind of part of their crew with the car stuff."

With high-performance Dodges and Plymouths swarming around him, Sokola's lust for a high-performance MoPar only grew. By the 2000s, he had bought and sold his way up to a wicked B7 Blue 1969 Dodge Charger R/T with a 440 Magnum. It was a great B-body MoPar, but it still wasn't a Hemi car.

"I was looking for a real factory Hemi car, and so I sold my 1969 Charger R/T and was saving money to move up to a factory Hemi car."

Sokola soon learned the available factory Hemi cars were rougher than what he was looking for, or out of the price range of guys like him — working stiff with kids in college and a mortgage. That didn't stop him from chasing Hemis, and he drove from his Connecticut home to North Carolina in order to sniff out a black '66 Coronet Hemi car in his price range, but it turned out to be a dud.

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Chrysler Corp. rated its 426-cid hemi-head V-8 engine at 425 horses in 1968, but it's believed to be more powerful. For 1968, the Hemi featured standard dual 625-cfm Carter AFB carburetors. A spun bearing stalled this Hemi until a full restoration was completed in the 21st Century.

"The '66 and '67 [Hemi cars], they're kind of the lowest-price Hemis, and then [prices] jump up in '68, '69, '70. Then they jump up again in '71," Sokola says.

### Dodge hatches the Super Bee

Then as now, there is a clear line of delineation between Hemi car prices from the 1966-1967 generation of B-body MoPar to the restyled 1968-'70 B-body MoPars. Today, Hemi 1966 and '67 Dodge Chargers generally top out around \$70,000, with Hemi Dodge Coronet hardtops and their Plymouth Belvedere hardtop counterparts selling around the same prices. Meanwhile, the restyled 1968-'70 Hemi B-body Dodges and Plymouths usually sell for about two to three times the price of Hemi cars of the previous generation.



The standard interior of a '68 Super Bee — especially one ordered as stripped as this example — was Spartan. No buckets, no console.

The price discrepancy is likely due to the excitement Mother MoPar brought to the scene for 1968. That model year, Chrysler Corp. injected a fresh excitement into its performance line with budget muscle cars based on its restyled B-body platform that undercut the price of the Pontiac GTO. At Plymouth, there came the new Road Runner, a Belvedere-based model available with decals of Warner Brothers' famously speedy Road Runner cartoon character and a decal on the air cleaner of his nemesis, Wile E. Coyote. There was even a "Beep-Beep!" horn under the hood and a special Road Runner-only variation of the 383-cid V-8 with an exclusive 335 hp built using the heads, cam, intake manifold and valve gear of the 440-cid V-8 that was standard in its costlier Plymouth GTX counterpart. The Road Runner's appeal to young drivers wasn't just the cartoon shtick and unique V-8 — the factory price was a relatively affordable \$2,870 to \$3,034, depending on whether the buyer chose the Road Runner two-door sedan or spendier hardtop.

Before Road Runner came on the scene, Plymouth had been relying on its handsome GTX to give it street cred. The GTX was a high-trimmed version of the Belvedere with a hot 440-cid V-8 as standard equipment or the 426-cid Hemi V-8 as optional. With its standard 440 and luxury features, the 1968 GTX's \$3,300 base price limited the number of performance-minded young men and women who could afford it. Sure, they could instead buy a stripped-down base Belvedere optioned with a big-block instead of buying a loaded GTX, but a Belvedere's look generally didn't match the excitement available under its hood. That, and the price of spec'ing out a base Belvedere with a hyper-expensive Hemi engine put a performance Plymouth B-body out of reach for most young buyers.

Chrysler Corp. outlined parallel paths for Dodge and Plymouth cars during the late 1960s, and for nearly every



model and option, there was a counterpart at the other division. With Plymouth launching its Road Runner for 1968, it's no surprise that Dodge followed shortly after the start of the selling season with a budget B-body muscle car on its likewise restyled 1968 Coronet line. Dodge would crown its econo muscle car the "Super Bee," a less juvenile yet still youthful name, and place it beneath its Coronet R/T counterpart to the Plymouth GTX. The Super Bee would also be placed beneath Dodge's B-body Charger which also had the new Coke bottle-shaped styling, but had its own semi-fastback roofline. (Meanwhile, the Coronet and Belvedere shared a glasshouse.)

Just as Plymouth kept down the Road Runner's price by basing it upon the base Belvedere, Dodge based the Super Bee upon the Coronet 440 — its second-step-from-the-bottom midsize model — and stripped most of the Coronet 440 body trim. It then built up the Super Bee with performance that could be seen and felt. The 335-hp 383 once unique to the Road Runner became standard in the Super Bee, and a Super Bee decal was applied to the rear of each quarter panel. Super Bees also received a unique hood with a "power bulge;" a "distinctive 'Scat Pack'" performance grille that had a blacked-out mesh center; a Rallye instrument cluster from the Charger; heavy-duty shocks, brakes and suspension; wide-tread redline tires; and a standard four-speed manual transmission. Whereas the Road Runner could be had as a coupe or hardtop, the Super Bee was offered only as a coupe in '68. Since Dodge was a step up from Plymouth in the Chrysler Corp. hierarchy, the Super Bee coupe was base-priced at \$3,027, putting it about \$150 more than a Road Runner coupe, and \$7 less than the price of a Road Runner hardtop.

On Jan. 2, 1968, Chrysler Corp. announced the Super Bee's launch to Dodge dealers in a letter that noted production would begin on Jan. 12 with the model's announcement to the public to be followed on Feb. 14 (Valentine's Day). The letter was followed by a special brochure to dealers that showed them all there was to love about the new Super Bee:

"Meet the Super Bee. Newest member of the Dodge Scat Pack," began the brochure. "It's the performance version of the Coronet 440 2-door coupe. A new way for you to capture and cash in on the profitable youth 'performance' market. (500,000 strong.)

"The Super Bee was designed specifically for a large portion of that market. It's the super car for the guy who doesn't want to shy away from GTO's...only their high prices.

"Super Bee's for the guy who wants a low-priced performance car that he can drive daily...but still take to the track on weekends. One that commands respect when the Christmas tree lights up.

"The Super Bee's the car he's been looking for. It's a gutsy road car with all the goodies to make it a true performance car. If your customer doesn't believe it, tell him you'll meet him with a Super Bee at the local drag strip."

Although the newest member of the "Scat Pack" — Dodge's hive of performance cars that included the R/T Charger and Coronet — the Super Bee best made use of the Scat Pack performance car marketing. The Scat Pack's mascot was a helmeted bumblebee with drag slicks for feet and a smoking engine with headers on his back. Dodge put its colony of performance cars into its Scat Pack and made it easy to identify them; they were "the cars with Bumblebee stripes," it said.

### A Hemi all his own

Ironically, not all Super Bees received the Scat Pack Bumblebee stripes, and the Super Bee that Sokola finally caught in his



TOP: The B-body's sleek, "Coke bottle" shape can be seen in its profile and in the Coronet body's side sculpting.

MIDDLE: The Super Bee was meant to be a budget muscle car, so even the Bumblebee stripe was optional! This Bee didn't originally come with a stripe, but in one of very few deviations from original, Sokola added it.

BOTTOM: Sam Chorches under the hood of the Super Bee that his father originally sold through his dealership.







Joe Sokola and his Hemi Super Bee without its “Dodge” grille letters in place.

Hemi car search was among those without stripes. His years of hanging out with fellow MoPar fans led him to the nearby Hemi Super Bee, and he admits the recession helped him eventually put a Hemi in his garage.

“In ’07, ’08, ’09, they were paying big money for [Hemi cars],” Sokola recalls, “and then the bottom dropped out. I bought it during the slump, but it needed help.”

The Hemi that Sokola found in 2010 came to him by word of mouth from northeastern Hemi guru Joe Sica, who told him the long-parked 1968 Hemi Super Bee might be for sale.

“It kind of fell in my lap,” Sokola says. “I knew of the car, but there wasn’t any thought of it being for sale.”

Other MoPar collectors knew of the Super Bee as well, as it was a pretty storied machine in the area. The car wasn’t known for exploits on the track, but for simply being a Hemi car that was once regularly seen.

“It was [originally] bought as a daily driver in the Vernon, Connecticut, area, which makes sense, because it was bought at Chorches Motors in the next town over (Manchester, Conn.),” Sokola says.

The Hemi Super Bee came with a dealer emblem for Chorches Motors and he eventually spoke to Sam Chorches, whose father operated the dealership from the late 1940s to the mid 1990s.

“Sam explained to me that his father was big on selling Darts, Coronets, Monacos — four-doors, two-doors and stations wagons,” Sokola said. “But Sam’s father was big and he loved selling Dodge pickup trucks. His father hated these [performance] cars, because he was into pickups, four-doors — they sold trouble-free — and the Hemi stuff was nothing but a headache.”

Sam Chorches was serving in Vietnam when the Hemi Super Bee was ordered from his father’s dealership, but he confirmed to Sokola that all Hemi cars back then were, indeed, ordered. Due to the expense and power of the Hemi engine (\$714.30 in a 1968 Super Bee), dealers always ordered Hemi cars, and almost always for a specific customer.

On paper, it looks like Sokola’s relatively stripped Super Bee was ordered for the drag strip rather than the street. In addition to the optional J-code Hemi and the Hemi-specific four-speed, the Super Bee only touts an AM radio and tinted glass as options. The rear axle is the standard unit for a four-speed Hemi: the Dana 60 with 3.54:1 gears. The original owner didn’t even specify the Bumblebee tail stripe for his Super Bee!

Sokola has tracked the car through all of its past own-

ers and believes the original owner sold the car in the early 1970s. Then it bounced from owner to owner until 1983, when it spun a bearing. At that point, the grounded Hemi Super Bee was advertised for \$1,400, but there were no takers. Six months later, the car sold for \$1,000.

Over the next few decades, the two owners previous to Sokola began restoring the car. They completed restoration of the body, interior and most of the mechanical components. Sokola estimates they were 80 percent done with the restoration when he negotiated its purchase.

“It ran rough, and it didn’t want to run right,” Sokola says. However, the body work really impressed him and the price was in his range, so he sealed the deal.

Once getting it home in 2010, Sokola began the busy work of putting Super Bee back on the road and as Dodge originally built it. As funds allowed, he sourced a correct original radiator and 15-inch wheels to replace the “Dukes of Hazzard” mags on the car. He also installed a wiring harness, went through the brakes again and had the car’s original carburetors rebuilt. As with anything related to Hemis, the parts were expensive, he says, but rebuilding the Hemi engine was the biggest blow to his pocketbook. However, Sokola says the engine rebuild was worth it since it was done by Bill Atwood, an experienced and respected builder who knows Hemis inside and out. Since getting the Hemi Super Bee back on the road in 2013, Sokola has put thousands of trouble-free miles on the Super Bee.

The 440 Magnum-powered 1969 Charger R/T that Sokola sold to buy the Hemi Super Bee is a pretty choice car. Was it worth selling the Charger for the Hemi experience?

“Without a doubt, yes,” Sokola says. “It runs good, and I like it. I am happy now, but for a while, the sorting out was driving me nuts. But I finally got it. I finally feel like I am not going to get stuck anywhere. But at first I thought, ‘What did I get myself into?’ Then I got over the hump and prevailed and was able to move on.”

And move he does. Now that it’s one honey of a Super Bee, Sokola drives the Hemi car to events around his Connecticut home, even in neighboring states. He’s added power steering, so “instead of fighting the wheel and fighting the stick, I am glad to be just fighting the stick,” he says. He’s also added the dual Bumblebee stripes to the Super Bee, giving it the proper look that many associate with the model.

Sokola says at shows, people either walk right by his Super Bee or it creates enough buzz that it’s awarded best-of-show honors. Either way, it doesn’t matter to him. He finally has his Hemi B-body and he’s enjoying every minute behind its wheel.

“I don’t get stupid with it. I take my time and use my head. I am going to be 60 in a couple months — I am not this crazy kid anymore.” **OC**







Randy Krup didn't see his 1937 Fiat Topolino for more than 40 years after he sold it as a teenager. Now it's back in his garage and looking better than ever after a comprehensive restoration.

# Two-Time TOPOLINO!

Award-winning Fiat is even better the second time around

**R**andy Krup has a little-bitty car with a whopper of a story behind it.

The long and winding tale of Krup's beautiful 1937 Fiat Topolino coupe actually has two parts. He has owned the car twice, and somehow car and owner just seemed destined to wind up together.

Krup, a resident of Roscoe, Ill., is 77 now, and he bought the Fiat the first time when he was just 13. The two parted ways a few years later, but they are now together again and Krup says he'll never let the car go a second time.

"When I was 13 years old, I saw this car sitting at a Shell gas station in Rockford, and we kept driving by this station," remembers Krup. "Of course, I wasn't old enough to drive, but I had friends that were older than I was and they could drive and finally I decided, 'Why don't you pull in there? I want to see what they are doing with this old car.' I came from a family that restored antique and classic cars, so I started probably when I was 8, 9, 10 years old out in the garage every Saturday and Sunday. The first car we ever restored was a 1911 Overland. So I



had always been around cars and I wanted to see what this little old car was about.

"So I stopped in and asked the guy there, and he said, 'I think the guy's going to sell it... I think he's asking a couple hundred bucks'. And I said, 'Tell him I'm interested.' So with my paper route money, I came up with 200 bucks and we brought it home. I don't even remember, but I assume that it ran!"

Krup commenced to tinkering with the little Fiat coupe, and over the course of the next three years, he and his dad rebuilt the engine, made the car roadworthy and gave it a new paint job. When he turned 16 and got his driver's license, Krup had his set of wheels waiting for him.

"The car only had about 14,000 miles on it," he recalls. "I was raised with antiques and classics. We had a '30 Model A roadster that wasn't much better than the Fiat, so I was used to driving a car like that. I dated in the thing; it was my every-day car. I must have put 2,000 or 3,000 miles on it. I had a Jeep for the winter months, but the Fiat was my summer thing. It had no rear seats in it, so we'd pile my buddies on the bench back there and drive to the country club and play golf or whatever. We had a great time in the thing."

After a year or so of tooling around town in the Fiat, Krup said he began getting inquiries to buy the car from a man who owned a local sporting goods store. Krup spurned the offers, but the man was persistent and "he must have called me 10 times about it." Finally, the man offered to trade Krup a Thunderbird even-up for the Fiat, and while Krup wasn't interested in a T-Bird, his brother was, so he made the deal and the Fiat headed down the road. "It was a '59 or '60 Thunderbird, if I remember correctly. I sold the Thunderbird to my brother that day, and then I bought my first MG-TD. That happened to be from the same guy that I bought the Fiat from!" he says. "And I still have the TD, by the way!"

That was back in about 1963, and for the next 40 years, Krup never saw the little Fiat again, but he fondly remem-

bered it even while many other great cars came and went from his garage.

In 2003, he received a phone call out of the blue that he still finds hard to believe. A man Krup didn't know was looking for a "Ray" Krup, and Randy didn't know anybody by that name. The two visited on the phone for a couple minutes, and Krup finally said, "'Do you mind me asking why you are looking for him?'" and he said, 'I've got a car he once owned.' I said, 'Well sir, you've got the right guy.' He said, 'How can you say that?' I said, 'Well, sir, I've owned about every car in the county at one time or another!'" he laughed. "He said, 'I'll bet you never owned a Fiat, and I said, 'Sir, how about a 1937 Fiat Topolino?' And there was dead silence on the phone and he said '[Expletive], you are the right guy!'"

It turns out the 1937 Topolino was for sale again, and Krup's wife Carol insisted that they go look at it. It was only about 15 miles away in Winnebago, Ill.

"The guy had bought it from a used car lot probably a mile from my office. I never knew it was there," Krup laughs. "He had never driven it, so I don't know how long he had it. This guy bought it and drove it home, except it had no anti-freeze in it! And he cracked the block on the way home to Winnebago. It froze up and it sat in a storage shed all those years... We went up that day and looked at the car. It looked



"Topolino" translates to "baby mouse" in Italian, and as the name would suggest, it was a very tiny car. Unlike many other micro and mini cars, however, it was built like a "big" car, with traditional body-on-frame construction and full and traditional brakes and suspension setups. The ride and handling are both surprisingly smooth and stable.







The restored interior is immaculate in this car, and certainly is a step up in class over most microcars. The woodgrain dash insert and brown vinyl upholstery add a richness to the tiny Fiat.

For propulsion, the early Topolinos relied on a 13-hp, 569cc inline four-cylinder engine that actually sits ahead of the front wheels, allowing plenty of leg room for the driver and front seat passenger.



similar to how I left it all those years ago, and had maybe 400 or 500 miles on it since I got rid of it.

"We pushed it out of the shed and, of course, it didn't run, the engine was froze. I asked him what he wanted for it and he said, 'I'd like to get \$6,500 for it.' I said, 'Sir, I paid \$200 for it the last time I bought this car. I'm not sure where you came up with that number, but that's not what I would be willing to pay. He said, 'Honestly I need a new set of false teeth and the bill is \$6,500 and that's why I'm selling the car.'"

A couple weeks later, the seller called Krup back and asked him if he'd make an offer. Krup volunteered \$1,500, "And not a dime more, and the only reason I'm giving you \$1,500 is because it was my car when I was 16 years old!"

## A MOUSE IS BORN

For car collectors and enthusiasts these days, the 1930s are remembered and treasured for the many great luxury machines and coach-built classics that the decade produced. Fiat went all the way to the opposite end of the spectrum when it introduced the Fiat 500, which came to be known as

the "Topolino" (Italian for "baby mouse" and the character Mickey Mouse). Similar to Volkswagen's vision of a low-budget "people's car," Fiat brass saw great opportunity in launching a sturdy car that could be cheaply mass produced and would appeal to a worldwide audience.

The Topolino was indeed a pipsqueak of a car. With a curb weight of under 1,200 lbs. and measuring only about 126 inches from nose to tail, it was one of the tiniest automobiles in the world.

The Topolino debuted for the 1936 model year. It was officially referred to as the Model A and was offered as a two-door saloon, two-door convertible (with a folding roof) and a two-door van through 1948. Power came from a liquid-cooled, 13-hp, 569cc four-cylinder side-valve engine that was squeezed all the way to the front of the car behind a stylish, sloping grille. The radiator was actually mounted behind the engine, which allowed for better front end aerodynamics.

The independent front suspension and quarter-elliptic rear springs provided a surprisingly stable ride, and fuel



economy was in the neighborhood of 50 mpg, unless you jammed a couple of passengers in back — which was not an uncommon occurrence.

The “Mouse” saw few changes during its lifetime, with perhaps the biggest coming in 1948 when a new overhead-valve engine was adopted that delivered 16.5 hp and maybe a slight bump over the Topolino’s claimed top speed of about 53 mph.

The Topolino lasted until 1955, when the larger rear-wheel-drive Fiat 600 came out. By then Fiat had sold about 511,000 of the mighty mice. Many were driven into the ground. Plenty of others became “gassers” for the racing crowd. One of them found a permanent home in north-central Illinois.

## BETTER THE SECOND TIME

Unlike the first time he had the car, Krup didn’t immediately start tearing into the Fiat when he brought it home the second time. He had other projects going and other cars to enjoy, and the Topolino sat in mothballs for more than a decade. Krup wasn’t sure exactly how much restoring he was going to do on the car, but when he wound up getting the ball rolling in 2014, he went all the way.

“Well, I sold my business ... and I also sold the building where I was keeping the car, so I had to move the car and I took it to Antique Auto Restoration in Rockford,” Krup says. “They do great work and they had done a lot of jobs for me in the past ... I told them, ‘I gotta get it out of the garage, let’s start a restoration on it.’ I said, ‘I don’t need a 100-point restoration, it’s not going to Pebble Beach, but I’ll tell everybody who did the work on it, if that gives you any idea what I’m hoping for ... If it takes a couple years, that’s OK. I don’t care.’”

It took until 2018, but when the car was finished it could certainly qualify as one of the nicest examples of its breed. Krup wound up ordering a replacement engine block, rather than trying to repair the block that had been cracked many years earlier. The Fiat had been driven sparingly during its brief time on the road, so there was almost no rust on the car, and all the pieces — plus some spare parts and even a spare engine — were still around.

“The body was in exceptional shape. No rust whatsoever. The only hole we found in it was in the battery box, probably from acid. That was it. It was exceptionally good,” Krup noted. “I had to re-chrome some hubcaps and stuff when I first did the restoration, but some of the stuff was so nice I didn’t have to re-do it!”

One of Krup’s biggest decisions came when it was time to paint the car. He had painted the Fiat 1960 Dodge

Toreador Red when he had it the first time, “but then I figured out that 1960 Toreador Red was actually a truck color, not a regular color for cars,” he says. “And I decided the red was going to make it too much like a clown car, so I thought it was time for a change.”

He considered doing the car in burgundy with black fenders, but he already had that color scheme on his MG-TD, and Jay Leno has a well-known 1937 Topolino painted burgundy and black. “So I thought, ‘Well, we can’t do that. It will look just like Leno’s car.’ So we developed this blue with the black fenders, and I think it turned out really good.”

The lack of turn signals originally on the car still has Krup scratching his head. He added them for the sake of safety this time around, but he’s still not sure why they were missing in the first place. “The car never came with turn signals, but there

was a hole in the dash when I was 13 years old and I never knew what the hole was for,” he says. “So I filled that hole, not knowing what was supposed to be there. Turns out after talking to people in Europe, that was for a turn signal switch. And they said all cars leaving Europe had turn signals, and I said, ‘Well, not mine!’ There were no turn signals, no holes [on the body] to indicate signals were there and, of course, no wiring ... So why the hole was there ... I guess originally it must have had a switch, but not the turn signals themselves. Now it’s got some

motorcycle-type small indicators on the front and back. It’s a little dangerous driving that little car with other cars zipping by you at 70 mph and I’m doing 35, 40. So I went ahead and put them on.”

If Krup’s Topolino ever got docked points at a show for the incorrect turn signals, that would be one of the few flaws anyone could find. The Fiat is truly immaculate in almost every way. He is quick to laugh at himself for almost making the Topolino “too nice” to drive, but the payout comes when he putters onto a showfield and wows others who rarely see a car of its ilk in such perfect condition.

“Oh yeah, it’s better than I probably ever expected,” he admits. “I didn’t do it to try to win anything with it, but I’ve taken it to a number of shows ... I was at the Des Moines [Iowa] Concourse and at Elkhart Lake [Wis.] a couple of times. Each one of those shows it’s gotten People’s Choice or better. There’s these million, million-and-a-half-dollar cars, and my little Fiat shows up and beats the million-dollar Ferraris. It’s been really fun.”

And if anybody tries to buy it from him a second time, even if they call him 10 times, he insists this time the answer would be a firm “no.” “I joke that I should get a sign saying ‘This is the world’s most expensive Topolino,’” he laughs. “Nobody would ever give me as much money as I have in this deal, so I won’t sell it.” **OC**



**“...my little Fiat shows up and beats the million-dollar Ferraris. It’s been really fun.”**





Only one Duesenberg was offered during Auction Week in Arizona, this 1931 Model J, LeBaron Phaeton which RM/Sotheby's saw trade hands at \$950,000.

## RM Sotheby's gets off to strong start in Arizona

PHIL SKINNER & KIMBERLEY KNAPMAN REPORTING

PHOENIX, Ariz. — In the posh setting of the famous Biltmore Resort and Hotel in Phoenix, RM Sotheby's presented its 25th Arizona Classic in January, and the results were strong. A rather exclusive docket was presented for a packed house to bid on with long-time RM Auctioneer Mike Shackleton conducting the five-hour-long sale.

RM Sotheby's had many new faces in attendance as well as some old friends who have been with the company for well over 20 years. The quality of the vehicles and the layout of the auction arena was similar to years past, and the crowd seemed to enjoy the friendly atmosphere. Marques such as Porsche, Ferrari and Mercedes-Benz dominated the line-up, and after many years, it is apparent that Rob Myers, the "RM" from which the company was founded, proved once again that he really knows what to bring to his well-heeled customer base.

Clear skies and pleasant viewing temperatures allowed many of the RM cars to be displayed in the cordoned-off parking areas of the Biltmore Resort and throngs of curious and serious bidders welcomed the opportunity to inspect their prospective new rides. RM Sotheby's offers test drives to qualified bidders of some many of the offered lots, which was a thrill not only for those who had an interest in purchasing a specific car, but from the smiles on the RM staffers tasked with testing out these rides, it was an enjoyable experience for them also.

Most of the cars offered were in excellent physical condition, though we did spot a few maladies such as pitted chrome. In the case of an otherwise-beautiful 1957 De Soto Adventurer convertible, it was a tailpipe leak that really needed some attention and that might have limited its bidding to \$115,000. Of particular interest to one of *Old Cars'* reporters was a 1959 Cadillac Eldorado Biarritz convertible in Iverness Green, which appeared to have been treated to a complete restoration several years back and was starting to show a couple of areas that needed attention. Nevertheless, this stunning car was hammered sold at \$200,000.

Taking the top-dollar honors at the Biltmore was the stunning 2014 Ferrari "La Ferrari" coupe in deep Royal Blue Metallic and showing right at 3,200 miles from new. Bidders in both the room and on at least six phones took part in pushing the price on this coveted supercar to a winning bid of \$3,700,000. Also making a strong showing was a superb 1971 Lamborghini Miura P400/SV, presented in its original Dark Blue finish and tuned to perfection. It received a successful bid of \$3,250,000.

Overall, we recorded a total of 78 vehicles sold, including several in post-block negotiations, which meant the sell-through rating was 88.6%, with 44 vehicles — or half of the docket — offered without reserve.





Above: Rare and desirable, this 2014 LaFerrari coupe saw spirited bidding at RM Sotheby's from both live and phone bidders before the hammer fell in Arizona for a bid of \$3,700,000.



Above right: The market for the mighty Mercedes-Benz 300SL has always been strong in Arizona, and the \$1,650,000 bid on this 1958 roadster continued the trend.

Right: This rare 1953 Chrysler Ghia Special, the inspiration for the VW Karmann Ghia, seemed like a good buy when hammered sold at \$450,000.



Finished in Iverness Green, this sharp 1959 Cadillac Eldorado Biarritz with factory air suspension was called sold for a bid of \$200,000.

Based on hammer bids, the sales total was \$35,744,500; not bad for a day's work. Commissions for RM Sotheby's sale was set at 12% up to the first \$250,000 and 10% thereafter. With commissions added in, we calculated the sale total to be

\$39,101,100. In addition to the automobile lots offered, several items of memorabilia were also placed on the block, including a Duesenberg Model J engine, reported to be fully rebuilt and called sold for a bargain price of \$100,000. **OC**



## RM SOTHEBY'S PHOENIX SALE

Jan. 26, 2023

78 lots reported sold of 88 lots offered

Sell-through rate: 88.6%

Total sales: \$35,744,500

Total sales with premiums: \$39,101,000

Phil Skinner and Kimberley Knapman reporting

	Price/Cond	
1952 Allard K2 Special 2d rds Chrys. 392cid/300hp/ Hemi V8/4spd	\$105,000 2	
1963 Apollo 3500GT by Intermeccanica 2d cpe Buick 215cid/200hp/V8/4spd	\$110,000 2	
1967 Aston Martin DB6 2d cpe 3995cc/ 282hp/6cyl/5spd/RHD	\$270,000 2	
1992 Aston Martin Virage 2d cpe 5340cc /330hp/V8/5spd	\$90,000 2	
2003 Aston Martin DB-AR1 Zagato 2d rds 6.0L/435hp/V12/6spd	\$245,000 1	
1939 Atalanta 4.3 Abbot 2d conv Linc. 292cid/110hp/ V12/3spd	\$300,000 2	
2013 Bentley Continental Super Sports ISR 2d conv 4.0L/500hp/Turbo V8/AWD AT	\$180,000 1	
1958 BMW 501-8 4d sed 2.0L/64hp/V8/ 4spd/sunroof	\$57,500 2	
2002 BMW Z8 2d conv 4.9L/394hp/V8/ 6spd/2 tops	\$232,500 2	
1959 Buick LeSabre 2d HT NOM 540cid V8/AT/custom	\$115,000 2	
1955 Cadillac Eldorado 2d conv 331cid/ 270hp/2x4bbl/V8/AT	\$75,000 1	
1959 Cadillac El Dorado Biarritz 2d conv 390cid/345hp/V8/AT/air suspension	\$200,000 2	
1967 Chevrolet Corvette Sting Ray 2d cpe 427cid/425hp/V8/4spd	\$150,000 2	
1969 Chevrolet Corvette ZL1 2d cpe 427cid/560hp/V8/AT/ one of one	\$2,850,000 1	
2007 Chevrolet Impala SS NASCAR Race Car 5.7L/ Hendricks V8/AT/ex-Jimmie Johnson	\$120,000 2	
2013 Chevrolet Impala SS NASCAR Race Car 5.7L/Hendricks V8/AT/ex-Jeff Gordon	\$80,000 2	
1947 Chrysler Town & Country 2d conv 323cid/ 135hp/8cyl/F.Drive	\$62,500 2	
1953 Chrysler Ghia Special 2d cpe 331cid/ 180hp/Hemi V8/AT	\$450,000 1	
1956 Chrysler 300B 2d HT 354cid/340hp/ 2x4-bbl/Hemi V8/AT	\$130,000 1	
1957 De Soto Adventurer 2d conv 345cid/345hp/2X4- bbl/V8/AT	\$115,000 1	
1931 Duesenberg Model J LeBaron 4d conv. Sdn 420cid/265hp/8cyl/4spd/dsm/trunk/ Sr. Tripple lghts	\$950,000 1	
1983 Excalibur Series IV 2d conv Chev 305 ci V8/AT/2 tops	\$53,000 3	
1967 Ferrari 275 GTB/4 2d cpe 3286cc/ 300hp/V12/4spd	\$3,050,000 1	
1971 Ferrari 365GTB Daytona 2d cpe 4390cc/ 352hp/V12/5spd	\$600,000 2	
1992 Ferrari F40 2d cpe 2.9L/478hp/V8/ 5spd	\$2,150,000 1	
1995 Ferrari 512-M (Maranello) 2d cpe 4942cc/436hp/ V12/5spd	\$615,000 1	
2009 Ferrari 430 Scuderia 2d cpe 4.8L/503hp/V8/F1 Paddle Shift	\$385,000 1	
2010 Ferrari 599 GTO 2d cpe 6.0L/670hp/ V12/6spd	\$780,000 1	
2014 Ferrari La Ferrari 2d cpe 6.3L/ 789hp-949hp (Hybrid) V12/AT	\$3,700,000 1	
2017 Ferrari F12 TdF (Tour de France) 2d cpe 6.3L/769hp/V12/6spd	\$1,125,000 1	
1953 Fiat 8V Ghia 2d cpe 2.0L/104hp/V8/4spd	\$110,000 1	
1930 Ford Model A 2d rds DSM, R/S, Rack	\$25,000 2	
1962 Ford Thunderbird Sports rds 2d conv 390cid/330hp/3x2-bbl/V8/AT	\$175,000 1	
1969 Ford Mustang Boss 429 2d FB HT 429cid/375hp/V8/4spd	\$250,000 1	
2017 Ford GT Series II 2d cpe 3.5L/647hp/ Twin Turbo/V6/7spd	\$820,000 1	



A wide range of Porsches were offered in the Valley of Sun in January, including this 1994 911 Turbo-S that brought a winning bid of \$750,000 at RM/Sotheby's Biltmore sale.

Despite a noticeable exhaust leak, this sharp 1957 De Soto Adventurer convertible drew plenty of attention and hammered sold at \$115,000.



1971 ISO-Rivolta Griffo II Bertone 2d cpe Chev 350cid/V8/AT	480,000 1	2002 Mercedes-Benz G500 4d 4X4 SUV 5.0L/292hp/ V8/AT	\$90,000 1
1954 Jaguar XK120SE 2d rds 3.4L/180hp/ DOHC 6cyl/4spd	\$107,500 1	1951 Mercury 2d conv 255cid/112hp/V8/3spd	\$41,000 1
1958 Jaguar XK150-S 2d rds 3.4L/250hp/ DOHC 6cyl/4spd	\$200,000 1	1936 MG Magnette 2d rds 1271cc/56hp/S-C/6cyl/4spd	\$70,000 2
1967 Jaguar E-Type (XKE) Series 1.25 2d conv 4.2L/265hp/DOHC 6cyl/4spd/7,230 orig mi	\$102,500 2	1969 Plymouth GTX 2d conv 426cid/425hp/2x4-bbl/ Hemi V-8/4spd	\$170,000 2
1971 Lamborghini Miura P400/SV 2d cpe 3972cc/385hp/V12/5spd	\$3,250,000 1	1970 Plymouth Cuda 440 2d HT 440cid/390hp/3x2-bbl/ V8/4spd	\$115,000 1
1990 Lamborghini Countach 25th Ann. Ed. 2d cpe 5.2L/492hp/V12/5spd	\$700,000 1	1956 Porsche 356A 1600 Super 2d rds 1582cc/88hp/ H4/4spd	\$300,000 1
1994 Lamborghini Diablo VT 2d cpe 5707cc/ 492hp/V12/5spd	\$340,000 1	1970 Porsche 911E Targa 2d cpe 2195cc/155hp/H6/5spd	\$45,000 3
1999 Lamborghini Diablo VT 2d cpe 5707cc/ 530hp/V12/5spd/tool kit	\$410,000 1	1987 Porsche 959 Komfort 2d cpe 2.85L/444hp/ Turbo/H6/6spd	\$1,525,000 1
2012 Lexus LFA 2d cpe 4.8L/552hp/V10/ 6spd auto-man	\$675,000 1	1989 Porsche 911 Turbo Flat Nose 2d cpe 3.3L/282hp/ H6/5spd	\$375,000 1
1940 Lincoln Continental 2d conv 292cid/ 100hp/V12/3spd	\$38,000 2	1993 Porsche 911 Turbo-S Lightweight 2d cpe 3.3L/ 381hp/H6/5spd	\$870,000 1
1963 Maserati 3500 Sebring GT 2d cpe 3485cc/ 235hp/DOHC 6cyl/4spd	\$140,000 2	1994 Porsche 911 Turbo-S Flat Nose 2d cpe 3.6L/385hp/ H6/5spd; s/r	\$750,000 1
2022 Maserati MC20 2d cpe 3.0L/621hp/Twin Turbo/ V7/8spd	\$300,000 2	1997 Porsche 911 Turbo-S 2d cpe 3.6L/434hp/H6/6spd	\$495,000 1
1958 Mercedes-Benz 300SL 2d conv 2996cc/240hp/ 6cyl/4spd	\$1,650,000 1	2002 Porsche 911 GT3 Touring Ed. 2d cpe 4.0L/502hp/ H6/6spd	\$325,000 1
1959 Mercedes-Benz 190SL 2d conv 1896cc/105hp/4cyl/4spd	\$95,000 2	2005 Porsche Carrera GT 2d conv 5733cc/605hp/ 4-cam V10/6spd	\$1,125,000 1
1967 Mercedes-Benz 250SE 2d HT 2496cc/170hp/ 6cyl/4spd	\$60,000 3	2011 Porsche 911 GT3/R5 (997.2) 2d cpe 3.8L/423hp/ H6/6spd/Sport Chrono Pkg	\$365,000 1
1968 Mercedes-Benz 280SL 2d conv 2788cc/195hp/ 6cyl/4spd/2 tops	\$125,000 1	2011 Porsche 911 Speedster 2d conv 3.8L/408hp/ H6/7spd	\$330,000 1
1969 Mercedes-Benz 280 SL 2d conv 2788cc/195hp/ 6cyl/4spd/2 tops	\$167,500 1	2002 Rolls-Royce Corniche 2d conv 6.75L/300hp/ Turbo V8/AT	\$115,000 1
1971 Mercedes-Benz 280SE/3.5 2d conv 3499cc/ 230hp/V8/AT	\$280,000 1	2008 Rolls-Royce Phantom 2d conv 6.8L/453hp/V12/AT	\$280,000 1
1977 Mercedes-Benz 450SEL/6.9 4d sed 6.9L/250hp/V8/ AT, S/R	\$45,000 1	1968 Shelby GT500-KR 2d FB HT 428cid/360hp/V8/AT	\$145,000 2
1978 Mercedes-Benz 450SL 2d conv 4.5L/180hp/ V8/AT/2 tops	\$60,000 2	1939 Talbot-Lago T23 "Major" by Chausson 2d 3-Pos. Cabrio 4.0L/115hp/6cyl/Pre-selector	\$80,000 2
1987 Mercedes-Benz 560SL 2d conv 5.6L/238hp/ V8/AT/modified	\$42,000 2	1970 Toyota Land Cruiser FJ40 2d 4X4 SUV 3.9L/ 155hp/6cyl/3spd	\$58,000 3
		1975 Volkswagen Type 2 Westfalia Camper 3 RV 1.8L/ 67hp/H4/4spd	\$40,000 2



# Calendar

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

## SHOWS

### ARKANSAS

**Jun 14-17 AR, Morrilton.** 65th Annual Petit Jean Show 2023. Museum of Automobiles, 8 Jones Lane. 501-727-5427, [info@motaa.com](mailto:info@motaa.com), [www.motaa.com](http://www.motaa.com), [www.museumofautos.com](http://www.museumofautos.com)

### CALIFORNIA

**Jun 9-11 CA, Modesto.** The 24th annual American Graffiti Festival & Car Show, sponsored by the North Modesto Kiwanis Club. Friday evening parade, followed by festival & car show on Saturday & Sunday. [www.americangraffiti-festival.com](http://www.americangraffiti-festival.com), [nmckarshow@gmail.com](mailto:nmckarshow@gmail.com), 209-447-5962.

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

### COLORADO

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

### CONNECTICUT

**Jun 2-4 CT, Greenwich.** Greenwich Concours d'Elegance. [www.greenwichconcours.com/](http://www.greenwichconcours.com/)

**Jun 4 CT, Guilford.** Club Corvette of CT to Host 28th Annual Corvette Show. Moroso Performance Products - 80 Carter Drive (off Goose Lane, Exit 59 from I-95). 9am-2pm. Admission \$5, Under 12 FREE. <https://www.clubcorvettect.com/> club-corvette-of-connecticut-home/news-and-events/club-corvette-of-connecticut-annual-car-show/

**Jun 25 CT, Kent.** 46th Annual Classic Car & Motorcycle Show. 31 Kent Cornwall Road. 9am-2:30pm. Registration \$20, Admission \$5, \$2 Seniors. Veterans and under 12 FREE. [HVRAACA@gmail.com](mailto:HVRAACA@gmail.com)

### DELAWARE

**Jun 17 DE, Selbyville.** Town of Selbyville and the Bethany-Fenwick Area Chamber of Commerce celebrate tradition and the classics 66th year. Uptown Church St. in Selbyville [www.oldtimersdayde.com](http://www.oldtimersdayde.com).

### HAWAII

**Jul 4 HI, Hilo.** Hawaii 4th of July car show. 200 antique, and muscle cars. Hilo bay front.

### ILLINOIS

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

**Jun 16-17 IL, Effingham.** Funfest for Air Cooled VW 2023. Mid-America Motorworks. Website: [www.funfestacvw.com](http://www.funfestacvw.com)

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

### INDIANA

**Jun 2-4 IN, Auburn.** 2nd Annual Meet in the Middle Micro Car/Mini Car 2023 Meet. [www.MicroCarMeet.com](http://www.MicroCarMeet.com), [www.Facebook.com/microcar-meets](http://www.Facebook.com/microcar-meets)

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

**Jun 10 IN, Carmel.** Open Car Show, Carmel American Legion Post #1155, 852 W. Main St. Reg. 9am-noon. Ted Durlacher: [ted@therollsrealtor.com](mailto:ted@therollsrealtor.com)

### KANSAS

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

### MARYLAND

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

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

**Jul 8 MD, Lutherville.** Four Alarm Collector Car Show. Fire Museum of Maryland - 1301 York Road. 11am-2pm. 410-292-3656, [phack126@gmail.com](mailto:phack126@gmail.com), [www.chesapeake.aaca.com](http://www.chesapeake.aaca.com)

### MAINE

**Jul 15 ME, South Paris.** 44th Annual Founder's Day & Classic Car Exhibit. Hamlin Memorial Library & Museum, 16 Hannibal Hamlin Drive. [www.hamlin.lib.me.us/founders\\_day.html](http://www.hamlin.lib.me.us/founders_day.html)

### MICHIGAN

**Jun 10 MI, Alpine.** Downtown Alpine Drive-In & Dine. Downtown Alpena - Harborside Cycle and Sport Parking Lot (behind 119 N. Second Ave.) 5-8 pm. 989-356-2524, [www.facebook.com/samrumblessf](http://www.facebook.com/samrumblessf)

**Jun 11-17 MI, Dearborn.** Early Ford V-8 Club of America 60th Anniversary Diamond Jubilee Celebration. [www.earlyfordv8.org](http://www.earlyfordv8.org)

**Jun 11 MI, Marysville.** The Blue Water Region AACA 30th Annual Marysville Car Show. Marysville Park - 8091 E. Huron Blvd. 9am-3pm. Gary Minnie 810-327-6721, [www.willsautomuseum.org/carshow2023.htm](http://www.willsautomuseum.org/carshow2023.htm)

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

**Jun 24 MI, Hickory Corners.** MCACN Muscle Car Meet-Up. Gilmore Car Museum. [www.GilmoreCarMuseum.org](http://www.GilmoreCarMuseum.org), call 269-671-5089 or email [info@gilmorecarmuseum.org](mailto:info@gilmorecarmuseum.org).

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

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

**Jun 30 MI, Grand Blanc Twp.** Back to the Bricks Celebrates the 70th Anniversary of the Corvette. Former GM Customer Care and Aftersales - 6200 Grand Pointe Dr. 5-7pm. [www.backtothebricks.org/corvetteanniversary/](http://www.backtothebricks.org/corvetteanniversary/), Amber Taylor 810-877-8383

**Jul 12-16, MI, Pontiac.** Fiero 40th Anniversary Celebration. M1 Concourse, 1 Concourse Dr., Pontiac, MI 48341. Hosted by the Midwest Fiero Clubs. <https://midwestfieroclubs.aaca.com>.

### MINNESOTA

**Jun 2-4 MN, Stillwater.** Midwest MoPars in the Park. Washington County Fairgrounds. [www.moparsinthepark.com](http://www.moparsinthepark.com)

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

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

### MISSOURI

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

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

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

**Jun 24-25 MO, Waynesville.** Cave State Cruisers 35th Hill-billy Concours Route-66 Festival Car, Truck, and Motorcycle Show. City Park. Sat. 8am-4pm, Sun 8am-1pm. Mark Decker at 573-855-4828

### NEBRASKA

**July 11-16 NE, Kearney.** Cruise Nite Week. 6 days and or nights of automotive fun events. 5 Show & Shines, Parade, NHRA Drag races, & more. Brad Kernick 308-440-2941



## NEVADA

**Jun 8-10 NV, Reno.** American Truck Historical Society National Convention & Truck Show. Grand Sierra Resort. 816-891-9900, [www.aths.org/convention](http://www.aths.org/convention)

## NEW HAMPSHIRE

**Jun 3 NH, Goffstown.** Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. [goftstownrotary@gmail.com](mailto:goftstownrotary@gmail.com)

## NEW JERSEY

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

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

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

## NEW HAMPSHIRE

**Jun 3 NH, Goffstown.** Goffstown NH Rotary Club's 10th Anniversary Car Show. 2 Parson's Drive. Saturday, 9am-2pm. email [goftstownrotary@gmail.com](mailto:goftstownrotary@gmail.com).

## NEW YORK

**Jun 3 NY, Saratoga Springs.** Musclecars at the Museum & Live Collector Car Forum. Saratoga Automobile Museum -110 Avenue of the Pines. 10am-4pm. [www.charitymotorclub.com](http://www.charitymotorclub.com)

**Jun 17 NY, Hicksville (Long Island).** AutoMat Custom & Restoration 67th Anniversary Car Show. AutoMat Custom & Restoration - 69 Hazel St.. 8am-2pm, No entry or spectator fee. [www.autointeriors.biz/AutoMat\\_Show.html](http://www.autointeriors.biz/AutoMat_Show.html), 516-938-7373 (Mon-Fri 8am-5pm or Sat 8am-1pm) [rogerautomat@icloud.com](mailto:rogerautomat@icloud.com)

**Jun 17, NY, Albany.** Cruise-In To Summer 14. Goldstein Buick/GMC - 1674 Central Ave. Annual charity fundraiser of the Upstate New York Chapter, Buick Club of America. Noon - 5pm. Ed @ 518-496-1674 or John @ 518-466-1370 or e-mail [unybca@gmail.com](mailto:unybca@gmail.com).

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

**Jun 25 NY, Lawrence.** Vintage Antique Fun Car Show. Town of Hempstead Rock Hall Museum - 199 Broadway. 9am-2pm. 516-239-1157, [www.FriendsofRockHall.org](http://www.FriendsofRockHall.org), [friendsofrockhall@gmail.com](mailto:friendsofrockhall@gmail.com)

**Jul 9 NY, Medford.** The Fabulous 50s&60s Nostalgia Car Club is presenting the Masons annual Car Show benefiting Shriners. 30 Platinum Court. 9am-3pm. Arthur 631-463-4983, Frank 631-402-2798, Dan 631-631-672-6182

**Jul 14-15 NY, Syracuse.** 24th Annual Syracuse Nationals. New York State Fairgrounds.

## OHIO

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

**Jun 3 OH, Painesville.** Breaking The Stigma Car Show. 1300 Mentor Ave. Show Starts: 10am. Registration \$20. [breakingthestigma.ccs@gmail.com](mailto:breakingthestigma.ccs@gmail.com), [www.breakingthestigma-carshow.com](http://www.breakingthestigma-carshow.com)

**Jun 3 OH, Lima.** 3rd Annual Public Car Show For all makes and models of cars, trucks and motorcycles. 2200 N. Cable Road. 10am-3pm. [www.vcca.org](http://www.vcca.org), 419-231-3710, [jdg4635@yahoo.com](mailto:jdg4635@yahoo.com)

**Jun 11 OH, Cincinnati.** 45th Annual Cincinnati Concours d'Elegance. Ault Park. [www.ohioconcours.com](http://www.ohioconcours.com)

**Jun 16 OH, Bluffton.** 55th Annual Bluffton Festival of Wheels Cruise-In. Downtown Main Street. [www.blufftonlions.org](http://www.blufftonlions.org) or 419-302-7715 or 419-302-7715

**Jun 17 OH, Fremont.** Fremont Federal Credit Union Downtown Fremont Car Show. Downtown. 9am-1pm 567-342-4758, [kbilger@downtownfremontohio.org](mailto:kbilger@downtownfremontohio.org)

**Jul 1 OH, Fremont.** Fremont Federal Credit Union Downtown Fremont Car Show. Downtown. 5-8pm, 567-342-4758, [kbilger@downtownfremontohio.org](mailto:kbilger@downtownfremontohio.org).

## PENNSYLVANIA

**Jun 1-4 PA, Hawley.** Lincoln Zephyr Owners Club Eastern Meet. [www.lincolnownersclub.com/](http://www.lincolnownersclub.com/)

**Jun 2-4 PA, Carlisle.** Ford Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Jun 10 PA, Chester.** RADwood Philly 2003. Subaru Park - 2501 Seaport Drive. [www.eventbrite.com/e/radwood-philly-2023-tickets-585948015287](http://www.eventbrite.com/e/radwood-philly-2023-tickets-585948015287)

**Jun 16-18 PA, Hershey.** AACA Museum's 75th Anniversary of the Tucker 48 Celebration. [www.aacamuseum.org/tucker75](http://www.aacamuseum.org/tucker75)

**Jun 23-24 PA, Carlisle.** GM Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

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

**Jul 9 PA, Dublin.** Road Angels of Doylestown Run With the Angels Car Show. Dublin Volunteer Fire Company - 194 North Main Street, 9:00 AM to 3:30 PM. 1989 and earlier Street Rods, Rat Rods, Customs, Muscle Cars, Trucks and Antiques are Welcome! [www.roadangelsdoylestown.com](http://www.roadangelsdoylestown.com), Al Tursi at 215-893-9796

**Jul 11-15 PA, Butler.** The International Station Wagon Club 20th anniversary Celebration. All wagons welcome. Chuck Snyder at [Internationalstationwagonclub@gmail.com](mailto:Internationalstationwagonclub@gmail.com), 724-586-7187.

**Jul 13-15 PA, Morgantown.** 24th Camaro Nationals Indoor/Outdoor Camaros & Vendors. Classic Auto Mall, 6180 Morgantown Rd. [www.camaronationals.org](http://www.camaronationals.org), [info@camaronationals.org](mailto:info@camaronationals.org)

**Jul 14-16 PA, Carlisle.** Chrysler Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

## TENNESSEE

**Jun 17-18 TN, Nashville.** Exposition of Elegance: Classic Cars at Cheekwood. Cheekwood Estate & Mansion. [www.cheekwood.org/calendar-events/exposition-of-elegance-classic-cars-at-cheekwood](http://www.cheekwood.org/calendar-events/exposition-of-elegance-classic-cars-at-cheekwood)

**Jun 29 - Jul 1 TN, Kingsport.** 2023 Fairlane Club of America National Meet. Meadowview Conference Resort and Convention Center. [www.ca.clubexpress.com/](http://www.ca.clubexpress.com/)

## TEXAS

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

**Jul 1 TX, Plano.** Monthly Muscle Car Show, first Saturday of each month thru November. Gazebo Burger - 6009 Parker Rd. 4-7:30pm. [www.facebook.com/monthlymuscle/](http://www.facebook.com/monthlymuscle/) John 214-707-6348

## VIRGINIA

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

**Jun 18 VA, Colonial Beach.** 2023 Father's Day Car, Light Truck, Rat Rod Show. 8am-3pm. 804-224-8145, [info@colonialbeach.org](mailto:info@colonialbeach.org), [www.colonialbeach.org](http://www.colonialbeach.org)

## WISCONSIN

**Jun 2 WI, Bear Creek.** Bear Creek FD Car Show 109 Prospect St.

**Jun 3 WI, Brussels.** B.U.G. Car Show Brussels Town Park 1366 Junction Rd 10am-3pm

**Jun 3 WI, Appleton.** Cars & Coffee 'Car Show-Off'. 311 W. Evergreen Dr. 8am-11am

**Jun 3 WI, Elkhart Lake.** MotoAmerica Superbikes & Vintage MotoFest. Road America. 800-365-7223, [www.roadamerica.com](http://www.roadamerica.com)

**Jun 3 WI, Horicon.** Heroes Run Walk & Roll Car Show. Horicon Discher Park - 800 N. Finch Street. 8:30am-1:30pm. [7bennelli@gmail.com](mailto:7bennelli@gmail.com)

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

**Jun 4 WI, Green Bay.** Watches Whiskey Wheels Cruise-In 2071 Central Dr 11am-3pm

**Jun 4 WI, Clinton.** 34th Annual Model A Day. Downtown. 9 am to 2 pm. 608-295-2590.

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

**Jun 7 WI, Union Grove.** Sick-Week Drags. Great Lakes Dragway

**Jun 9-10 WI, Hartford.** Nash Car Club of American Car Show and Tour. Wisconsin Automotive Museum. Friday driving tour, Saturday Show. [Jim.Dworschack@jdworschack@gmail.com](mailto:Jim.Dworschack@jdworschack@gmail.com)

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

**Jun 10 WI, Hartford.** The Kissel Kar Club Car Show. Wisconsin Automotive Museum. 9am-3pm. [info@wisconsinautomuseum.com](mailto:info@wisconsinautomuseum.com)

**Jun 10 WI, Kaukauna.** 2023 Ghost Rods Vintage event. WIR Raceway - W1460 County Rd KK. [www.wirmotorsports.com/schedule](http://www.wirmotorsports.com/schedule)



# Calendar

**Jun 10 WI, Green Bay.** Buick Regional Car Show Tundra Lodge

**Jun 10 WI, Oconto.** Copperfest Car Show. Madison St. 8am-2pm

**Jun 11 WI, Spencer.** Spencerama Cars In The Park. Lion's Park - 109 Parek St. 8:00A.M. to Noon, Show 9-3. Registration \$15. Dan Hill 715-659-3825

**Jun 11 WI, Green Bay.** Allouez Fest Car Show, Green Isle Park 10am-3pm

**Jun 17 WI, Grafton.** 32nd annual Rods 'n Relics Car and Motorcycle Show. Lime Kiln Park - 220 Green Bay Road. 9 am - 3 pm. [www.rodsnrelics.org](http://www.rodsnrelics.org), Jeff Wille 414-531-5963

**Jun 17 WI, Green Bay.** Auto Gallery Car Show 400 S. Adams St (downtown) 8am-2pm

**Jun 17 WI, Tomahawk.** Summer Knights Car Show. 10663 Moodig Rd. 8am-3pm

**Jun 17 WI, Algoma.** Steele Street Car Show. downtown. 7:30am-2:30pm

**Jun 18 WI, Kewaunee.** Water Front Bar Car Show 215 N Main S. 7am-3pm

**Jun 18 WI, Wautoma.** Masonic Father's Day Car Show Bird Creek Park, Wautoma 8am-3pm

**Jun 19 - 24 WI, Wisconsin Dells.** "Corvairs in Dairyland," Corvair Society of America (CORSA) International Convention. Hundreds of Corvairs and their owners will be at the Chula Vista Resort for six days, in a variety of activities. Scott Seversin, 612-865-0835, [seversin@att.net](mailto:seversin@att.net)

**Jun 22-25 WI, Gleason.** Northern Roundup wknd pre-75 Motor Show. N5890 Hwy. H

**Jun 23 WI, Manitowoc.** Cool City Cruise to UWGB. 4pm sign-up. leaves 6pm

**Jun 24 WI, Two Rivers.** Cool City Car Show dntn 7am-3pm

**Jun 24 WI, Pound.** City of Pound Car Show, HWY. CP (Main St) 8am-2pm

**Jun 25 WI, Green Bay.** Nativity Parish Picnic/Car Show 2270 S. Oneida St. 10am-3pm

**Jun 25 WI, Chilton.** Calumet County VFW Car Show Hobart Park, 9am-3pm

**Jun 25 WI, Waupun.** Celebrate Waupun Car Show. Harris Mill Park - 300 North Forest Street. 8am-4pm. Pete Kaczmarek 920-324-2213, [www.waupunfestivals.com](http://www.waupunfestivals.com)

**Jun 25 WI, Green Bay.** Jerry Parin's Cruise for Cancer. VVHD-1966 Velp Ave. Leaves 11am

**Jul 1 WI, Egg Harbor.** 1st Annual Classic Car Show at Horseshoe Bay Farm, 7212 Horseshoe Bay Road. Show time - 10am-4pm. Registration 8am-10am. Campbell 815-469-8467 - [brazet@comcast.net](mailto:brazet@comcast.net)

**Jul 1 WI, Newton.** Stars & Stripes Cycle & Car Show. Fireman Park- 6103 Newton Rd. 8am-4pm

**Jul 4 WI, Antigo.** Tonys Hotrod Shop Car Show/Parade/Fireworks Hwy Y noon-10pm

**Jul 6-8 WI, Iola.** Iola Car Show. Theme "Unforgettable Fifties" Iola Car Show Grounds, 350 Chrome Place. Iola, WI 715-445-4000. [www.iolaoldcarshow.com/](http://www.iolaoldcarshow.com/)

**Jul 9 WI, Green Bay.** Ashwaubenon Bowling Lanes Car Show 2929 Allied St. 8am-3pm

**Jul 13-16 WI, Elkhart Lake.** WeatherTech International Challenge with Brian Rodman. Road America. 800-365-7223, [www.roadamerica.com](http://www.roadamerica.com)

**Jul 15 WI, Suamico.** Purple Rumble Car Show 2023 for Pancreas Cancer Research. Chambers Hill Bar & Grill. Opens at 10am. [www.facebook.com/events/145916168404483](https://www.facebook.com/events/145916168404483)

**Jul 15 WI, Bellevue.** Desert Vets Car Show Community Church 1742 Servant Way 9am-4pm

**Jul 15 WI, Marinette.** Porterfield Fest CS @ Green'sGreenAcres N4247 River Dr. 8am-3pm

**Jul 16 WI, Appleton.** Pierce Park Car Show & Swap Meet. 8am-4pm

**Jul 16 WI, Appleton.** Appleton Old Car Show & Swap Meet. Pierce Park. 1-715-445-4000. [www.appletonoldcarshow.com](http://www.appletonoldcarshow.com)

## AUCTIONS

### JUNE

**Jun 2-3 MN, Winona.** Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, [www.remlingerauctions.com](http://www.remlingerauctions.com)

**Jun 2-3 NC, Youngsville.** Raleigh Classic Car Auction. Capital Auto Auction - 2380 Long Mill Road. 919-269-527, [www.raleighclassic.com](http://www.raleighclassic.com)

**Jun 4 CT, Greenwich.** The Greenwich Auction. [bonhams.com](http://bonhams.com)

**Jun 8-10 OK, Tulsa.** Mecum Tulsa Sale. [www.mecum.com](http://www.mecum.com)

**Jun 8-10 GA, Atlanta.** Porsche 75th Anniversary Auction. Porsche Experience Center. Broad Arrow, [www.broadarrowauctions.com/team](http://www.broadarrowauctions.com/team)

**Jun 10 CO, Denver.** Soneff Master Garage Collection Auction. VanDerBrink Auctions. Live on-site and online. MoPars and American classics. [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com). 507-673-2517.

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

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

**Jun 17 MO, Wellsville.** 50+ Collector Cars 7 Trucks and Related Parts & Accessories. [www.wheelerauctions.com](http://www.wheelerauctions.com)

**Jun 17 TN, Nashville.** 22nd Annual Muscle Car Mayhem - The South's Premier Vintage Car Auction. George Eber 615-496-2277 [www.southernclassicauctions.com](http://www.southernclassicauctions.com)

**Jun 17 MO, Cape Girardeau.** The Show Me Classic Collector Car Auction. The Show Me Center - 1333 N. Sprigg St. Ray Maynard 417-326-9450, Regina Jolly 573-576-2841, [www.theshowmeclassic.com](http://www.theshowmeclassic.com), [showmeclassic@yahoo.com](mailto:showmeclassic@yahoo.com)

**Jun 20-25 WI, Walworth.** The World's Largest Road Art Auction. 262-275-5050, [www.mecum.com](http://www.mecum.com)

### JULY

**Jul 6-8 FL, Kissimmee.** Mecum Summer Kissimmee Sale. [www.mecum.com](http://www.mecum.com)

**Jul 13-15 PA, Lock Haven.** 22nd Annual Central PA Auto Auction. Exit 178 of I-80. 1-800-248-8026, [www.cpaautoauction.com](http://www.cpaautoauction.com)

**Jul 14-15 UK, Chickester.** The Goodwood Festival of Speed Sale. [bonhams.com](http://bonhams.com)

**Jul 15 TX, Amarillo.** Freedom Collector Car Auction. Amarillo Tri-State Fairgrounds <https://www.freedomcarauctions.com/>

**Jul 20-22 NC, Greensboro.** GAA Classic Car Auction. 301 Norwalk Street. 855-862-2257. [www.gaaclassiccars.com/](http://www.gaaclassiccars.com/)

**Jul 22 SD, Sioux Falls.** 3rd Annual Sioux Falls Classic Car Auction. Denny Sanford Premier Center. 8AM, Classic Car Auction Group <https://www.classiccarauuction.us/>

**Jul 26-29 PA, Harrisburg.** Mecum Harrisburg Sale. [www.mecum.com](http://www.mecum.com)

### AUGUST

**Aug 4-5 NE, Omaha.** Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, [www.remlingerauctions.com](http://www.remlingerauctions.com)

**Aug 5-6 IA, Northwest.** Amazing Horsepower Hoard. Info to come. 605-201-7005, [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com)

**Aug 17-19 CA, Monterey.** Mecum Monterey Sale. [www.mecum.com](http://www.mecum.com)

**Aug 18 CA, Carmel.** The Quail Auction. [bonhams.com](http://bonhams.com)

**Aug 18-19 CA, Monterey.** RM Sotheby's Monterey Auction. Monterey Conference Center and Portola Hotel. <https://rmsothebys.com/>



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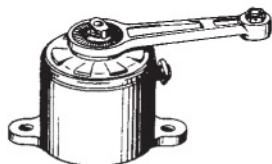
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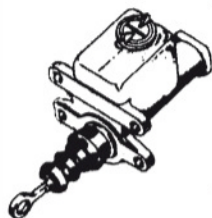
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**WANTED: Bentley** from 1900-2005, any condition, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431308

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

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**WANTED: BUGATTI** from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970666

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**WANTED: DeTomaso**, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446835

**WANTED: DETOMASO**, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970673

**WANTED: Excalibur** top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446857

**WANTED: EXCALIBUR**, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970678

# WANTED FERRARI

246, 250, 275, 330, 365

Any Ferraris

1950-2015

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Will Pick Up From  
Anywhere in the USA

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# WANTED FERRARI

246, 250, 275, 330,  
365, & 512. Any Ferrari  
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**WANTED: FERRARI** 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

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

**WANTED: FIAT**, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970579

**WANTED: Fiat**, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

**WANTED: LAMBORGHINI** from 1900 to 1989, 400-GT, Mura, Espada, Jarama, Countach, and any other Lamborghini, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970662

**WANTED: Lamborghini**, Miura, Espada, Jarama, Countach, all other Lamborghini; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834



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

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Website: GullwingMotorCars.com  
Ask for Peter Kumar

## WANTED LAMBORGHINI

350GT, 400GT,  
Espada, Miura,  
Jarama, Countach  
& any other  
Lamborghinis

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Top Prices Paid

Will Pick Up From  
Anywhere in the USA

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## WANTED MASERATI

3500GT, Sebring, Mistral, Mexico, Ghibli, Bora Khamsin. Any Maserati from 1946 Thru 1978

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

**WANTED: Morgan** top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446917

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

## WANTED MASERATI

Ghibli, Mistral,  
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Khamsin, Mexico

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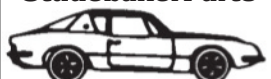
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Issue Dates  
**2023**

### Iola Show Issue/Muscle Cars (Bonus Distro)

Cover: July 1, 2023

Ad Deadline  
5/30/2023

Mail Date  
6/9/2023

### Carlisle Truck Nationals/Trucks (Bonus Distro)

Cover: July 15, 2023

Ad Deadline  
6/12/2023

Mail Date  
6/23/2023

### Monterey Events (Concours & Auctions)/ Price Guide Insert

Cover: August 1, 2023

Ad Deadline  
6/26/2023

Mail Date  
7/7/2023

### Carlisle Corvettes/Corvettes (Bonus Distro)

Cover: August 15, 2023

Ad Deadline  
7/10/2023

Mail Date  
7/21/2023

### Fall Auburn Show/ACD Cars/Fall Charlotte (Bonus Distro)

Cover: September 1, 2023

Ad Deadline  
7/31/2023

Mail Date  
8/11/2023

### Fall Carlisle Show/Fall Jefferson Show (Bonus Distro)

Cover: September 15, 2023

Ad Deadline  
8/14/2023

Mail Date  
8/25/2023

### Fall Hershey Show/Pre-war (Bonus Distro)

Cover: October 1, 2023

Ad Deadline  
8/28/2023

Mail Date  
9/8/2023

### Ford

Cover: October 15, 2023

Ad Deadline  
9/11/2023

Mail Date  
9/22/2023

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## 2023 Issue Dates

### 30th Anniversary/Fourth of July

	Ad Deadline	Mail Date
July 2023	6-5-23	6-13-23

### Medal Collectors Special

	Ad Deadline	Mail Date
August 2023	7-3-23	7-11-23

### Antique Firearms/MAX Shows/York Antique Firearms - Extra Distribution

	Ad Deadline	Mail Date
September 2023	8-7-23	8-15-23

### Show Us Your Stuff! (Pt. 2)

#### New Orleans Show - Extra Distribution

	Ad Deadline	Mail Date
October 2023	9-4-23	9-12-23

#### Atlanta Gun Show - Extra Distribution

	Ad Deadline	Mail Date
November 2023	10-2-23	10-10-23

### Holiday Special and Gift Guide

	Ad Deadline	Mail Date
December 2023	11-6-23	11-14-23

### Dealer Directory and Complete Show Guide

	Ad Deadline	Mail Date
January 2024	12-4-23	12-12-23





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