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Finding the forgotten '50s

In recent years, 1957 Chevrolets have been given a bad rap for being “belly button” cars, because everyone seems to have one. Well, I don’t, and a ’57 Chevrolet Sport Coupe two-door hardtop has remained at the top of my wish list since I was a Cub Scout scouting out cars behind the garages and fences in my neighborhood during food shelf collections. From the time I was in Cub Scouts to Boy Scouts, there was a Matador Red 1957 Chevrolet Bel Air Sport Coupe on blocks behind a fence, and the only time I’d be in the vicinity of that car was during collections for food drives. For years I dreamed of asking if the forlorn Chevy was for sale, but I never had the guts to knock on the door. Then I moved to Wisconsin to work at *Old Cars* and by the time I returned to Minnesota, the car was gone. Every once in a while, I still drive by the house and try to look through its fence to see if the car has returned, but alas, it’s long gone.

There’s a lot to love about ’57 Chevys, and that’s why so many still appear not only on roads, but on billboards, postage stamps and advertisements six decades after they were built. They had great proportions, powerful engine options, great design elements and flashy colors. The ’57 Chevy may not have been the most modern-looking car when it was new, but it was a great package then and now, and somehow became an icon with popularity that exceeded that of the 1957 Ford that outsold it and the darlingly modern 1957 Plymouth that narrowed the previous sales gap.

This year’s Iola Car Show in Wisconsin will feature the “Unforgettable ’50s,” so there will surely be many great 1957 Chevys (and hopefully as many ’57 Fords and Plymouths), along with other ’50s cars, some of them nearly forgotten. *Old Cars* will be set up in the Blue Ribbon Concours area with our 1954 Chevrolet panel truck, scouting out potential feature cars for the pages of the publication. Here are a few generally forgotten ’50s cars that I hope to see and photograph there for future articles:

1956 Plymouth Fury: “Forward Look” tailfins, gold anodized trim and a hot powerplant — what’s not to love about these nearly forgotten first-year Furies? Not many were built by Plymouth, and survivors seem scant. I’ve seen only a couple ’56 Furies through the years — and usually a single example at the MSRA’s huge Back to the 50’s car show — but never caught an owner by his car. Perhaps this will be the year.

1957 AMC Rambler Rebel: Here’s another ’50s performance car that was rare when new, so it’s even rarer today. I’m fortunate to attend many car shows across the country for *Old Cars*, but in all my travels, I’ve only seen one in the tin, and that was at the AACA’s annual fall meet in Hershey, Pa. Since Rebels were built in the same state as Iola, where AMC was a relatively popular marque, I’ve hoped to come upon on at the car show in Iola, Wis., but I haven’t been that lucky yet.

1953 Studebaker Starliner coupe: Studebaker built an incredibly modern-looking car with a racy and low silhouette and a relatively compact design for 1953, and these cars are out there, but rarely do I spot a well-restored example. We’re excited to soon feature a 1956 Studebaker, which is a mildly updated version of the 1953 Starliner, but I still hope to find a nice ’53 and examine it up close.

1959 Cadillac Eldorado Seville: Sure, 1959 Cadillacs are almost as popular as 1957 Chevys, having likewise become icons of the 1950s, but when is the last time you saw a 1959 Seville coupe, of which just 975 were built? As a Cadillac guy who searches them out, I can tell you they’re harder to find than a 1959 Cadillac convertible — both a Series 62 or Eldorado version — and it’s always a treat to see one up close and view the rhythm created by the hardtop roof and the ’59 Cadillac tailfin.

1954 Buick Skylark: The Iola Car Show is blessed to have a 1953 Buick Skylark regularly attend, but I have yet to see the rare 1954 version of the top-line convertible. If I spot one, you can be sure you’ll see it here in full color.

Even if I can’t catch up with one of these cars, I am sure Iola will be as unforgettable as the cars and trucks of the 1950s. We hope to see you there!



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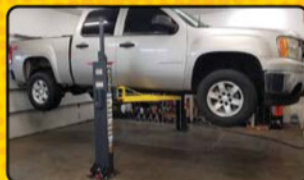
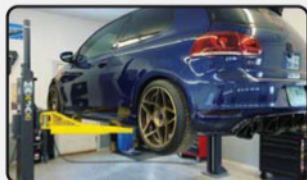
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Revved up over race cars

Thanks to *Old Cars* for the article on the Briggs Cunningham/Collier brothers Cadillacs that ran at the 1950 Le Mans race. Back in the early 1980s, Briggs Cunningham had a museum in Huntington Beach, Calif. I was fortunate to have seen “The Clumsy Puppy” and “LeMonstre” race cars there. If I could own any old car in existence, I would want the Cunningham 1950 Cadillac Series 61 hardtop that raced at Le Mans. Seeing a Cadillac with numbers on the door just seems slightly incongruous, and fun. Incidentally, back in the mid 1950s, Tom McCahill mentioned in his column in *Mechanix Illustrated* that he (had) owned a Cadillac Series 61 with stick, and claimed that it was one of a handful of such cars.



Regarding the June 1, 2023, issue, It was interesting to see Bob Tomaine’s article on vintage race cars at Das Awscht Fescht. While I did not get to speak at length with the owner of the “Rambler Rebel” race car that Tomaine wrote about for *Old Cars*, it was one car that I felt was photo-worthy. Attached are two photos I took of it at the 2021 event. I displayed the image of the Rambler Rebel’s “Hurst Shifter” decal in a recent photo show at a neighborhood gallery.

Please give my congratulations to Mr. Tomaine for his recurring work on highlighting cars and events in eastern Pennsylvania and New York. I am pleased, if somewhat biased, to see news of the Antique Truck Club of America and Das Awscht Fescht shows at the Macungie Memorial Park in *Old Cars*, as my maternal grandparents lived there. I often see friends and former neighbors on the show field.

Dan Deacon, Philadelphia, Pa.

Sambar detail overlooked

Thank you for the article on the Sambar van. In 1971, I bought a brand-new white one in Los Angeles; it cost \$1,200. I loved that weird little car—it was so fun and easy to drive! The article in *Old Cars* forgot to mention the tiny hinged opening at its center front that served as the car’s “air conditioning.”

Kathleen Atlee, via email

Built a ‘Big T’

I was happy to see the “Big T” roadster article in the June 1 edition. I had one of the Monogram models of the car. The accompanying photo of me and the model was taken in either 1969 or 1970. I was a geeky, middle-school kid living in Woburn, Mass., back then. Unfortunately, when I went into the U.S. Air Force, Mom got rid of all my model cars, including this one.



Richard Hivon, Roseville, Calif.

Reader Wheels



Bob and Sara Hart, of Calabash, N.C., are the keepers of this wonderful 1966 Plymouth Valiant Signet. They bought the car from the original owners in 2011. “They lived in Nesconset, N.Y.,” Bob says. “It turned out to have more rust than I thought. I had it shipped immediately to Hodge Restorations in Inman, S.C. I told Hodge to take his time, because I was in no hurry... I received the car at my home on Sept. 30, 2020. It took two parts cars and a lot of computer time to get all of the parts needed. It is a one-year-only car with 248 being manufactured. It has been restored back to how it was delivered on Dec. 9, 1965.” The Plymouth is powered by a 273-cid. V-8 with four-barrel carburetion. It’s got a Sure-Grip differential with 3.23 gearing and TorqueFlite automatic “I had a 1966 Dodge Dart Hi-PO back in the day. I wish that I had kept it,” Hart adds. “After years of searching, this was the closest that I could come to a replacement. I think that it’s a pretty neat little car.”

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The Scoop



Hobby News & Views

Iola Car Show to celebrate 1950s

IOLA, Wis. — The “Unforgettable Fifties” will be the theme of this year’s Iola Car Show, set for July 6-8. This year’s event will mark the 51st anniversary of one of the country’s premier car shows and swap meets.

More than 4,000 swap spaces will be filled with parts, project vehicles, collectibles and flea market goodies. About 2,500 shows cars will also be on hand, along with about 400 cars for sale in the car corral. Plenty of camping space is available around the show grounds.

Celebrity guests this year will include Jerry Mathers of “Leave It To Beaver” fame, Derek Bieri of “Vice Grip Garage” and “Roadworthy Rescues,” Dennis Anderson, creator of “Grave Digger,” Emily Reeves of “Flying Sparks Garage” and pinstriper Von Hot Rod. Other attractions include a manufacturers’ midway area, pin-up girl contests, live music and several custom vehicle unveilings.

Gates open at 6 a.m. daily for show cars and 7 a.m. for spectators.

For information, visit www.iolaoldcarshow.com.

Unser, Speedway museums plan to merge

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Reader Photo

Traffic was tight in front of the Pocahontas Theatre in Welch, W.Va., on this day in 1946. How many of the cars in the photo can you identify?

This great image comes from David S. Clark, of Hickory N.C., who shared this historic photo from his home turf in McDowell County.



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The Speedway Motors Museum of American Speed is currently home to the Johnny Lightning Special and Viceroy VPJ Special driven by Al Unser, the 1971 Gurney Eagle driven by Bobby Unser, along with other vehicles and engines significant to Unser racing history. The museum features more than 240,000 square feet of display space over three levels.

"In motorsports, the Unser name is recognized worldwide, and we believe merging with the #1 nationally ranked Speedway Motors Museum of American Speed will provide not only a larger national, but also international, platform for this collection of the Unser's iconic racing legacy," said Susan Unser, speaking on behalf of the Board of the Unser Racing Museum. "We look forward to collaborating with the Museum of American Speed to create exciting, historical, and educational exhibits to highlight the Unser Collection."

Mysterious Hoffman vehicle to get concours spotlight in UK

LONDON, England – This year's Concours of Elegance will feature a unique motorcar that's been shrouded in mystery and hidden from public view for decades: the experimental 1935 Hoffman X-8. Visitors at this year's event, held in the grounds of Hampton Court Palace from Sept. 1-3, will have the chance to examine this streamlined, innovative piece of automotive history with a strange backstory.

The car was conceived in the early 1930s, when a group of American brothers, the Fishers, set their sights on talking over the famed Hudson Motor Co. The Fishers turned to an eccentric but



1935 Hoffman X-8

Concours of Elegance photo



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Wreck of the Week



Rusty Herlihy collection

A 1952 Ford Customline two-door with a custom beltline molding and paint passed the 1957 Chevrolet Two-Ten two-door hardtop before it collided with a third car that approached from the opposite direction. The Chevrolet then drove into the ditch to avoid another car that stopped suddenly when a truck just ahead of it hit a deer.

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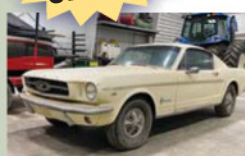
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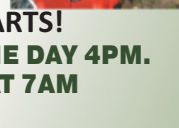
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"The lil Nordstrom's Gal"



innovative designer, engineer and car builder: Roscoe C. “Rod” Hoffman. Hoffman was a fascinating character and true automotive visionary, working for manufacturers on numerous cutting-edge projects — such as a front-wheel-drive Packard in the 1930s — while also collecting patents for unusual drivetrain configurations years before they were considered by mainstream automakers.

Asked to devise something totally new, Hoffman was sworn to total secrecy about the project. The resulting car that will grace Hampton Court Palace this September is Hoffman’s aerodynamic, steel-bodied sedan with a tapered, teardrop-like shape and fared in headlights, all of which are strikingly futuristic for a 1930s design.

The Fishers’ takeover of Hudson never materialized, and their statement car remained in Hoffman’s care, hidden entirely from view until it was gifted to a designer in the 1960s. From then on, the X-8 resided in the same family collection for decades, treasured even as many cars were sold off around it. The X-8 passed to its current owner in the early 2010s. He has thoroughly researched the car, unearthed much new information and exhibited the car to the public.

For more information on the Concours of Elegance, visit www.concours-fofelegance.co.uk

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Weathered Wheels



For decades, a salvage yard locally known simply as “Kriewaldt’s” has been just a stone’s throw from the Iola Car Show’s swap meet. Now the contents of the late George Kriewaldt’s salvage yard are being offered during the Iola Car Show, to be held July 6-8. “Some of the items from the property will be sold and on display in a new section of the Iola Car Show swap meet,” according to the Iola Car Show. “This newly developed area is called ‘The Yard’ and will be showcased as a consignment and display area with a unique and nostalgic design to recreate a salvage yard within the swap meet.” “The Yard” will be centrally located in rows Y and Z of the Iola Car Show swap meet.

The Kriewaldt family partnered with the Iola Car Show to clear the property and offer contents of the salvage yard. According to the Iola Car Show, the clean-up project includes 15 acres that contain multiple vehicles and equipment from the 1950s to the 1980s. The project has been separated into several phases that may take several years to complete. The first phase was completed in September 2022 when several vehicles from the salvage yard were sold. Phases two and three are being worked on currently as weather and ground conditions allow.

The Kriewaldt family will be improving the cleared area to expand their private parking area during the car show. Their existing parking lot has been a staple for nearby show parking for many years.



45th LeMay Annual Show

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Collector Car Entry: 8AM



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August 26th & 27th

Auction Preview: 9:00am-10:30am

Auction Start Time: 10:30am

Up-to-date auction listing available at:
www.luckyoldcar.com



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AACA club magazine serves our hobby well

When the issue came in the mail, it immediately grabbed my attention. A quick flip through its pages and I was glued to the text and pictures. It was a recent edition of *Antique Automobile*, publication of the Antique Automobile Club of America, 800 West Hersheypark Dr., Hershey, PA 17033; www.AACA.org; West Peterson, editor, StelvioGT@yahoo.com).

Here is a tip list of the main elements, in order: event schedules, letters plus pictures from readers, an archival feature on Oldsmobile's 1938 Safety Dash and the conclusion of a two-part feature on brotherly love.

Writer-researcher Steven Rossi chose the Chevrolet brothers, the Studebaker "five," then the Duesenbergs, Bricoes, Renaults, Owens, three Trumbulls, Packards, three Whites, seven Fishers, Crosleys and three Davidsons. Nice stuff. Family support. Factual. Actual. Enjoyable. Different. Worth remembering as brothers who advanced the cause of personal

transport and made lasting impressions on history. May we never forget! This entry alone made the issue a keeper.

A detailed section on the AACA 2023 Annual Convention was the next best thing to being there. Notables and awardees were honored, and winning cars graced the pages in grand color. AACA President Fred Trusty and wife Marcia were featured. Support of AACA Youth Scholarships had its place, too. Finishing the entire effort were special listings and cars/parts for sale (or wanted). Other spice was added to make the entire issue delectable.

Doesn't matter the size of a club, the number of pages in a publication or its budget. Ultimately, a grand publication meets members where they are, knowing their wants and interests, and broadening the scope on members plus the hobby and achievements (historically and individually).



Vintage ad of the week

BY M.J. FRUMKIN



Debuting in Ford's 2022 model lineup was the reintroduced Maverick nameplate on a new compact pickup truck. An interesting magazine ad from 1972 features the original Maverick [1970-1977] compact car, along with the subcompact Pinto and Mustang pony car. These were not ordinary versions of "America's favorite threesome," but representatives of a springtime package called "Sprint." The trio came painted in classic white with a "racy splash" of blue, a "sporty streak" of red, special USA shield emblems, black-out grilles, color-keyed back

panel, white sidewall tires, trim rings, color-keyed hub caps and dual racing mirrors.

Each model also wore red, white and blue hood tape, and color-coordinated interiors that contained plush seating of white vinyl bolsters and blue Lambeth cloth inserts.

Additional promotional materials explained that Sprint sporty packages cost just a little more than you'd pay for the basic Pinto, Maverick or Mustang, and that Sprint models enabled consumers "to raise their standard of driving without raising their cost of living."

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MAGUIRE





Q. I bought a 1970 car from a [New York auto museum] auction in September of 2022. The car came from a New Jersey owner. The car was advertised as having exceeded its odometer and was showing 26,261 miles. The title stated the mileage as being marked exempt. However when I received my documents to register the car in Maryland, the title stated that the car has 156,000 miles. Therefore, when I present the New Jersey title and New York bill of sale to the Maryland DMV, the mileage discrepancy between the two documents triggers an issuing of a branded title.

The original owner who placed it in the auction told me he had never noticed that the New Jersey Title stated 156,000 instead of 126,000 miles. He believes that this must have been a keystroke error at the DMV. He purchased the car with 125,413 miles out in Nevada a year prior.

Am I making a big deal over nothing regarding settling for a branded title relative to resale valuation? Do you see any way to get the New Jersey title corrected back to 126,000 miles? Should I have the New York auction refile with the New York DMV an increase the odometer mileage at time of sale so the Maryland title is not branded but the odometer will read incorrectly by 30,000 miles?

Mark Macenka, via e-mail

A. As you're probably aware, the mileage showing on a 50+ year-old car, correct or not, doesn't tell you much. What's more important is the condition of the body, chassis, tires, engine etc., particularly if you plan to drive it. As you're discovering, any number of things could have happened to the car – and its paperwork – over that period. Unless you're planning on re-selling the car

soon, I wouldn't bother about the mileage discrepancy or a branded title. My approach has always been to get a new state document that establishes that I own the car, then to get it registered so I can drive it. Paramount in that quest is paperwork that matches the car's VIN, not its odometer.

I would talk to some people who have recently registered collector cars in your state. They can tell you what aspects Maryland DMV officials are fussy about, and which ones are they not. In my state, Connecticut, the DMV will not issue a title for a car older than 20 years. As a result, a prior registration document in the seller's name, a signed bill of sale and a VIN verification suffice to register and drive the car. As you're discovering, though, procedures differ from state to state. That's why home-state car collectors may be your best resource.

Eventual resale value has never been a concern of mine, but I've never paid more than \$16,000 for an automobile (full disclosure: I've traded cars as part-payment for higher asking prices than that).

As always, your results may vary.

Q. My intermittent wipers only work when the dimmer switch is on "bright," even if the light switch is off. I have a 1993 Ford F150 with the 4.9 engine, power steering, AC and power brakes. It does not have cruise control. I've tried cleaning the switch, which is on the end of the turn signal lever. I can't find out why this happens.

Ron Patyski, Valier, Ill.

A. Not being familiar with the wiring on your F150, it's difficult to suggest possible causes for this. My experience has been that strange behavior of electrical items often re-

sults from a poor or missing ground in some location (not necessarily on the item itself). A hot wire is always seeking a path to ground, and if the proper ground point is not available the current will take the next best route, causing mayhem in the process. Ford truck folks, any advice?

Q. In regards to the recent question about carburetor floats for a 1920s car (Hudson Super Six, Apr. 1), it might benefit readers to know that many of that era's floats, and gas gauge floats as well, are made of cork. They used to perform okay when we had 100% gasoline but will absorb alcohol that is now part of our daily fuel. Thus, they sink. This can be solved, not by replacement but by coating them carefully with an alcohol-resistant substance. I read that Super Glue was an unlikely use for this, but it worked well for me.

Another remedy is to use only the complete gasoline which is still available in some states, commonly for use in aircraft or ocean-going boats. I am not sure whether it would be necessary to dry out the alcohol-exposed float first, in which case you might as well coat it anyway.

Christopher John, via e-mail

A. Thanks for the hint. I don't believe the Hudson float is cork; I haven't had my carb apart in a long time, but I'm pretty sure it's soldered brass. These can sometimes be re-soldered, once any leaked-in fuel is removed, which may require drilling a small hole, then soldering up the leaky seam and the hole. The cork floats are frequently encountered on fuel gauges, though. **OC**

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

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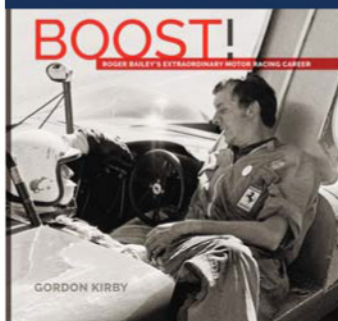
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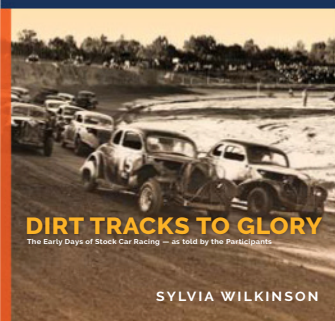
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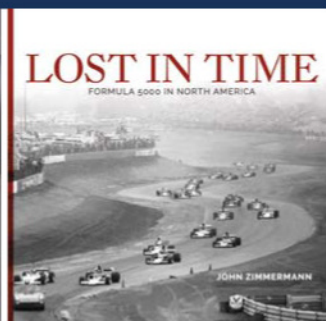
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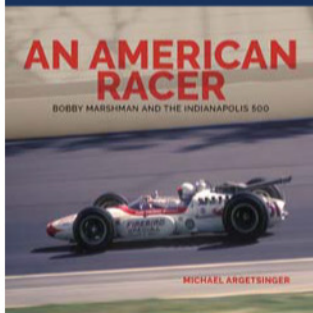
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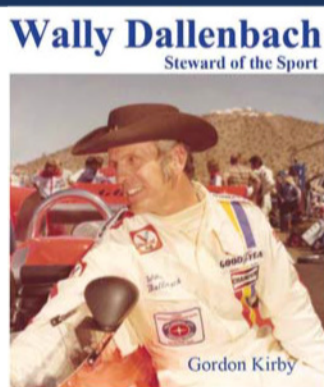
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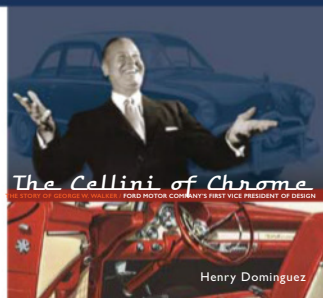
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The Cellini of Chrome
The Story of George W. Walker / Ford Motor Company's First Vice President of Design
In the same flamboyant vein as design greats such as Harley Earl, Gordon Buerig, Vergil Exner, Raymond Loewy and William "Bill" Mitchell, Walker 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.



EARL'S LEGACY

from the INSIDE



RIGHT: A view inside the General Motors Technical Center's Design Dome in 1958.

ABOVE: Harley Earl with the "Damsels of Design" with the GM Tech Center's stainless-steel water tower in the background.

Retired GM designer reflects on Harley Earl's lasting impact

STORY AND PHOTOS BY DICK RUZZIN, GM DESIGNER (RETIRED)

There are many books and stories written by writers about Harley Earl, but none from the perspective of a car designer who worked in the design profession for 40 years, and in the environment that Earl created for those who followed him. This is my story about Harley Earl.

Earl: An Overview

Harley J. Earl was born in 1893 in Hollywood, Calif. While he began his education at Stanford University, he left there to work with and learn from his father at the Earl Automobile Works that was founded in 1908.

The company rapidly expanded and became a popular source for custom-designed vehicles for many Hollywood stars. Eventually the shop was purchased by Cadillac dealer Don Lee, but having become known for his design work, Earl stayed on as director.

On a visit to the Don Lee Cadillac dealership, Lawrence P. Fisher, the General Manager of Cadillac, met Harley Earl and had the opportunity to observe his work.

Fisher was reportedly impressed with Earl's techniques and his design work, offering to commission Earl to design the 1927 models of the forthcoming new LaSalle marque.

The success of the LaSalle would convince GM President Alfred P. Sloan, Jr. to create General Motors' "Art and Colour Section" in 1927, with Harley Earl as its first director. Earl was 34 years old at the time. Thirteen years later, in 1940, Earl was named as the first Vice President of Styling at General Motors. Earl retired in 1958 and died in 1969.

Building a Place for Design

Harley Earl was a Cadillac designer before he came to Detroit. Some might ask, "What does a designer do?" Something that no lawyer or surgeon, pilot or politician can. That is, they make a convincing sketch of something that has never before been seen on earth.

Harley Earl did not sketch, but his mind was roaring with creativity, and he knew what he wanted to create and when it looked right.

When brought to Detroit, Harley Earl found a very special opportunity to use his creativity. His achievements in the industrial world are profound. He was called a "style maker" and indeed he brought style to the automobile.

But that was not his greatest achievement. The most important things that he did were to create the profession of automotive design, a studio organization and a design system, as well as a facility that has been an inspiration to the design world for years — a place created so that others could follow him and do the work of design without distraction. Harley Earl conceived and had built the General Motors Technical Center, an inspiring place for designers to create. There, designers were surrounded by a beautiful one-square-mile campus that expressed design excellence, and they were given everything needed to design.

However, the designers hardly ever looked out of the windows toward the beautiful sights of the GM Tech Center, for they were racing time every second that they were working there, as design must be done quickly so that production can begin.

The GM Tech Center was made possible by the outstandingly successful ground-breaking design work of Harley Earl and his small staff. Earl vaulted GM to the head of the American car manufacturing pack, and profits from the sale of millions of vehicles allowed management to think toward the future and to create and build a wonderful place for design, research, engineering and manufacturing.

Harley Earl had a large influence on that effort, and the GM Tech Center became an instant design and architectural icon. The famed Eliel Saarinen was contracted to design and build the Technical Center, but he passed away shortly after starting the project. His young son, Eero, took over, and Harley Earl convinced GM management to retain the company.

There is no doubt that Harley Earl's influence on the young Saarinen was profound, as no other Saarinen project comes close to the Tech Center's idealistic and dramatic International Style architecture that is highlighted by simplicity and beauty. The GM Technical Center is a piece of art itself with its dramatic lakes, its stainless-steel water tower and its sparkling fountains lofting high into the sky. The GM Design Dome identifies the Technical Center as a special place.

After being hired by General Motors to design its vehicles, Earl continued to develop as a designer and he hired brilliant people who brought to styling a great appreciation for automobiles, contemporary art and the Mid-Century Modern movement. If you wanted to design cars and learn from the best, then GM Styling was the only place to go. The most symbolic feature of all of this is the Design Dome, part of the secure vehicle display yard at the GM Technical Center. It is a piece of sculpture in its own right. Each building is highlighted by the specially created and dramatic-colored ceramic brick walls that identify the different staffs. A wonderful bronze sculpture created by the French artist Antoine Pevsner and named "Bird in Flight" is displayed in front of the Design Lobby.

Alexander Calder, the iconic American artist and engineer who, for the first time in world history made sculpture move, was commissioned by Harley Earl to create a dramatic fountain in front of the Research Laboratories on the north end of the Tech Center Lake. It was to be called Dancing Waters.

Calder, an American contemporary artist and engineer who was renowned around the world, came to view the fountain after its installation. On a still and warm summer evening, with a cool twilight emerging and the sun still blazing red high on the stainless-steel water tower, he was overwhelmed by the GM Technical Center's sleek, low buildings, its colored walls and the scale of the pristine natural beauty around him. As his fountain bubbled, popped and burst into life in front of him, Calder sat down on the edge of the Tech Center Lake and he cried. He was so overwhelmed by his surroundings and the presence of his art that was part of it.

Many great car designs have been created at the GM Tech Center, and without a doubt, it remains in the global industrial world a facility with a process and a staff that is highly imitated and admired.

Now being retired and away from the GM Technical Center for more than 20 years, I see that it was an inspiration that has stayed with me, and it affects my life every single day.

It was a great gift to work there.

How lucky I was. How lucky we all were.

The Greatest Achievements

When I was working in the basement of my apartment building, hoping to be hired at GM Styling one day, I did not have the slightest thought about what would happen if I was.

I assumed that I would have a desk or a drawing board of some kind. It wasn't until years after I retired that I truly realized the significance of the GM Tech Center, the Styling building, and the people, of all kinds, who worked there.

Harley Earl created the profession of car design and a magnificent place for all those who worked there. It was an inspiring place to work. That was his intention.

There are many stories about Harley Earl, the larger-than-life designer from California with a commanding voice who was brought to Detroit by Alfred E. Sloan and given the chance to design cars for a rapidly expanding General Motors. With Sloan behind him, Harley Earl slowly earned and gained the support of GM's army of engineers. He would go beyond cars, providing designs for the many industries in which GM took part: trains, trucks, earth-moving equipment, refrigerators and, of course, cars — all came under Harley Earl's hand, as did World's Fair exhibitions and even camouflage for our troops. Harley Earl imagined the future like no one else, and he was consistently right.

The first concept car, the Buick *Y-Job*, plus the *Le Sabre*, the three sensational *Firebirds* and many specially designed Motorama cars from GM Styling bore shapes that would influence the future of the production cars that followed for years. To accomplish a work load beyond Styling's capability, cots were set up in the hallways so that studio staffs could sleep overnight at Styling for days on end while working very long hours. A cafeteria was put together to supply food, and the result of the intense effort to create the GM Motorama cars was the formation of a creative spirit and a way of work driven by GM Styling's people who advanced the design process far beyond any other in the world. The influence of his leadership would last beyond Harley Earl and Bill Mitchell, his favored successor; it would last well into the 1990s, and it is still an influence today.

When Harley Earl arrived in Detroit, he probably only had a few drafting tools. He had to look for helpers as car design as a profession did not yet exist. Yet he was soon able to start affecting the chaotic GM collection of companies, and eventually he would be the main influence in the building of the colossal GM Technical Center and establish a Styling Staff that would become the jewel in the crown of General Motors.

Harley Earl looked everywhere to find talented people qualified to join his growing staff. Very few existed. Some came from universities, body shops, paper factories, stove works — they all worked together and learned how to create and design under his direction.

The GM Motorama cars were designed in an unprecedented rush by a small group of people after World War II, and the advancing experience would carry them ahead of the auto industry for years. They were the ones who slept on the cots in the hallways. From cars to kitchens and cities on the moon, GM Styling showed what the world would be like tomorrow and beyond.

Professional industrial styling as a career had been essentially created by Harley Earl, and by the early 1960s, the bar in this career field had been raised to a very high standard at GM. The entire automotive industry in America, Europe and Asia had



The 1958 Buick XP-75 in front of the GM Tech Center's famous Design Dome.

benefit from Harley Earl's ambition and achievements. There were now many trained designers who hoped to work under people such as Harley Earl. When I had my interview at GM in 1962, I was told to prepare for disappointment as only one in 200 applicants at Styling had the right qualifications to be hired. The bar had been raised to that high of a standard.

Harley Earl's studio system was developed first with designers, and then engineers were quickly added for technical support of the studio designs. Modelers from the plaster and wood shops finally came to shape the clay models. The modelers were gradually replaced by sculptors with degrees in Fine Arts, and as the studio teams grew with talent and experience, they became a fluid and dynamic creative force. Wonderful creative processes were developed and then quickly passed from studio to studio. That highly motivated combination of professionals has sustained the design effort at General Motors for almost 100 years.

When he was hired at GM, Harley Earl had to fight hard to get work from the engineers responsible for vehicle development. It was not until he showed the corporation how to create common body shells with different divisional identities that he was able to gain design control by giving different design personalities to Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac. Each was given a unique design identity that has continually evolved through the years.

GM Styling's evolving design processes continually improved, and they would be embraced by auto designers around the world. Harley Earl invented the clay model while still working at his father's coachbuilding company in California, and he brought the new form of three-dimensional visualization to General

Motors in Detroit. The clay model would come to be used by every car design staff in the world, as it is even today.

New designers at GM entered a world that was very unique and, at the same time, representative of the new and growing rough-and-tumble industrial work force in America. Those first hired loved cars, but they had to learn to be artists and designers while working on the job as they invented the profession of automobile design. After World War II, college-educated designers were new to the car design business and they brought artistic techniques, speed and presentation skills that the early designers did not have. Their enthusiasm and drive advanced the design processes even further.

Through Harley Earl's growing influence, GM Styling was to become complete with everything necessary to do the work under one roof, as was the case at the Bauhaus in Germany and the Cecil B. DeMille movie studios in Hollywood, where his father had worked. By Harley Earl's dictate, the Styling designers would effectively have complete control over the creative process, and they were provided with everything to do the work from beginning to end, all in one place and all under one roof. GM Styling, later to be called Design, would become the largest full-functioning design organization in the world.

GM Styling had a complete complement of shops, as organized by Harley Earl. Large special shops, fully equipped, were created for paint, plaster, metal, wood, mechanical and interior trim and, when it came along in the early 1950s, fiberglass. The shops could build anything that the designers could create from wood templates to full-size interior and exterior models that looked convincingly like real cars. It was Harley Earl's special achievement to develop such a massive

industrial design system, but the most outstanding part of it was not the place, it was the people whom he hired.

The choice of the people and the continuing high professional standards were the greatest gifts that Harley Earl gave to GM and to all those who followed him in his place.

Well-staffed by many young Americans as well as immigrant artisans, the shops had people from Italy, Poland, England, Germany, Lithuania and many other Old World countries. Most had hands-on artistic and mechanical skills that made them special and perfect for helping to visualize in three dimensions the dreams of the in-house Harley Earl designers.

In all of the world there was nothing like it.

The huge rooms of the shops — some with soaring ceilings and cranes high above — had the smells and sounds of things being made by hand and were different than the design studios that had the sweet odor of sulfur, an ingredient in the modeling clay that was used by the sculptors to create the car design proposals in full-size and in three dimensions.

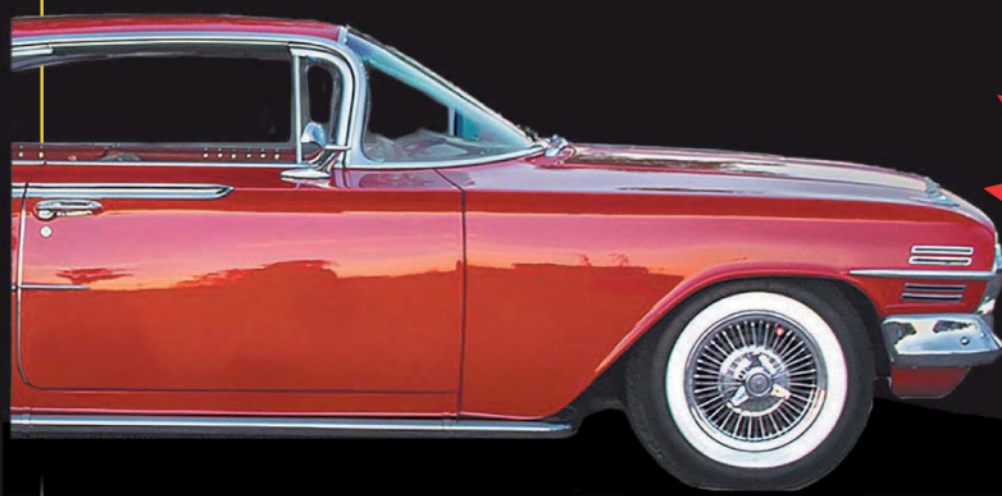
Like five rivers flowing, the designs were created in the studios, recorded on the drawing boards and then built in the shops. The clay models would be cast, filed, sanded, painted and finally rolled out in front of the GM management team for approval, and then go on to be tooled, tested and produced. The highly focused creative forces that Earl unleashed would make GM the global leader in vehicle production and provide the funds for the creation of the iconic GM Tech Center.

Earl: An Epilogue

Harley Earl was competitive, even as a young man. He borrowed his father's Stutz on a Sunday morning and, without telling him, went to a California racetrack. He raced, and he won!

It wasn't until later reading a newspaper that his father learned about young Harley's racing adventure.

Yes, like many of the American auto giants, Earl was a racer, too. But he was a different kind of racer. He raced time to bring beauty to the American automobile, and he inspired many others to also take on that challenge. He brought beautiful automobiles to all of us for years, and by the millions! **OC**



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Spring Jefferson 2023



Rain doesn't dampen Upper Midwest's first spring show

STORY AND PHOTOS BY ANGELO VAN BOGART

Mustangs were the theme for the 2023 Spring Jefferson meet, and several primo examples were displayed in the main building that served as the hub for the weekend of activities.

The Spring Jefferson Auto Swap Meet & Car Show, hosted by Madison Classics at the Jefferson County Fairgrounds in Jefferson, Wis., is one of the earliest and certainly biggest car shows in the Upper Midwest each spring. Known simply as Spring Jefferson, the event has a thriving swap meet and car corral, regardless of weather — and Mother Nature can be unpredictable in Wisconsin each April. There was no snow at this

year's event, and the sun even shone the first full day of the April 28-30 meet, but on-and-off sprinkles and overcast skies on Saturday meant the car show was about half-full that day. Pent-up winter demand for parts was met by Spring Jefferson's full fields of vendors, and throngs of shoppers took advantage of the opportunity to shop all weekend. Show founder Gary Esse told *Old Cars* he was very happy with the turn out at this year's event.

Due to its location in southern Wisconsin and its proximity to several interstates, Spring Jefferson draws shoppers and vendors from multiple states. License plates from Illinois, Minnesota, Iowa and Indiana could be seen sprinkled on vehicles among the many Wisconsin plates. Likewise is true for Madison Classics' follow-up Fall Jefferson meet, to be held this Sept. 22-24. Learn more about both shows at www.madisonclassics.com, or call 608-244-8416.



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Overcast skies on Saturday occasionally spit raindrops, but that didn't keep truck owners from showing their rigs at Spring Jefferson. In fact, there were more show vehicles in the truck section than the car section. This ca.-1986 Chevrolet C10 shortbox pickup sporting the rare optional cast-aluminum wheels was one of several Chevy Square Body pickups at the show.



A crate loaded with new-old-stock 1959 and '60 Ford wheel covers still in their boxes could be a treasure trove for the restorer. Price was \$60 per cover.



Sharp 1927 Nash coupe was built less than 100 miles away from its spot in the Spring Jefferson Car Corral and appeared to have an older restoration that was holding up well. Its \$13,750 price tag seemed very fair.



Top-end 1955 Mercury Monterey station was complete and remains desirable enough to warrant a restoration. The wagon had been retrofitted with a later-model 302-cid V-8 and C4 automatic transmission to make it a mobile unit until it hit the restoration shop. Price was \$8,250.



This 1978 Ford Bronco in Spring Jefferson's show truck display represented the first year for the second-generation Ford Bronco. Its original square-headlamp grille had been tastefully replaced with a 1977-or-earlier F-Series grille to answer the question, "What if Ford built a full-size Bronco one year sooner?" This SUV was powered by Ford's 460-cid V-8.



Straight, solid and perhaps even largely original, this buildable 1955 Chevrolet Bel Air sedan wore V-8 emblems under its taillamps. The \$4,500 price tag on its windshield was crossed out and "Sold" was written below it by the Saturday morning of Spring Jefferson.



Uncommon 1972 Volvo P1800 station wagon had a sad tale to tell. It had been repossessed many years ago by a repair shop due to non-payment, but was still mostly intact down to its Colorado license plates. The solid car was offered with a bill of sale and could still be restored, or would make a neat old race car. Asking price was \$3,195.



Solid Mustang fenders were ready to help repair their rusty or damaged brethren, although it would almost be a shame to strip the original graphics from the third-generation Mach 1 fender.



First-year Mustang 2+2 fastback reportedly came from Oklahoma, and appeared solid enough to prove it. The six-cylinder car was offered by a Wisconsin seller for \$16,750.



Rustier than it appears in this picture, this 1956 Imperial coupe was offered for just \$1,300 by its seller on Saturday. There was enough to work with for a restoration of the Imperial, but the expense and difficulty of finding better parts to restore it meant it's probably going to become a parts car.



Due to raindrops, 1928 Ford Model A roadster pickup displayed its rarely seen side curtains while parked on the Spring Jefferson show field.



The Sport Satellite was a dressier counterpart to Plymouth's Road Runner and came at a higher price tag — but with less performance and no "Beep-Beep." This pretty 1969 Sport Satellite was powered by a 318-cid V-8 backed by a TorqueFlite automatic, and was priced at \$20,000 — much less than a Road Runner would be, but with the additions of a plusher interior and more exterior trim.



A rare 1975 Chevrolet Cosworth Vega with the 110-hp, 2.0-liter four-cylinder (but without its gold stripes) in mixed company on the Spring Jefferson show field.

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205/70WR15	CN36	\$299.00	345/35YR15	P7	\$689.00
155HR15	CA67	\$219.00	205/55YR16	P7	\$329.00
165HR15	CA67	\$245.00	225/45YR16	P700Z	\$389.00
165VR15	CN36	\$275.00	225/50YR16	P7	\$359.00
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Wangers' Classic Nova



Jim Wangers' magic on a Chevrolet

STORY BY JOHN GUNNELL; PHOTOS BY LARRY MUSCHINSKI

Jim Wangers Chevrolet, Inc. of Milwaukee built four Milwaukee Classic Novas in 1974, including this unrestored coupe.

People associate Jim Wangers — “godfather of the GTO” — with Pontiac, but he had his hand in other makes of cars as well. Wangers built and sold a car called “The Milwaukee Classic” when he owned Jim Wangers Chevrolet, Inc., on Milwaukee’s Green Bay Avenue in the early 1970s. After a story appeared in *Old Cars* several years ago mentioning Wangers’ Chevrolet dealership, we received a call from Larry Muschinski of Milwaukee who said he owns a 1973 “Milwaukee Classic” Nova that was originally sold by Jim Wangers Chevrolet, Inc. Muschinski was told that it was one of only four such cars made.

Muschinski’s Nova was unrestored and showing 34,981 miles when he contacted us. The car is actually a Nova Custom two-door coupe with a 350-cid V-8 topped with a Rochester four-barrel carburetor and backed by a four-speed manual transmission. The car was equipped with front bucket seats, a floor console with a full array of gauges, a tachometer fitted to the left side of the speedometer, a clock, an

AM radio, full carpet, heavy-duty suspension and a Positraction rear axle. The car was built with power-assisted front disc brakes and rear drums.

The car was finished in black with black vinyl seats, headliner and door panels. A red “Milwaukee Classic” graphic was installed on the left corner of the trunk lid. Stored inside the trunk was apparently one of the original tires, which were raised white-letter Tiger Paws (size E-70/14). They were mounted on Chevy Rally rims with center caps and beauty rings. Muschinski said he had “upgraded to 215/70/14 Tiger Paw radials on February 18, 2009.”

Muschinski said the car handles much better than an ordinary Nova.

“The outside sport mirrors must have been added at the dealership,” he adds. “The driver’s side remote-control mirror was originally blue paint and the passenger side mirror shows gold paint underneath the black topcoat.” Muschinski said he would try to get more information about the car from its original owner.

While waiting to hear more from Muschinski, we contacted Jim Wangers by phone. “The Milwaukee Classic was a special package I put together as a new dealer entering the Milwaukee market in 1971,” he explained. “The Monte Carlo was in its second year of a cycle and was a little stale. The Milwaukee Classic was a statement for our dealership and was successful.”

According to a promotional sheet for the Milwaukee Classic Monte Carlo, the package included Firemist Gold side accent stripes and a similar finish on the center of the hood panel and rear deck lid panel. Wide side stripes ran from the front bottom edge of the front wheel opening to the front bumper, up around and then over both front fender tips, and back along the fender tops and belt line. The stripes dipped down to form a scallop behind the door handles and continued to the rear. The gold accents were trimmed in Candy Apple Red or Green that was softly blended into the gold pigment. A formal landau-style vinyl roof covering was also part of the Monte Carlo’s package

and could be ordered in Antique White or Rawhide.

According to a April 18, 1972, *Milwaukee Sentinel* article, the 1972 Milwaukee Classic Monte Carlo also had a radiator-type grille shell, B.F. Goodrich Lifesaver radial tires, Koni shock absorbers, a heavy-duty rear stabilizer shaft and "Classic" emblems on the wheel centers and panels. The radiator grille shell was actually a chrome cap that fit on the front edge of the hood, above the normal Monte Carlo grille.

Wangers said he sold about 100 Milwaukee Classic Monte Carlos.

"Since it was really a successful package, I decided to take the Mil-

waukee Classic concept into the [rest of the] Chevy lineup. We had a good value car with the Nova at that time, so I picked the Nova and Chevelle as the next cars to get the Milwaukee Classic treatment. However, the Nova wasn't successful. We only sold four of them. The Nova didn't lend itself to customizing. We could not add a classic radiator or a landau top. The Nova Milwaukee Classic package was mostly a custom paint job. I stopped efforts to make a Milwaukee Classic Chevelle."

Up to this point, everything Wangers said matched up with Muschinski's black car. Then, Wangers stated that all four of the Milwaukee

Classic Novas he built were white cars with Candy Apple paint treatments and special wheels. "We changed things. In those days we could do that; the government wasn't involved." And he insisted that all four cars left the dealership with a white finish.

After we conveyed this to Muschinski, he checked to see if his car had ever been repainted. As stated above, the Sport mirrors were re-sprayed, but the black paint on the rest of car was original, as was the dealership sticker on the deck lid. Muschinski checked with a man named Doug, who was the original buyer of his Nova. Doug stated he had ordered a Camaro, but delivery



This Milwaukee Classic 1974 Nova is well-equipped with the available performance goodies of the day, such as a four-speed manual transmission behind its four-barrel 350-cid V-8. Also note the full complement of gauges, including those in the console.



The Nova Milwaukee Classic's trim tag has dashes for the paint code, indicating it was ordered through the COPO program.



"The Milwaukee Classic" decal on the corner of the deck lid has a definite Pontiac Royal Bobcat vibe; Jim Wangers was, of course, once associated with Royal Pontiac during his ad man days.

was delayed, so instead he bought the Nova directly off the lot. Doug said the car was just as it is today — black on black with the stated features.

"When he bought it, he was told there were only three others like it sold in Wisconsin," said Muschinski. "He never saw the others so he couldn't say what color they were, but this one is black and was never repainted."

To add more mystery, Muschinski sent a photo of the Nova's Fisher Body plate. It was not an entirely standard plate. It carried the symbols ST73 for 1973 and the VIN number 1XY27W292550 that de-codes as: 1=Chevy; XY=Nova Custom; 27=Coupe; W=Made at Willow Run, Ohio; and 292550=sequential production number. On the trim plate was code A51 and the color code area on it had just two dashes rather than a color designation.

Next, we contacted Wayne Bushey at the National Nostalgic Nova Club (www.nnnova.com) who promptly called back and said, "That car's color code is a COPO (Central Office Production Order) thing, so your car was ordered like a police car or taxi with special features. So, at least we know that!"

Muschinski had another conversation with the original owner and his brother, Jim, who had gone with Doug to pickup the car in 1973.

"There were four identical black Novas on the lot when we picked up the car," Jim told Muschinski. This information did not match up with Wangers' recollections.

Our next step was to contact Ross Obermeyer, a vintage car and truck restorer who operates Obermeyer's "41" Auto Body in Allenton, Wis. Obermeyer had been the body shop manager at Jim

Wangers Chevrolet. We asked Obermeyer if he had any memories of the Milwaukee Classic Monte Carlo or Nova.

"Enclosed is a copy of a Jim Wangers book I saved since those days," Obermeyer wrote. "It was written shortly before I took over as body shop manager in '73. I was the assistant manager before that. I well remember the cars being done in the shop. My painter, Vince DeBella, was the guy that did the painting, laying out the stripes by hand and using House of Kolor candy colors to do the 'fade' from the color to gold. I believe the available (stripe) colors were red, blue or green. Vince was a really great painter."

The book showed pictures of Milwaukee Classic versions of a Camaro, a Corvette, a Chevelle Sport Coupe, a Nova and a Vega. All of the cars in the pictures were white with stripes. From the copies, it was hard to determine if the pictures show actual cars or were touched-up photos. Due to the reflections and shading, they look like photos of actual prototype cars. The book also includes clippings of articles in various car magazines about the Milwaukee Classic Monte Carlo, pictures of other special models Wangers proposed or made, a promotion for Jim Wangers Chevrolet's LS-W 454-cid engine package and a list of performance parts that the dealership sold for 265- through 400-cid Chevrolet engines.

"As you can see there were plans for Camaros, Vegas, 'Vettes and Chevelles besides the Monte Carlos," Obermeyer said. "I recall seeing one Milwaukee Classic Impala and a black Chevelle. The Chevelle may be the one Jim Wangers told you about. There may have been other cars, too. It was a long time ago, and some special cars were probably done before I worked there. It was a high-pressure job, but I learned a lot and have happy memories of the place — but I am much happier working for myself on classics."

Although some information about the Milwaukee Classic program has turned up, we still haven't sorted out the question of black COPO Novas with Milwaukee Classic decals versus white Novas with candy apple stripes. So, hopefully someone who lived in Milwaukee at that time and saw or worked on the cars — or maybe even bought one — can provide additional information. **OC**



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July 1, 2023 | 43



TOP GUN

For many muscle car purists, the iconic 1964 GTO will always be the leader of the pack

STORY AND PHOTOS BY BRIAN EARNEST

He shakes his head a bit at the thought now, but Keith Weyers almost passed up his chance to own his fabulous 1964 Pontiac LeMans GTO.

The resident of rural Navarino, Wis., had a first-year “Goat” at the top of his bucket list for years, but the timing and circumstances never seemed to work out, and ‘64 GTOs don’t exactly fall out of trees.

“I had a 1964 Catalina when I was 21 and I liked it, but then I saw the GTO,” recalls Weyers. “I thought the front end looked a lot like the Catalina... The Catalina was a two-door sedan. I put the Tri-Power on it and tried to make a GTO out of it, but it was just a bigger, heavier car.

“I sold it — the frame was rusted ahead of the back wheels — and then I bought a ‘65 GTO. I did a redneck paint job on it because, you know, you don’t have any money when you are 21 years old. I had it a couple years, then we started having kids, and it’s hard hauling kids around in a two-door,

so I sold it to my brother-in-law. I always wanted [a ‘64], but as time went by, they were getting a lot harder to find and getting more expensive.”

Weyers restored a 1967 Chevrolet Chevelle SS that he originally bought for his son, then found another hot Chevelle SS, a 1970, that would be the pinnacle of most guys’ fleets. But he still lusted after a ‘64 GTO.

“Finally, a few years ago, a friend of ours said, ‘Hey, there is one in Milwaukee for sale.’ And we went and looked at it and the guy wanted a lot of money for it, and it needed a floor and a trunk floor, and I was ready to say, ‘I’m going to pass on it.’ But she and one of our friends said, ‘You wanted one of those forever!’ We probably paid too much for it, but”

The Marimba Red hardtop coupe had bounced around the country a bit before landing in Wisconsin. It was sold new in North Carolina, eventually twice passed through a collector car dealership in Florida, was bought and sold several more times,

and finally wound up with a man in Illinois who did some restoration work on the car. "It was bought by a guy and woman in Florida, from what I was told, and they didn't like it because it didn't have A/C, so they returned it. Then the guy from Illinois bought it. The Milwaukee owner bought it to sell it. I don't know how long he had it. It probably wasn't a year. The previous guy from Illinois had the engine out of it. It's bored .30 over and it's got a bigger cam in it. He was buying everything he could buy for it. We've got all the receipts for the bunch of stuff he bought for it."

After going to see the GTO in person, Weyers finally talked himself into buying the car, even though he didn't get to drive it. His test ride was as a passenger and the thought of passing up on his big chance to own a '64 — even if it needed work — finally convinced him.

"It had a few things wrong with it. The hood wasn't on right and the door was hitting the fender, and the bumper was way off center, but it was presentable. And it had been repainted once," he noted. "The guy took me for a ride it. I didn't drive it, and I know why! He loaded it on the trailer to bring it home, and when we got it home and got in it to move it... the clutch wasn't adjusted right. We had a hard time moving it. But that's just a minor adjustment thing."

THE GREAT 'GOAT' ARRIVES

Frequently referred to by fans and enthusiasts as the first "true muscle car," in the sense of being a midsize car with a full-size car V-8 engine, the original GTO was not a model at all. Due to General Motor's policy of limiting an engine's displacement to one cubic inch per 10 pounds of car weight, Pontiac was prevented from putting an engine

with more than 350 cubic inches into an intermediate-size model. By making the GTO an option, Pontiac's "Young Turk" executives and ad man Jim Wangers snuck the GTO into existence as an option for the LeMans.

Late in October of 1963 the Grand Turismo Omologato package was announced for the LeMans coupe and convertible as a \$295 option (a

hardtop was added later). GTO standard

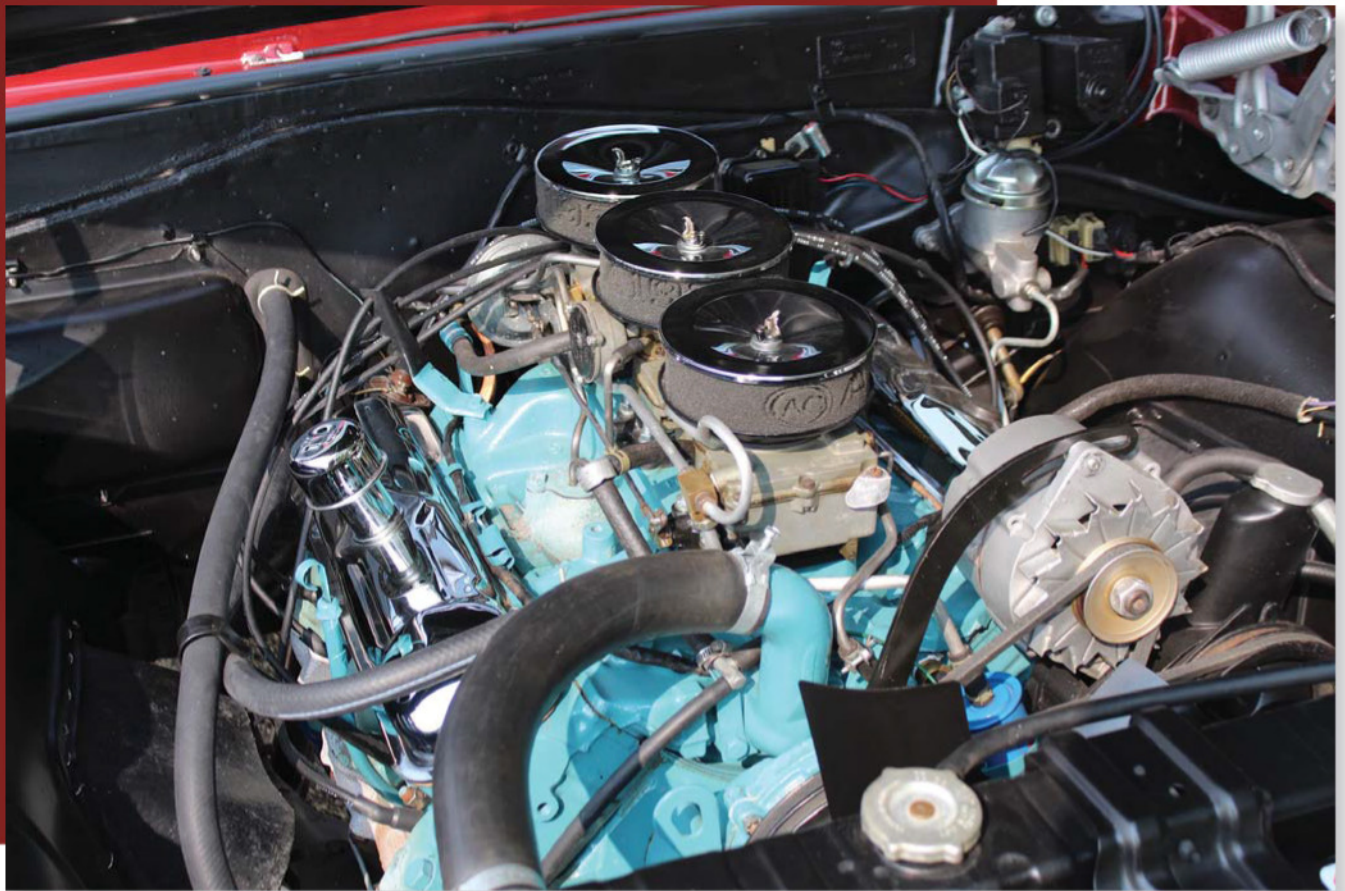
equipment included a 325-hp/389-cid V-8 with a special camshaft, special hydraulic lifters and 421-style cylinder heads. It had a single Carter four-barrel carburetor. Also included in the option were specially valved shock absorbers; a seven-blade, 18-inch cooling fan with a cut-off clutch; a dual exhaust system; special 6-inch-wide wheel rims; red-stripe nylon low-profile tires; GTO identification medallions and scripts; twin-simulated hood scoops; an



The Pontiac LeMans was certainly a handsome car for 1964, and in GTO guise, there were six scripts and badges to announce the new muscle car's arrival.



The twin horizontal headlamps with GTO badge on the driver's side help identify the first-year GTOs



The real moment of wonder comes when you open up all three carburetors and the 389 V-8 roars to life. The idea behind the GTO package on the LeMans model was to circumvent a corporate high-performance ban that made the 389-cid V-8 too large for an intermediate-sized model. The full-size-car engine in a midsize car body was an idea that spawned many imitators in the years that followed.

engine-turned dash insert; bucket seats; special high-rate springs; and longer rear stabilizers.

Desirable GTO options included a center console, Hurst four-speed manual shift linkage, custom exhaust splitters, no-cost whitewall tires, special wheel covers and a Tri-Power engine option with three two-barrel carburetors. The Tri-Power version of the 389-cid V-8 produced 348 hp at 4,900 rpm.

In January 1964, *Motor Trend* magazine found a four-speed GTO convertible capable of doing the quarter-mile in 15.8 seconds at 93 mph. The same car's 0-to-60-mph performance was 7.7 seconds and it had a 115-mph top speed.

Car & Driver did a thorough review of the GTO buying and driving experience and came away immensely impressed, even though it could be a bit of a challenge for potential buyers to order the exact car they desired. "Driving this car is an experience no enthusiast should miss," the magazine opined. "Unfortunately, few Pontiac dealers will have GTO demonstrators with the proper equipment on them, but if you can get your hands on one like we tested, it's almost worth stealing it for a few minutes of Omigod-we're-going-too-fast kind of automotive bliss. One expects the acceleration to be spectacular in first and second, but none of us were ready for the awful slamming-back-in-the-

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Sam Baily in his 1914 Simplex on the way to winning the 1952 Anglo-American Rally. This Simplex was later acquired by the Briggs Cunningham Collection, and currently resides in the Collier Collection. Sam Baily was Jim Grundy's grandfather.



The debut “Goat” was certainly roomy and surprisingly comfortable and easy to drive.



The redline bias-ply tires don’t ride as well as radials, but they give the car an authentic appearance.

seat we got when we tromped on it at 80 in fourth.” The review concluded by saying, “The Ferrari GTO is a racing car that costs upwards of \$20,000 new. Therefore, we are not surprised that it will go around a road racing circuit several seconds faster than our Tempest GTO. What does surprise us is that we found the Tempest GTO a better car, in some respects, than most current production Ferraris.

By the year’s end, the GTO was considered a huge sales success. Pontiac records showed production of 7,384 GTO coupes, 18,422 two-door hardtops and 6,644 convertibles.

A STAR IS REBORN

According to Pontiac Historical Services documents, Weyers’ ’64 hardtop was a late-production model that rolled off the assembly line on July 29, 1964. “I remember that because it’s my sister-in-law’s birthday,” he jokes. “It’s actually got ’65 doors on it because they ran out of ’64 parts in August. It was one of the last ones built. It was built in Pontiac and sold in North Carolina.”

Weyers is a retired GM mechanic who could certainly handle any of the engine and drivetrain issues the GTO might have been suffering from when he bought it, but he has

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had to do very little with the engine. Instead, it was the body, floors and interior that got most of his attention.

"When I when I opened the trunk, I found there was Bond-O worms in there... And there was some of them in the doors, too," he says. "It needed a floor, and the driver's side quarter window was broken, because they had a tinted window in there. It must have got full of water, because the floor is rotted out — pinholes here and there.

"It needed the quarter panels behind the back tires up to the body line... So I replaced them, just to the body line. And it needed a trunk floor, and a floor in the body from the shift lever on back. I hadn't done that before, but I looked at videos and asked around and got 'er done."

Weyers says he did all the restoration work himself except for the repaint, which was handled by a local body man. He even experimented with hydro dipping, which he used to get a nice woodgrain look on the steering wheel.

Aside from adding a correct rearview mirror to the driver's side, Weyers says the GTO is now back to the way

the Pontiac assembly plant built it in the summer of 1964 — or at least as close as he can come to it. He's even forsaken a little smoother ride to go with classic redline bias-ply tires.

"It's good on a smooth road, but if you get on a rough road, it's challenging because of the tires. Radials would help a lot, but I like the looks of these. It still drives pretty good," he says. "But it still rides nice. You know, I like the B-body MoPars and I rode in a couple of them. I'm not throwing stones, but man, they are all over the road. And that's my favorite body style of the MoPars, those B-Bodies ... but they'll keep you awake.

Weyers sold his '65 GTO to his brother-in-law years ago, and he jokes that his sister-in-law wants to buy his '64 some day. "But she doesn't know what it's worth," he chuckles.

After waiting for about 40 years to land his prized Pontiac, it's a sure bet that it won't be leaving the family anytime soon.

"It's fun because it makes other guys jealous," Weyers notes with a grin. "It does something for your ego." **OC**



In addition to the 325-hp, 389-cid four-barrel V-8, the \$295 GTO package offered hood scoops, dual exhausts, wider wheels, redline tires, stiffer springs and shocks, anti-roll bar, engine-turned dash, bucket seats and three-speed manual transmission. Three-speed and four-speed manual gearboxes were available. The dash featured four large gauges — speedometer, fuel temp, oil pressure and charging lamps and either a rally clock or tachometer. Keith Weyers has restored his '64 hardtop to nearly flawless condition.

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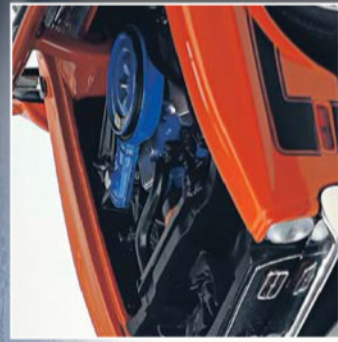


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One-year-only 1969 W-32 4-4-2 convertible restored

STORY AND PHOTOS BY AL ROGERS

The Detroit Autorama recently celebrated its 70th anniversary and continues to be one of the premier custom and hot rod shows in the world. This annual event attracts automobiles and spectators from around the globe. Unbeknownst to many, this spectacle also attracts rare, unmodified and factory-correct muscle cars. Over the years, I've discovered many unique, rarely seen automobiles while attending the annual event. One such muscle car displayed at the Detroit Autorama was Chris and Josie Thibert's 1969 Oldsmobile 4-4-2 W-32 convertible, which traveled from Windsor, Ontario.

The couple's journey restoring their Oldsmobile over five years started back in 2008 when they met restorer Bernie Karhoff at the Oldsmobile Nationals in Detroit. Karhoff is well respected within the Oldsmobile community for his award-winning and next-level craftsmanship. His shop in Lima, Ohio, is known for producing world-class restorations.

W-32: Mid-tier Olds performance in 1969

Within the GM family of purebred muscle cars, the W-32 is a "middle of the pack" model that somewhat goes unheralded. It's not the star athlete — that was its 400-cid V-8 W-30



“big brother” — and the 350-cid V-8 W-31 pulled off the “baby brother” underdog role (and who doesn’t love an underdog?).

For the Oldsmobile customer who knew their way around an option sheet in 1969, the W-30 might have seemed a little one-dimensional; great for stoplight gas pedal thrashing or weekend drag races, but not exactly the most convenient grocery getter. The same is true for the high-revving W-31, basically a smaller-displacement version of the W-30. Both were thoroughbreds that could be used for daily-driving tasks, but were championing at the bit and flaring their nostrils the entire time.

Aside from nomenclature and decals, the difference between a 1969 W-32 and a W-30 isn’t dramatic. Data indicates a W-32, like a W-30, was equipped with a 400-cid Olds V-8, but unlike W-30 engines, the W-32 engine received a milder cam (286-degree and .472 lift, compared to the 328-degree duration and .475 lift), and was an assembly-line piece. W-30 and W-31 engines were specially built, high-strung units that



The W-32 package included Olds' under-the-bumper cold air intakes, which had been available since 1966.

could be temperamental under daily-driving conditions. The result of the W-32's lower-duration and lower-lift cam was an engine that was tamer on the street, and advertising back in the day summed that up by saying, "It's a honker with culture, which means with a refined, smoother idle." As the same ad stated, the W-32 was "The W-Machine a Mother Could Learn to Love."

The W-32 was a late-model-year introduction with under-bumper air scoops, low-restriction dual exhaust, a four-barrel "cold air carb," separated center exhaust ports, individually branched exhaust manifolds that were streamlined, a fan clutch, Rally hood stripes, wide-oval tires, power disc brakes, the Turbo Hydra-Matic 400 automatic and anti-spin rear axle. Air conditioning was not available on the W-32.

Landing a W-32

Chris Thibert bought the featured '69 Olds W-32 4-4-2 back in 1983 from original owner Terry Edwards for \$2,000 after hearing about it at local car shows. Just 21 years old at the time, Thibert had taken a liking to front-wheel-drive cars. He already owned a 455-powered 1974 Olds Toronado and a 1967 Cadillac Eldorado, but knew the rear-wheel-drive W-32 was a special car. He also wasn't the only local guy who was interested in it.

"Back in the day, I street raced my Toronado, and several Cutlass guys had mentioned the car to me," he said. Plenty of other Olds guys wanted the W-32, but fate was on Thibert's side. It turns out his older brother Alan worked at the University of Windsor and one of his coworkers was Terry Edwards, the Olds W-32's original owner.

"A couple of guys from Toronto had reached out to Terry numerous times about buying the car, but I guess he kind of got to liking me through my brother, and he ended up selling the car to me," Thibert said. "I think the fact that I gave Terry my word to restore



ABOVE: Ducting brought air from the under-bumper scoops to the air cleaner of the 350-hp 400-cid V-8 of the W-32. The W-32 engine differed from the W-30 400 V-8 by having a special camshaft and distributor. The W-32 also had a heavy-duty water pump, aluminum fan and special fan clutch.

LEFT MIDDLE: Originally a dealer demo, this 1969 4-4-2 was well-equipped from the factory with optional bucket seats (including power driver's seat), a console, power windows, front and rear mats and telescoping steering wheel.

LEFT BOTTOM: The large, inset pods for the instruments would be a Cutlass feature for many years. This 4-4-2 has the optional custom sport steering wheel.



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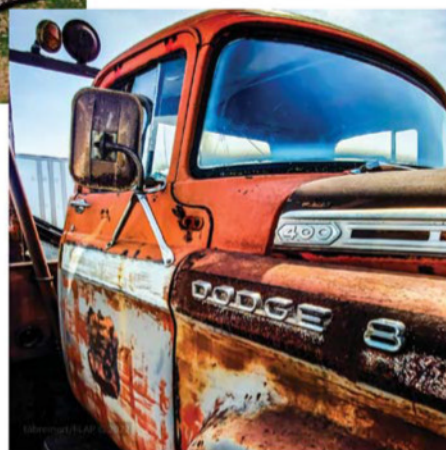
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The trunk holds a fifth Super Stock II wheel and the base for the optional power antenna; the deck lid has the optional power release.



The W-32 decal was the only sign from the outside that this was a potent version of the Olds 4-4-2.

it and not part it out kind of set me apart from many of the other guys who wanted to buy it. They looked at the car and its deteriorating condition and knew it would require a total restoration to bring it back to life, and the price tag would be costly. The other guys looked at it as a car they could make money from by parting it out, while I looked at it as a once-in-a-lifetime opportunity to buy an original, one-owner muscle car that needed to be restored correctly. Parting it out never entered my mind. I read about its rarity while reading an article in a car magazine and knew restoring it was the only option."

General Motors only produced 297 W-32 Oldsmobiles in 1969, of which 247 were Holiday coupes (hardtops) and 25 were Sport Coupes (two-door sedans). The remaining 25 W-32 cars were convertibles, and fewer than five are known to exist.

The W-32 4-4-2 when new

Terry Edwards likely had no idea of the rarity of the 4-4-2 W-32 when he bought it on May 20, 1970. That day, he drove his 1968 Ford Fairlane from Windsor, Ontario, to John Addison Chevrolet-Oldsmobile, Ltd. in Toronto and traded it in for the 1969 Oldsmobile 4-4-2 W-32 convertible. The invoice was about \$4,000 and declared the '69 Olds was a demo, but didn't indicate how many miles were already on the odometer. Edwards received \$1,200 on trade for his '68 Fairlane, leaving a balance of \$2,831.75, which included \$134.15 in sales tax and a \$2 license fee. After the trade-in, the total he paid for his "new" 4-4-2 was \$2,695.

The 4-4-2's exterior paint color is Sable (paint code 61) with a gold interior (934) and green convertible top (P). In addition to the 350-hp, 400-cid W-32 High Performance Package, it was optioned with several other desirable features: power windows, power radio antenna, four-way power bucket driver's seat, tilt steering column with Custom Sport steering wheel and more.

You wouldn't expect to see many of these options on a serious street racer, but taking this muscle car lightly or underestimating the performance capabilities of its W-32 could result in some rear license plate watching, if you didn't know what you were tangling with. With 350 hp under the hood and the 3.91:1 anti-spin rear axle to get the power to the pavement, it could lay the occasional beat-down upon some unsuspecting victims.

The long road to recovery

Edwards apparently did his fair share of driving the W-32, as the odometer had turned past 100,000 miles prior

to when Thibert took ownership of the car in 1983. At that time, it still retained its original factory Sable paint finish and showed every one of its 100,000-and-some miles.

"The car was running, but it was rough when I bought it," Thibert says. "I drove it for a while, but I knew it was a special car and so I started the process of disassembling it, bagging and tagging and organizing the parts while preparing it for a restoration. I ended up getting into power boats, so the car ended up stored away in my father's garage and we started calling it the BFI bin, because it had turned into our storage container for all our junk."

Occasionally, Thibert's dad Leonard would get on his son about doing something with the car. Thibert's wife, Josie, would ask if it wouldn't be better to sell the car. His brother even began regularly calling him to ask if he wanted to sell it, as did friends and acquaintances. He told them all it wasn't for sale.

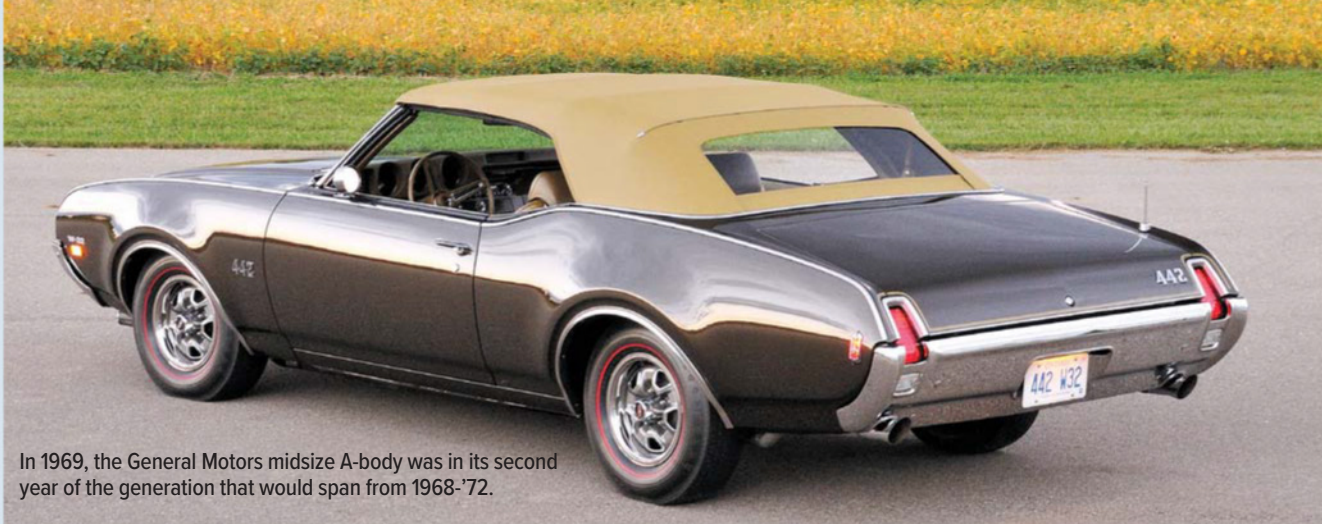
Everything changed one evening in January 2005 when Thibert and his wife were watching the Barrett-Jackson Scottsdale auction on television.

"While we were watching it, Josie saw how much the cars were selling for, and she asked me what I thought the W-32 would be worth restored," Thibert said. "She knew how much the car meant to me and asked what I thought it would cost to restore it."

It was a loaded question, and Thibert didn't panic. He thought for a moment and responded that it would probably cost about \$50,000, but there was really no way of coming up with an exact figure for a restoration of this magnitude. Soon after, with Josie's support, the W-32 was taken to a local shop for restoration. However, the restoration process wasn't going the way Thibert envisioned, so he pulled out the car. He learned a valuable lesson — it was time to get serious and find a world-class restorer who would do the job right.

Down but not out, the restoration went back on track during the 2008 Oldsmobile Club of America Nationals event in Detroit. There, Thibert came across a red 1969 Oldsmobile Cutlass convertible that stopped him in his tracks. He went around the car several times, taking in its appearance and attention to detail. The restoration was over the top and done the way he wanted his car to be done.

"The owner of the car noticed how Josie and I were admiring her car," Thibert recalled. "She struck up a conversation with Josie and mentioned the gentleman who restored her car was also at the show, and his name was Bernie Karhoff."



In 1969, the General Motors midsize A-body was in its second year of the generation that would span from 1968-'72.

A short time later, the Cutlass owner showed up with Karhoff and introduced him to Chris and Josie. During their conversation, Karhoff mentioned he had restored eight Oldsmobile Club of America “best of class” cars, not including the '69 Olds that had caught their eye and ended up getting a Senior Preservation honor at the 2008 event.

Karhoff was well into another restoration that he estimated would take another year to complete, but was already considering restoring the W-32.

“He was really interested in our car, because of how rare it was, and told me to call him in a year,” Thibert said. He did exactly that, and in the fall of 2009, the W-32 was trailered to Karhoff’s restoration shop in Ohio.

In the spring of 2010, Thibert began a weekly routine of traveling from his home in southern Ontario to Ohio to help work on the car. The goal was to have the W-32 debut at the July 2010 Oldsmobile Club of America Nationals in Sturbridge, Mass. Meeting the deadline was a monumental undertaking.

The W-32 was complete, but its history in Ontario meant a lot of time was spent on sheet metal repairs and replacing some of the body panels with solid, rust-free replacements from the southern United States. Aftermarket parts were avoided whenever possible.

“I remember telling Bernie how awesome it was that I could buy a brand-new aftermarket grille,” Thibert said, but Karhoff was not a fan of aftermarket parts. Fortunately, the original grille only needed simple repairs and refurbishment and remains on the car today. A mindset was instilled in Thibert to restore the car’s original parts whenever possible, or to install other used parts. The restoration was also greatly supported by the NOS parts that Thibert had the foresight to start stashing away after purchasing the W-32 in 1983.

“A friend of mine (Rick Meloche) worked in the parts department of a GM dealership, and any parts I could purchase through the dealership I did,” Thibert said. The parts list included stainless trim for the hood, two-piece front disc brakes, a door handle, two-door handle buttons and a new convertible top from the same manufacturer that produced the car’s original top.

“I had the top in a box in my closet for all those years, and Bernie wasn’t sure he wanted to use it,” Thibert says, adding that Karhoff tried to convince him to ditch the car’s gold interior and green convertible top.

“He asked if I was sure I didn’t want to change the color

to white or black, because it was easier to get interior parts and convertible tops for those colors.” Thibert was adamant about having the car restored in its original colors. However, Karhoff was correct about the difficulties in matching the colors. The original door panels on this W-32 were two-tone gold, so when aftermarket interior door panels arrived in a solid-gold color, they had to be dyed to match the originals.

Unfortunately, a new convertible top couldn’t be ordered in the original color even though the original GM-authorized manufacturer still produced them, but they no longer offered the tops in green. Karhoff was forced to use the top Thibert purchased from the GM dealership in 1983. Installing and using it came with a problem. You might notice this photo-feature has no pictures of the W-32 with the top down, and there’s good reason for that. Over the years, the NOS top has dried out so much that lowering it would likely cause it to rip by the time it reached the down position. If not, raising it would run the same risk, as the material is stretched into shape.

Thibert believes staying true to the car’s original look is worth the sacrifice of never being able to experience the thrill of the wind in his face and sun on his neck.

“I’d hate to see the top disintegrate or rip apart, but the unique color gives the car character, and one of the things that makes it a rarity,” he says.

Reuniting the W-32 with its first owner

Not long after the completion of the W-32 restoration, the original owner was given the opportunity to see his old 44-2 again when Thibert stopped by his place and reunited him with the convertible. Thibert asked Edwards if he wanted to get behind the wheel once more. An emotional but happy Edwards eased his way into the driver seat again and then turned to Thibert and said, “Wow, either the car got smaller, or I got bigger.”

On July 23, 2010, the Olds W-32 convertible successfully “day viewed” at the Oldsmobile Club of America Nationals in Sturbridge where it took top honors while earning a perfect score by the judging committee. Over the last decade, it has also earned “best in class” honors at the Concours d’Elegance of America, Eyes On Design, MCACN and other major car events in the United States and Canada.

Thibert recently indicated he might lower the convertible top for the first time since the car’s restoration. If it happens, we’ll be there with Nikon in hand to capture the moment. **OC**

Letting go of



Mom's Charger

One-family-owned Plum Crazy 1970 Dodge lands new home

STORY AND PHOTOS BY CHAD EHRLICH

In 1968, a drag racing fan was driving by his local Dodge dealer in Denver, Colo., and spotted a red Charger R/T sitting on the lot. Both he and his son were big fans of the Stock and Super Stock classes at the drags, and this new 1968 Charger with “poverty caps” was like a beacon in the distance. He pulled into the dealership to take a look at the car. It was as basic as they came: a 440 Magnum car with an automatic and absolutely no other options. It turns out that the Charger R/T was a dealer demo and the price had just been marked down. The thought of having a car in his driveway that looked and sounded just like the cars he admired on the drag strip was too much, and a deal was made for the Charger R/T. Now he just had to explain to his wife what had happened when he got home!



Although not a high-performance R/T or a mid-level Charger 500, the standard 1970 Dodge Charger was muscular-looking — especially in optional High-Impact Plum Crazy paint.

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Upon arriving home with the red Charger R/T, he proudly showed his wife the new car he had just bought for *her*! She was less than amused. The car looked and sounded like a race car, and with absolutely no options whatsoever, it was not what she had in mind for her next car! She reluctantly started using the Charger as her daily driver, and soon grew even more tired of it. With no air conditioning, it was not comfortable in the summer. It looked like a stoplight warrior, and she very quickly became tired of other muscle cars pulling up next to her at stoplights, only to realize it was a mother on her way to the grocery store. After about a year and half, she finally had enough and made the decision to pick out her own car.

The woman was a fan of the Charger's styling. She liked its lines, but the Charger she was stuck driving was not a good candidate for picking up kids and running to the grocery store. This time, she headed to Pierce Dodge in South Denver to order the Charger she really wanted.

When she left Pierce Dodge, she had ordered her new car just the way she wanted. Since she liked the way the Charger looked, she stuck with that body style, but with her own twist. The woman liked purple, and since High Impact Plum Crazy was on the option list, she



The original owner ordered her Charger with plenty of options, including the console for its automatic transmission. The white interior is striking against the Plum Crazy exterior paint.

checked that box when selecting a color, along with a white vinyl top and interior. The car was ordered to be a little more user-friendly with power steering, power brakes, air conditioning, AM radio and windshield washers, plus an aftermarket eight-track tape player under the dash. And this time, she ordered full wheel covers instead of the Super Stock-style "poverty caps" of her first Charger.

The woman's 1970 Charger was built in October 1969, then shipped and

delivered into her service as a daily driver. Throughout the '70s, the Charger served its daily duties of running errands, going to work and trips to the grocery store. Maintenance was meticulous and well documented. Today, there is still a small notebook in the car that started with the 1968 Charger R/T and was transferred to the new 1970 Charger documenting every tank of fuel that has ever been put in the car! An oil change mishap occurred in the late '70s and the original 383-cid V-8

was damaged, so a low-mileage, used 383 was put in its place. The car then provided solid transportation into the '80s.

When the decision was made to move to a newer vehicle, the original owner couldn't part with her beloved purple Charger. She had a double-car garage, so the Charger went into one side and the new car was parked beside it. As time went on, the Charger sat quietly in the garage. It soon became storage as items were stacked inside of it, yet she wouldn't let it go. She still loved her Charger and kept it safe and dry.



In 1970, the Dodge Charger could be equipped with a six-cylinder or a 318-cid. V-8, but this Charger was originally powered by the optional 383-cid V-8. The original 383 of this Charger was replaced after an oiling issue.

Where the car was stored, its famous taillamps were clearly visible every time the garage door was open, and the car always generated a lot of attention. Over the years, many interested buyers stopped to check on the car, but they always received the same response: The car was not and would not be for sale. She wanted the car to go to her son. For the next 30 years, the Charger quietly sat in her garage.

In 2013, the time came to pass the car along to her son. He picked up the car and took it to his auto repair shop. Her son is a highly skilled technician and driveability specialist, and he was excited to get the Charger back on the road after decades of storage. There were issues with the car when it was parked, but he was confident that the car was only going to need the basics to be roadworthy again. He started with the fuel system, replaced the fuel tank, cleaned the lines and overhauled the carburetor. The brakes were addressed as was the cooling system, which required a new radiator. When it came time to get new tires, he also installed Magnum 500-style wheels. All of

the original parts were saved during this process, including the original full wheel covers. The son even went through the original air conditioning system and made it work again. The aftermarket eight-track player under the dash was still in working order and didn't require any attention.

Even though the car was showing its age with chipped paint and some tears in the seats, it was all done in honor of his mother. He enjoyed the car for 10 years, but then it came to the point where a decision had to be made.

The original owner's son was at a point where he was not going to be the guy to give this car the full restoration it deserved, and he didn't have anyone to pass the car to. He had known the car since the day his mother picked it up at the dealership, and it had been her pride and joy. He knew for the car's sake that it needed to go to someone who would correctly restore it, but it was still a tough decision to let it go.

The next step was how to pass on the car. Being a desirable car, there were plenty of interested buyers, but what was going to be a good way to sell

the car and make sure he received fair money for it while ensuring it went into the right hands? He consigned the car to the F&E Collector Auto Auction in Great Bend, Kan., on Oct. 1, 2022.

This fascinating car that garnered a lot of attention. With YouTube videos and Facebook posts to help market the car, it had actually met reserve on Proxibid several days prior to the live auction. When the owner brought the car to the auction, he was able to meet potential bidders. He was confident that he had made the right decision to honor his mother, and he felt that the car was going to end up in the right place. When the smoke cleared at the end of the auction, noted Ford collector Jim Wicks was the last bidder with his hand in the air. The former owner was able to talk to Jim after the auction, and he was confident that the car was going to end up with a collector who was going to give the car the attention and respect that it deserved. The car brought what the former owner felt that it was worth and, even though it was a tough decision to make, he left the auction at peace with his decision. **OC**

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21st Century Junk Yard Find



The Hudson isn't a giant car, but it's impossible to overlook on the show field at Hershey.

Forgotten 1911 Hudson finally restored

Pinning down the actual start of the antique car hobby is impossible, but pre-World War I cars obviously were the first to be recognized as historic. After all, they were already “old” when three of the major clubs — the Antique Automobile Club of America, the Veteran (now Vintage) Motor Car Club of America and the Horseless Carriage Club of America — were established in the 1930s.

Consider, too, several important factors about those early cars, beginning with the sad truth that not all of them had a realistic chance of success. Dead-end designs and rapid advances in engineering made some cars obsolete

or impractical in a relatively short time, poor quality doomed others, and there are many that could have gone on to great things, but instead failed for business or financial reasons. With all of that, early cars might have been quickly used up and junked or put away and forgotten to become barn finds.

At least some were discovered and rescued during the 1930s, and more were dusted off after World War II and into the 1950s. Anyone who's looked through mid-20th-Century magazines has come across features on antique car shows and tours. The hobby was still sufficiently far out of the mainstream to catch the eyes of magazine photog-

raphers and writers, but add in the fact that interest in old cars increased during the following decades and one question arises: How is it possible that “barn finds” — especially those that date to the Brass Era — are still being found?

“It was known about, but nobody bothered,” said Rob Burchill, whose 1911 Hudson Model 11 Torpedo was retrieved not from an actual barn, but from a junk yard in Massachusetts in the early 2000s!

Burchill bought it in 2016 from Dave Kostansek, the Hudson's third owner since it had come out of the yard.

“He rescued a car that was rough,” Burchill said. “... He had done the basic

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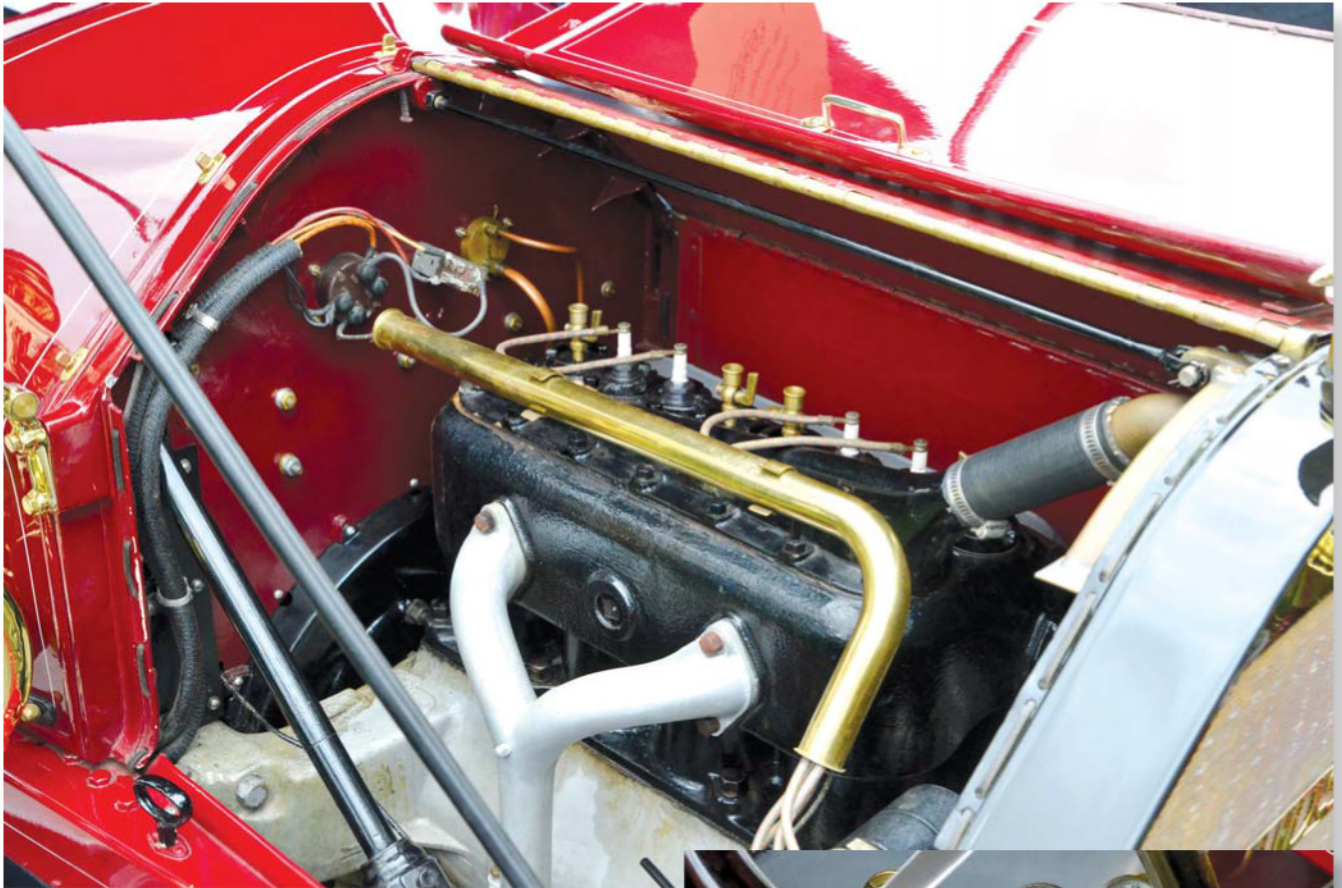


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Under its hood, the Hudson's engine compartment is clean and uncluttered, providing good access to the 33-hp four-cylinder.

restoration on the car (before selling it). It was essentially mechanically done, but he told me there were a couple of issues... and he was right. There were a couple of issues, and I took care of them, but it took me four-and-a-half years to get it ready for the road."

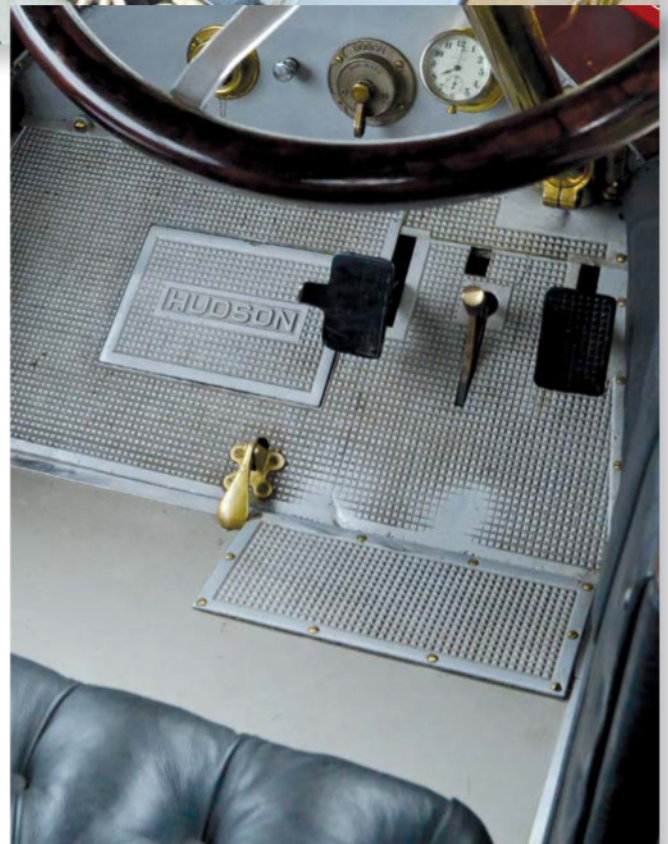
Many of the car's issues were typical of those encountered in any restoration, as a new radiator was installed, the rear end was rebuilt, the wheels were painted, top pockets were fabricated and the car was striped. Then there were the headlamps.

"It took five headlights to come up with a pair," Burchill said. "I had a nice pair of nickel-plated lights, one was a steel shell. That doesn't work. You can polish it all you want, you'll never get there ...

"A guy was making a new bellypan for his car – there's no fan on these, the fan is in the flywheel – and so you need a bellypan. You can put a piece of paper up front and it pulls it right in. It's amazing how well it works. So I got his old bellypan. What a gift! It wasn't a gift, but what a 'gift!'"

The downside is that changing the Hudson's oil means dropping the bellypan, and oil changes are important since Burchill has found from experience that it's a car nicely suited for touring.

"I've had other Brass Era cars," he explained, "and this is the easiest-driving. First year for Hudson's wet clutch – that clutch is smooth. They really work. It shifts nicely. Most of the time, it's quiet unless there's operator-error ...



During the years when it was someone's everyday transportation, the Hudson must have covered a lot of ground to develop such wear marks in the aluminum casting under the pedals.

"They say it's got 33 horsepower. Thirty-three is a nice number. It's no powerhouse, but it tours very, very well. They've got the ratios of everything set up nicely so you get [to] a grade, you just give it a little gas and keep going. You hit a hill? Yeah, you're in second gear. That's what gears are for."

It steers well, he said, and although it's not a really large car, it's also not really cramped inside.

"For me," Burchill said, "it's wonderful; good legroom, really easy to shift. The difference between the '12 and the '11 is they moved the shifter from the outside to the inside for '12. In a '12, I find that it's in my leg all the time. This is great."

Apparently, the Hudson's original owner — or at least an early owner — thought it was great, too.

"Look at the plates under the pedals, cast-aluminum plates," Burchill said. "This car was driven to death. How long does it take to make a cast-aluminum plate smooth? And worn thin? It was used a lot."

If it was indeed the first owner who drove it enough to wear down the aluminum castings, it seems safe to say that his \$1,350 — the equivalent of about \$42,650 today — was money well spent. It's also clear from Burchill's step-by-step description of driving the Hudson that spending that much time behind the wheel wasn't exactly a chore.

"The first time," he said, "you're nervous, and the second time, you screw up, and the third time, you're going, 'OK, here's second.' The worst thing is I have to use the outsides of the pedals, because the gas pedal's in the center."

That pedal layout isn't unique to Hudson among Brass Era cars and adjusting to it isn't difficult. Burchill admittedly had an advantage because of his experience with the Hudson's contemporaries, and so that doesn't have any effect on whether his buying the car was the right move. He would, he said, do so again.

"(Kostansek) was deciding to part with some of his cars," Burchill explained, "and he was choosing who gets them and I was very lucky ... He was picky, and I really feel honored that he chose me to take it. It's been a great car out of the box." **OC**

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STORY AND PHOTOS BY BRIAN EARNEST

When Paul Kammann heads out to car shows in one of his three stunning Packards, he frequently has his wife Melanie trailing him in a chase vehicle. The following rig in the Kammanns' case is quite often an equally stunning 1957 Chevrolet Bel Air.

"One reason I like her following me is she has turn signals!" Paul laughs. "I swear people today don't know what hand signals mean. I like her behind me to kind of protect my hind end."

When the couple gets to shows, husband and wife generally duke it out for the best trophies. To rival any of Paul's Packards, a '57 Chevy would have to be a blue-chip specimen, and Melanie's Matador Red Bel Air Sport Coupe definitely qualifies. It is a magnificent car in every way, and a birthday present she will never forget.

"I didn't know I was going to get it," Melanie says. "He went with his brother down to get it and when he brought it home I said, 'Oh my god! I got a car for my birthday!' I got it because I wanted to go to car shows and drive, and not many women like to drive cars to car shows."

"We bought our '34 Packard in December of 2009 and in spring we started taking it to car shows, and she started getting really interested in the shows and she was wishing she could have a car to drive," recalls Paul. "She wanted an automatic; she doesn't want to drive a stick. So I thought a '57 Chevy would be nice, and we can get a Powerglide in it, so that's what I started looking for."



It wasn't long before Paul found a lovely '57 Bel Air for sale through Volo Auto Sales in Illinois. It belonged to a Janesville, Wis., man, who had given it a proper home after the car had changed hands a bunch of times over the years. "One of the things that really attracted me to the car, the guy I bought it from, Mike Frazier, [and] his dad Wilber, both of these guys worked at the Janesville factory where this car was built," Paul noted. "This is a Janesville car. It turns out they went back and found out that his dad was on the line when this car went through. I said to him, 'My God, how can you sell that car?' But he said he wanted to buy a new Camaro with air conditioning and go out on Route 66!... He had the car about 12 years. He bought it at the Jefferson car show [in



Paul Kammann gave his wife Melanie a birthday surprise a few years back with this fabulous '57 Bel Air two-door hardtop. The fully restored, numbers-matching "Power Pack" '57 would be hard to beat on any showfield — even measured against any of Paul's three Classic Packards.

Jefferson, Wis.]. I've got records that go back and I have names of a number of previous owners. It stayed in Wisconsin, all the names I got are Wisconsin guys."

All of Paul's collector cars are No. 1 condition examples. If they aren't nearly perfect when he buys them, he restores them to the best condition he can. The '57 Bel Air turned out to be no exception. It was a nice car to start with, and it became a showstopper by the time he was done with it. Not only was it in nice shape, the Bel Air was also equipped with the desirable "Power Pack" option — a combination of special high-compression heads, four-barrel carburetor and dual exhaust that bumped the horsepower up to 220.

"One of the really good things about it is it's a numbers-matching car, totally numbers-matching," he added. "The only thing was it did get painted and had a color change. It was originally gray with an ivory top and 20, 30, 40 years ago, somebody changed it to Matador Red which, of course, is also a Chevy color. And I personally like the solid, one-color cars rather than the two-tones they had back then."

1957: Year 3 of the 'Hot Ones'

For three years during its memorable "Tri-Five" run from 1955-'57, Chevrolet called its new lineup of flashier, bolder cars "The Hot Ones." It was a fitting description.

The 1957 Chevys were in tune with the changing times. They had a more youthful, tail-finned look that was "radical" for a once-upon-a-time bread-and-butter car. "57 Chevrolet! Sweet, smooth and sassy," said one ad.

Triple-Turbine automatic drive, a bigger V-8 and an option list of new ideas, including fuel injection, made the '57 Chevy seem revolutionary and sexy. True, it was based on the body introduced in 1955, but the updated body seemed more modern and sportier. Its oval-shaped front bumper grille featured "bomb-type" bumper guards. A horizontal bar "floated" across the delicately cross-hatched grille. Windsplit bulges with bombsight ornaments ran up both sides of the flat hood panel. The headlamps had air intakes above them. The rear fenders were shaped into broad, flat tailfins.

Nearly all V-8 models carried the new 283, which offered up to 283 hp in "super" fuel-injected format. All Chevrolets with a V-8 had large, V-shaped hood and deck lid ornaments (which

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This '57 was originally Inca Silver with an India Ivory top, but was repainted solid Matador Red at some point in its past. The Kammanns decided to keep it that way, including a factory-correct cloth-and-vinyl two-tone upholstery scheme. It's a two-speed Powerglide car with the Power Pack option, which includes special heads, a four-barrel carburetor and dual exhausts. Such cars were among the hottest of the "Hot Ones" in the Tri-Five years, pushing out 220 horses in 1957.

were gold on Bel Airs). Very few cars carried the new "fuel injection" nameplate.

Stylish in almost every detail, Bel Airs carried rocker sill, roof, window and tail fin outline moldings. "Chevrolet" scripts decorated the hood and trunks of V-8s, and gold "Bel Air" scripts and Chevrolet bow-tie crests were on the rear fenders of those models.

Inside were distinctive two-tone cloth-and-vinyl interiors. The dash featured a large, circular speedometer in the center with smaller circular fuel and temperature gauges on either side and a bright faceplate on the bottom half of the dash that stretched all the way to the glove box on the passenger side.



Chevrolet changed up the looks of its Tri-Five Chevys all three years, and the front end of the '57s had everything a 1950s car lover could ever want: Dagmars, huge full-width combination bumper-grille, a bright center bar with turn signals, thick eyebrows over single headlamps, chevrons on the front fenders and the iconic twin "gun sight" ornaments pointing the way. It all added up to one of the most beautiful front ends of the 1950s — or any era.



The gold V on the front and back of V-8-equipped Bel Airs signaled that the car had V-8 power under the hood. A stock No. 1 condition '57 Bel Air would not be complete without a set of spinners on its full wheel covers and white walls.

In addition to all its other appealing qualities, the 1957 Chevrolet was blessed with an option list that could interest almost any buyer — everything from air conditioning and fuel injection, to electric antennas, tissue dispensers and continental kits. There was even an electric shaver accessory.

A total of seven V-8s were available and some were quite rare. A four-barrel carburetor and dual exhausts gave the 220-hp Turbo-Fire 220 more muscle to flex. Dual four-barrel carbs were featured on the Turbo-Fire 245-hp V-8. Fitted with a Rochester mechanical fuel-injection setup, the Ramjet 250 version of the 283 engine was another choice. Next in horsepower was the Super Turbo-Fire 270, which combined dual Quadrajet carbs with a higher 9.5:1 compression ratio.

Chevy's legendary one-horsepower-per-cubic-inch Super Ramjet 283 was the top option combining the Rochester fuel injection system with a 10.5:1 compression ratio. It was awesome and Chevrolet promoted this solid-lifter fuel-injection V-8 as the first American production-car engine to provide one horsepower per cubic inch of displacement, even if Chrysler had actually beat it to the punch one year earlier.

Fit for a bride

To measure up to the rest of his fleet, Paul Kammann had to have the couple's Bel Air restored to a very high standard. Luckily for him, Mike Freund's Classics Plus shop is located not far away in Fond du Lac, Wis., and the business specializes in high-end Tri-Five Chevy restorations. "It was in nice shape. I mean,

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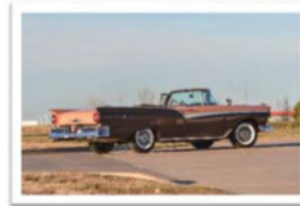



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it was really nice, but there were a couple spots where there was maybe dirt in the paint or whatever. We decided to put new glass in 'er because the glass was mismatched," Paul says. "I decided to let them do it because they knew how to take a car like this apart and they knew where to get parts. We took it there in fall of 2010 and he had it until June, and he took 'er right down to bare metal and put it all back together. He replaced almost all the trim because it was cheaper almost to buy new trim for these things than to polish the old stuff. I re-chromed the bumpers, and got all new glass, new upholstery. There is an upholstery shop in Fond du Lac that has done four cars for me and they are just absolutely the best — United Auto Trim. They did all the upholstery and did a great job."

A couple years later, Kammann had the Bel Air's original 283 V-8 rebuilt by a friend who specializes in engine rebuilds. "He did a complete rebuild, top to bottom. The valve guides were getting a little bit wore and one of the biggest things is one of the frost plugs started weeping. And they are almost impossible to reach without pulling the motor... We bored it .60 over and it just runs great now. You can hardly hear it run!"

Along with the engine overhaul, Kammann also had the brakes, master cylinder and wheel cylinders replaced. "We changed everything over to stainless-steel lines and switched over to silicone DOT 5 brake fluid," he added. "That just stops any brake problems."

Kammann says he made a subtle change to the Bel Air that most observers won't catch — he switched the steering wheel from a 18-inch stock size to a correct-looking 16-inch version. "It gives you a little more room with your legs, but of course it

makes the steering a little harder with the smaller wheel."

Kammann says he's got fender skirts for the Bel Air, but he hasn't put them on and doubts he will. "They are painted and everything," he says. "But I'm just going to keep it this way. We like it the way it is."

Kammann groans and jokes about being "so upside-down" with his substantial investment in the fabulous '57, but he also knows it's probably some of the best money he's ever spent. It was probably a car guy that came up with the catch phrase "happy wife, happy life."

"That's the way I justified it — it's my wife's car, and nothing is too good for her!" he laughs. "I have to remind her about that, but it's probably the reason we've lasted so long.



"That's the way I justified it — it's my wife's car, and nothing is too good for her! I have to remind her about that, but it's probably the reason we've lasted so long."



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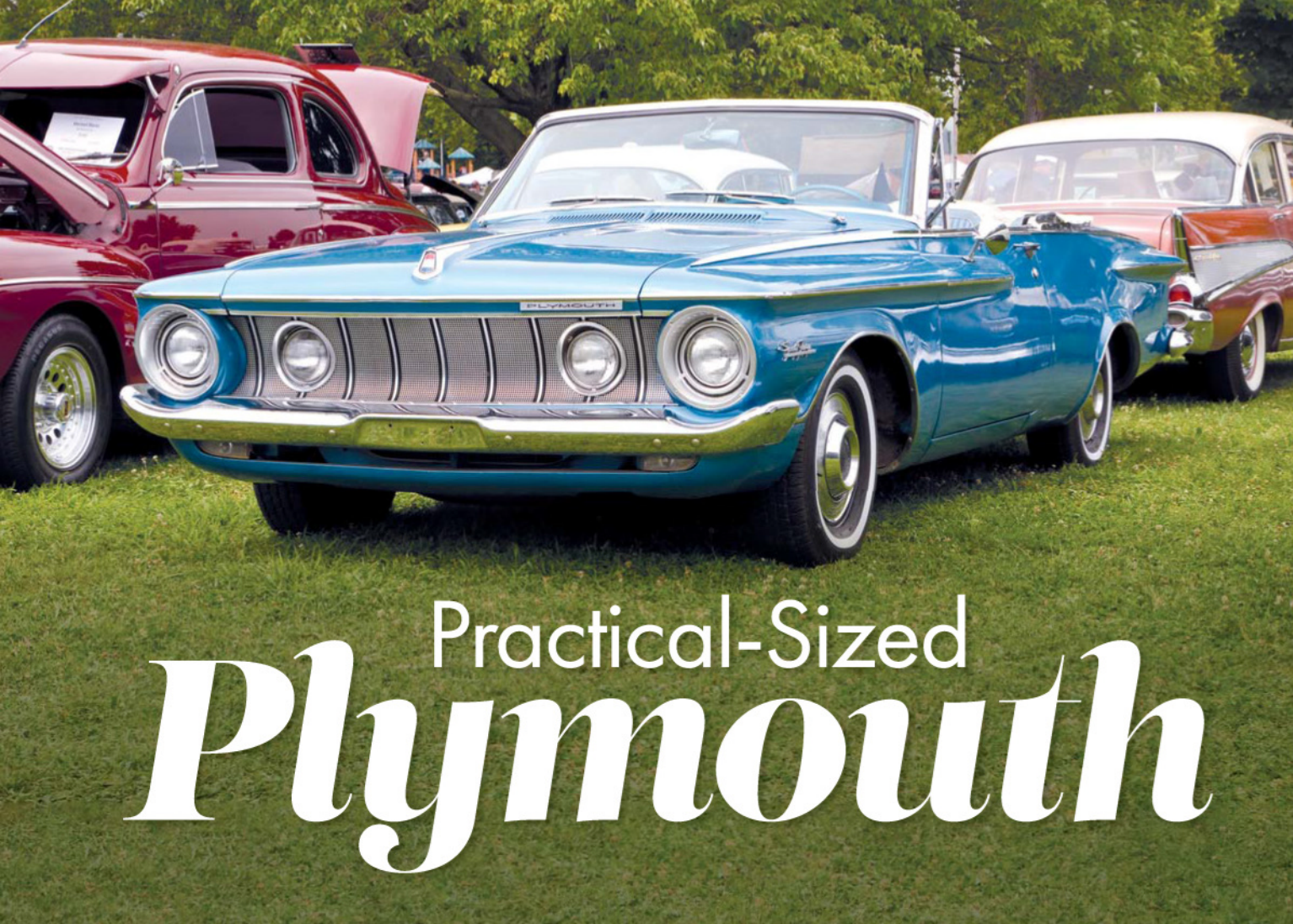


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Practical-Sized *Plymouth*

The public wasn't ready for the shorter 1962 Plymouth

STORY AND PHOTOS BY BOB TOMAINE

A few inches here and a few inches there can make a big difference in a car's looks and the impression it leaves.

"The public wasn't ready for a full-size Plymouth's being smaller than a Chevy and a Ford," observed Dave Noblit, the Quakertown, Pa., owner of the 1962 Plymouth Sport Fury shown here.

His car measures 202 inches overall and rides on a 116-inch wheelbase, making it noticeably smaller than the 209.6-inch Chevrolet and the 209.9-inch Ford on their identical 119-inch wheelbases. Big cars have always had loyalists, just as the not-quite-as-big cars have been able to count on their advocates, but there weren't enough of the latter in 1962; only 172,134 full-size Plymouths were built in 1962 compared to 198,444 examples in 1961, when Plymouths had measured 209.5 inches



Badges

OPPOSITE TOP: The grille is very different, but the Sport Fury's overall look bears a family resemblance to that of the compact Valiant.

overall on their 118-inch wheelbase. More disappointing were the competition's sales numbers, as Ford built 722,647 full-size cars and Chevrolet produced 1,424,008.

It wasn't the first time Plymouth had tried to be practical, as its Second Series 1949 lineup listed models with 111- and 118.5-inch wheelbases. That changed in 1953 when all Plymouths were given a 114-inch wheelbase and a 189-inch overall length, and overdrive became an option as a bonus for those drivers to whom pragmatism meant everything.

"Plymouth - Its First Fifty Years," published by Chrysler Corp. in 1978, explains that while the division was by 1954 offering "full-time power steering, automatic transmission and a car 'bigger on the inside, smaller on the outside,' postwar car buyers began to

look elsewhere. Market surveys said the public was looking for a small, practical car, but when the new models came out, 1954 proved that what the auto buyer told the pollsters varied from what he was beginning to feel in his auto-buying ego. The period of practical, postwar buying was past."

It must have been an especially disappointing development, as "(t)he 1954 Plymouth, with a 114-inch wheelbase, was the shortest, most practically designed Plymouth built since before the war and it dropped sharply out of contention for low-priced sales." As it would in 1962, the cliché about a car's being ahead of its time and suffering for it proved true, as the time for smaller full-size cars began with General Motors' across-the-board downsizing for 1977.

In 1962, though, Plymouth's advertising didn't make a big push for the down-to-earth motorist's business. In fact, its approach was quite the opposite when it announced "Plymouth's new Sport Fury for the man who wants to go first class . . .

fast!" The new model was "a limited-edition prestige car from Plymouth! Unmistakable eagerness in every line, undisguised luxury in every detail. Quality engineering by Chrysler Corporation. Drive Sport Fury!" The man who wanted to go first class fast handed over \$3,295 for a Sport Fury convertible or \$3,195 for a two-door hardtop - in today's money, a reasonable \$33,728 or \$32,704, respectively - and for that he bought "bucket seats, center console, padded dash, special wheel covers" and a "new rear deck design (to) identify Sport Fury."

The same ad tempted the potential customer with "(h)ere's action! You fly to 60 mph in 8.5 secs. with optional 305-hp Golden Commando V-8." The Golden Commando was the 361 equipped with a four-barrel and for a car weighing 3,100 to 3,200 pounds, the performance it provided was impressive.

Noblit's car carries the base 318-cid V-8 with its two-barrel and 230 hp, but that wasn't what caught his attention when he saw the for-sale ad in his local newspaper in 1991.



The Sport Fury's base engine in 1962 was the 318-cid V-8 with its 230 hp. The engine shown here is a rebuild that came from a parts car to replace the seized original.



With its hooded instrument panel and its pushbutton controls, the Sport Fury's dashboard is as flamboyant as its sheet metal.



Badge

"I didn't like these cars when they were new," he said, "except for the convertibles. I always thought the convertibles were sharp, and I felt I had to look at this."

The timing was at once good and bad, as it was a Friday and he would have been working if not for his daughter's wedding the next day, which meant that it was no normal day off.

"My son and I were going to pick up our tuxes," he recalled. "... (we) stopped and looked at it."

The seller's asking price was high for the amount of work the Plymouth needed, he said, so he decided to pass

on it. Once back in the car, his son asked why he'd been interested in the car. After hearing the explanation, his son suggested he make an offer. Noblit went back, the seller accepted his price and he had his project.

"The engine was seized," he said. "It was complete, pretty much. One of the front bucket seats wasn't from that car. It was another set he threw in it. Other than that, it was complete, but other than the rust, every piece of metal on it was dented. Fortunately, I found a parts car with a rebuilt engine in it. That's why I bought that parts car."

"Even though that was a four-door,

it was amazing how much stuff I got off of that car, like one of the front fenders and half of the other front fender. I made one fender out of two between this car and the parts car."

His description of making a fender hints strongly at the car's overall condition, as does his statement that about the only major components not removed were the trunk hinges and the windshield. He straightened one quarter panel and replaced the floor, the trunk floor, the trunk lid's frame and the hood.

"The hood came from the parts car," Noblit said. "The hood from this

car was kinked in the middle. That was a problem with these cars. The hood was really long on them, and if the hinges were a little rusty, somebody would open it up and they'd end up bending the hood. That was the problem with the original hood on this."

He completed the work in about 2018, although the restoration didn't go on for quite as long as it might seem since the car sat for the first five years that he owned it before he began its disassembly. The project then slowed for a time as family matters became a greater priority, but sometime in 2016, that changed.

"I finally made up my mind," Noblit said, "I've got to stay with this or I'll never get it done."

Now that it's back on the road with its rebuilt suspension, he said, he drives it only a few hundred miles each year and its problems have proven to be relatively minor ones. The distributor announced that it needed attention, an exhaust manifold developed a leak and a non-working gas gauge led to what might or might not have been the fuel tank's replacement.

"Initially," Noblit explained, "my gas gauge didn't work and I ran out of gas one time with it. That was one problem. Then, I was a lot of time discovering that it had a leak in the gas tank and so I changed gas tanks. There again, I don't know which tank I had in it. Was it original from this car or from the parts car? I don't even remember, but out of the two of them, I switched tanks. Without changing the sending unit, I put the tank in and now the gas gauge works."

Gas stops are obviously less frequent now, and he said most of those who see the car wonder what it is, but if they're old enough — and if they know their Chryslers — they're surprised to see it. After all, it's one of just 1,516 built, but it's not the rarity that appeals to Noblit. As he said, he liked the looks of the cars when they were new, and just as importantly, it's a convertible.

"I had a Corvette at one time and I got rid of that to get a camper," he said. "I already had this car and people used to ask me if I missed my 'Vette. I said I really didn't miss the 'Vette, but I missed having a convertible. In the evenings, just before it got dark, that's always nice to drive a convertible." **OC**



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This 1967 Corvette had all the good stuff — 427/400 Tri-Power, side pipes, power windows and steering, air conditioning, tilt-telescoping steering wheel and two tops. It was MAG Auctions' top seller in Arizona at \$172,500.

Budget buyers find plenty to like at MAG AZ sale

B. MITCHELL CARLSON REPORTING

FT. McDOWELL, Ariz — MAG Auctions (Motorsports Auto Group) may have been back at the We-Ko-Pa Casino and Resort for just the second year in a row, but the company has become part of a history of auctions on the Fort McDowell reservation and Fountain Hills area going back to 1997 and Silver Auctions. This area was always the place to be part of the action in the entry level of the collector car auction market. MAG also draws a number of higher-quality consignments — generally 1950s cruisers, trucks and pony and muscle cars, and 2023 was no exception. With 363 vehicles offered over two days of auctions, there was something here for most enthusiasts.

Friday started out strong, with a heavy contingent of no-reserve and entry-level cars on the roster. However, the higher-end cars on Saturday also had higher reserves, which most of the time were not met. As such, MAG Auctions sold less than half of the cars consigned overall.

Looking like something of a Bow-Tie lovefest, the top four sales here were all Chevrolets, and the only cars to sell on the block for six digits, led by an award-winning 1967 Corvette at \$172,500. The others were a 348-powered 1958 Impala convertible at \$139,000, another Marlboro Maroon 1967 Corvette — this one a 435-horse coupe — fetching \$120,000, and a restomod 1961 Impala two-door hardtop at \$110,000.

On the opposite end of the spectrum was a modified 1944 Ford GPW 4x4 MPV selling on Saturday morning. Hammering at \$2,600, it was the lowest price for a car here.

In the end, 172 of 363 automotive lots offered were declared sold for a modest 47.4 percent sell-through rate. With only four collector car auctions this year in the Phoenix area — two of them premium catalog auctions and Barrett-Jackson's "lifestyle event" — MAG Auctions has now firmly cemented itself as an anchor of the Arizona auction scene in January. It's the entry-level auction, but it's a place that has staying power as the venue to get realistic cars for realistic money. Judging by the way it went this year, a 2024 edition should be just as good or better.

The following are examples of lots which sold in Ft. McDowell:

1967 Chevrolet Corvette

2-dr convertible. **Condition #2. Sold for \$172,500.** The high seller of the auction. This was the top sale across the block for the whole weekend. This final year "Mid-Year" is well equipped with a 400-hp Tri-Power 427-cid V-8, 4-speed, 3.70 Positraction differential, side pipes, alloy wheels, power windows, AM-FM radio, air conditioning, power steering, power brakes, head rests, tilt-telescoping steering wheel and both types of tops. The hardtop has the one-year-only-

for-a-C2 vinyl covering. Expertly restored in recent years, attaining Bloomington Gold certification, NCRS Top Flight awards and a Gold Spinner award at ChevyVette Fest — thus earning a Triple Crown award for winning at all three events. Little to no signs of use or degradation since. Overall, the car comes off more as a check-all-the-boxes luxury car (although the side pipes don't really carry that vibe), and I would suspect that the original owner rarely, if ever, took off the hardtop to keep it as a stylish all-weather coupe. It certainly looked stylish and well restored, and when the reserve was off at \$132,500, it started a three-way bidding match until one bidder was left. This 'Vette was truly worthy of being the top hammered sale.

1981 Toyota SR-5 Pickup

1/4-ton 4x4. **Condition #2. Sold for \$29,750.** Odd as it seems, "Pickup" is the official Toyota name for the company's original and subsequent updates of this compact pickup until 1995. It became the Tacoma two years after the full-size T100 bowed in

1993. However, in most of the rest of the world, they were called the "Hilux" since arriving in 1968. They have since picked up a cult following, especially



in the western half of the United States, where most were sold new. The SR-5 was originally an upgrade package over the basic Pickup, the name highlighting the 5-speed manual transmission that was part of the package. This example — stated to be a California truck with two owners from new — received a good-quality restoration largely to stock, including the painted steel spoke wheels, yet also had a period aftermarket light bar in the box and modern halo headlamps. Seats were expertly reupholstered in blue vinyl. The selling price here is spot on for the market, although that market in Arizona is more active for these than a good share of the rest of the country. Don't expect to duplicate this readily in Biloxi or Bismarck — but it could come close.

1987 Jeep Wrangler

2-dr 4x4 SUV convertible. **Condition #3. Sold for \$14,250.** The consignor believed the 31,791 indicated miles are actual from new, and that the Jeep is largely original. Optional 4.2-liter inline six, tilt steering column and cruise control. Aftermarket fog lamps, center console and alloy wheels on the ground, with the original spare steel rim on the rear



carrier. Drawbar-style rear hitch with 2-inch ball on it. Good original paint, with some light scuffing and a few nicks over the last 35 years. Aftermarket softtop shows light wrinkling from limited use. Excellent original Jeep-patterned seat insert upholstery. Aftermarket pull-out AM/FM/cassette stereo, mounted just ahead of the 5-speed's shifter, with an aftermarket console mounted aft of it. Topical engine clean-up, freshly undercoated below. In this first year of production, to "real" CJ fans, the Wrangler was utter blasphemy. It even has square headlamps — resulting in these first-gen Wranglers being called "Squares" in some circles. Time may not have healed all wounds, but there are dedicated fans of the "Squares." This is a \$10,000 Wrangler with a \$4,250 bump for originality and (especially) low miles.



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A lack of documentation and a few subtle flaws kept the price of this 1970 Olds 4-4-2 down to \$43,000.

1963 Plymouth Sport Fury

2-dr convertible. **Condition #3, Sold for \$31,000.** The top-level series for Plymouth this year was the Sport Fury, which was only available in two-door hardtop or convertible body styles. This one is powered by an optional 361-cid



Commando V-8 with push-button automatic transmission. It wears a good recent repaint, claimed to be the car's first respray. Most chrome, stainless and alloy trim was reconditioned while off the car for the paint work. Dealer accessory air conditioning, updated with a modern rotary compressor. Other changes from stock under the hood include an aluminum radiator, chrome valve covers, open-element air cleaner, modern alternator and cruise control. Stock optional power steering and power brakes. Expertly reupholstered interior. Aftermarket AM/FM/cassette deck displaces the stock radio. Aftermarket dual exhaust system, with the outlets not aligned well with the back bumper. Fitted with 1970s Keystone Classic wheels with radials. In extremely strong No. 3 condition, more so than being a weak No. 2, it sold at full retail.

1970 Oldsmobile 4-4-2 W-30

2-dr hardtop. **Condition #3. Sold for \$43,500.** Stated that it's a real W-30, but does not have any documentation

to verify it. Current California registration (but wearing Nebraska plates), and also stated that it's always been a California resident. Wears a recent repaint, with some sanding scratches on some of the window trim. Hood slightly bowed in the middle. Good door fit. Reproduction interior door panel trim has some fit and finish issues along the outer edges. Seats are in very good condition, but show some soiling in the patterns of the vinyl. Ill-fitting vinyl on the rear parcel shelf. Optional Hurst Dual Gate shifter in the center console. Modern aftermarket gauge strip mounted below the dashboard, over the center console. While at first glance this looks like a pretty nice car, closer scrutiny makes it a No. 3. That, combined with the lack of documentation, means that this sold well enough.

1962 Ford Country Sedan

6-passenger station wagon, modified. **Condition #3. Sold for \$18,250.** Originally built in Los Angeles with a 220-hp two-barrel 352 V-8 with Cruise-O-Matic transmission in



Sandhill Beige with Colonial White. Now it's a semi-custom with a built-up 351 V-8, 4-speed automatic overdrive transmission, 4-wheel power disc brakes, modern air condition-

ing, low-profile wheels and tires and headlight visors. Roof painted bronze with custom flames and stripping, plus pinstriping on the faded beige paint. Inside, both bench seats were redone in a generic vinyl and cloth. Has an aftermarket tilt steering column and steering wheel, plus converted to a floor shift. Billed as a “surfer wagon,” but would be just as at home at Back to the 50’s or the Woodward Dream Cruise. For a cruiser you can just jump into and take your family or buddies with, this wasn’t too bad of a deal.

1993 Mitsubishi 3000GT SL

2-dr fastback hatchback. **Condition #2. Sold for \$26,000.** These developed a cult following early on, back when they were used cars and even before Toyota Supras became a big-



ger thing with this clientele. While these “Mitsus” have been popular for some time, their near-identical, badge-engineered Dodge Stealth brothers get little interest or respect — either from the import crowd or from MoPar fans. This example had a lot of interest here, simply because of its 8,500 miles and originality. Claimed that the only replacement part is the battery (hopefully the oil was also changed a few times over the last three decades). The paint has nary a rock chip. The black leather seating (the car’s sole option) is still plush. The engine compartment is concours clean. The SL trim was more comfort minded, so the hammer price is pretty much market correct. If it was the really hot model, the VR-4 Twin Turbo, this would’ve been dirt cheap. Regardless of trim, most of these were ran hard, beat senseless and modified from mild to wild, so even as the more genteel touring model, just surviving unmodified is worth the cost of entry.

1930 Ford Model A

2-dr sedan. **Condition #3. Sold for \$16,500.** While this A was fully restored, it wasn’t as an authentic show car, although on the outside and the interior it maintains a stock appearance in apple green and black fenders. Rather, it was set up for tour

reliability and easier driving in modern traffic. Among the modifications are a 12-volt alternator conversion, replacing the stock carburetor with a 1970s progressive two-barrel Weber, coolant overflow tank, modern spin-on oil filter adapter and an overdrive unit. Sold for high retail for a stock example. Someone who’s looking for a turn-key driver got a

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great deal. The seller claimed he had \$60,000 stuck into it. This also shows that no matter how a car is modified, the seller is always at the mercy of finding that one person who appreciates the modifications and is willing to pay for them — which rarely all aligns. More often, this is the result.

1944 Ford GPW

4x4 MPV. **Condition #4. Sold for \$2,600.** While this has been modified in various ways over the years, we're still



calling this the “Pick of the Sale.” It’s also the cheapest vehicle that sold here, which doesn’t hurt, either. Most of the modifications since its World War II military years were to make it a boonie-basher and to keep it running, mechanical prowess be damned. The main reason we call it a buy is that it still retains its Ford-made engine, despite having an updated T-90 transmission (the original T-84s were quite weak). While Ford and Willys WWII jeep engines are mechanically identical, earlier Ford engines tended to have the blocks crack between the second and third pistons, yet by the time this one was built, they had started to remedy that issue. With far fewer Ford engines still surviving than Willys engines, and folks restoring a GPW for authenticity needing a GPW engine, the price of admission here was worth it just for the running motor. Add in the original data plates being in the glove box and several Ford or Ford F-script marked parts still on the rest of the jeep make it an even better buy. If you wanted to restore a Ford GPW to go with your collection of vintage Ford cars, you could do a lot worse. Even if you just want to use it as an off-roader in the woods of Michigan’s Upper Peninsula (like the buyer wanted it for), somebody still did well at this price.

1968 Plymouth GTX

2-dr hardtop. **Condition #2. Sold for \$60,000.** This example from the first year of the Coke-bottle-shaped GTX has several modifications. Most obvious is the modern red metallic repaint over whatever color this car originally was (we don’t know, as the fender tag is missing). Reproduction trim and emblems with replated bumpers. Replacement roof vinyl. Aftermarket fiberglass hood, which is slightly bowed in the center. Under the hood, the only stock items are the windshield washer pump and reservoir along with the wiper motor. Now powering the car is a built-up crate 505-cid big-block with aluminum heads and intake, plus fuel injection. Inside, seats, door panels, headliner, carpeting, and dash pad are all expertly



This 1968 Plymouth GTX wasn’t stock, but it looked great and no doubt performs great with a big 505-cid crate motor. The \$60,000 selling price was probably less than the seller had invested in the car.

installed reproduction pieces showing no appreciable wear. A controller for the fuel-injection is wired up onto the center console ahead of the stock shifter for the TorqueFlite automatic transmission. The selling price was not that distant from what a commensurate stock restora-

tion would bring – actually slightly less. With the cost of building this car exceeding what it brought here, this sale showed once again that once you venture past stock, you do so at your own financial peril. **OC**

MAG AUCTIONS ROAD TO MAG AUCTION

We-Ko-Pa Casino And Resort, Ft. McDowell, Az

Jan 27-28, 2023

172 Of 363 Automotive Lots declared sold; 47.4% sell-through
Buyer's fee 8% (15% for sales on Proxibid.com) not included in listings

B. Mitchell Carlson Reporting

	Price	Cond
2009 Bentley Cont GT Mulliner 2d HT V12/30k mi	\$45,000	3
1999 BMW Z3 2.3 2d conv 5spd	\$5,500	3
2000 BMW Z3 2.3i 2d conv 2 tops/5spd	\$14,000	3
2003 BMW X5 3.0i 4d 4x4 SUV	\$5,250	3
2004 BMW X3 4d 4x4 SUV	\$5,750	3
1964 Buick Riv 2d HT mod	\$23,000	3
1970 Buick GS 455 2d HT Stage 1/AT	\$53,500	2
1961 Cadillac Eldo Biarritz 2d conv	\$70,000	3
1977 Cadillac sed Dev 4d sed S-R/38k mi	\$6,000	3
1937 Chevrolet GC 2d 1/2t PU rod/350cid /AT	\$74,500	2
1938 Chevrolet HC 2d 1/2t PU rod/327cid SBC/AT	\$21,000	2
1948 Chevrolet 3100 2d 1/2t PU mod/NOM 350cid /AT	\$31,500	2
1948 Chevrolet 3100 2d 1/2t PU mod/NOM 350cid /AT	\$24,500	4
1950 Chevrolet Del 2d cpe	\$10,250	3
1953 Chevrolet 3100 2d 1/2t PU mod/454cid /AT	\$15,750	3
1957 Chevrolet Bel Air 2d HT mod/NOM SBC/AT	\$55,000	2
1957 Chevrolet Corvette 2d conv 270hp/3spd	\$66,000	2
1958 Chevrolet Corvette 2d conv 4spd	\$70,000	3
1958 Chevrolet Impala 2d conv 348cid/3x2bb/AT	\$139,000	2
1959 Chevrolet Brookwood 2d sta wag mod/NOM 327cid V-8/AT	\$33,000	2
1961 Chevrolet Corvette 2d conv 283cid /4spd	\$60,000	3
1961 Chevrolet Impala 2d HT mod/LS3/AT	\$110,000	2
1961 Chevrolet Impala 4d HT 6cyl/3spd	\$18,250	3
1964 Chevrolet Impala SS 2d HT 409cid /425hp/4spd	\$52,000	2
1966 Chevrolet Chevy II Nova SS 2d HT NOM 307cid V-8/AT	\$28,000	3
1966 Chevrolet Corvette 2d conv 300hp/4spd	\$67,500	2
1967 Chevrolet Camaro 2d HT mod/NOM 502cid /AT	\$58,000	2
1967 Chevrolet Chevelle SS-396 2d HT AT	\$64,500	2
1967 Chevrolet Corvette 2d conv 400hp/4spd	\$172,500	2
1967 Chevrolet Corvette 2d cpe 427cid /435hp/4spd	\$120,000	2
1968 Chevrolet Camaro RS/SS 2d HT NOM 350cid /4spd	\$42,500	2
1968 Chevrolet Caprice 2d HT 327cid V-8/AT/AC/44k mi	\$25,000	3
1969 Chevrolet C-10 Suburban 3 1/2t MPV mod/NOM 355cid/AT	\$15,000	3
1971 Chevrolet Camaro Z/28 2d cpe LT1/4spd	\$56,000	2
1971 Chevrolet Camaro Z/28 2d cpe LT1 350/AT	\$53,000	2
1972 Chevrolet C-10 2d 1/2t PU mod/BBC/AT	\$30,000	2
1972 Chevrolet C-10 2d 1/2t PU mod/NOM 383cid SBC/AT	\$20,000	3
1973 Chevrolet K-10 Cheyenne 2d 1/2t 4x4 PU 350cid /AT	\$36,000	3
1975 Chevrolet Corvette 2d conv 350cid /AT	\$21,750	3
1977 Chevrolet K-5 Blazer Cheyenne 2d 4x4 SUV 400cid /AT/AC	\$29,000	3
1980 Chevrolet C-5 Blazer 2d SUV mod	\$34,750	2
1981 Chevrolet C-10 Cheyenne 2d 1/2t PU SWB/mod	\$12,000	3
1983 Chevrolet El Caminrio Rs 2d cpe PU 5.0i V-8	\$15,500	3
1984 Chevrolet C-10 Silverado 2d 1/2t PU SWB	\$18,000	3
1985 Chevrolet Monte Carlo SS 2d cpe mod/NOM 468cid /4spd	\$19,500	2
1987 Chevrolet C-10 Silverado 2d 1/2t PU mod/NOM 383cid SBC/AT	\$24,000	2
1988 Chevrolet K-5 Blazer Silverado 2d 4x4 SUV NOM FI	\$26,750	2
1993 Chevrolet K1500 Silverado 2d 1/2t 4x4 PU 5.7i V-8	\$18,500	3

1993 Chevrolet K1500 Silverado 2d 1/2t 4x4 PU SWB stepside/ Z71/5.7L V-8	\$13,500	3
1998 Chevrolet K1500 Scottsdale 2d 1/2t 4x4 PU 5.7L V-8	\$18,750	3
2003 Chevrolet 1500 Silverado 4d 1/2t PU mod/charity sale	\$7,750	3
2003 Chevrolet C1500 Silverado 2d 1/2t PU SWB/5.3L	\$18,000	3
2004 Chevrolet K2500 HD Lt 4d 3/4t 4x4 PU mod/6.0i LS/AT	\$12,750	3
2004 Chevrolet K2500 HD Silverado 4d 3/4t 4x4 PU diesel/AT	\$8,750	3
2006 Chevrolet Corvette 2d cpe	\$17,250	3
2016 Chevrolet Tahoe PPV 4d 4x4 SUV	\$24,000	3
2002 Chrysler Prowler 2d conv 7k mi/2 tops	\$30,000	2
1991 Classic Roadsters 1966 Cobra 2d rds 302cid V-8/AT	\$41,000	2
1947 Crosley 2d sed	\$10,000	3
1933 Dodge Dp 4d sed rod/5.7i Hemi/AT	\$61,000	2
1966 Dodge Charger 2d fbk 383cid /AT	\$29,000	3
1969 Dodge Dart 340 2d HT mod/4spd	\$24,500	2
1973 Dodge Challenger Rallye 2d HT 340cid /NOM 5spd	\$37,500	3
2006 Dodge Viper GTS 2d cpe 16k mi	\$76,500	2
2011 Dodge Charger 4d sed V6	\$6,500	3
2013 Fiat 500 Abarth 2d cpe 5spd	\$10,500	3
1926 Ford T 2d cpe rod/SBC/AT	\$11,500	3
1929 Ford A 2d cpe Rs	\$12,500	3
1930 Ford A 4d sed mod	\$16,500	3
1930 Ford A Del 2d rds R/S	\$15,500	3
1931 Ford A 2d rds rod/NOM 347cid /AT	\$28,000	2
1931 Ford A 2d cpe rod/SBC/AT	\$15,500	3
1932 Ford 18 2d SW cpe rod/350cid /AT	\$32,500	2
1932 Ford 18 2d 3W cpe rod/SBC/AT	\$19,250	2
1932 Ford 18 2d rds rod/SBC/AT	\$25,500	2
1934 Ford 18 2d cpe rod/5W/SBC/AT	\$70,000	2
1940 Ford Std 2d sed rod/SBC/AT	\$31,000	3
1944 Ford GPW open 4x4 SUV mod	\$2,600	4
1951 Ford C2d sed	\$5,000	3
1956 Ford F-100 2d 1/2t panel mod/NOM 428cid /AT	\$39,500	2
1957 Ford Fairlane 500 Sunliner 2d conv NOM 390cid /AT	\$28,000	3
1962 Ford Country sed 4d sta wag mod/NOM 351cid V-8/AT	\$18,250	4
1963 Ford F-100 2d 1/2t PU mod/292cid /3spd	\$23,500	3
1964 Ford Ranchero 2d cpe PU 260cid V-8/AT	\$29,000	3
1965 Ford Mustang 2d fbk mod/NOM 302 V-8/4spd	\$38,000	2
1965 Ford Mustang 2d conv 1964 5/289cid /AT	\$27,500	3
1966 Ford Mustang 2d HT 289cid V-8/AT	\$28,000	2
1970 Ford Maverick 2d cpe mod/302 V-8/AT	\$16,000	3
1970 Ford Torino GT 2d fbk 351cid /AT	\$25,000	3
1977 Ford Bronco 2d 4x4 SUV NOM 302 V-8/AT	\$58,000	2
1979 Ford F-250 XLT 2d 3/4t PU 400cid /AT	\$15,250	3
1985 Ford Bronco XLT 2d 4x4 SUV	\$21,000	3
1988 Ford Bronco Eddie Bauer 2d 4x4 SUV	\$13,500	3
1988 Ford Mustang GT 2d conv 5spd/46k mi	\$16,750	3
2002 Ford F-150 Lariat Sup Crew 4d 1/2t PU mod	\$5,500	3
2002 Ford T-Bird 2d conv W/2 Tops	\$10,000	3
2004 Ford F-350 Lariat 4d 1t 4x4 PU mod/6.0i diesel	\$38,000	2
2007 Ford Mustang GT 2d fbk Roush/SC/5spd	\$18,000	3
2011 Ford F-350 XL 2d 1t 4x4 ambulance/6.7i diesel	\$22,500	3
2014 Ford F-250 Platinum 4d 3/4t 4x4 PU 6.7i diesel/mod	\$38,000	2
2007 Freightliner M2 Business Class 4d 2t PU mod/7.2i Mercedes diesel/AT	\$70,000	3
1978 GMC K-5 Jimmy 2d 4x4 SUV NOM 350/AT	\$13,500	3
1994 GMC Yukon SLE 2d 4x4 SUV 5.7i V-8	\$18,750	3
1995 GMC 1500 Sierra 2d 1/2t PU SWB/mod/5.7i V-8	\$8,000	3
1995 GMC K1500 Sierra SLE 2d 1/2t 4x4 PU 5.7i V-8/Z71	\$15,500	3
2002 GMC 1500 Sierra SLE 2d 1/2t PU SWB/5.3i V-8	\$7,500	3

1946 Hudson Sup 6 2d 1/2t PU	\$35,000	3
1969 Jaguar XK-E 2d cpe mod	\$36,500	3
1998 Jaguar XJ8 4d sed	\$3,500	3
1998 Jaguar XK8 2d cpe	\$6,500	3
2001 Jaguar XK8 2d conv	\$15,250	3
2011 Jaguar XJ 4d sed	\$19,750	3
1972 Jeep CJ-5 2d conv 4x4 SUV mod/SBC/AT	\$9,250	3
1972 Jeep Jeepster Commando 2d 4x4 SUV mod/5.3i LS/AT	\$19,750	3
1987 Jeep Wrangler 2d conv 4x4 SUV 6cyl/5spd/32k mi	\$14,250	3
1988 Jeep Cherokee Laredo 4d 4x4 SUV 4.0i 6cyl/AT	\$6,500	3
1991 Land Rover Defender 110 2d 4x4 PU diesel/5spd/RHD/UK market	\$22,500	3
2013 Land Rover Range Rover 4d 4x4 SUV	\$25,000	3
2003 Lexus LX470 4d 4x4 SUV	\$11,500	3
2003 Lexus SC430 2d conv	\$14,000	3
1994 Lincoln Cont Mk VIII 2d cpe 7700 mi	\$9,750	2
1999 Lincoln Town Car 4d Limo	\$12,000	3
2004 Lincoln Town Car 4d sed	\$11,000	3
1977 Mercedes-Benz 450SL 2d conv 2 tops	\$10,000	3
1994 Mercedes-Benz SL500 2d conv 2 tops	\$4,500	3
1995 Mercedes-Benz C220 2d sed	\$3,250	3
1998 Mercedes-Benz S420 4d sed	\$12,500	3
2002 Mercedes-Benz C320 4d sta wag	\$8,000	3
2004 Mercedes-Benz CLK350 2d conv	\$7,750	3
2005 Mercedes-Benz 500SL 2d conv	\$9,000	3
2005 Mercedes-Benz SL500 2d conv	\$11,500	3
2006 Mercedes-Benz CLS500 4d sed Sport Pkg	\$7,000	3
2006 Mercedes-Benz G 500 4d SUV mod	\$42,500	3
2008 Mercedes-Benz Sprinter 3500 2d motorhome Class-C/Fleet-wood Icon Ed	\$50,000	3
2010 Mercedes-Benz C300 4d sed	\$10,750	3
2011 Mercedes-Benz S63 AMG 4d sed	\$30,000	3
2017 Mercedes-Benz AMG GLS 63 4d 4x4 SUV mod	\$56,000	3
1963 Mercury Meteor S33 2d HT 289cid V-8/AT	\$18,250	3
2013 Mini Cooper 2d hbkl 6spd	\$6,500	3
2009 Mitsubishi Eclipse GT 2d cpe	\$7,500	3
1993 Mitsubishi 3000GT 2d hbkl fbk 5spd/8k mi	\$26,000	2
1996 Mitsubishi Pajero 2d 4x4 rhd	\$7,750	3
1984 Nissan 300ZX 2d T-Top cpe 5spd/49k mi	\$7,500	3
1991 Nissan Figaro 2d cpe RHD	\$13,250	3
1968 Oldsmobile 4-4-2 2d conv	\$41,500	3
1970 Oldsmobile 4-4-2 2d HT W-30 455cid /AT	\$43,500	2
1978 Oldsmobile Toronado XS 2d cpe	\$7,000	3
1963 Plymouth Sport Fury 2d conv 361cid /AT	\$31,000	3
1968 Plymouth GTX 2d HT NOM 505cid /AT	\$60,000	2
1963 Pontiac Grand Prix 2d HT 8-lug wheels	\$17,500	3
1967 Pontiac Firebird 2d conv 326cid V-8/AT	\$24,500	3
1968 Pontiac GTO 2d HT AT	\$22,000	3
1970 Pontiac GTO 2d conv 400cid/AT	\$76,000	2
1972 Pontiac LeMans Grand Luxury 2d HT	\$28,500	2
1984 Pontiac Firebird T/A 2d conv replica 'Kitt'	\$45,000	3
2000 Pontiac Firebird T/A 2d conv WS6/AT/36k mi	\$28,000	3
2002 Pontiac Firebird 2d conv V6/AT	\$5,750	3
2003 Pontiac Vibe FX AWD 4d GM show vehicle/title branded	\$15,500	2
1990 Porsche 944 S2 2d conv 5spd	\$8,000	4
2005 Porsche 911 Carrera S 2d cpe 6spd	\$42,500	3
2008 Saab 9-3 2.0t 2d conv	\$5,250	3
2009 Saab 9-3 Aero 4d sed 6spd	\$4,250	3
2011 Subaru Impreza WRX Premium 4d 5spd/22k mi	\$20,500	3
1981 Toyota Celica Gt 2d fbkl hbkl AT	\$11,000	3
1981 Toyota Pickup SR-5 2d 1/4t 4x4 PU	\$29,750	3
1956 Volkswagen Beetle 2d sed	\$27,000	2
1967 Volkswagen Beetle 2d sed rhd/mod	\$15,000	3
1991 SPN Ferrari 2d conv Fiero-based/LT1 V-8/AT	\$3,400	3



This handsome No. 3 condition 1955 Pontiac Chieftain sport coupe showed plenty of potential and sold for \$19,000 at Yoder's Spring Auction in Wisconsin.

Yoder finds its groove in Wisconsin

BY JOHN GUNNELL

WAUTOMA, Wis. — Yoder Auctions held its 2023 Spring Auction at its Wautoma, Wis., headquarters on May 5-6. The purpose-built facility sits on Highway 22 west of Wautoma. Getting there was slightly more difficult due to construction on 22. That, combined with cold, wet May weather, could have put a lid on the bidding, but as it turned out, it did not.

Wayne Yoder and his hardworking crew seem to have focused on upping the quality of cars at this event. Several collections contributed cars. In addition, the auction company paid attention to recent trends by signing up many hot rods, pickup trucks, exotics and Corvettes for this sale.

There seemed to be more No. 1 and No. 2 condition vehicles than we usually see at Yoder sales and fewer “used car” types. There also seemed to be a wider and nicer selection of bicycles, automobilia and petroliana items to get the sale going on Friday and open it up on Saturday, before the car, truck and motorcycle sales started at noon.

Yoder's national advertising in hobby publications is possibly bringing the company more buyers and sellers from states other than Wisconsin. Many customers appreciate the steps Yoder takes as a Wisconsin car dealer, such as having WISDOT “Buyer's Guides” describing the conditions of

every vehicle in the sale.

For whatever reason, things moved along well with only five of 63 cars and trucks failing to find new owners. That's a 92 percent sell-through on cars and trucks and doesn't include memorabilia and motorcycle prices that *Old Cars* doesn't track here. These can be found at www.yodersold.com.

Yoder certainly seems to have mastered the art of doing auctions in the Badger State. At this auction, Wayne Yoder himself did almost all the selling of vehicles, which gave him an opportunity to share his old car wisdom — as well as a bunch of good jokes — with the spectators.

Overall, the auction was pretty much hassle-free with easy access, free parking, food truck goodies to eat and some fast-paced selling that created an exciting atmosphere. Following are descriptions of 10 of our favorite consignments along with a list of prices realized on the other cars and trucks that Yoder sold.

1955 Pontiac Chieftain

Sport coupe. **No. 3 Condition. Sold for \$19,000.** 287.3-cid V-8. Hydra-Matic Drive. We couldn't tell if this was a Chief without stars or a Chieftain filling in for a Chief on

vacation. The auction catalog called it a Star Chief, but the "7" in the serial number told us it was actually a Chieftain. There was no Catalina hardtop in the entry-level Chieftain 860 series, which makes this Catalina a Chieftain 870 Deluxe Style No. 2537D. Pontiac built 72,608 of these and they sold for just \$2,335 when new. This one brought over eight times as much, despite the fact that it sat outside for 10 years and has oil and transmission fluid leaks. Yoder first sold the car last fall, but the buyer got sick and could not pick it up. The new paint, rolled-and-pleated interior and driving condition were nice, but not original. It had a minor ding on the left front grille. The seller did well on this transaction, netting \$19,000, but with only a little additional work, the buyer can turn this into a very hot ride with a cool, personalized look.

1929 Model A Ford

Two-door roadster. **No. 3 Condition. Sold for \$12,500.** It's hard to say whether the price paid for this Model A



backs talk of prewar cars losing favor, or if the fact that this Ford was towed across the block made potential bidders think twice. It looked like an older restoration with its yellowed whitewall tires. It had non-original directional signals, little aftermarket visors on the headlights, dingy vinyl side-mount covers and a canvas top showing a bit of wear. The story went that the car had been rebuilt and was not used much since. Wayne Yoder said it runs and drives and any issues were minor ones. It seemed like the buyer got a good buy, but not a great one. Later in the auction, a 1929 Model A Tudor that ran really well sold for \$8,500.

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1967 Oldsmobile 4-4-2

Holiday coupe. **No. 2 Condition. Sold for \$30,000.** This was a nice-looking 23,000-mile car from the Roller Estate Collection and Yoder Auctions said it was the first “real” 4-4-2 they’ve had for sale. It had a 2,800-rpm stall torque converter and 4.10:1 Positraction rear end. It rode on aftermarket ARE wheels and BFG radial T/A tires. Red paint was missing from the 4-4-2 fender badge and some chrome parts had small “pimples.” We’ve seen many Olds 4-4-2s (especially those of Thornton Restorations in Quakertown, Pa.) sell for six-figure prices, so this hardtop was a really good deal and the buyer paid a bargain basement price.



1970 Ford Mustang Mach 1

SportsRoof. **No. 2 condition. Sold for \$33,250.** At first glance, the racing-style wheels, huge tachometer and oversize rear tires on this car gave the impression that it was a street machine project, but a close look at the paint, body work and interior proved it to be a very nice pony car from the Rolling Estate Collection. It had the 351-cid M-Code Cleveland V-8 with a hot cam and a four-speed stick transmission. We noticed a few boxes checked on the Buyer’s Guide that indicated that repairs had been made during the car’s restoration,

but the work seemed to be of professional quality and didn’t hurt the bidding. We checked the price against online 1970 Mach 1 sold prices and this car sold for about \$20,000 less than many of them, so it seems like the buyer got a nice car at a good



price, which was the fourth-highest price realized at Yoder’s Spring 2023 sale.

Fiberglass-bodied “1934 Ford”

Street rod convertible victoria and Matching Coca-Cola trailer. **No. 1 Condition. Sold for \$23,500.** The car had a 350-cid Chevy crate engine, a THM350 automatic transmission and 3,343 miles. The Sky Blue Coca-Cola trailer sold for \$1,800. It was announced that this



combination cost \$82,000 to build, so it’s clear that a great bargain was realized with this sale. The car had air conditioning, shaved door handles with poppers, a power trunk lid, custom pinstriping, a sun roof, power windows and even a fire suppression system. There were chrome goodies everywhere on and under the car. It was painted the same Sky Blue color as the 8-ft. trailer, which featured a wooden trunk with a Sky Blue Coca-Cola beverage cooler. The same buyer bought both units. How could you not buy the pair?

1966 Chevrolet Impala SS

Sport coupe. **No. 2 Condition. Sold for \$33,000.** 396-cid/375-hp V-8. THM 400 automatic transmission. 12-bolt rear end with 3.31 gears. The listing for this car ran a full half page (71 lines) in the Yoder auction catalog and detailed all of the parts, upgrades and restoration work done to this Marina Blue two-door hardtop. It seemed like



almost everything on the car was rebuilt or brand new. It was not strictly 100 percent stock, but had a factory “look” to it. It had stainless-steel brakes, Cooper Cobra radial tires, bucket seats, a Dakota Digital dash, new ACC carpets, redone plating and a custom gray tinted windshield glass shade band. The owner spent all day long detailing the car to offset the effects of the rain. The strong price realized proves that pristine condition and good owner promotion can net a big sale.

1955 Ford Thunderbird

Convertible. **No. 3 Condition. Sold for \$17,000.** 292-cid V-8. Automatic transmission. 41,873 miles. If you could look past some minor wear on the edge of the black cloth top and a little dirt in the engine bay, this was a real decent “Baby Bird” that ran, drove and stopped the way it should, according to Yoder. The car had a nice, likely older restoration, and all the sports car appeal that two-seat T-Birds were known for. The white paint was very good, the chrome was nice and the red interior was just right. It had the fender skirts, the correct-style whitewall tires and all the bright T-Bird trimmings that made these tiny Fords popular with the sporty-car crowd.



1955 Hudson Hornet

Hollywood Hardtop. **No. 3 Condition. Sold for \$12,000.** After Nash and Hudson merged in 1954, the Hudson image began to change. In mid-1954, a decision was made to produce Hudsons in the Nash plants in Milwaukee and Kenosha, Wis. So, the 1955 Hudsons combined Nash bodies with a front end design that Nash had considered and discarded for use in 1955.

YODER SPRING AUCTION

May 5-6, Wautoma, Wis.

58 of 63 vehicles called sold

John Gunnell reporting

	Price/Cond
1990 Cadillac DeV, V8, auto, 102K mi, all-power	\$2,500 2
1993 Cadillac, Allante Conv, 4.8L V8, auto, 28K mi	\$4,000 4
1964 Chevrolet Nova 2d HT, 350/430 V-8, 700R, rod.	\$13,000 3
1965 Chevrolet C10 Step-Side PU, 327 V8, stick	\$4,250 3
1966 Chevrolet Impala SS 396 2d HT.	\$33,000 2
1966 Chevrolet Impala, project, good V8, good parts	\$2,700 6
1970 Chevrolet C10 1/2 PU, 350 V8, auto, 96K mi	\$13,750 3
1972 Chevrolet El Camino SS PU 400 V8, 52K mi, auto	\$15,250 3
1972 Chevrolet El Camino PU, 350 V8, 75K mi, auto.	\$14,000 3
1975 Chevrolet El Camino PU, 400 V8, auto, high-perf.	\$15,000 3
1976 Chevrolet Corvette, L82, 4S, side pipes, 59K mi.	\$13,000 3
1985 Chevrolet Corvette, TPI, 4S, A/C, 23K mi, leather	\$10,250 2
1991 Chevrolet Camaro RS Conv, 5L V8, auto, 92K mi.	\$7,250 3
1996 Chevrolet Camaro Z28, Ttop, LT1 V8, 6S, 12K mi	\$6,600 3
1997 Chevrolet Camaro RS Cpe, V6, auto, 85K mi	\$6,000 3
2002 Chevrolet Corvette Conv, LS1 V8, 66K mi	\$15,000 3

2002 Chevrolet Corvette Conv, LS1, auto, 58K mi	\$16,500 3
2004 Chevrolet SSR Rds PU, 42K miles, like new	\$22,000 2
2006 Chevrolet Silverado 1/2 PU, 141K mi, 4x4	\$6,600 3
2007 Chevrolet Silverado 1/2 PU, ext cab, 200K mi	\$5,500 3
2014 Chevrolet Silverado, L83, auto, 160K mi, custom	\$17,000 3
2015 Chevrolet Camaro Cpe, V6, 6S, 62K mi, straight	\$18,500 3
1985 Dodge Ram Charger, V8, auto, 89K mi, Fire Tirk	\$7,000 4
1959 Edsel Ranger, 4D Sed., V8, auto, 56K mi, straight	\$8,500 3
1929 Ford Model A Tudor, 4-cyl., 3S, appears redone	\$8,500 2
1931 Ford Model A Rds, restored and not used much	\$12,500 3
1932 Ford High Boy, Glass, 355-cid/475-hp Chevy V8	\$33,500 1
1934 Ford Tudor Phaet, hot rod, 350 crate, THM, 3K m	\$23,500 1
1953 Ford Customline Tudor, flatie V8, auto, 87K mi	\$15,500 2
1955 Ford TBird, 292 V8, auto, 42K mi, soft top	\$17,000 2
1962 Ford E100 PU, 6-cyl., stick, Harley Custom motif	\$21,000 2
1963 Ford TBird Spt Rds, V8, auto, 43K mi, towed in	\$17,000 3
1964 Ford 1/2 PU, FE V8, 4S, custom paint	\$11,000 4
1970 Ford Mustang Mach 1 FstBk, 351, mod wheels	\$33,250 2
1973 Ford Mustang Mach 1 FstBk, 351CJ, Q code	\$19,500 3
2016 Ford Focus, 2L 4-cyl., auto, 131K mi, trans issue	\$3,500 3
1949 GMC, flatbed truck, V8, stick, rough, no title	\$1,400 6
1965 GMC Custom 1/2 PU, 6-cyl., 80K miles, rough	\$12,500 4

1956 Hudson Hornet Hollywood, V8, auto, 57K mi	\$12,000 3
N/A Kids Dragster, requires external starter	\$1,500 4
2006 Maserati Spyder, 4.2L V8, paddle shift, 18K mi	\$20,000 2
1998 Mercedes-Benz SLK Class, 2.3L four, auto, 72K mi	\$8,000 2
2001 Mercedes-Benz SLK Class 350 Conv, 14K mi	\$13,500 3
2007 Mercedes-Benz SLK Class 350 Conv, 19K mi	\$20,000 2
2009 Mercedes-Benz AMG SL-Class Conv, 6.3 V8, 95K	\$28,500 2
1979 Mercury Cougar XR7 2d HT, 5.8L V8, auto, 30K	\$7,000 2
2015 Nissan 370Z Cpe, 6-cyl, auto, 58K mi, all works	\$15,500 2
1940 Oldsmobile 4d Touring Sed., Bad glass, rough	\$5,000 4
1940 Oldsmobile Cpe Street Rod 406 V8, stick, hi rise	\$23,000 3
1967 Oldsmobile 4-4-2 2d HT, 455 V8, auto. 23K mi	\$30,000 2
1975 Oldsmobile, Delta 88 Conv, V-8, auto, 28K mi	\$13,500 3
1955 Pontiac Star Chief 2d HT, V8, auto	\$19,000 3
1984 Pontiac Fiero Cpe, 2.5L 6, stick, 72K mi, sun roof	\$2,000 3
2004 Porsche Boxster Conv 6-cyl, stick, 67K mi, ticking	\$12,000 3
2005 Porsche 911 Carrera Cpe, 3.6L 6, 6S, 58K mi	\$39,000 3
1962 Volvo PV544, Sed., B18 engine, 4S, dings	\$4,000 4
1964 Volvo PV544, Sed, bonded title, B18 engine	\$3,000 4
N/A Race Car, jalopy rds, not street legal, V8, stick	\$5,000 6

Since American automakers were selling lots of V-8, Hudson made the Hornet V-8 and the top model was the Hornet V-8 Custom Hollywood Hardtop Model 35587-2. It sold for \$3,145 and whitewall tires were standard. The 319.6-cid V-8 under the hood produced 215 hp. Hydra-Matic Drive, sourced from General Motors, was optional.



Only 1,770 of these cars were built (the 1,053 printed in the auction catalog was for a six-cylinder version and should actually have been 1,054). This Hudson two-door hardtop was finished in an original Bermuda Light Green

(P67) and Island Green Dark (P62) two-tone paint combination and had some lift spots where the undercoating was starting to come off. It had a continental spare tire at the rear and the special textured Custom side trim showed a bit of waviness. This car was from the Freson Estate Collection and had traveled 56,639 original miles.

1959 Edsel Ranger

Four-door sedan. **No. 3 Condition. Sold for \$8,500.**

Once we went to the Chicago Auto Show and shared a dinner table with American Motors Corp. president Joe Cappy. He told us that he started his career with Ford around 1958 and on his first day was taken to a styling studio for a peek at the new Edsel. He told us that as soon as he saw the car, he felt he'd made a mistake joining Ford. Many other people felt the same about the 3-year-long Edsel project, but car collectors didn't. A short "shelf life" seemed to suggest future rarity, and car buffs started looking



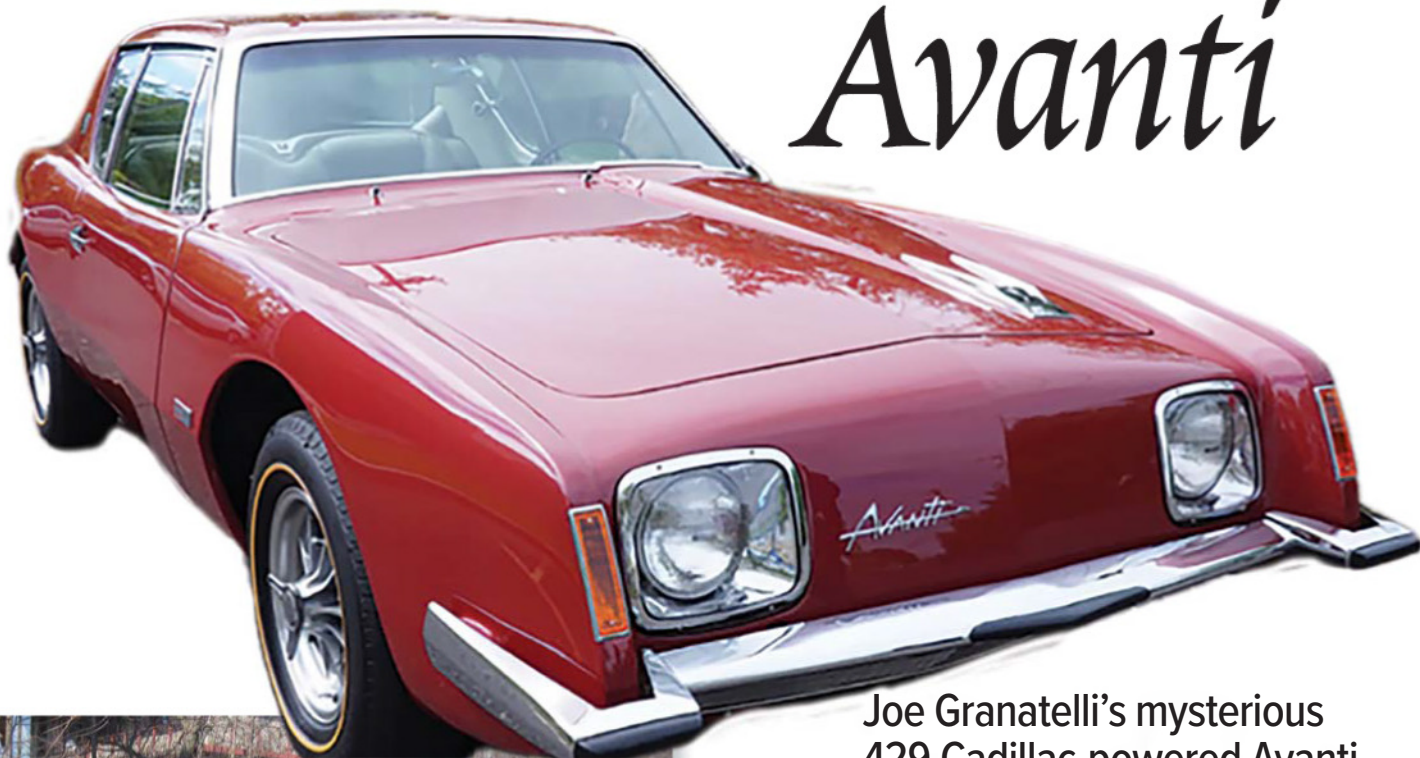
for Edsels in every barn and garage. Today, things are different, and you could have bought a very nice No. 3 Condition, turquoise-and-white, Edsel Ranger at Yoder's auction for just \$8,500. It was a straight car with only 56,264 original miles. The Ranger was the bottom-rung model, but there was nothing cheap about it. The four-door sedan sold for \$2,557 and only 6,576 were made. This one had older whitewalls and some discoloring of the paint on the left rear quarter panel. There were paint lift spots on the driver's door and some dings in the left-hand rocker panel. But this Freson Estate Collection car was still a beauty that ran, drove and stopped as it should. A nice buy.

Racing roadster

No. 6 Condition. Sold for \$5,000. No specific year, make or model, and definitely not street legal, this car is what we called a "jalopy" in the old days and a "traditional hot rod" today. It had a V-8, a stick shift and a cartoon "Mighty Mouse" on each rear quarter panel. That was the well-known symbol used on many race cars driven by Miles "The Mouse" Melius, a legendary southern Wisconsin driver of the 1950s and '60s, but no claims were made that No. 37 was an actual car he drove. The inscription "Tomahawk Army Surplus Store" on the edges of the car's hood suggest it was from a lot farther north. "Oh man, does this thing run," stated the auction catalog. It truly looked like a fun ride that you'd never have to worry about taking to the car wash. If you drove this into the nearby Symco Rod & Kustom Weekender in August, you'd be the coolest traditional rodder there! **OC**



The Cadillac-Powered Avanti



Joe Granatelli's mysterious
429 Cadillac-powered Avanti

STORY AND PHOTOS BY JOHN HULL, COURTESY
OF AVANTI OWNERS ASSOCIATION INTL.



This article started out to be an update on the current status and whereabouts of a truly one-of-a-kind Studebaker Avanti originally owned by Joe Granatelli and powered by a Cadillac 429-cid V-8. It evolved into something a bit more as some additional facts and circumstances surrounding this unique Avanti emerged.

A Supercharged Background

In 1962, Paxton Products, known for its supercharger business, became a subsidiary of Studebaker. Paxton Products ownership had consisted of Andy Granatelli and his brothers, Joe and Vince. Collectively, they were well-known and recognized for their mechanical and engine performance-enhancement abilities. At this time, Andy Granatelli was also the head of Studebaker's racing division. Hence, the supercharger venture was well within the Granatelli brothers'

wheelhouse. As a subsidiary of Studebaker Corp., Paxton had a working relationship with Studebaker that allowed for many unusual situations from which the new Avanti would benefit (most notably, the installation of a Paxton supercharger to several Studebaker models, including the Avanti).

Evidently, Joe Granatelli contacted Studebaker and arranged for a new 1963 Avanti to be built and delivered directly to Paxton. Normally every Avanti had a production order associated with its build. However, the production order for this particular car has never been located by any of the known sources of production records. The only known factory record of this car indicates the following:

- "99 19 - Special Tag information" on the production order, indicating it is a vehicle for car show display or an unusual or other out-of-the-ordinary purpose, but the intended use is not indicated;
- "OOJ Paxton" which is believed to mean Joe Granatelli at Paxton;
- "07 31" which is believed to be a July 31 order date;
- and "0R04795" for its vehicle identification number.

There has been a great deal of speculation and discussion regarding why Joe Granatelli decided to outfit this particular Avanti with a 1964 Cadillac 429 engine. Perhaps Paxton was looking for new supercharger applications, or Granatelli

just wanted something different — with performance — to drive. The engine comparison sidebar provides some indications of performance of each powerplant, although sources such as the “Standard Catalog of American Cars 1946-1975” did note that “Performance gains from the 429 showed best in the lower range, at 20 to 50 mph driving speeds,” hence the somewhat low 3,000 rpm engine speed for the torque.

It’s also possible that Paxton wanted something unique to use as an auto show display car. We do know that the Avanti with a VIN including “R-4795” was ordered and subsequently delivered by Studebaker to Paxton without an engine or transmission.

As noted, much of the foregoing is speculation and guesses. If anyone reading this knows and can document anything regarding this car, please share.



Engine compartment before restoration (above) and after restoration (below).



The chain of ownership

The car first appeared for sale in an advertisement placed by Joe Granatelli in the Avanti Owners Association International’s *Avanti Newsletter* #8 from the winter of 1966; a similar ad for it appeared in the May 1996 issue

of *Turning Wheels*, the Studebaker Drivers Club’s publication.

Dick Hulse, a longtime enthusiast, eventually became the car’s fifth owner. He researched its history and wrote an article based upon his knowledge in the summer 1996 issue

of *Avanti Magazine* #96. That article is very much recommended reading and includes Hulse’s correspondence with noted Studebaker historian Fred Fox, who confirmed that this is, indeed, the Granatelli 429 Cadillac Avanti based on evidence available to him.

A 429" Avanti?

Yes it has been done in grand style. Joe Granatelli's flawless red '64 has a 429" Cadillac engine quietly reposing in the engine compartment!

As you can see in the photos, no small detail has been overlooked. All wiring and hoses have been routed out of sight to add to the cleanliness of the underhood area. Liberal chrome-plating puts the engine in the "car show" class with a vengeance.

A fantastic amount of work was involved in the engine conversion. The frame was altered to accommodate extra engine height. The drive line was shortened to allow the engine to be positioned farther back. The radiator was rotated 90° and straightened up to a vertical plane for better cooling.

A manual adjusting knob was installed on the left side of the shift console to allow instant adjustment of transmission shift points. (RPM)

The \$15,000 custom Avanti was topped off with an \$800 Avanti Red acrylic lacquer paint job.



In recently speaking with Hulse, I learned he is well and was looking forward to observing his 90th birthday in 2023. He confirmed that he had purchased the car at an estate sale in August 1984 because, unfortunately, its prior owner, a man named Lawrence Benjamin, had been murdered, and the car was being sold as part of his estate.

Hulse enjoyed the car for 13 years before selling it to Jerry Thielen of Illinois. In January 1997, Thielen drove the car from Upland, Calif., to Bensenville, Ill.

Accompanying the car, from when Hulse had purchased it from Benjamin's estate, was a package of receipts detailing expenditures of more than \$10,000 from Nov. 15, 1982, to Oct. 27, 1983. Receipts are for items such as "replacing many parts, including front springs, windshield, Koni adjustable shocks, American wire wheels and many other mechanical parts."

Hulse had noted in his Summer 1996 article for *Avanti Magazine* that "a fantastic amount of work was involved in the engine conversion. The frame was altered to accommodate the extra engine height. The drive line was shortened to allow the engine to be positioned farther back. The radiator was rotated 90 degrees and straightened up to a vertical plane for better cooling."

Additionally, it was noted by Hulse in that same article that this Avanti included some unique features. "Hamilton front disc brake conversion kit using Mustang rotors and



ABOVE: This shows effects of pole barn storage on R-4795.

LEFT: Original "for sale" ad from AOA! Newsletter #8.

Chevrolet calipers and pads and Recaro Type C front seats." It is believed the brake conversion and Recaro seats had been done after Granatelli had sold the car.

At my request, Brad Bez of Bez Auto Alchemy reviewed photos of the car's frame and chassis at that time, and as configured after Hulse's ownership. I asked him what appeared different from a standard Avanti. Bez sent an email which tends to confirm some of the items Hulse discovered upon purchasing this car.

"I see that the lower front cross member has a reinforcing beam welded to it from underneath," Bez noted. "[I] also see Koni shock absorbers. I don't really see many other modifications from stock. Perhaps the rear transmission mount. The sway bars look stock. The front brakes look like Jim Turner adaptations with Ford rotors and GM calipers."

He later added that the radiator looks like it has an electric cooling fan. Also, it has the Twin-Traction differential. "Possible Jaguar rear view mirrors?"

This correspondence with Bez helped confirm Hulse's research that it was, indeed, the Avanti that Joe Granatelli had converted to Cadillac power.

As noted earlier, Hulse sold the "Avanti-Lac" on January 1997 to Jerry Thielen, who subsequently drove it from California to Illinois. Thielen had called Hulse to let him know the car performed flawlessly on the trip.

Engine Comparison Chart

Studebaker R 3*	1964 Cadillac 429**	
V8	Engine Type	V8
304.5 cu in	Displacement	429 cu in
3.656"/3.625"	Bore/Stroke	4.125"/ 4.0"
9.75:1	Compression Ratio	10.5:1
OHV	Valvetrain	OHV
Paxton SC/Carter AFB 4bbl	Fuel Delivery	Carter AFB 4bbl
Cast iron	Block/Head	Cast iron
335/5,350	HP/RPM	340/4,600



Ownership (as currently best able to determine)

1. Joe Granatelli from new to 1966; Santa Monica, California
2. Ted Pettit, 1996 - ?; Los Angeles, California
3. Phyllis Lundine, 19?? – 19??; Location unknown
4. Lawrence Benjamin, 19?? – August 1984; Hollywood, California
5. Dick Hulse, estate sale in August 1984 – January 1997; Upland, California
6. Jerry Thielen, January 1997 – 2015; Bensonville, Illinois
7. Henry Mann, estate sale 2015 – current; Huntingdon Valley, Pennsylvania

HVH with cross-referencing and verification courtesy friend-of-AOAI Rich Gibbs

Retrieval and Rebirth

Thielen was very active in the Chicagoland Chapter of the Avanti Owners Association International and had amassed a 10-plus Avanti car collection. His cars had ranged from a 1963 Avanti to a supercharged 2002 Avanti. He viewed these cars as part investment and part retirement projects.

Unfortunately, Thielen stored many of his cars in a large purpose-built pole barn and gave them little use. After Thielen suffered a stroke, members of the club's Chicagoland Chapter went to his property to retrieve all of his Avantis from long-term storage. It proved to be quite the undertaking as many of the cars had been parked for an extended period of time and had become housing for squirrels and other varmints.

Once the vehicles were removed from storage, they were photographed and offered in advertisements listed in *Avanti Magazine*. The unique Avanti-Lac was offered for sale in the Spring/Summer 2015 issue of *Avanti Magazine*.

Henry Mann, a consummate auto enthusiast and fellow AOAI member located in Pennsylvania, acquired this unique Avanti from Thielen's collection. Under Mann's direction, the car underwent an extensive restoration starting with the frame and mechanicals, exterior body and paint and then the interior. The restoration took more than seven years. Suffice it to say that Henry Mann's restoration results speak for themselves. His collection currently numbers more than 70 automobiles (including the Avanti-Lac) and can be found online at HanksCars.com. **OC**

Sources/Resources

Avanti Newsletter #8, Winter 1966; *Avanti Magazine* #96, Summer 1996; *Special Interest Autos* #96, December 1986*; "Standard Catalog of American Cars 1946-1975"***; Chiltons**.

Avanti Owners Association International: aoai.org

Studebaker Drivers Club: studebakerdriversclub.com

Old Cars Calendar

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

SHOWS

ARKANSAS

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

CALIFORNIA

Jun 25 CA, Hillsborough. 67th Annual Hillsborough Concours d'Elegance. www.HillsboroughConcours.com

COLORADO

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

CONNECTICUT

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. HVRACA@gmail.com

HAWAII

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

ILLINOIS

Jun 16-17 IL, Effingham. Funfest for Air Cooled VW 2023. Mid-America Motorworks. Website: 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

Jul 22 IL, Schaumburg. The 6th Annual Summer Celebration Car, Truck, & Cycle Show. Schaumburg Home Depot - 100 Barrington Rd., Schaumburg. 10:30am-3:30pm. www.HomeDepotVehicleShow.weebly.com

MARYLAND

Jul 8 MD, Lutherville. Four Alarm Collector Car Show. Fire Museum of Maryland - 1301 York Road. 11am-2pm. 410-292-3656, phack126@gmail.com, www.chesapeake.aaca.com

Jul 30 MD, Reisterstown. 19th Annual All-Vehicle Show. Reisterstown Regional Park - 401 Mitchell Drive. 10am-3pm. Mike 443-465-7492, MRNatale@verizon.net, www.freestaterregionvcca.org

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

MICHIGAN

Jun 17-18 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 24 MI, Hickory Corners. MCACN Muscle Car Meet-Up. Gilmore Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or email info@gilmorecarmuseum.org.

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

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

Jun 30 MI, Grand Blanc Twp. Back to the Bricks Celebrates the 70th Anniversary of the Corvette. Former GM Customer Care and Aftersales - 6200 Grand Pointe Dr. 5-7pm. www.backtothebricks.org/corvetteanniversary/, 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>

Jul 15 MI, Clay Township. 2023 Harsen's Island Car Show. Harsen's Island in Clay 9am registration (no fee), 1 pm judging, 3 pm awards. Entrance fee for cars: \$20 (free to the public), Craig Baloga, 248-880-2861, craigb@hiscfa.org

MINNESOTA

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

MISSOURI

Jun 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

Jul 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

Jul 28-Aug 6 NV, Reno. 36th Annual Hot August Nights Registration www.HotAugustNights.net. 775-356-1956

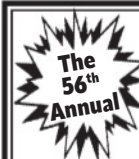
NEW HAMPSHIRE

Jul 29 NH, Deerfield. Volks-Fair 23. 34 Stage Road. 9am-2pm. Vintage VW show. Jason (603) 475-1543, the-bug-club.com, Facebook thebugclub1, nhbugclub@hotmail.com, <https://the-bug-club.webs.com/voiks-fair>

NEW JERSEY

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



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Watch our Facebook page for any
changes or additional info.

Jul 9 NJ, Oradell. River Edge Car Show. River Dell High School. 8:30am-2:30pm. www.recarshow.org.

NEW YORK

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, 516-938-7373 (Mon-Fri 8am-5pm or Sat 8am-1pm) 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.

Jun 20-24 NY, Glens Falls. 65th Annual Pierce-Arrow Society Annual Meet. 401-477-6129. 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, 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.

Jul 16 NY, Blenheim-Gilboa. Then and Now - The 52nd annual car show hosted by the Schoharie Valley Region of the Antique Automobile Club of America in conjunction with the New York Power Authority. Historic Lansing Manor at the Blenheim-Gilboa Visitor's Center - 1378 State Rt. 30. 9am-4pm. Facebook page: SVR-Schoharie Valley Region of the Antique Automobile Club of America, SchoharieValleyAACA.webs.com.

OHIO

Jun 16 OH, Bluffton. 55th Annual Bluffton Festival of Wheels Cruise-In. Downtown Main Street. www.blufftonions.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

Jun 24 OH, Mt. Victory. 20th Annual All MoPar Car Show Sponsored by: Buckeye (Ohio) Region Plymouth Owners Club. MoPar or No Car, 9AM - 1PM, The Plaza Inn Family Restaurant - 481 South Main St. No registration Fee. Bill Janosek 440-327-1820 Lv Msg. bjano@windstream.net

Jul 1 OH, Fremont. Fremont Federal Credit Union Downtown Fremont Car Show. Downtown. 5-8pm, 567-342-4758, kbilger@downtownfremontohio.org

Jul 21-23 OH, Norwalk. Ames Performance Nationals. Summit Motorsports Park. Super Duty Promotions 567-227-9011, www.pontiacnationals.com

Jul 29 OH, Sunbury. 8th Annual Battle of the Brands Car Show. Hosted by The GTO Association of Central Ohio. 10am-1pm. Registration 10am. Brad Blackburn, bradblackburn@dsa-rep.com, 937-478-0476

OREGON

Jul 16 OR, Forest Grove. 2023 Forest Grove Concours d'Elegance. Pacific University. 8:30am-4:30pm, 503-357-2300, www.forestgroveconcours.org

PENNSYLVANIA

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

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

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

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, 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, 724-586-7187.

Jul 13-15 PA, Morgantown. 24th Camaro Nationals Indoor/Outdoor Camaros & Vendors. Classic Auto Mall, 6180 Morgantown Rd. www.camaronationals.org, info@camaronationals.org

Jul 14-16 PA, Carlisle. Chrysler Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Jul 15 PA, Richeyville. Holy Wheels Ministry Car Show. St. Katherine Drexel Parish Mission Church - 2 Church Street. 4-7:30pm. Deacon Jeff 724-225-1425 or jhirst@stjameswashpa.org

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Calendar

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

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

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. dsgwcmmodela@outlook.com

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

WASHINGTON

Jul 9 WA, Renton. Return to Renton. Downtown. Gates open at 8am, rtcarshow@gmail.com, www.returnrentoncarshow.org

Jul 15 WA, Montesano. 21st Annual Historic Montesano Car Show. Registration \$20. \$15 with food donation. Dave Foss at (360) 580-7941, dpfoss@comcast.net

WISCONSIN

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, 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 (COSA) International Convention. Scott Seversin, 612-865-0835, 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 drtn 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 Kaczmariski 920-324-2213, 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 Horse-

shoe Bay Farm, 7212 Horseshoe Bay Road. Show time - 10am-4pm. Registration 8am-10am. Campbell 815-469-8467 - 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/

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

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

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

Jul 15 WI, Marinette. Porterfield Fest CS at Green's Green Acres, N4247 River Dr. 8am-3pm.

Jul 16 WI, Appleton. Appleton Old Car Show & Swap Meet. Pierce Park. 1-715-445-4000. www.appletonoldcarshow.com

Jul 22 WI, Appleton. All Oldsmobile Car Show. Legion Post 38, 3220 W. College Ave.

SUN. AUG. 6

INDIANHEAD SWAP MEET AND CAR SHOW



49th Year 1974-2023

Proceeds Benefit Local Charities

**NORTHER WIS. STATE FAIRGROUNDS
CHIPPEWA FALLS, WISCONSIN**

VENDOR SET UP - 9 AM SATURDAY

\$2 INSIDE SPECTATOR PARKING • FREE HANDICAP PARKING

**\$1,200
CASH
Give Away!**

**\$5⁰⁰
AT GATE
OPEN AT 7AM**

NO VENDOR SET UP BEFORE SATURDAY

\$15⁰⁰

PLUS ADMISSION

PER PERSON

OUTDOOR SPACE

APPROX. 18' FRONTAGE \$15 CAR CORRAL SPACE

ALL SHOW VEHICLES ARE ELIGIBLE FOR THE DRAWING

Cash Drawings Will Begin at 2:00 p.m.
YOU MUST BE PRESENT TO WIN!
Sponsoring Club Members No Eligible

WIN A GRAND PRIZE OF \$200!

PLUS...10 Chances to Win \$100!

**HWY. 124, NORTH SIDE OF CHIPPEWA FALLS
FOOD AND REFRESHMENTS AVAILABLE
CAMPING STARTS AT \$15**

PLAQUES TO 1st 500 SHOW CARS!

**ALL FOR SALE CARS MUST BE IN CAR CORRAL
NO FIREARMS FOR SALE**

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<http://www.indianheadcarshow.com>

Tri-Club Swap Meet, LLC 2023

47th Annual



**47th Annual
Beloit Autorama**

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CAR CORRAL
ARTS & CRAFTS**

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SUN, SEP 17, 2023 8am-4pm

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40th Annual



**40th Annual
The Hill & Valley Antique
Auto & Americana Show**

**CAR SHOW
PARTS SWAP
CAR CORRAL
ARTS & CRAFTS**

Saturday, September 16, 2023

Baer Park in Cross Plains, Wisconsin

- Antique Cars, Trucks, and Tractors
- Early Americana Demonstrations
- Model T Assembly
- Pancake Breakfast
- Free Sweet Corn

- Free Admission for Spectators
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35th Annual Saukville in September Sunday, Sept. 10, 2023 Rain Date Sept. 17, 2023

Car, Truck & Cycle Show

- Bouncy Houses
- Food & Beverages All Day
- Show Cars \$5
- General Admission - Free

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Hwy 33, Saukville WI**

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For Info
FriendsOfSFD@aol.com

Proceeds to Benefit: Friends of the Saukville Fire Dept.

AUCTIONS

JUNE

Jun 13-20 NE, Kerney (ONLINE). Classic Car Auction.

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

Jun 15 ONLINE. BigIron Auctions Classic Car Auction. Ends on June 15th. 800-937-3558, www.bigiron.com

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

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

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, showmeclassic@yahoo.com

Jun 17, TX, Midland. Dan Kruse classic Auction. (713) 331-9404, info@cordandkruse.com, www.cordandkruse.com

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

Jun 20-25 WI, Walworth. The World's Largest Road Art Auction. 262-275-5050, www.mecum.com

JULY

Jul 6-8 FL, Kissimmee. Mecum Summer Kissimmee Sale. 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.pcautoauction.com

Jul 14-15 UK, Chickester. The Goodwood Festival of Speed Sale. bonhams.com

Jul 15 TX, Amarillo. Freedom Collector Car Auction. Amarillo Tri-State Fairgrounds www.freedomcarauctions.com/

Jul 20-22 NC, Greensboro. GAA Classic Car Auction. 301 Norwalk Street. 855-862-2257. www.gaaclassiccars.com/

Jul 22 SD, Sioux Falls. 3rd Annual Sioux Falls Classic Car Auction. Denny Sanford Premier Center. 8am, Classic Car Auction Group www.classiccarauction.us/

Jul 26-29 PA, Harrisburg. Mecum Harrisburg Sale. www.mecum.com

CRUISES

YEAR ROUND

Fridays FL, Kissimmee. Old Town Kissimmee Muscle Car Show & Cruise. 3pm. www.mylowtownusa.com/events/wednesday-night-car-show/

Fridays Year Round MD, Laytonsville. Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. Members meet in Italian restaurant during poor weather conditions. 5-8pm

Fridays MD, Glen Burnie. Friday Cruise Nights. 6711 Ritchie Hwy, Tom 443-838-0948

First Friday of the Month, NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8-10:30am. Hosted by Cadillac DropTops. Hal Sheaks halscars@cox.net 702 203-0035

Friday Nights CA, Northridge. Cruise Night. Bob's Big Boy - 8876 Corbin Ave. 4pm

Friday Nights CA, Burbank. Valley Cruise Nights. Fosters Freeze - 201 South Glenn Oaks Blvd. 7-9pm

Friday Nights CA, Los Angeles. Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.

Friday Evenings MD, Laytonsville. Laytonsville Cruise-In 6840 Olney-Laytonsville Road, Laytonsville, MD 20882. 5-8 pm. www.cruisein.us, inex01@verizon.net

Friday nights May thru September Covington, WA. 4-7pm. 17432 SE 270th PL (behind Walmart) Howard Van Erem 425-891-5013 havanerem54@gmail.com www.mapleval-leystreetrats.com

Saturdays April through October VA, Chester. Southern Knights Cruisers Cruise-In. Hardees - 1901 West Hundred Rd. www.southernknightscruisers.com

Saturdays NJ, Branchville. Wanderers Car Club Saturday Cruise-In. 3pm till close. Jumboland Diner- 438 Route 206 North

Saturdays FL, Kissimmee, Old Town Kissimmee Classic Car Car Show & Cruise. 1pm. www.mylowtownusa.com/events/wednesday-night-car-show

Saturdays FL, Kissimmee, Show Car Saturday Nights. Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights/

Saturdays VA, Sterling. Potomac Falls Cars and Coffee. Calvary Temple - 50214 Triple Seven Road. 7-9am. 703-430-7307, www.calvarytemple.org

First Saturday of the Month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure - 550 Deep Valley Road. 7-9pm. www.pvconcours.org

Saturdays CA, Ventura. American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 - 10269 Telephone Road. 8:30-11:30am.

Saturdays MD, Brookville. Silo Cars N Coffee. 19501 Georgia Avenue. 9am-noon.

Saturdays MD, Damascus. Cars & Coffee. By the Dunkin Donuts in the Safeway shopping center off Main Street. 7:30-10:30am.

Saturdays MD, Bethesda. Cars N Coffee. Corner Bakery - 10327 Westlake Drive. 8-10am

First Saturday of each month NV. Las Vegas. Sonic Drive-In Cruise nights at 6455 W. Sahara (at Torrey Pines) 3 - 7 PM. Cadillac Drop Tops Chapter. halscars@cox.net

Saturdays CA, Santa Clarita. Saturday Night Sleds - Walmart Parking Lot - Carl Boyer Drive. 5-8pm.

Saturday Nights. Central Indiana Vintage Vehicles Cruise In. Noblesville Courthouse Square. 4:30-8:30pm. Dave Shank 317-674-8045, Larry Grabb 317-710-2585, www.civv.club.com

Saturday Nights. IN, Noblesville. Courthouse Square. 4:30-8:30pm. Hosted by Central Indiana Vintage Vehicles. Dave Shank 317-674-8045, Larry Grabb 317-710-2585. www.civv.club.com.

First Saturday of each month FL, Englewood. Cruise-In Dearborn. Downtown Englewood. 4pm - 8pm. Tom Brooks 941-815-6204

Second Saturday of Month CA, Chatsworth. So Cal Cruising'

The Munch Box. 21532 Devonshire St. 5-9pm. All cars welcome

Third Saturday of the Month, TX, Georgetown. "Pistons on the Square" Cruise-In. 8-10am., www.facebook.com/pistonsonthesquare/

May - October Last Saturday of Month. All Gateway Classic locations. Cruise into Gateway Classic Cars with your collectible car or daily driver. All makes and models welcome. 9am-noon.

Last Saturday of the month CA, Winnetka. Cupid's Cruise. 20030 Vanowen St. 4-8pm. www.cupidshotdogs.net, cupid-shotdogs@gmail.com

Last Saturday of each month CA, Winnetka. Cruising' Cupids Hot Dogs - 20030 Vanowen Street at Quakertown Ave. 4-8pm.

Last Saturday of Month Ca, North Hollywood. Pep Boys Speed Shop Cars & Coffee. 6065 Lankershim, Blvd. 8-noon

Second Sunday of every month FL, Kissimmee, Car & Truck Show. Promenade at Sunset Walk. 11am-2pm. www.sunsetwalk.com/events/monthly-car-and-truck-show/

Every Sunday evening through Oct. PA, Morningside. BCAAC Sunday Evening Cruise-Ins PA. Morningside Plaza 6pm, 814-937-1890

Second and Fourth Sunday MD, Poolesville. Potomac Cars and Coffee. 19701 Fisher Avenue. 9-11am. www.cruisein.us or email inex01@verizon.net

Sundays CA, Northridge. Classic Cars & Coffee. Carbon Ave. & Tampa Ave. 6-10am www.facebook.com/groups/carscoffeebagels, carscoffeebagels@yahoo.com

Sundays CA, Northridge. Classic Car & Coffee at Bob's Big Boy Cruise-In. 8876 Corbin Ave. Pre-1980 vehicles. 7-10am. www.facebook.com/groups/ClassiCarsCoffee

Sundays Year Round MD, Burnsville. Church of the Holy Donut Cruise-In. Intersection of route 198 and route 29, in the parking lot of the new shopping center. 7am - 10am.

Sundays Year Round MD, Rockville. Shady Grove Cruise-in. McDonald's parking lot, 16701 Crabbs Branch Way. 9am.

Sundays MD, Clarksburg. Clarksburg Cruise-in. Harris Teeter Shopping Center - 22700 Sweetshrub Drive. 8-10am

Sundays MD, Gambrels. Asphalt Angels Car Club of Maryland Cruise-In. Krispy Kreme - 1149 Md, 3 North. 8am.

Sundays CA, Northridge. Classic Cars & Coffee. Supering Shopping Center - 19500 Plummer Street. 6-10am. www.facebook.com/SoCalcrScene, www.facebook.com/groups/CarsCoffeeBagels, carscoffeebagels@yahoo.com

Sundays CA, Northridge. Classic Cars & Coffee. Supering Shopping Center - 195000 Plummer Street. 6-10am. www.facebook.com/SoCalcrScene, carsandcoffeebagels@yahoo.com

First Sunday of each month CA, Malibu. Cars & Coffee Cruise-In. Trances County Market. 7-10am

First Sunday of the month FL, Miramar. Miramar Outlets Car Cruise-Ins. Lakeside at Miramar Outlets. 11am-3pm: 239-948-3766 Miramaroutlets.com

Sunday Mornings MD, Rockville. Shady Grove Cruise-in. 16705 Crabbs Branch Road, Rockville, MD 20855. 9am-1pm. www.cruisein.us or email inex01@verizon.net



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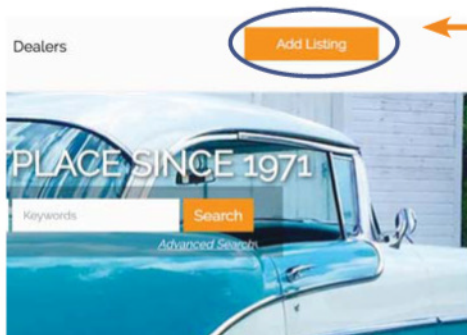
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Rare 1911 Maxwell Model I-3 Touring Automobile - Rare 1911 Maxwell Model I-3 for sale - one of three left in the US! Frame-up restoration by current owner 1996-97; only two previous owners! Contact: 814-684-3671 oc3315

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

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

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countryclassiccars.com
1951 Buick Dyna Flow Eight 4 door sedan, Straight 8-cylinder engine, Dyna Flow Trans, manual trans, front and rear bumper guards, wrap around rear glass, black exterior paint, 2 tone gray and tan cloth interior with bench seating.
\$19,950.00
(618) 635-7056

9090 CADILLAC-LASALLE CARS FOR SALE

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countryclassiccars.com
1955 Cadillac Coupe DeVille finished in grey with a white painted hard top. This coupe is powered by the 331 V8 engine mated to an automatic transmission.
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WANTED: CHEVROLET Camaro from 1967 to 1969, any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970589

9121 CHEVELLE-NOVA PARTS

Parting out Chevy II Nova Wagons - Parting out 1962 Chevy II Nova 3 seat wagon Rusty floor, left cowl damage \$2,000 OBO. Also 1964 Chevy Nova wagon project. Rusty floor no motor or transmission \$3,000 OBO. Also early Chevy II parts. Call Larry in Tucson, AZ 520-322-9592. No computer no texting no list oc3316

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1964 2 Door Chevy Super Sport Impala Hard Top. 283 Engine Automatic, Black on Black, No Rust or Dents. 93,865 Miles \$25,000.00 OBO Call: 906-374-0013 oc3322

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

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

1966 Chevrolet Malibu 2 door muscle car dressed in all black paint covering an all black interior. Powered by a big block 468ci V8 engine mated to a freshly rebuilt turbo 400 automatic transmission.
\$41,500.00
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1957 Chevrolet Bel Air 4 Door sedan dressed in the tuxedo combination of black with a white top. Interior is finished in a black, grey, and chrome accents all around. Powered by a 283 V8 engine mated to an automatic transmission.

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WANTED CORD

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

ANY CONDITION
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WE PICK UP ANYWHERE IN THE U.S.

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34 Years Experience

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Email: Peterkumar@gullwingmotorcars.com
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9180

CORVETTE CARS



1962 Corvette Fuel Injection, less than 2,000 built with fuel injection.. 30 year ownership, 60,000 miles. Completely restored, stainless steel exhaust. Rebuilt Fuel injection, 2 tops, 4-speed, Wonderbar Radio, Original wheels & hubcaps. 630-200-2212 oc3318

countryclassiccars.com



1979 C3 Chevrolet Corvette base with body color matched t-tops. Powered by the 350 V8 engine mated to an automatic transmission number matching. The exterior is dressed in classic off white covering a white and grey interior.

\$16,000.00

(618) 635-7056

WANTED CORVETTE

Any Corvette from 1953 Thru 1972

ANY CONDITION
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34 Years Experience

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Tel: 1-800-452-9910

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

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

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

WANTED CORVETTE 1953-1994

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

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alex@beverlyhillscarclub.com

9208

DUESENBERG CARS

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9210

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9230

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1953 Ford Crestline 2 door custom. Dressed in all red with custom pinstriping and chrome accents all around. The interior is finished in red and black Powered by small block Chevy 305 V8 engine mated to an automatic transmission, and it sits on wide white wall tires.

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1951 Ford Custom 2 door convertible, dressed in all black sitting on wide white wall tires. The convertible top is new and functions properly. The interior has been completely refinished in all black with red stitching and accents. This Ford is powered by a 239 Flathead V8 engine mated to a 3-speed manual transmission.

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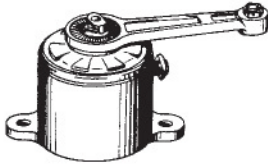


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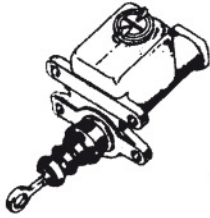
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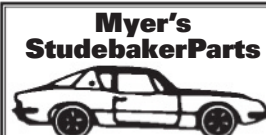
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