

old cars

Vol. 52, No. 14 | July 15, 2023 | www.oldcarsweekly.com

RANGER *to the* RESCUE

1969 F-100 cures seller's remorse



Forward Thinking

The quirky Jeep FC-150

Off the Farm

Restored 1946 1-1/2-ton flatbed

Found!
1970 Hurst/Olds

One-off proposal car uncovered

LARES CORPORATION

Premium Steering Components



STEERING YOU IN THE RIGHT DIRECTION



Pumps • Gears • Valves • Cylinders • Couplers

www.LaresCorp.com • 800-555-0767

Shop **Old Cars** Your one-stop shop for all things Old Cars 

<https://store.oldcarsweekly.com>



St. Bernard Church Classic Corvette Raffle

327-340 hp, 4 speed, **numbers match**, Honduras Maroon, black interior, auxiliary hard top & white soft top. Includes Wonderbar radio, T3 headlights, stainless wheel covers, whitewall radials & much more! Looks, runs & drives fantastic! **NCRS Top Flight Award Winner!**

\$30 Each or 4 for \$100

ONLY 18,000 Opportunities

Ticket Orders at www.StBernardCorvette.org

or call (812) 649-9113...Drawing is 8/20/23...3:00 p.m. CDT at 547 Elm, Rockport, IN 47635

OCW

License #002405



Replicarz

WE BUY COLLECTIONS!

No collection is too big or small. Currently buying non-Nascar models of all size **except 1:64**. Must include all original packaging. We also offer a trade in program. Contact us for more details.

www.replicarz.com
166 Spruce Street • Rutland, VT 05701
P. 802.747.6672 • E. brian@replicarz.com

• One Stop Shopping! • Largest selection in the industry • Over 50 brands, Over 3,000 models

 **CLASSIC CARS**
at the Palace

750 VEHICLES • JULY 20-22



GAACCLASSICCARS.COM

GENERAL ADMISSION AVAILABLE

1-855-862-2257 | GREENSBORO, NC | NCALB #9949, PARKS

COLLECTOR CAR FRAUD

- | | |
|----------------------------------|--------------------------------|
| ◆ Seller Misrepresentation | ◆ Fraudulent Documentation |
| ◆ Odometer Problems – TMU/Exempt | ◆ Inaccurate Car Appraisals |
| ◆ “Live” Car Auction Problems | ◆ Transportation Damage Claims |
| ◆ Title Problems – Open Titles | ◆ Internet Auction Fraud |
| ◆ Restamping – Engines/Trim Tags | ◆ Estate/Divorce Car Problems |

Bruce Shaw, Esquire
215.657.2377
www.shawlaws.com
50-STATE REPRESENTATION

★ Coming in October 2023! • Sidney, NE ★

NEBRASKA TRUCK HOARD AUCTION PART 2!

★ NETRUCKHOARD.COM ★




Beverly Hills Car Club

WE BUY EUROPEAN SPORTS CARS
IN ANY CONDITION

Top Dollar Paid • 365 Days a Year • We Pay Finder's Fee
Pickup Anywhere in the USA

Please call Alex Manos: 877-356-2365
alex@beverlyhillscarclub.com
www.Beverlyhillscarclub.com

YOU WON'T WANT TO MISS THESE AMAZING AUCTIONS!

APPROX. 80 SQUARE BODY PICKUPS, BLAZERS, MUSCLE CARS & MORE THE WALLY BRANDJORG COLLECTION

SATURDAY JULY 22ND, 2023 10AM

BOTTINEAU, NORTH DAKOTA, 58318

**LIVE
ONSITE &
ONLINE**



VanDerBrink Auctions is pleased to bring you the Wally Brandjorg collection auction. This is a live onsite auction with online bidding. Wally has been an avid GM collector and mainly Square Body Pickups and Muscle Cars. This collection has MANY, over APPROX. 50 GM Square Body Pickups, Blazers, Suburbans, and more. This is a truly North Dakota Square Body hoard. The collection isn't only pickups but an assortment of GM, Ford, and other Muscle Cars and Customs. This is an amazing collection and you will want to be onsite or bidding online! Watch for Catalog and more details!

Preliminary: Approx. 50 Plus GM Square Body Pickups, Blazers, and also including Ford Broncos, IH Scouts, and MORE! 1957 Chevrolet Wagon custom, 1970 Ford Boss 302 Mustang, 1984 Buick Grand National, 1977 Chevrolet Monte Carlo, 1989 Pontiac Turbo Trans Am with Less than 17K miles, Chevrolet Camaros, and more!



**ONLINE
ONLY
AUCTION!**

THE PHILLIPS COLLECTION

APPROX. 5 GM PICKUP FOR ROD OR RESTORE!

SANGOR, TX

WATCH FOR DETAILS!



50 PLUS TRANS AMS, PARTS, TOOLS, SKID LOADER & MORE!

**2 BIG DAYS!
LIVE ONSITE
AND ONLINE!**

THE STEELY COLLECTION

DAY 1: FRIDAY AUGUST 4TH, 2023 4PM

TOOLS, TOOL BOXES, SHOP EQUIPMENT & CAR PREVIEW

DAY 2: AUGUST 5TH, 2023 9:30AM

50 PLUS TRANS AMS, FIREBIRDS, PICKUPS, TRAILERS, & HUNDREDS OF PARTS!

AUCTION PREVIEW - AUGUST 4TH, 2023 STARTING AT 10AM - TOOL AUCTION SAME DAY 4PM.

CAR & PARTS AUCTION - START 9:30AM - AUGUST 5TH, 2023. GATES OPEN AT 7AM

1273 150TH ST., WAVERLY, IOWA, 50677



VanDerBrink Auctions, LLC is pleased to bring you this amazing Iowa Trans Am Hoard & More. Bob Steely absolutely lived, breathed, and loved Trans Ams. Ever Since he saw the commercial for a Trans Am, he was hooked. Bob Was always looking for the cars and enjoyed working on them. He would buy and sell them, but mostly accumulate the cars and hundreds of Trans Am and Pontiac parts. Bob passed away and his widow will sell this amazing collection. This will be 2 days starting off on Friday with preview and in the afternoon selling his tools, shop equipment, and more. Then come back Saturday for the 50 Plus Trans Ams and hundreds of parts! If you want all those Pontiac parts and more, you MUST be in person!



**LIVE ONSITE
AND ONLINE!**

APPROX. 100 CLASSIC CARS AT AUCTION!

THE SORESEN COLLECTION

SEPTEMBER 23RD, 2023

CORNING, IOWA

Plan now to attend or bid online the Sorensen Collection Auction. This collection has something for everyone from restored classics to projects and parts. Watch for inventory and see you in Corning, Iowa!



WATCH FOR BOB'S COLLISION

APPROX. 100 CLASSICS

EXCELSIOR SPRINGS, MO



VanDerBrink Auctions, LLC

www.vanderbrinkauctions.com
605-201-7005 or 507-673-2517

Yvette Vanderbrink - Auctioneer
MN 67-73



Yvette VanDerBrink
Auctioneer/Broker

"The lil Nordstrom's Gal"



**BID
ONLINE!**

For Catalog, Videos, pictures, TERMS, and more auctions...www.vanderbrinkauctions.com
Can't Come To The Auctions - Bid Online at www.proxibid.com
Like - Follow Us On Facebook and Get All The Info.



MCCORMICK'S

*Palm Springs Collector
Car Auction*



FRIDAY, SATURDAY & SUNDAY – NOVEMBER 17, 18 & 19 2023



68% SALE RATE AT OUR LAST AUCTION - DON'T WAIT, BOOK YOUR SPOT NOW!

The McCormick family invites you to their 75th auction featuring over 500 antique, classic, exotic, muscle, sports and special interest autos.

Ask for Keith, Jason or Devyn to answer your questions (760) 320-3290.

WHERE TO STAY

Call our host hotel at the Hilton Palm Springs at 760.320.6868 and use promo code "CAR" for special room rates. Also visit VacationPalmSprings.com for more options.

LOCATION



SPONSORED BY



LOWEST ENTRY FEES IN THE BUSINESS AND ONLY 6% SELL FEE

Friday, Saturday and Sunday Lots are \$300, \$400 for prime time and \$600 for covered canopy lots. No numbers will be reserved without consignment fee being paid in full. Visa, Mastercard and AMEX are accepted. Positions will be filled on first-come, first-served basis. To reserve the position you desire, give our office a call at 760.320.3290 with your credit card handy. You may specify the cars you're entering at a later date. Entry fees are REFUNDABLE less \$50 handling fee if you notify us in writing 14 days prior to the auction. Color photographs may be included in our exclusive color brochure. We strictly limit the number of positions available in this three-day event of 580 cars. COMMISSION STRUCTURE: FLAT 6% OF SALES PRICE (One of the lowest in the business). **WE SOLD OUT OF LOT NUMBERS DURING OUR PREVIOUS SALE SO BOOK EARLY.**

MCCORMICK'S
PALM SPRINGS
COLLECTOR
CAR AUCTIONS

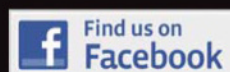
OUR MAIN OFFICE

244 North Indian Canyon Dr.
Palm Springs, CA 92262

AUCTION LOCATION

The Palm Springs
Convention Center
277 N Avenida Caballeros
Palm Springs, CA 92262

www.Classic-CarAuction.com



Keepin' on Truckin'

There's always a lot of projects to cram into an all-too-brief Upper Midwest summer, but I've been finding time to work on the *Old Cars* 1991 GMC Suburban 2500. It's a neat, old 3/4-ton truck that *Old Cars* ordered in late 1991 with the 454-cid V-8, which still has some snort after 234,000 miles of hauling magazines to car shows. Despite the miles and its Wisconsin home base, it's still what I call "Wisconsin solid," meaning it has some rust, but it's manageable. In this truck's case, the body is completely solid except for some quarter panel rust creeping in on one side. The other rust issues are due to it being parked with mud stuck in the wheel wells, so I'll be looking for replacement inner front fenders. There's also the roof to contend with — that giant, aircraft carrier-sized roof. At least, there was the roof to contend with.

For many years, the *Old Cars* Suburban was parked in Arizona year-round for the Scottsdale-area January auctions. To keep the interior from fading in the Arizona sun, the truck was covered with tarps. Several tarps. Those tarps helped preserve the interior, but they also wore off the paint from the roof. After the truck was retired, it was left outside and the roof turned to surface rust. Since the roof is enormous, the surface rust covering the truck made it look rustier and uglier than it actually is. After seeing a Facebook user successfully use a spray-on product to remove rust, I thought I would give it a try on the ol' Suburban. The results were pretty impressive.

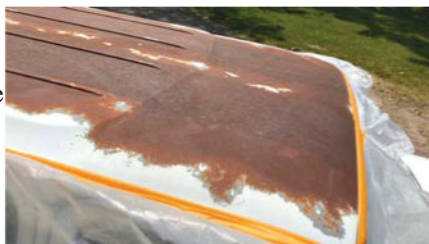
The product is Rust-Oleum Rust Dissolver Gel Formula, and I easily found it at my local hardware store. I taped off the area around the rust and read the bottle. The directions were pretty simple: basically wet the cleaned surface, spray on the gel and then spread it on with a brush, let it sit and hose it off about 15-30 minutes later, depending on the amount of rust. The product really had to be worked in with a brush, especially where the surface rust was heaviest, and I did have to reapply it in the rustiest areas, but it did what it said it would do and removed the surface rust. After spraying off the product, which turned to gelatinous gray matter, it suggested applying another diluted layer before paint. In the middle photo above, you can see where the product had been applied (gray area) and where it hadn't yet been applied (rust).

With the roof dry and clear of rust, I hit it with spray cans of white primer and paint. It's obviously not a show paint job, but the rust is gone and the metal surface is protected for at least a while (hopefully until the truck gets a complete repaint one day).

Now that the Suburban is entirely white again, plans for the summer including a wax job and buying a pair of aftermarket inner front fenders. There are many inner fenders available from the aftermarket, so if you have a suggestion for good-fitting, quality inner fenders for a "Squarebody" General Motors truck, I'm all ears. Those rusty inner fenders won't stop me from driving the truck this summer, so maybe you'll catch us at a show — just promise me you won't look too closely at my budget spray bomb repaint on the roof.

Angelo Van Bogart

Angelo Van Bogart, Editor
avanbogart@aimmedia.com



VP/GENERAL MANAGER, COLLECTIBLES
Corinne Zielke

EDITOR Angelo Van Bogart
(avanbogart@aimmedia.com)

ONLINE EDITOR Mike Eppinger
(meppinger@aimmedia.com)

EDITORIAL DIRECTOR Brian Earnest
(bearnest@aimmedia.com)

GRAPHIC DESIGNER Anita Cook
(acook@aimmedia.com)

SUBSCRIPTIONS CUSTOMER SERVICE

www.oldcarsweekly.com/OCSubQuestions
www.oldcarsweekly.com/OCPSubQuestions
877-300-0243 (U.S. & Canada)
386-246-3431 (International)
PO Box 37217
Boone, IA 50037

(Note: Some issues may include a special, combined or expanded issue that may count as two issues toward your subscription.)

PLACE A CLASSIFIED AD
www.oldcarsweekly.com

ADVERTISING

NATIONAL ACCOUNTS SALES MANAGER
Michelle Kraemer - 715-318-0946
(mkraemer@aimmedia.com)

ADVERTISING SALES ASSISTANT
Kathy Shanklin - 715-350-7090
(kshanklin@aimmedia.com)

EDITORIAL/ADVERTISING OFFICE

5225 Joerns Drive, Suite 2,
Stevens Point, WI 54481
715-445-2214 Fax: 715-997-8883

www.oldcarsweekly.com
www.oldcarsreport.com
oldcars@aimmedia.com



VP General Manager of Finance Craig Stille
Advertising Sales Director Heather Glynn Gniazdowski
Production Director Phil Graham
Director of Retail Sales Susan D. Rose



President Home Group Peter H. Miller
President Marine Group Gary DeSanctis
CTO Brian Van Heuverswyn
CFO Stephen Pompeo
VP Marketing Amanda Phillips
VP Events Julie Zub
VP Circulation Paige Nordmeyer
HR Director Scott Roeder
Chairman Andrew W. Clurman
Chairman Emeritus Efreim Zimbalist III

Old Cars® (ISSN# 0048-1637) (USPS# 884840) is published twice monthly by the Home Group of Active Interest Media HoldCo, Inc., 2143 Grand Avenue, Des Moines, Iowa 50312. The known office of publication is located at 2143 Grand Avenue, Des Moines, Iowa 50312. Periodicals postage paid at Des Moines, IA, and at additional mailing offices. Canadian Agreement No. 40665675. POSTMASTER: Send address changes to Old Cars, Circulation Department, PO Box 37217, Boone, IA. COPYRIGHT: 2022 by Active Interest Media HoldCo, Inc., Des Moines, Iowa. This publication may not be reproduced, either in whole or part, in any form without written permission from the publisher. All rights reserved. Old Cars® is a registered trademark of Active Interest Media HoldCo, Inc. Other names and logos referred to or displayed in editorial or advertising content may be trademarked or copyrighted. Old Cars assumes no responsibility for unsolicited materials sent to it. Publisher and advertisers are not liable for typographical errors that may appear in prices or descriptions in advertisements. **PRIVACY STATEMENT:** Active Interest Media HoldCo, Inc. is committed to protecting your privacy. For a full copy of our privacy statement, go to aimmedia.com/privacy-policy.

LINDA VAUGHN & DAVE REA // NEARLY 3,000 MOPARS // SWAP MEET & CAR CORRAL

CARLISLE
Events

// CARLISLE CHRYSLER NATIONALS - CARLISLE, PENNSYLVANIA

WORLD'S LARGEST MOPAR SHOW

This is the largest Mopar event in the world with vehicles from all eras of the Chrysler brand - classic, muscle, and high-performance new models are all showcased at this three-day event. Shop new, used, NOS parts & classic to late-model vehicles in the automotive flea market/ swap meet, Manufacturers Midway, and car corral.

The gates open at 7AM Friday through Sunday!

MEET LINDA VAUGHN & DAVE REA

Meet Miss Hurst, Linda Vaughn, and MotorTrendTV personality & Mopar restoration shop owner, Dave Rea.

FEATURED VEHICLE DISPLAYS

Malaise Era Mopars, 50 Years of the 1973 Models, High School Mopar Display, Color Me Gone Display, and Mopar Survivors Display.



CARLISLE®
CHRYSLER
NATIONALS

AVOID THE LINES
REGISTER YOUR MOPAR TODAY!

STORE.CARLISLEEVENTS.COM



JULY 14-16, 2023
CARLISLE PA FAIRGROUNDS

CarlisleEvents.com

717-243-7855

Follow us:



AMERICAN
COLLECTORS
INSURANCE



The First in Synthetics®

1000 BRYN MAWR ROAD, CARLISLE, PA 17013

GATES OPEN AT 7AM FRIDAY-SUNDAY // **KIDS 12 & UNDER ADMITTED FREE** // EVENT HELD RAIN OR SHINE
EVENT INFORMATION IS SUBJECT TO CHANGE // PLAN AHEAD: CARLISLEEVENTS.COM/PLANNER



THREE-DAY TRUCK SHOW // SWAP MEET & CAR CORRAL // BIG RIG SHOW & SHINE

CARLISLE
Events

// CARLISLE TRUCK NATIONALS - CARLISLE, PENNSYLVANIA

ALL TRUCKS WELCOME

This event includes anything truck-related — automotive flea market/swap meet, all-truck corral, featured truck displays, Judged & Non-Judged Truck Showfields, "The Low Show" for lowered/mini trucks, Vanarama XI - a custom van display, and so much more! The gates open at 7AM Fri.- Sun.!

BIG RIG SHOW & SHINE

Awarding 15+ judged big rig classes & 10 special recognitions on the Judged Big Rig Showfield. Additional Non-Judged Big Rig Showfield also available.

FUN FOR FRIENDS AND FAMILY

Monster truck & FMX shows, Rolling Burnout Contest sponsored by Atturo Tires, High Truck Competition, Low Truck Limbo, Frame Dragging Competition, Club Challenge & Coolest Club awards, Fleet Challenge & Finest Fleet awards, and the Big Rig Glow Show



CARLISLE®
TRUCK
NATIONALS

BIG RIG
SHOW & SHINE

AVOID THE LINES
REGISTER YOUR TRUCK TODAY!

STORE.CARLISLEEVENTS.COM



AUG. 4-6, 2023
CARLISLE PA FAIRGROUNDS

CarlisleEvents.com

717-243-7855

Follow us:



AMERICAN
COLLECTORS
INSURANCE



The First in Synthetics®

1000 BRYN MAWR ROAD, CARLISLE, PA 17013

GATES OPEN AT 7AM FRIDAY-SUNDAY // **KIDS 12 & UNDER ADMITTED FREE** // EVENT HELD RAIN OR SHINE
EVENT INFORMATION IS SUBJECT TO CHANGE // PLAN AHEAD: CARLISLEEVENTS.COM/PLANNER





SUMMERTIME WEATHER IS A SCORCHER! WELL, IT'S ABOUT TO GET HOTTER!

Introducing the Scorcher and New SC1 Series ShowCase by CarCapsule USA.
The Hottest New Award-Winning Storage Solutions by the Innovator, CarCapsule USA.



Patent Pending

Inflates in minutes with no tools needed. Carbon Fiber Accents Throughout. LED/COB Lighting.
IntelliCharge Battery Conditioner. GM Licensing on SC1. Premium Storage for the Discerning Car Owner.
In life, there are Imitators and Innovators. CarCapsule USA has a complete line of Indoor and Outdoor Premium Storage Solutions, designed with the Classic/Sportscar Enthusiast in mind. "We Speak Premium Storage"



"The SC1 and your Exotic Car complement each other. Your Car looks better in an SC1 and the SC1 looks better with Your Car in it. Win-Win."

-WAYNE CARINI, F40 Motorsports

Save Big with
Promo Code
OCW



GENERAL MOTORS TRADEMARKS USED UNDER LICENSE TO CARCAPSULE USA

CarCapsule.com | 219-945-9493

**Open
to the
Public**



**Bring
your Family
to our
Family**

Wolfe's Fall - 2 Day Collector & Memorabilia Sale

September 8th & 9th

Weekend Pass \$20.00 - Adults 18 & over • Children Enter for Free

**6% Buyer & Seller Commissions • 10% Memorabilia Commissions
\$150.00 to enter vehicle in sale - \$150 Entry/Registration fee is Non-Refundable.**

Pre-approved registration required!

(\$5,000 deposit on cash/credit card or pre-approved bank letter)

Contact our office to register!

Friday - Memorabilia Sale

**Come Preview Inventory all day!!
Wolfe's Cruise In -
Food & Drinks at 5 pm
Memorabilia Sale starting at 7 pm**

Saturday - Collector Car Sale

**Collector Car Sale at 9 am
Cash & Prize Giveaways
Great selection of grub from
Evansville's Local Food Trucks**

Wolfe's Evansville Auto Auction

2229 S. Kentucky Ave, Evansville, IN 47714

812-425-4576 Register to Buy or Sell today!

Scan the code below to visit our website!



Tony Wolfe

(812) 499-7307 • twolfe@wolfesaa.com

Kyle Frank

(812) 499-7324 • kfrank@wolfesaa.com



26

FEATURES

22 FOUND! 1970 Hurst/Olds

One-off 1970 Hurst/Olds proposal car uncovered

26 Syclone! Bargain Performance

GMC's factory hot rod pickup truck

28 Ranger to the Rescue

Mint 1969 F-100 cures a case of seller's remorse

34 'Ugly is Beautiful!'

The forward-thinking Jeep FC-150

38 Off the Farm

1946 Chevrolet 1-1/2-ton flatbed gets a complete overhaul

42 Supercharged '63 Studebaker Truck?!

Two R2 pickups were built - where are they now?



34

DEPARTMENTS & COLUMNS

6 From the Editor

12 Sound Your Horn

12 Reader Wheels

14 News/The Scoop

14 Reader Photo

16 Weathered Wheels

17 Wreck of the Week

18 Club Clips/Vintage Ad

20 Q&A

22 Found!

30 Light-Duty Trucking

44 OC Show Calendar

48 OC Classified Ads

REMLINGER COLLECTOR CAR AUCTIONS

SAVE THE DATE



[REMLINGERAUCTIONS.COM](https://www.remlingerauctions.com)



2023 Classic, Antique & Collector Car Auctions

AUG 4-5

OMAHA, NE



OCT 13-14

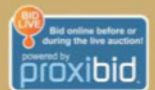
WINONA, MN

400 Vehicles with Memorabilia | Everyone Welcome as a Buyer, Seller or Spectator

3 WAYS TO BID:
IN PERSON, ONLINE & BY PHONE

Online Bidding
Powered by

BID-2-BUY



507-474-1700



507-453-0303



WE CAN SELL YOUR COLLECTION!

DAVE 507-450-3173

JIM 507-254-0227

**NOW ACCEPTING
CONSIGNMENT FOR 2023!**



Loved his Saab

I just read Pat Foster's "Foreign Favorites" column about the Saab Sonett V-4. I bought brand new a 1973 Saab 96 with a V4 and four-on-the-column and it was the best new car that I've ever purchased (it was also the last new car I ever purchased). That small V4 lasted 167,000 miles and ran from there on; it was a bullet-proof engine, as was the transmission.

Keith Davis, via e-mail

His best and worst vehicles

I love reading *Old Cars*; there is always something interesting and fun in each issue that brings back good memories of earlier days and cars.

Here's a thought for a future article: my worst car and my best car. My worst car/truck was a 1976 Chevy LUV truck.

The oil embargo of the early '70s was well underway. I decided to search for a "gas saver" mini pickup truck. The Ford Courier, Datsun 620 Kingcab, Toyota HiLux and Chevy LUV truck were on the market and gaining popularity. I went to my local Chevy dealer and it had two used Chevy LUV trucks on the lot. I asked the salesman, "This is an imported truck for Chevrolet, so do you service them?" He said, "No, we do not service them." I replied, "So you sell them, but you don't service them?" "Correct," was his answer. That should have been my first clue that something was not right.

However, I found a "good used" Chevy LUV truck listed for sale in the newspaper. The seller and I agreed on a price and I bought it. It was downhill from there. It was fraught with problems from the get-go. The vinyl seats easily ripped from the seams and looked shabby. The tailgate hinge broke and had to be welded. (When was the last time you heard of a tailgate hinge

breaking?) But the biggest problem was the engine; it had an Isuzu engine that constantly broke down with fuel and/or electrical problems. I would be driving on the road and it would simply die

for no apparent reason. I actually fixed the carburetor linkage once with a piece from my Erector set! The Chevy LUV truck was simply a bad idea on my part. I was not sorry to see it go.

My best car/truck has been a 2010 Toyota Prius IV, my current car. It has navigation, a backup camera and heated seats. Currently, it has 230,000 miles on it and still gets 50-51 miles per gallon. Everything works with only one major repair in 13 years (I had a new head gasket installed last year). Like they say, you can't kill a Toyota.

John Yakel, Cave City, Ky.

Want to share your best vehicle/worst vehicle story? Send an e-mail to oldcars@aimmedia.com or write to 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.

Found! The Smithsonian's cars

In "Sound Your Horn" of the Feb. 1 issue of *Old Cars*, Gregg Merksamer asks, "Where are the Smithsonian's cars?" They are safe and sound, most of them sleeping in their garage.

Gregg was reacting to the Dec. 1, 2022, news item regarding the Institution's accession of a 1932 Ford Model B from the McKinney family of Texas, identified as "...first Black-owned vehicle in the museum's collection, and only the second at the Smithsonian." Those of us far from our nation's capital

Continued on page 54.



Reader Wheels



Rick Bradley, of Canandaigua, N.Y., is the proud caretaker of this 1959 Edsel Ranger. "It's got a 223 six and three-on-the-tree," he says. "Both the exterior and interior were restored in 1975 and both have held up really well. I've had 'Eddie' for the past three years and plan to have her for many more. I get to about six or eight local shows a year and probably put about 500 miles a year on her."



Grundy

INSURANCE

Agreed Value Insurance
Zero Deductible
Unlimited Mileage

www.grundy.com | 866-338-4006



SMITH-MILLER

Famous Trucks in Miniature



NEW RELEASE!



40 INCHES LONG!

SAVE \$500 ORDER NOW!

This List Price is \$1,895.00.
Factory direct price to you is \$1,395.00.



TO SEE OTHER TRUCKS AVAILABLE, GO TO:
www.smittytoytrucks.com

Introducing the new LF Mack Pacific Intermountain Express (P.I.E.) Conventional Cab Dromedary Truck & Trailer depicting the 1950's era. This highly-crafted 18-wheeler is made from high-grade aluminum parts, which have been polished and painted and includes real rubber tires. The cab has an interior and two sand boxes mounted in front of drive tires for traction. The trailer has toolbox and spare tire mounted underneath. Limited Edition of only 100 with each ID number stamped in the frame. It measures: 40" Long, 6" Wide, 9" Tall. The list price is \$1,895.00. The factory price to you AT THIS TIME is \$1,395.00 plus shipping.

These products are sold under license from Mack Trucks, Inc. and PACCAR, Inc. All rights reserved.
Note: California and Arizona residents must add state sales tax. Offer valid while supplies last.

For more information on other available Smith-Miller trucks and parts please call, write or visit our web site.

SMITH-MILLER, INC.

PO Box 112, Lake Havasu City AZ 86405 * Parts Department (928) 505-3640 • Fred Thompson (818) 807-4977

SIGN UP ON OUR NEW WEBSITE FOR UPCOMING E-MAILS!!



Please visit our Web Site at: www.smittytoytrucks.com



The Scoop



Hobby News & Views

Trucks to get Carlisle spotlight Aug. 4-6

CARLISLE, Pa. — The Carlisle Truck Nationals has been taking place at the Carlisle Fairgrounds since 1991. After a record-breaking year for showfield attendance in 2022, the truck extravaganza will return to Carlisle Aug. 4-6.

Carlisle Truck Nationals has doubled in size over the past 10 years and last year saw 2,595 registered rides, including a new record of 213 big rigs as part of the Big Rig Show and Shine.

Gates open at 7 a.m. daily. Events include a low truck “skate parade,” tractor parade, multiple competitions for drivers and displays indoors and out. The showfield will feature tractors, mini trucks, custom vans, fire trucks, lifted monsters and everything between. There are many shopping options within the automotive flea market and midway, and a Monster Truck showcase with multiple shows between Friday and Sunday. Job hunters can speak with representatives from companies looking to hire, including Lily, NAPA Transportation, S&H Express, New Enterprise Stone & Lime Co., Inc., NHH Services, Inc., FIT Transportation, and UPS.



Carlisle Events

Carlisle Truck Nationals is one of the world’s biggest gatherings for haulers of all sizes and vintages.

For more information, visit www.carlisleevents.com.

Reader Photo

Coy Thomas shared this image of four happy folks parked on the running board of a lovely 1927 Buick. The car is a Standard Six Town Brougham Model 27-29 introduced at midyear. It was priced at \$1,375 and 11,032 were built for the year.



THE 7TH ANNUAL

SARATOGA MOTORCAR AUCTION

SEPTEMBER 23 & 24, 2023
SARATOGA SPRINGS, NY

RECORD
SALE PRICE!



2009 ASTON MARTIN DBS
SOLD IN 2022 FOR \$195,250

2022 AUCTION HIGHLIGHTS



1959 CADILLAC SERIES 62
SOLD IN 2022 FOR \$107,250



1939 ORLEBAR SCHNEIDER
SOLD IN 2022 FOR \$82,500



1957 CHEVROLET BEL AIR
SOLD IN 2022 FOR \$90,200

VIEW ALL AUCTION RESULTS AT [SARATOGAMOTORCARAUCTION.ORG](https://saratogamotorcarauction.org) OR BY SCANNING THE QR CODE BELOW

NOW ACCEPTING CONSIGNMENTS FOR 2023

CONSIGN YOUR VEHICLE TODAY FOR MAXIMUM MARKETING EXPOSURE

PROCEEDS BENEFIT THE SARATOGA AUTOMOBILE MUSEUM, A 501(C)(3)
NON-PROFIT ORGANIZATION IN SARATOGA SPRINGS, NEW YORK
VISIT [SARATOGAMOTORCARAUCTION.ORG](https://saratogamotorcarauction.org) OR CALL 518.369.1000



SCAN ME

SARATOGA
AUTOMOBILE
MUSEUM

SARATOGA
MOTORCAR AUCTIONS

NAPLES
MOTORCAR AUCTIONS

Stunning Alfa Romeo steals show at Greenwich

GREENWICH, Conn. — A 1937 Alfa Romeo 8C 2900 B was chosen as this year's "Best of Show" at the 27th annual Greenwich Concours d'Elegance June 4. The winner at Saturday's inaugural Concours de Sport was a 1965 Ford GT40 Mk I.

"The Northeast has a rich automotive history and we're proud to celebrate the concours' place in global car culture," said McKeel Hagerty, CEO of Hagerty.

"The Alfa Romeo 8C selected as Best of Show embodies the spirit of the world's best collections – its excellence, elegance and history are worthy of acclaim. Saturday's Concours de Sport winner, a Ford GT40



1937 Alfa Romeo 8C 2900 B

Mk I, is equally deserving of praise; an exceptional example of an iconic car."

Saturday's Concours de Sport featured more than 150 cars in more than 15 judged classes. This year's concours d'elegance classes included Pre- and Post-War Alfa Romeo, Steam Cars, Post-War American, Italian, German and English cars, and Supercars.

Old Cars

www.store.oldcarsweekly.com



Get your fresh Old Cars gear!

- Looking for past issues? We have you covered!
- Looking to subscribe? We can help you out.
- How about showing your love for old iron? We have awesome swag for you to wear. From shirts to hats to mugs, Old Cars has you covered!

Visit www.store.oldcarsweekly.com to check us out today!

Wreck of the Week



A 1972 Chevrolet Monte Carlo two-door hardtop coupe wound up with the guts of its engine strewn about the ditch after an ugly highway mishap.

The 1937 Alfa Romeo 8C 2900 B is owned by Lawrence Auriana. It began life as an open-wheeled, cycle-fendered race car. It then participated in five races with top results including a third-place finish in the 1938 Mille Miglia and a victory in the 1938 Stelvio Hill Climb. It was rebodied by Pinin Farina as an elegant road car soon thereafter.

The honored 1965 Ford GT40 Mk I was displayed by Benjamin Levy from Andover, Mass. Chassis number P/1030 was never raced and remains one of the most original GT40s in existence. The car was the focus of a famous Ford ad campaign in era and was later used by Ford as design inspiration for the Ford GT built in 2005 and 2006.

1964 904 Carrera paces Broad Arrow Porsche sale

GROSSE POINTE, Mich. — A 1964 Porsche 904 Carrera GTS sold for \$2,535,000 to lead Broad Arrow Auctions' Porsche 75th Anniversary Auction held at the Porsche Experience Center in Atlanta on June 10. The auction achieved \$20 million in total sales with 93 percent of all lots sold, according to the company. The auction saw a standing-room-only crowd in attendance at Porsche's North American headquarters and adjoining driver development track.

Other highlights included a 1999 Porsche 911 Classic Club Coupe "Sonderwunsch" factory one-off that was specially commissioned by the Porsche Club of America that reached a final price of \$1,325,000; and a 1984 Porsche 962 that sold for \$1,270,000.

— *Globe Newswire*

Old Cars

www.store.oldcarsweekly.com



Back issues available!

Looking for a past issue of *Old Cars*? Our online store is now offering digital versions of back issues of *Old Cars* and *Old Cars Report Price Guide*! Visit www.store.oldcarsweekly.com to check us out today!

Weathered Wheels



"This 1938 Oldsmobile has been sitting at an old homestead, just north of Duluth, Minn., for literally decades," reports Steve Isola. "The license plate, weathered to the point of being one monotone of rust red, is dated 1950. Why it sits there all these years is a mystery. Does the owner consider it 'yard art?' Does it have some sentimental value, or has the owner passed away and the property is abandoned? Can't be too many 1938 Oldsmobiles around to source parts from. However, it has most all of its bits and pieces present and is solid enough to be the basis of a cool street rod. Unique taillights that are attached to the end of the side chrome strips are even intact!"





Packard owners have source for good advice

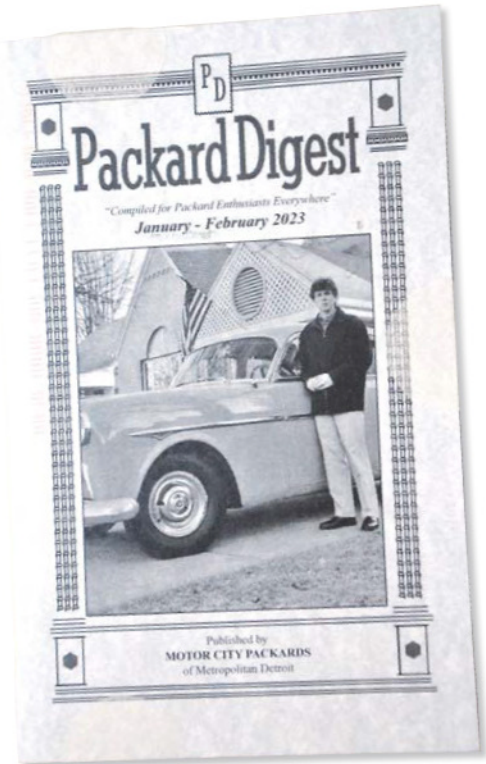
Andrew Wallace's treatise on adapting a collector car to an electronic ignition has made the circles among Packard owners on the West Coast via the Earle C. Anthony Motor Car Club and Motor City Packards. The noteworthy topic appeared in a recent issue of *Packard Digest*, currently under the helpful hand of Kevin Luedtke (KTL711@mac.com; 248-877-3797).

Wallace says there is some hype over the change. But there are reasons to consider it. While the typical coils, distributor points and condenser system still holds sway among collector cars, it is sobering to realize that "the quality of ignition parts available isn't always the best" and a new system that may fail "is an experience you'd prefer not to repeat."

So he tried a Pertronix unit on his 1952 Packard Patrician. The result? The idle seems smoother. The installation involved an afternoon's work and the replacement of components. He provides an eight-step plan of action from disconnecting the battery to removing the old breaker plate, then installing the new plate, slipping the magnet trigger ring over the distributor cap and more follow-through.

He also offers tips on the kits available for cars from 1937 through 1955. The subject of switching systems is timely. It is reversible, too, if the next owner wants to switch back. Basically, this is a personal choice per owner.

The six-page article is nicely done. Car clubs educate their members/readers by presenting insights of this nature.



Vintage ad of the week

BY M.J. FRUMKIN

Introducing Hornet AMX.
If you think it looks good, wait 'til you feel it perform!

Float like a butterfly...
 When you hit the road in a new Hornet AMX, you're riding in style! It's loaded with features that make you feel pampered and proud. Inside, it has specially styled performance gauges and brushed aluminum instrument panel overlay; soft-feel sports steering wheel; sporty console; and soft upper-door trim. And outside, it's got color coordinated bumpers, fender flares and rear window louvers; sporty wheel trim; and a European-style brushed aluminum roof Targa band.

Sting like a Hornet.
 Hornet AMX isn't the kind of machine that gets by on good looks alone. It knows how to act, too. And no wonder! With a quick 258-2V engine and 4-speed floor mounted transmission (or optional high performance V8 with automatic),

sturdy DR 78x14 tires, front sway bar and front air dam, it'll get where you're going as easy as you please.

BPP II. Maybe the best feature of all
 As with all 1977 AMC cars, the protection of AMC's exclusive BUYER PROTECTION PLAN® II—including the only full 2 year/24,000 mile warranty on engine and drive train—is standard with Hornet AMX. So you'll not only drive with pride, but confidence, too.

BUYER PROTECTION PLAN is reg. U.S. Pat. and TM. Off.

There's more to an AMC

Beginning with its 1951 lineup, Hudson offered the Hornet, a full-size automobile that featured "Skyline Styling," a "step-down" interior and a stock car-winning six-cylinder engine. From 1970-1977, American Motors Corp. sold a compact automobile named Hornet, which included the one-year-only Hornet AMX, pictured in this advertisement.

Living up to the "There's more to an AMC" slogan, the 1977 Hornet AMX came loaded with unique color-coordinated exterior pieces and an interior accented by brushed aluminum.

Neither its standard 258-cid six-cylinder linked with a four-speed manual, nor optional 304-cid V-8 with three-speed automatic transmission, could fulfill the paraphrasing of Muhammad Ali's famous mantra: "Float like a butterfly – Sting like a Hornet."

In 2023, the Hornet name has again been revitalized and now adorns the all-new Dodge compact-utility vehicle [CUV]. The '23 Hornet CUV is the first ever electrified performance hybrid from Dodge, and as such, its keeping the Hornet name historic.

MAG *Auctions*



COLLECTOR CAR AUCTION

ROAD TO RENO

600+ VEHICLES

CLASSICS, MUSCLES, HOT RODS + MORE!

AUG 3-5, 2023

Reno/Sparks Convention Center

4590 South Virginia St, Reno, NV, 89502

1-888-330-0749

WWW.MOTORSPORTAUCTIONGROUP.COM



Q. I am asking for my friend, but do you know what the fabric used on [1959 Imperial] seats is called? Also the pattern?

Mikki Hay, via e-mail



A. Editor Angelo Van Bogart did some investigation and replies that, “in looking at the 1959 Imperial brochure, I see mention of a Jacquard weave fabric it calls “Diamond Glow.” The brochure also mentions a wool broadcloth in a “regal crown-motif pattern.” Here’s a link to the brochure so you can compare them: <https://www.lov2xlr8.no/brochures/chrysler/59im1/59im1.html>.

There is also a 1959 Imperial Auto Show Kit online that boasts of a “Variety of New Interior Fabrics.” They are not illustrated, but the narrative notes that “A striking white pearlescent, all-leather interior is offered in the Imperial Crown for the first time. Blue, beige and red all-leather interiors are also available. Paris inspired “LeHavre” Jacquard

cloth materials...are also offered in the Crown sedan. Crown hardtops and convertibles feature, in combination with genuine leather, textured “Balmoral” upholstery – the cloth with the hand-loomed look. Custom Imperial sedans employ “Crusader” fabric in blue, green, brown and gray, while hardtops offer, in addition to these colors, turquoise and ruby. The aristocrat of Imperial automobiles, the LeBaron, features the “tailored” look. Fine, smooth, soft-to-the-touch Wool broadcloths in rich subtle tones create a feeling of warmth and tranquility.”

Since “gray” is mentioned only in the “Crusader” fabric description, I’m inclined to think that’s it. You don’t mention the body style or subseries of your friend’s Imperial. That could help to narrow it down.

Q. I just read the Q&A in the March 1, 2023, issue, about the 1965 GTO “Humbler” dual-mode exhaust system (I wish mine had had that!). You commented that manufacturers probably couldn’t offer such a thing today. Well, they do! Both Chevrolet and Dodge offer dual-mode exhaust systems on their performance cars. It’s the same basic idea as Pontiac’s: mufflers have two outlets, one quiet and one loud (and supposedly less restrictive) with a valve to close off the loud side. These are controlled by the car’s computers, not directly by the driver. It gets loud more often as the driver switches between “Tour,” “Sport” and “Track” modes. Of course, even the loud side has to meet current noise standards. My 10-minute research shows this feature as early as 2010 and as late as 2021, so it’s probably still available. Predictably, the aftermarket has improved the situation by offering direct driver control kits and compatible mufflers that don’t muffle the loud side at all!

A friend has a 2014 Camaro with dual-mode exhaust; he found at a 70-mph steady cruise it would be in loud mode, which caused an annoying interior drone;

he wanted to make it quiet more often. I’m sure he’s figured it out by now.

Bill Gray, via email.

A. My comment was based on the cut-away view of the illustration, which suggested it worked like the old-time exhaust cut-outs, dumping loud exhaust straight out onto the street. In hindsight, of course, that doesn’t make any sense. Back when I was concerned about exhaust tones, the cool thing was a well-tuned V-8 burbling through a set of glass-packs.

Today’s youth have different ideas. There’s a white coupe, probably an Asian brand, that speeds up the hill next to my house in the dead of night. It sounds like it’s got a big-bore straight pipe. It seems to be tuned to backfire whenever the throttle is lifted.

Q. In response to the question regarding the finish on the underside of a 1979 Camaro (June 1 Q&A), I have a 1974 Camaro that I have owned since new. In 2007, I did a frame-on restoration. In doing so, I scraped all the old undercoating from the underside of the car. I was surprised that it was a simple red-oxide color. I recently also saw an article regarding a ’57 Bel Air that also had undergone a restoration and it, too, had a red-oxide underside. I’m not sure, but that might have been Chevrolet’s practice for a long time. I would expect that the ’79 would be the same.

*Mike Besch, VCCA, SAH
New Berlin, Wis.*

A. Thanks for sharing your experience.

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

Looking for a collector car? Or looking to sell your car?

If you’re looking for your dream car, or looking for a quick and easy way to list your own car for sale, check out the Old Cars online Marketplace classified pages. Visit www.oldcarsweekly.com and click on the “Marketplace” tab to check out many great cars for sale, or follow the easy steps to get your car on the market online or in Old Cars!



[Home](#)
[Search](#)
[Browse](#)
[Dealers](#)
[Add Listing](#)

OLD CARS CLASSIFIED MARKETPLACE SINCE 1971

Category: Previous Advanced Search

WELCOME TO YOUR MARKETPLACE FOR OLD CAR ENTHUSIASTS!

Your place to sell your vintage vehicle. Your place to buy your next vintage vehicle.

BEAT THE HEAT

Summer Sale **\$295**
~~\$340~~ **FREE SHIPPING***

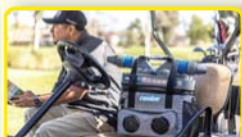
The compact and rechargeable Coolee™ CL-240 is a must-have accessory for golfers looking to cool off in hot weather. Simply fill your Coolee with ice cubes or reusable ice packs, add a little water, turn it on, and enjoy! Learn more at www.coolboss.com/coolee

FEATURES:

- Twin, high-velocity cooling fans
- Exterior size: 15" x 13" x 12"
- Durable thermal insulated ice cooler bin
- Independent fans with 3-speed settings
- Dry weight with battery pack: 13.5 lbs.
- 10,000mAh lithium-ion battery lasts up to 6 hours
- Dual cooling options: ambient air, or recirculating water pump and heat exchanger



14-Quarts Ice-Chest



Portable Air Cooler



Bluetooth® Speakers



HOLDS
UP TO
12
12oz CANS

NOW AVAILABLE IN CAMO!

WWW.COOLBOSS.COM/COOLEE • 1-855-223-2665

©2023 CoolBoss, LLC, a subsidiary of BendPak Inc. BendPak is a registered trademark.

*Free shipping offer is for ground shipping within the continental 48 United States.

coolee™
BY COOL BOSS®

Low Ceilings?

The MaxJax portable two-post lift is one of the most versatile DIY tools ever invented. Its patented design allows you to get full-sized lift advantages in spaces with limited ceiling heights. Best of all, MaxJax is completely portable and can be setup virtually anywhere. For more info call 1-844-629-5291 or visit www.MaxJax.com.



See it on
YouTube

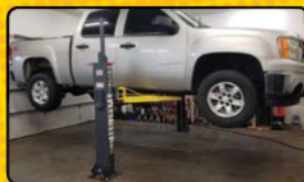


NEW 7K lb. Capacity



Model: M7K

Durable, Portable, Reliable



1-844-629-5291 • www.MaxJax.com

© 2023 BendPak Holdings LLC. A wholly owned subsidiary of BendPak, Inc. Patent NO. US 8,256,577 B2 and US 9,150,395 B2.

MAXJAX™



The first two model years of Hurst/Olds (1968 and 1969) were based on the semi-fastback F-85/Cutlass with a handful of convertibles in 1969, but the 1970 Hurst/Olds proposal car was based upon the new formal-roofed Cutlass Supreme Holiday coupe with the SX treatment. Olds didn't want a Hurst/Olds for 1970, so only this car was built. When the Hurst/Olds returned for 1972, it was also based on the Cutlass Supreme Holiday coupe.

FOUND!

PROTOTYPE HURST/OLDS

One-off 1970 Hurst/Olds proposal car pulled from the brush

BY ANGELO VAN BOGART

As a longtime Cutlass owner and Hurst/Olds Club of America member, Bob Moyer knows a Hurst/Olds muscle car when he sees one — or at least he thought he did. Like other Hurst/Olds enthusiasts, he knows the first Hurst/Olds models were silver-and-black 1968 models, followed by white-and-gold 1969 models. Then the Hurst/Olds took a break until 1972 when new white-and-gold models came on the scene. It wasn't until Oldsmobile debuted totally restyled Cutlass bodies for 1973 that a black-and-gold Hurst/Olds was added alongside the white-and-gold version. So when Moyer stumbled upon a rough 1970 Oldsmobile painted black and gold in 2005 and was told it was a Hurst/Olds, he figured he was being fed a load of malarkey.

"I thought I knew that they never made a '70 Hurst/Olds, so I thought it was a clone, or some kid made the car up, but it was interesting and I inquired about it with the owner," Moyer said. "He said it was a real Hurst/Olds, and

I sort of said they never made any that year... and that's where we left it."

Nevertheless, Moyer was intrigued by the car, not because he believed it was a one-of-a-kind car, but because of the desirable Hurst/Olds trim on its black



The one-of-a-kind 1970 Hurst/Olds as Bob Moyer re-discovered and purchased it in 2021. It was surrounded by trees and heavy kiddie rides, and a pine tree had fallen on the unique rear spoiler, causing it to rust.



The 1970 Hurst/Olds proposal car's Cutlass Supreme interior adds Strato bucket seats, the custom sport steering wheel and a console with the Hurst Dual-Gate shifter, as one would expect on a Hurst/Olds. The "Hurst/Olds" emblem remains intact on the passenger side of the instrument panel.

body and interior, its 455-cid V-8 and its bucket seats and console with the Hurst Dual-Gate shifter.

"I loved the parts on it and I knew they were valuable," Moyer said. "It was rough. And I wasn't going to save it if some kid made it up, but it looked pretty cool and he insisted it was the real deal."

Moyer stumbled upon the mysterious black-and-gold Cutlass Supreme-bodied 1970 Oldsmobile while following a lead on a 1970 Olds 4-4-2 that belonged to the same man.

"A friend of mine was doing some work on the man's property and noticed (the 4-4-2), and we went there to see what was going on and I couldn't believe it, but he did have a '70 4-4-2 and of all that, it was a W-30 4-4-2, which made it really special. But that was really rough. We talked and he said they weren't for sale, but I saw him at various toy shows after. It could have been five years went by until he called me and offered the 4-4-2 for sale."

Bob, the owner of the 1970 Oldsmobiles, lived just six miles from Moyer — and about 17 miles from the Hurst Performance Headquarters once located in Warminster, Pa. — so it wasn't difficult for Moyer to follow up on the lead back in 2005. He eventually bought the 4-4-2 W-30 and in the process, learned more about Bob. It turns out Bob had owned a towing business in the 1970s and purchased a lot of cars while doing business, including some interesting performance cars.

"I think the owner had the right connections [with his towing business] and he would pull home 4-4-2s, Corvettes and Hursts — that was his baby. He really liked (Hursts)," Moyer said.

Moyer learned Bob acquired the black-and-gold 1970 Olds from an auto auction after it had rear-ended a truck in the 1970s. Apparently after the accident, the front sheet metal and hood were removed.

Before Moyer inquired about the 4-4-2 that led him to the curious black-and-gold 1970 Olds, a friend had already pulled a 1969 Hurst/Olds from Bob's property, which was a trove of forlorn cars that Bob had pulled home during his towing years. Looking back, that was a clue that the black-and-gold 1970 Olds was truly what Bob said it was, but Moyer would have to learn that for himself.

Not just an Olds, but a Hurst/Olds

A year later, in 2006, Moyer was reading a magazine article and spotted a period color photo showing the passenger side of

a new 1970 Oldsmobile Cutlass Supreme modified by George Hurst. The formal-roofed Cutlass Supreme in the photo was black with a unique rear spoiler, a swath of gold paint along the lower side body panels and a Hurst/Olds emblem on the rear quarter panel, behind the door. Hurst "Hurstette" Nikki Phillips was perched atop the car with her feet through its sunroof. There were also decals on the door and front fender and blacked-out grille inserts beneath the aggressive Dual-Intake Force-Air Fiberglass hood. This unique Oldsmobile was apparently the prototype for the Hurst/Olds that George Hurst had hoped Oldsmobile would add to its lineup for the 1970 model year, but it was not to be.

Minus the decals and front clip, the decaying black-and-gold 1970 Olds Moyer had found just miles from his home was



Bob Moyer (left) and his friend Mack Mcdade with the 1970 Hurst/Olds proposal car after five days of unearthing it from brush, trees and kiddie rides. The original Hurst gold-painted Super Stock II wheels had been replaced with stamped steel wheels and the car was on four flats when Moyer retrieved it, so he installed wheels and tires from his stash of Olds parts to move the car.

indeed the one and only 1970 Hurst/Olds!

"After I saw that picture I felt like a fool," Moyer said. "I was embarrassed, but I did go back and talk to (Bob) again and again, and I think he got tired of me stopping."

The owner soon tired of inquiries from Moyer and other Olds enthusiasts and moved the car in hopes of thwarting their offers.

"He said he was going to sell it to Jay Leno for a million dollars and I chuckled," Moyer said. "I kind of gave up on it because he said he moved the car and it went to a safe place. He wouldn't say where it went, and I thought that was the end of the road. I had tried everything I could to buy it."

Moyer said the 1970 Hurst/Olds prototype was always on his mind and he couldn't forget about it. Since Bob lived only a few miles from Moyer's home, he would think about it every time he drove by Bob's property.

As the years passed, Moyer noticed Bob's home became more and more overgrown and a couple cars once visible from the road became more and more obscured.

"You couldn't see the 1970 Hurst/Olds, because that was right behind his house and right in front of his picture window so he could watch it," Moyer said. "He looked at it as sort of his retirement fund."

Following the signs

Despite thinking the Hurst/Olds was long gone to a nearby storage place or

beyond, Moyer tried to stay in touch with Bob. Eventually, Bob's health worsened and several years after Moyer last visited Bob, he learned Bob had passed away. Then, in 2021, a friend mentioned that a sign from a construction agency had been erected on what was once Bob's property.

"The builder's sign was out front at the road, and I think it was God's timing—it was just perfect—because there was another gentleman who was really after the car, and a friend of mine from school said, 'There's a sign on the driveway, it looks like they are going to do something with the land.'"

Moyer called the number on the sign and spoke to the new owner of the property. The property owner confirmed he also owned everything on it and wanted it cleared, so Moyer asked if he could inspect the property.

"I said, 'Can I stop and meet you someday to walk around?' because I was dying to see if the car was still there.

"We met there on a Monday," Moyer recalled. "He was super nice and he said, 'Knock yourself out and see if there is anything you like,' because he wanted to get the property cleaned up to sell."

Moyer wasn't necessarily looking for the Hurst/Olds. He knew Bob had also been a toy collector, so he expected to find some miniature collectibles and not necessarily the Hurst/Olds, which Bob once said he had moved off the property.

"We went through the house," Moyer said, "It was bad. I said to the builder, 'I really like automotive stuff.' He said, 'You know there's a car out back,' and sure

enough, you couldn't possibly see it, but the 1970 Hurst/Olds had never left the property! (Bob) must have drug it farther back on a cement slab. It was entombed in trees, and a huge pine tree fell on it."

Bob had further obscured the Hurst/Olds prototype from potential thieves with kiddie rides, and what he hadn't done to completely mask it, Mother Nature had.

The new property owner and Moyer agreed on a price and Moyer was thrilled to not only have found the car again, but to have finally come to own it.

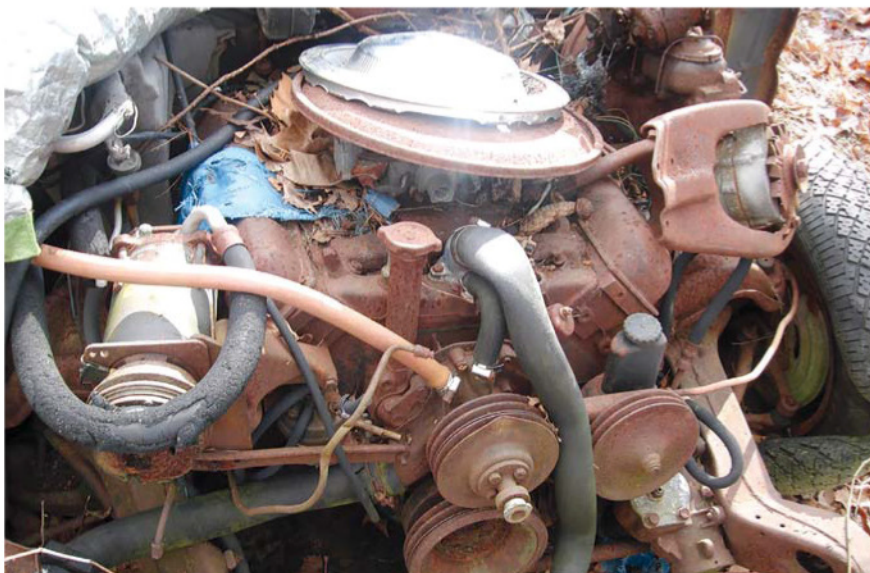
"I worked with a friend five days, Monday to Friday, with a chainsaw [to cut down trees]. We were dragging these bumper cars—they're heavy—with a pickup to get back to this tomb where this car was.

"I think that is how I ended up with it—no one knew it was there," Moyer said. "You could walk past it. It was buried."

He says the process was tough, but he was able to obtain a title for the 1970 Hurst/Olds, despite its past neglect. And it turns out the car itself wasn't the only amazing discovery Moyer made surrounding the car.

"A friend of mine made a model of the car; it's based on an Ertl 1:18-scale [1970 Cutlass SX] and it's beautiful, and I had it on display in Michigan when I was selling parts [at the Oldsmobile Homecoming in Lansing]," Moyer said. "That whole weekend, only three people asked me about it. One guy was extremely interested and said he knew the guy who had the original paperwork from this car. So he connected me to him and it was up for sale. I contacted the Hurst/Olds Club to make sure this was the real documentation, because the Hurst/Olds Club only had copies."

The documentation was authentic and included a General Motors bill of sale and an Oldsmobile wholesale car order form. A third document noted the car's usage by engineering for Hurst Performance with the names of famous marketing man Jim Wangers, who worked for Hurst Performance at this time, and John Beltz, Oldsmobile Chief Engineer who apparently ordered the proposal 1970 Hurst/Olds prototype. Since Oldsmobile no longer had to sneak 455-cid V-8s into its mid-size cars (the 1968 and 1969 Hurst/Olds models had previously been the only mid-size Oldsmobiles with a 455), the Hurst/Olds program was killed for 1970. Instead, Hurst Performance teamed with Oldsmobile to produce the small-block Rallye 350 for 1970.



The car came off the road in the 1970s after it reportedly struck a truck. The front body parts were then removed to reveal the original, numbers-matching W-32 455-cid V-8 engine. The Turbo Hydra-Matic 400 transmission and rear end are also original to the car.

The documents additionally show the prototype proposal car was released for sale on March 12, 1970, and sold to Key Oldsmobile. Under "Dealer name and address," the wholesale car order form dated Oct. 15, 1969, states it was a "magazine test car" and "Hurst proposal" equipped with many desirable options. Those options include Strato bucket front seats; the Y79 SX Performance package; M40 Turbo Hydra-Matic 400 automatic transmission; G91 3.23:1 rear axle; cruise control; air conditioning; JL2 power front disc brakes; Super Stock II wheels; N34 custom sport steering wheel; power trunk lid latch; styled sports outside rearview mirrors; power windows; W26 sports console with Hurst Dual-Gate shifter; FE2 Rally Suspension; N10 dual exhaust; and, penciled in at the end, W-32 four-barrel 455-cid V-8.

The bill of sale additionally notes it's a test car, as well as a company service car, to be delivered to General Motors Corp. Oldsmobile Division. The suggested retail price totaled \$4,872.73, but the invoice total was only \$3,855.26.

In his research of the car, Moyer has found only one photo of it at the York

Dragway, although he says it reportedly appeared at other events as a promotional-type car despite not going into production. However, Moyer has tracked down the woman pictured atop the car in the lone surviving photograph and questioned her about it.

"I contacted Nikki Phillips, the girl on the roof, and told her it's coming along," Moyer said. "She saw [current] pictures of it and remembered it as the black car and she was like, 'Why would anyone want to restore that car?'"

Indeed, the one-off Hurst/Olds is rusty from being exposed to the elements over many decades, and the front sheet metal — as well as the fiberglass Dual-Intake Force-Air hood — are obviously still long gone. However, the remainder of the car is intact and shows clear evidence of its heritage. The holes in the C pillar where Oldsmobile originally installed "CS" (Cutlass Supreme) emblems remain filled from the Hurst treatment, the black-and-gold body paint is mostly present, one of the quarter panel "Hurst/Olds" emblems is still in place and the interior is complete. The car still has the longer 4-4-2-type wheel opening moldings which had to

be installed once Hurst removed the Cutlass Supreme lower body-length trim. And although rusted in the center, the unique fully integrated metal rear spoiler is present as tell-tale physical evidence of the car's place in Hurst/Olds history.

Its deteriorated condition has left Moyer in somewhat of a quandary. Does he leave it or restore it?

"I would really love to see the car done some day," Moyer says. "It's an exciting piece of history that needs to be seen by everyone. But just to tear it apart, no one would ever get to see the real deal."

Helping with his decision to leave the car as-found is the fact Moyer has a son in college, so finances for a high-quality restoration aren't currently available. However, he's actively on the hunt for parts to perhaps someday restore it.

Knowing car enthusiasts love a good "barn find," Moyer plans to debut the unrestored Hurst/Olds prototype in its as-found state at the 38th annual Hurst/Olds Club of America National Meet in Gettysburg, Pa., from July 27-29 (www.hurstolds.com). It will be historians' and enthusiasts' first chance to see the nearly forgotten 1970 Hurst proposal car in more than four decades. **OC**

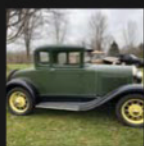
ANTIQUE CARS

**TRUCKS &
MOTORCYCLES
NO RESERVE
PUBLIC AUCTION SALE
July 11, 2023**

In Person & Online



**1930 Rolls
Royce Sedan**



**1931 Model A,
5 Window
Coupe**



**1960
Thunderbird**



**1965 Mustang
Convertible**

**Don Miller Estate Auction
Fremont, OH. Visit our
website for the full catalog!
Contact us: 978-939-6868**



www.jwoodandcompany.com

OH license # 57199465219



Syclone: Bargain High Performance



Engine modifications pumped the 4.3-liter V-6 to 280 horsepower using a liquid-intercooled turbocharger.

GMC brought out a factory hot rod in 1991 with its Syclone, but with only 2,995 built that model year, you may have not known about it, let alone seen one.

First things first: the spelling of the Syclone's name. Since the model name "Cyclone" was already registered to Mercury, GMC changed the "C" to a "S" to get around using the name registered to another marque.

The Syclone was GMC's "bad boy" truck with major-league muscle. It began with a 4.3-liter EFI Vortec V-6 in GMC's compact S-15 pickup that it had rechristened the Sonoma for 1991. In building the Syclone, GMC had help from Production Automotive Services (PAS), Inc. an outside engineering firm in Troy, Mich., that had also helped General Motors' Pontiac division build the 1989 Pontiac Turbo Trans Am.

Like the Turbo Trans Am, PAS put additional excitement under the Syclone's hood by upgrading the truck with a liquid-intercooled Mitsubishi

turbocharger with a 14-psi boost and 8.35:1 compression, pintel-style individual port fuel injectors, its own pistons and an oil cooler. All this magnified the punch of the 4.3-liter engine from the standard 160 hp to 280 hp. This herd of horsepower was channeled through a four-speed automatic transmission. At the time, it was said that this transmission was the only unit that worked with this engine setup. A dual-exhaust system produced a throaty rumble from the V-6.

Power to the pavement via the rear wheels could have been frisky, but the chassis also received upgrades including all-wheel drive. The Syclone's suspension and brakes were also upgraded, so the boosted horsepower was only part of the equation. The Syclone had a sports-calibrated suspension that lowered the truck 2 inches, making its overall ground clearance just 6.25-inches. Torsion bars were located up front along with a stabilizer bar. Out back was a solid axle with semi-elliptic two-stage springs. The full-time all-wheel-drive system held the

Syclone firmly planted to the ground. The transfer case was produced by Borg-Warner with 35 percent of torque going to the front and 65 percent going to the limited-slip rear axle. Disc brakes were in front with drums at the rear. The Syclone was the first production truck to come equipped with four-wheel anti-lock brakes. Blazing performance, the ability to stick to the road like glue, and being cat-like agile resulted in the Syclone rewriting the compact pickup rulebook.

Unlike most muscle cars from the '60s and early '70s — and many trucks of its own era — the Syclone had many creature comforts. Included were power steering, brakes, windows and door locks. Other standard amenities were air conditioning, cruise control, tilt steering wheel, intermittent wipers and tinted glass. The only option was an AM/FM stereo cassette with a graphic equalizer.

The instrument cluster in front of the driver included three circular analog dials. The center speedometer registered up to 120 mph, and to its right was



The Syclone came with many creature comforts unlike early muscle cars.

placed the tachometer with a turbo-boost gauge. The round circle to the left contained four gauges: at 12 o'clock was the fuel indicator, at 3 was the temperature gauge, at 6 was the battery charge and at 9 was the oil pressure gauge.

Contoured bucket seats were upholstered in black velour cloth with red lacing at the seams and "Syclone" stitched in red into the headrest. The seatbacks, however, were not adjustable. The center console had cup holders and a storage bin and also housed the automatic transmission gearshift. The steering wheel was leather-wrapped.

For such an uninhibited truck, the Syclone's exterior surprisingly lacked a bold and vibrant appearance with splashy striping, which was in vogue during the period. All 1991 Syclones had an intimidating all-black exterior like the high-performance Buick Grand Nationals before them. Actually, the Syclone had a mono-chromatic two-tone paint scheme; while most of the body paint was a gloss black, the lower-body plastic cladding and ground effects were matte black. The tailgate and lower door trim had the tell-tale red "Syclone" nameplate with the standard-fare red GMC badge in the black grille. For '92, other colors were available, but only three Syclones were built that year (a black GMC logo was on the three 1992 models, two of which survive with the third performing DOT crash-test duties).

Other outward appearance items on the 1991 Syclone were fog lamps, six-blade aluminum alloy wheels and a cargo box tonneau over the 6-foot bed. The latter was made by Lexxus Tru Cover. It clapsed to an aluminum frame that connected to the bed without drilling holes.

Car and Driver compared a 1991 Ferrari 348ts costing \$122,180 with a 1991 Syclone priced at \$26,126 (the Syclone had the optional stereo equalizer). The Ferrari, priced at \$96,060 more than GMC's hot hauler, had 296 hp with 224 lbs-ft of torque mated to a five-speed manual. The Syclone had 280 hp with 350 lbs-ft of torque attached to a four-speed automatic 4L60 General Motors transmission. The Ferrari was lighter at 3,300 pounds while the Syclone was 3,600 pounds. Despite its greater weight, fewer horsepower and less-aerodynamic design, the Syclone sprinted to

30 mph in 1.6 seconds while the Ferrari took 2.0 seconds. And it didn't get better for the Ferrari: the Syclone peeled away to 60 mph in 5.3 seconds while it took the Ferrari 6 seconds. The little devil's blistering acceleration meant it completed the quarter mile in 14.1 seconds with the Ferrari right behind it in 14.5 seconds. However, the Italian sportster had a faster top speed, topping out at 166 mph while the Syclone hit a ceiling at 126 mph. Nevertheless, the Syclone had a more favorable dollar-to-fun ratio.

While the Syclone didn't return to full production for 1992, its spirit lived on in the GMC Typhoon, a compact GMC Jimmy SUV modified by PAS with a drivetrain nearly identical to that of the Syclone. The Typhoon would be built for two years (1992 and 1993) with a combined production total of 4,697 performance SUVs for the two model years.

Today, a No. 3 Condition Syclones with around 50,000 miles fetch about \$35,000 while low-mileage (around 10,000 miles) examples sell in the neighborhood of \$50,000 — currently about the same as the 1991 Ferrari 348ts to which *Car & Driver* originally compared it.

Oddly, Typhoons in No. 3 Condition sell for less than Syclones (around \$20,000), while low-mileage Typhoons sell for more than Syclones, making the Syclone still a bargain buy, especially with low-mileage. **OC**





Since its founding in 1971, ATCA has been bringing people together who own or have an interest in antique trucks, and who wish to promote the preservation, restoration, operation and history of antique trucks.

Join Today!

US Membership is still just \$36.00 a year!
Includes subscription to Double Clutch Magazine
(Canadian - \$48.00, International - \$54.00)
Visit our website and social media








www.antiquetruckclubofamerica.org
 Phone: 610-367-2567
 Email: office@antiquetruckclub.org
Big or Small... We Welcome All!

Ranger to t



Mint 1969 F-100 cures a case of seller's remorse

STORY AND PHOTOS BY AL ROGERS

Ray May, Jr., of Vanceburg, Ky., suffered a bad case of seller's remorse, but he eventually cured it with a stunning 1969 Ford F-100 pickup truck.

After turning 16 years of age and successfully acquiring a driver's license, May's parents gifted him with the family's 1977 Ford F-150 Styleside shortbox pickup truck. After graduating from high school in 1998, he sold the pickup to a classmate during what he refers to as

his "young and dumb years." That 1977 Ford F-150 held a special place in May's heart from the memories he made with it during his ownership and his parents' ownership periods. The reality that he had let it go festered for years. Once into adulthood, May made a plan to acquire another classic Ford F-Series pickup as a replacement for the truck he let get away.

The nearly perfect, meticulously restored 1969 F-100 Ranger Styleside

featured here was purchased by May to help lessen the pain and loss of that 1977 F-150. May bought the '69 F-100 in 2011, and over the course of more than a decade, he has continued to invest the time and resources to restore it to best-in-class standards. He and John Murphy from Murphy Restoration in Maysville, Ky., teamed up to produce a show-winning restoration that has resulted in recognition by the

the Rescue



AACA and classic Ford truck community, both of which have acknowledged May's 1969 Ford F-100 Ranger Style-side shortbox pickup as one of the best restored examples of its kind.

Once May starts talking about his truck, his passion and determination to continuously make it the best it can be quickly becomes evident. When I met May at the 2021 AACA Central Spring Nationals in Auburn, Ind., we discussed

plans to capture his stunning pickup in photos. I called him a couple weeks after the show to arrange the photo shoot. May said, "There's a problem with the truck and it's going to be a little while before you can do the photo shoot. It's at the body shop having the spare tire mounted to the inside of the driver's side box. A judge at the Auburn show told me it should be mounted there, and after doing some research,

he was right." It's this type of attention to detail and sense of urgency to make the '69 Ford F-100 right that sets May and his pickup apart from others. His passion for the truck has set him on a mission to do whatever is necessary to make his truck absolutely correct.

About a month later, May called to say he was happy with the relocation of the spare tire and it was ready for the photo shoot.



Ray May, Jr., with the 1969 Ford F-100 he restored to replace the 1977 Ford F-150 that he regretfully sold in his youth.

Landing a '69 F-100

A family member initially found the '69 Ford F-100 Ranger Styleside for sale and told May about it, and he soon tracked down the seller and worked out a deal to buy it. Soon after purchasing the truck and discovering it was originally sold by Lane's Ford Sales, he began researching its history at the local Mt. Sterling, Ky., public library. Like many dealerships from the '60s, Lane's Ford Sales had since gone out of business. May continued his due diligence and thoroughly researched the truck's production history, how it was originally assembled and, most importantly, how to restore it to factory-correct standards.

The 1969 Ford F-100 Ranger

More than 50 years after the 1967-1972 generation of Ford F-Series truck was introduced, it remains an example of Ford's leadership in truck design, performance and ingenuity. In 2023, Ford's F-Series celebrates 75 year of F-Series production, and for the last 46 of those years, it's been America's best-selling truck. In fact, it's been America's best-selling *vehicle* for the last 41 years! The F-Series has been the number-one-selling truck for many of its 75 years — not just the last 46 of them — including in 1969, when the Ford F-Series outsold Chevrolet trucks by more than 100,000 units (around 504,000 Fords to 390,000 Chevrolets).

The 1967-'72 generation of Ford F-Series truck is known today as the "Bumpside" for its full-length convex rocket body feature high on the body side of its cab. This body feature



ABOVE: The 1969 Ford F-100 Ranger had its own grille with black paint around the headlamps.

BELOW: The Ranger package for 1969 included woodgrain trim throughout the interior and unique seat and door upholstery. Since the Ranger also included all Custom features that weren't upgraded by the Ranger package, a horn ring was also included.



extended to the box on the Styleside version, which was flush with the cab.

In 1969, Ford Motor Co. advertised that the F-100 "works like a truck and rides like a car." It was an appeal to the Baby Boomers who had come of age and wanted dual-purpose trucks that could perform hard labor and also more mundane daily chores. May's F-100 Ranger is one of those dual-purpose 1969 Ford trucks that can perform hard labor and look good doing it.

With the modern-looking Styleside shortbox and top-of-the-line Ranger trim, May's 1969 F-100 adds several creature comforts and plenty of eye candy on an already well-equipped and good-looking truck. The standard features of the 1969 F-100 included an interior color-coordinated to the exterior with a padded instrument panel, energy-absorbing sun visors and armrests with paddle-type door latch handles and seat belts. Also standard were interior door lock buttons, a dome lamp, all-weather ventilation including a heater with a three-speed fan, a glove box and ash tray, a hardboard headliner, a black floor mat, windshield washers, two-speed wipers, rearview mirrors, backup lamps, turn signals and a four-way emergency flasher.

The Most Famous Hot Rod

IN HAMMERED STEEL!

Engineered to
1:18 Scale



Measures
approximately
9" long

Over 200
Individual
Parts!

Exclusive New '32 Coupe Die Cast

Ford's Flathead V-8 became a staple among hot rodders who needed an affordable engine that could be easily modified. Ardun cylinder heads fit the bill and were designed to bolt onto the Flatty to improve airflow and add power — and are still favored today!

Now you can acquire the "Hammered Steel 1932 Ford 3-Window Coupe," the most famous hot rod with a chromed-out blown Ardun flathead V-8 in a hammered steel finish not sold in any store.

**Build your hammered steel set
with more Ford issues!**

Plus this 1932 coupe is part of *The Ford Hammered Steel Collection*, a series of 1:18-scale die casts boasting an **EXCLUSIVE brushed-steel finish hand-polished for maximum smoothness**. Create an unforgettable display with a 1932 Ford Pickup hot rod and a Ford trailer set with shop tools, each

created with finely recreated details like chromed-out engines, serialized plates, detailed interiors and more. You can collect as many as you like or cancel at any time by simply notifying us. You may also return any item free of charge for a full refund.

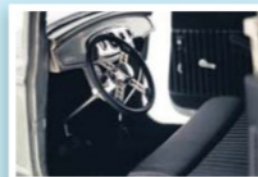
**Reserve this 1:18-scale
die-cast tribute RISK FREE.**

Send no money now. Simply check "yes," and the "Hammered Steel 1932 Ford 3-Window Coupe" can be yours for four payments of \$49.99 (plus a total of \$23.99 shipping and service, and sales tax (see HamiltonCollection.com). We'll bill the first payment prior to shipment.

Our 365-Day Guarantee assures your satisfaction or your money back. Act now or risk missing out of this special offer. Mail your coupon today!



Admire the fully plumbed and wired blown Ardun Flathead Engine with Dual Carburetors.



The detailed dash and intricate interior are true to the original 1932 Ford Coupe.

Manufactured by ACME Trading Company under license with Ford Motor Company. Presented by Hamilton.

Fastest way to order:
HamiltonCollection.com/Hammered

MAIL TO:

Presented By

H **Hamilton Authenticated**
9204 Center for the Arts Drive • Niles, IL 60714

**SEND
NO MONEY
NOW.**

☐ **YES!** Please reserve *The Ford Hammered Steel Collection* as described in this announcement.

Subject to product availability and credit approval.
Allow 2 to 4 weeks after initial payment for shipment.

Name _____

(Please print clearly.)

Address _____

City _____ State _____ Zip _____

Email _____

Optional (for product & shipping confirmation).

Signature _____

935060-BI3

935060-E51902



The factory brochure says the spare could be mounted on either side of the box, but apparently they were only installed on the driver's side so May recently moved it to the proper location.



The 360-cid V-8 is good for 215 bhp at 4,100 rpm and 375 lb-ft of torque at 2,600 rpm. Some of the engine's components came from the Ford 390-cid V-8 parts bin, including the block.

The next-step-up Custom cab for 1969 F-Series added a deep-foam seat cushion and foam padding in the seat back, woven plastic seat trim, a color-coordinated floor mat, an upgraded instrument cluster, horn ring, lighter, bright-metal headliner retainer and door cover plate moldings. The 1969 Ford pickup with the Custom cab option also added in place of the standard model's painted parts a bright aluminum grille, chrome-plated front bumper and bright windshield molding and taillamp bezels.

To all the features of the standard and Custom cab, the Ranger series added pleated vinyl upholstery with a cloth-like pattern, woodgrain inserts in the instru-

ment cluster, a bright-metal instrument panel molding, pleated vinyl door trim with a simulated woodgrain insert and bright molding, door courtesy lamp switches and wall-to-wall carpeting. On the outside, the 1969 Ranger Flareside (stepsides) and Styleside trucks had their own bright aluminum grille with a central Ranger emblem, full wheel covers, rocker trim plus trim for the front wheel openings, roof drip rails and rear window plus a Ranger badge on the glove box door. Styleside Rangers, such as May's truck, also had a cargo area lamp, a chrome-plated tailgate release handle, rocker panel extensions, rear wheel opening lip trim, tailgate moldings and a "Ranger" script on the upper rear corner of the box sides.

Ford 360: An Engine for All Around

Mechanically, Ray's 1969 Ford F-100 is further fitted with the optional C6 Cruise-O-Matic automatic transmission and Ford's 9-inch limited-slip rear differential with 3.25:1 gears. Under the hood is the relatively short-lived 360-cid V-8 Ford engine, which was rebuilt for May by Randy McDowell of Power Tech Racing Engines in Ashland, Ky.

In 1968, Ford introduced the 361/360 engine in its F-Series truck lineup and phased it out after the 1976 model year. The actual displacement of the engine was 360.8 cubic inches (5.9 L). It had the bore of a 390-cid V-8 (4.05 inches) and used the 352-cid V-8's 3.5-in. rotating assembly. The 360 engine was constructed with heavy-duty internal components to meet the rigorous demands of commercial and other work truck use. Ford utilized a standard 352/390 camshaft from its passenger car platform along with tweaked adjustment of the carburetor and distributor, which allowed the 360 engine to gain performance characteristics like that of the 352 and 390 car engines.

The two-barrel 360 of 1968 and 1969 is rated at 215 bhp at 4,100 rpm and 375 lb-ft of torque at 2,600 rpm. The 360 used the same block, heads and other external components of a 390, making them visually indistinguishable from each other, unless the stroke is measured.

The 360 is a member of the Ford FE engine family built between 1958 and 1976. The FE was introduced to replace the short-lived Y-Block engine, which American cars and trucks were outgrowing as displacement and performance needs and demands grew. The FE engine was designed with room to be significantly expanded and manufactured both as a top-oiler and side-oiler, and in displacements between 332 and 428 cubic inches.

"FE" derives from "Ford-Edsel," and versions of the FE line designed for use in medium- and heavy-trucks and school buses from 1964 through 1978 were known as "FT" for "Ford-Truck." They primarily differed by having steel (instead of nodular iron) crankshafts, larger crank snouts, smaller ports and valves, different distributor shafts, different water pumps and a greater use of iron for its parts.

Reviving a F-100

A long list of companies and knowledgeable and highly skilled craftsmen have had a role in the truck's nearly decade-long restoration. Every project needs a leader, and John Murphy became May's mentor and friend during the restoration. The block-sanding process to prepare the body for paint application was time-consuming and extensive. With Murphy offering his guidance, May helped prepare the body for the Candy Apple Red paint application. Murphy did all the wet color sanding and polishing of the paint finish to make it look like glass.

Phil Smith, one-time owner of Kelly's Auto Body & Trim Shop of Covington, Ky., handled the interior work including restoring the door panels and reupholstering the bench seat, which retains its original foam pad.

May replaced all the tinted glass. He acquired a Ford glass-etching kit from Third Gen Automotive of McMinnville, Tenn., to accurately replicate the markings of the original glass; it was a small touch that reflects May's attention to detail. Close examination of the headlamps reveals the FOMOCO script surrounded by headlamp panels with black backgrounds — a detail only found on the 1969 Ranger models. This important detail is commonly overlooked during the restoration process. It's just one of many examples where May has gone the extra mile to make his truck the best it can be. He's a hands-on person and completed most of the disassembly and assembly work himself during the restoration process.

Since the completion of its restoration, the Ford F-100 has been driven less than 1,000 miles. The miles it's acquired have come from being driven in parades, other local events and a handful of shows each year. For May, the restoration has brought numerous challenges, but with that comes reward. The truck was awarded Best in Class at the Grand National F-100 Show in Pigeon Forge, Tenn., in 2020, 2021 and 2022. Also in 2022, the truck received a first-place award at the Antique Automobile Club of America Grand National in Virginia Beach, Va. With justifiable pride, May says, "The truck has set the standard and become the benchmark for 1969 Ford F-100 restorations." **OC**

Dependable Transport

Our Name Says It All

Nationwide Auto Transport Service Buy & Trade Special Interest Cars



1964 Corvette Convertible
327/300hp, 4-Speed, Hard Top & Soft Top, Red on Red \$59,975



2015 Corvette Convertible
6.2L, Automatic, Black w/Red Interior, Black Soft Top \$49,975



1971 Road Runner
383 V8, 4 SPD Trans, Posi Rear, Air Grabber Car, Survivor Calif. Car, \$39,975



1969 Chevy Camaro SS Conv. - 327Ci, V-8, Auto Trans, Bkt Seats, Yellow and Black Paint, Black, Top \$36,975



1971 Challenger
R/T, 340, 4 spd, Plum Crazy, Pistol Grip, Posi \$36,975



1970 Duster
340 V8, 4 Spd, Posi H-Code, Yellow Paint \$24,975



2011 Ford F-550-2 Car
19.5 Jer-Dan, Auto, V10, Gas, Loaded Ready to Work \$24,975



1972 Corvette
350, Auto, T-Tops, Rally Wheels, Survivor \$19,975



1985 Chevy Silverado
LS3 Conv., Lowered, Auto Trans., White Paint, AZ Title \$17,975



1980 Chevy C-10
LS3 Conv., Lowered, Auto, 82K Miles, Red Paint, AZ Title \$15,975



1979 VW Beetle Convert
4 Cyl, 4 Spd, Yellow Paint, Tan Int., AM/FM, *Last Year for Convertible. \$14,975



1969 MG Kit Car Convertible
4 Cyl., 4 Spd, Fun Car \$3,695

TEXT OR CALL 716-397-7102 • 716-665-3983

E-mail: dependable@windstream.net

Web site: www.dependableautotransport.com

Shipping available upon request.

SHIPAUTO.com

Auto Shippers Express Inc.



SINCE 1998 AUTO SHIPPER'S EXPRESS HAS BEEN THE AUTO TRANSPORT SOLUTION FOR THOUSANDS OF COLLECTORS, DEALERS, HOBBYISTS AND VEHICLE RESTORERS FOR BOTH OPEN AND ENCLOSED TRANSPORT

CALL NOW FOR FREE QUOTE!!!

Toll Free 1-800-454-1315

Direct Line 347-748-2113

MENTION OLD CARS WEEKLY TO SAVE \$25

‘Ugly is beautiful!’

The Jeep FC-150 was short-lived and not the prettiest thing around, but guys like Earl Pamperin still love ‘em



STORY AND PHOTOS BY BRIAN EARNEST

When Earl Pamperin shows up at a car show in his rare 1937 Willys sedan, he can be pretty sure it will be the only one there.

When the Juneau, Wis., resident decided he needed another unique orphan vehicle in his life, he wanted it to be as rare as his '37. His shiny 1957 Willys FC-150 pickup definitely fills the bill. And not only are car and truck from the same Willys bloodline, they share a similar restoration story.

Both were a *lot* of work to bring back to their current condition. Pamperin has a huge and impressively equipped metal shop next door to his house, and years of experience under his belt after learning the metal-working trade in the U.S. Navy. He put all his know-how to good use in his restoration

work, and the results have been impressive, to say the least.

"I liked them because they are rare, and they're ugly," chuckles Pamperin of his FC-150. "And ugly is beautiful!"

Pamperin said he had been looking for an FC-150 for a year before he found an ad for a 1957 model in a storage building in Montana. He visited with the seller on the phone and agreed to buy the truck before he ever saw it in the tin. He figured he could eventually fix whatever was wrong with it, and after his '37 Willys project, he wasn't afraid of a big challenge.

"I went out to Montana in February! We had already agreed on a price on the phone. They thought that it came out of an estate in Washington state ... The guy that had it had cancer and was selling it. He had about eight storage units and it had



The 1957 Jeep FC-150 from Willys was quirky looking from any angle. It had a huge — for its size — 6-1/2-foot bed with trademark flat rear fenders. From the front, it was one of the oddest-looking rigs on the road, with a familiar Jeep grille and a cab configuration that saw the occupants feet ahead of the front wheels. The “Forward Control” moniker was appropriate — the driver and passenger were as far forward as they could get.

been sitting in one of them at least three years ... He hadn't done anything with it. And he rolled it out and the back was all full of stuff, of course. He had his neighbors come over and help get it up on my trailer.”

Pamperin said he called the seller a few months later, only to learn that, sadly, he had passed away. He never got to show the seller any of the time and effort he had invested in the truck, but the man would no doubt have been impressed.

Pamperin jokes that he's only had the '57 Jeep to one car show since he got it on the road last summer, but he's still certain that he won't run into many others in the future.

“My friend Dan has one. He bought it from a guy in Rochester [Minn.] and it's as rough as mine was,” he laughs. “That's, I guess, the only other one that I know of. Mostly people, when they see it, say something like, ‘I didn't know Jeep made anything like this.’ But the guys that know them, they ask you, ‘Have you driven it much?’ meaning they know the problems with it!”

Forward Thinking

The major news at Willys in 1957 was the introduction of the Forward Control (FC) Jeep. It had a cab that resembled a van with a pickup or stake body behind it. It was a cab-over-engine design that resulted from several passenger-van prototypes done by famed designer Brooks Stevens. One of these is said to survive on the island estate of Henry Kaiser in upper Michigan. The production versions came as the FC-150, a 1/2-ton on an 81-inch wheelbase, and the FC-170, a one-ton with a 103-1/2-inch wheelbase. Willy's L-head engines were used as power plants, with the 72-hp four used in the FC-150 and the 115-hp six for the FC-170.

The FC-150 debuted in dealer showrooms on Dec. 12, 1956, and although sales figures were modest — 6,637 exam-



ples sold the first year — the trucks generally received favorable reviews. They were unique, easy to maneuver and could handle a lot of different jobs. The 78-inch cargo box was very large for its time, and the FCs could climb like billy goats — *Mechanix Illustrated* found that they could handle 60-percent grades and still keep grinding. They used the same axles, transmission, transfer case and many other mechanical components as the CJ5, along with the F4 Hurricane engine, but the frame was different, as was the steering column and design.

Willys offered the FC-150 in several configurations and with plenty of optional equipment for farm and construction duty.



The engine is accessed through a panel between the seats. The colorful upholstery is a close re-make of the cloth that was in the truck when Pamperin bought it. The bedliner in the bed is strictly for work purposes, although so far the FC-150 has been more of a show pony than a hauler.

The pickup version weighed in at 3,020 lbs. and carried a base price of \$2,320. A stake-bed model was available and often had a heavy counterweight added between the rear frame members to increase traction when empty and descending a steep hill. With a gear ratio of 5.38:1, they were limited to about 50 mph and were definitely not four-lane-highway vehicles. But they were great for light construction work and farm chores. Some FC-150s found work as miniature fire or airport crash trucks. Plenty found employment plowing snow in the winter.

The FC-150 didn't change much during its three-year run, which ended with 16,241 trucks built. In 1958, the trucks received a new, wider chassis with a stance of 48 inches. In the end, perhaps it was because the trucks didn't evolve enough to last.

The FC-150s and their big brother FC-170s were built in such low numbers that it has helped their collector status, however. They are certainly scarce today, and nice examples such as Pamperin's red '57 are attention getters at any car show.

THE LONG ROAD BACK

Pamperin took the better part of seven years to get his FC-150 back on the road and looking good. He farmed out the painting duties, seat upholstery and a lot of the wiring, but otherwise tackled all the work himself. Fortunately, he says the truck was mechanically better than it looked and he didn't have to rebuild anything in the drivetrain. That meant he could focus most of his time on the truck's cosmetics.

"The engine and transmission are original. I didn't do anything with that. I didn't even paint the engine... When I got it, there was a plastic gas jug that they had been sucking [gas] out of behind the passenger's seat, so I knew they had it running," he noted. "I was going to try to make it original, but I wanted to have a 6-volt alternator because I added an



electric fan, and I needed the alternator because the generator wasn't going to be able to handle that fan."

Pamperin did plenty of messaging and fabricating to get the corners of the cab looking good. Ditto on the rear fenders, which are notorious for breaking down on the FCs. He rebuilt the tailgate and did some work straightening the driver's side door that had bent and damaged the sheet metal ahead of the hinge area. He went with a sprayed-in bedliner in the back just in case he ever actually wants to haul anything around.

"I was going to make it my parts vehicle," he jokes. "[The bedliner] covers up any kind of mistakes that aren't finished out ... If you know any truck drivers, where do they put their stuff? They drop the tailgate and drop it right here!"

The checked cloth upholstery that Pamperin went with certainly adds to the truck's personality. "That's close to what was in it," he says. "It may have been reupholstered sometime in the past, I don't know. The pattern we used is similar to what it had, with smaller checks."



Pamperin persevered for about seven years before he finally got his FC-150 looking and driving the way he had hoped.

FC-150, but the idea of watching all those hours of hard work drive off with somebody else behind the wheel is a little hard to swallow.

"I'm thinking I'll hang onto this one, unless someone would twist my arm really, really hard," he says. "I'm not that crazy about getting asked if something is for sale... I'd like to tell them, if you learn the skills, do the search for one, and then do the research and restore it, then you'd have one!" **OC**

The rearview mirrors on the doors are from "a late-'70s or early-'80s Chevy," he says, and were added strictly for safety reasons. The 15-inch wheels are shod with slightly higher-profile tires than standard. "It helps with the gearing a little bit if you have a little higher tire, I suppose," he says. "But again, the purists would not agree!"

Aside from a temperamental thermostat, Pamperin says the '57 FC-150 has been a reliable runner. It starts every time and so far the gremlins have been minimal. "These carburetors are not the greatest. The F-heads are an oddball thing. You know, if they didn't stick around very long, they couldn't have been that great. One guy told me, 'I'd never have one of those engines again, I could never get it running right!'"

ATVs and mini-utility vehicles are all the rage these days, both as work and play vehicles. In that way, Pamperin figures the FC-150s were far ahead of their time.

"It's more like what they used Gators for. That's what I think," he says. "You can throw a 6-foot fence post back there. They had a power take-off and a gearbox would be mounted and you could run auxiliary tools on it like a circle saw for sawing firewood and stuff like that.

"It's like driving a bus. You are way ahead of the steering, you know? And it's so short, you have to be careful when you back up that you don't get your back end in the wrong spot. ... And you can't really see that well behind you. It's so short you don't have much vehicle back there."

Pamperin has a couple of other project vehicles in his pipeline now, in addition to a custom 1939 Ford one-ton truck. He knows there are plenty of collectors and Jeep enthusiasts who would be happy to talk him into selling his

BIRD NEST

Specializing in 1958-1966 Ford Thunderbirds parts and accessories

- Our 20,000 square foot warehouse is crammed full of new, used, NOS, and rebuilt parts.
- We have parted out over 500 T-Birds. So whatever your needs are, large, small or unusual, we should have the parts you are looking for at fair prices.



See thousands of parts for your T-Bird at:

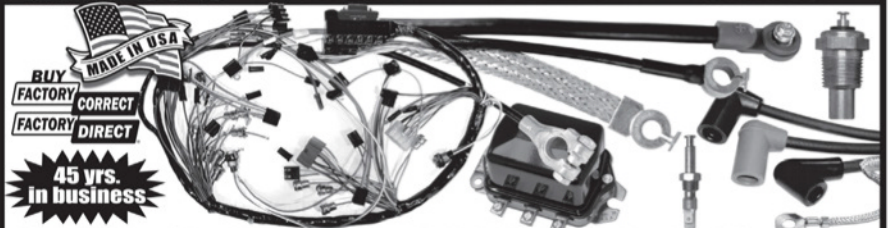
www.tbirdparts.com

1091 Willamette Falls Dr., West Linn, OR 97068

971-233-9000 www.tbirdparts.com



WIRING HARNESSES BATTERY CABLES SPARK PLUG WIRES SWITCHES & more



OEM-style wiring for: Chevrolet, Buick, Olds, Pontiac, Cadillac & Ford. Complete line of 53-82 Corvette and 55-57 Chevy Wiring.

LECTRIC LIMITED
*AUTOMOTIVE WIRING HARNESSES *WIRING SYSTEMS *ELECTRICAL PRODUCTS

6750 W. 74th Street - Bedford Park, IL

708-563-0400

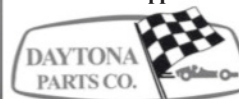
www.LectricLimited.com

NEW! DAYTONA CARBURETOR

High Quality, *alcohol resistant*, single barrel replacement carburetors for CHEVROLET- FORD- DODGE- JEEP and many other applications.



Tired of trying to rebuild your old original 1bbl carb, and have it last with modern alcohol laced fuel? Replace that old, worn out single barrel with this NEW Universal replacement, alcohol resistant DAYTONA carburetor. Perfect for Hot Rod, Performance, or Nostalgia 6 cyl Dual and triple applications. Also available for Industrial engine fitment. Phone us for application fitment and pricing.



1191 Turnbull Bay Rd.
New Smyrna Beach, FL 32168
Ph: 386-427-7108
www.daytonaparts.com

Off the FARM



With the rest of the industry, Chevrolet reintroduced its 1942 models with few changes as 1946 models. The prewar styling with the high hood and barely integrated headlamps is clear.

Restored 1946 Chevrolet 1-1/2-ton flatbed

STORY AND PHOTOS BY BOB TOMAINE

John Loparco clearly remembers the day he found his 1946 Chevrolet 1-1/2-ton flatbed in a location that didn't quite match up with the truck's history.

"It was originally a farm truck, from what I can tell from the research, out in Kansas," he explained. "It lived on a farm its whole life, and my buddy and I decided to bring it back to life. We actually stumbled on it. It had found its way into the Hudson Valley. We drove by, we saw it, we talked with the guy who owned it and the rest is history."

The fact that the truck had spent its working days on a Kansas farm rather than in New York explains why it was in rough-but-solid condition when he found it in 2014. As a 1946 model, its first owner might have purchased it to replace a truck that had simply been worn out during World War II after production of civilian vehicles stopped in early 1942. Chevrolet had been able to build a relatively few trucks for non-military users beginning in 1944, but the war years placed a burden on all civilian vehicles that's hard to appreciate today.

The war's burden on trucks

Automotive News reported on July 7, 1942, that the "Office of Defense Transportation ... started the finest double play that has ever been promoted to save our trucks for the duration. Its Truck Conservation Program has all of the elements that should go a long way toward doing a magnificent job of saving rubber and catching parts wear before misuse destroys what otherwise would have been many good miles of efficient service." Operators were to take the best care possible of

Only \$29!

You would be hard pressed to find a timepiece of this outstanding quality and precision at this price.



*"Are you kidding?
What a great watch
at a ridiculous price.
Thank you Stauer!"*

— Gitto, Hicksville NY

IT'S ENOUGH TO MAKE YOU BLUE IN THE FACE

Time to take a stand against overpriced watches with the Stauer Urban Blue, **now only \$29.**

You need a new watch...the one you are wearing was made when Nixon was in office, but extravagantly-priced watches that add zeros just because of a high falootin' name are an insult to your logic. Why shell out big money so some foreign company can sponsor another yacht race? It's time to put an end to such madness. It's absolutely possible to have the highest quality, precision classic timepiece without the high and mighty price tag. Case in point: The Stauer *Urban Blue*.

Packed with high-end watch performance and style, minus the high-end price tag. It's everything a high-end watch should be: Sturdy stainless steel and genuine leather construction. Precision timing that's accurate to four seconds a day—that's more precise than a 27-jewel automatic watch priced at over \$6,000. And, good looking—with simple, clean lines and a striking metallic blue face.

"Blue watches are one of the growing style trends seen in the watch world in the past few years"—WATCHTIME®

Your great escape from the over-priced watch craze. At Stauer, we go directly to the source (cutting out the middleman), and engineer our own watch designs. This means we can offer a top quality timepiece that happens to only cost the same as two well-made cocktails at your favorite bar. So, while we're busy

revolutionizing the watch industry to bring you more real value, you can take your own stand against overpriced watches with the *Urban Blue*.

Your satisfaction is 100% guaranteed. Wear the *Urban Blue* for 30 days. If you're not convinced that you achieved excellence for less, send it back for a refund of the item price. The *Urban Blue* is one of our fastest sellers. It takes six months to engineer this watch so don't wait. Take a stand against overpriced watches in impeccable style. **Limited to the first 1900 responders to this ad only.** Don't miss out...call today!

Stauer Urban Blue Watch ~~\$199†~~

Offer Code Price \$29 + S&P Save \$170

1-800-333-2045

Your Insider Offer Code: UBW575-02

You must use this insider offer code to get our special price.

Stauer®

14101 Southcross Drive W.,
Ste 155, Dept. UBW575-02
Burnsville, Minnesota 55337
www.stauer.com



† Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

**Precision movement • Stainless steel caseback and crown • Cotswold™ mineral crystal • Date window
• Water resistant to 3 ATM • Genuine leather band fits wrists 6 3/4"–8 3/4"**

Stauer...Afford the Extraordinary.®



The era of simple instrument panels and opening windshields was fast approaching its end when the Chevy was built.

shortage of customers waiting with money in hand to buy new trucks and passenger cars. That placed vehicle manufacturers in the enviable position of enjoying a seller's market, and with no need to attract buyers, the 1946 models were generally 1942 models with minor — very minor — updates.

At Chevrolet, the 1946 trucks differed little from the prewar versions with their opening windshields, their headlamps riding atop the fenders, their pointed hoods and their curiously designed grilles with a few short horizontal bars on the hood front above vertical bars between the headlamps. Advertising spoke of "99 models to choose from" and "nine wheelbases to fit your hauling needs." Among them were 14 "platforms" similar to Loparco's truck, a design that was nicely matched to a farmer's requirements.



The 235-cid six is tucked down, between the high fenders, but still accessible for routine maintenance and service.

their trucks, and dealers who maintained and repaired them would, in effect, certify that the trucks were being kept up.

A Chevy dealer was "a specialist in truck conservation" whose service was "now available to all truck owners," according to one 1942 ad, while another pointed out that "your truck — all trucks — are essential to America's war program." It wasn't just Chevrolet taking that position as International, for example, advertised that, "the entire truck industry must dedicate itself to this cause as a patriotic duty" and that "no matter what make or model you operate, (you can) depend on International's truck specialists ... to help keep America's trucks rolling longer."

Obviously the finest care in the world can only delay the inevitable, and when the war ended in 1945, there was no

Not in Kansas anymore

"The farmer who'd had it must've just discarded it," Loparco guessed. "That's what they did, just left it in one corner of the field."

"I don't know how it made its way here to the Hudson Valley, but it did."

By the time his Chevy reached New York, it needed serious help, as he said that all of the cab's glass was either damaged or missing, there were debris and dirt throughout the fuel system and the truck had served as a home to rats. He also found evidence of its actual work on the farm.

"There was hay-bale twine in the dually rear end," Loparco said. "Again, it was solid, but it was very rough. It did not run."

Not all of the news confronting Loparco and his partner on the project, Rob Genest, was bad.

"It was complete," Loparco recalled, "and we tried to reuse as many of the parts as we could. We restored parts and what we couldn't, we found aftermarket. Very little aftermarket."

Disassembly, he explained, was the first step.

"We started with the bed that was left," he said. "Whatever wood was there was totally rotted, so we dismantled the wood and then we said, 'You know what? Everything has to come off.' It was probably a six-month project of taking everything apart and storing it, so half of it was at my house and half of it was at his. We had parts underneath our chairs at home, under couches."

Once the truck was reduced to its pieces, the focus shifted to bodywork and he said all of the sheet metal was straightened and patches were welded in to repair the few rust holes. While he was able to learn hammer-and-dolly techniques as he went along, and then fine-tune his skills by going back to correct his mistakes, he knew that handing the truck off to a professional painter was the smart choice.

The installation of the rebuilt bed was the last phase in the project and caused one of those problems that any experienced restorer can appreciate.

"It was just the frame in my garage for four years," Loparco said. "We would work under it and stand up, get under it and stand up. Well, we put the bed on it and we bumped our heads dozens of times, because we didn't remember it was there."

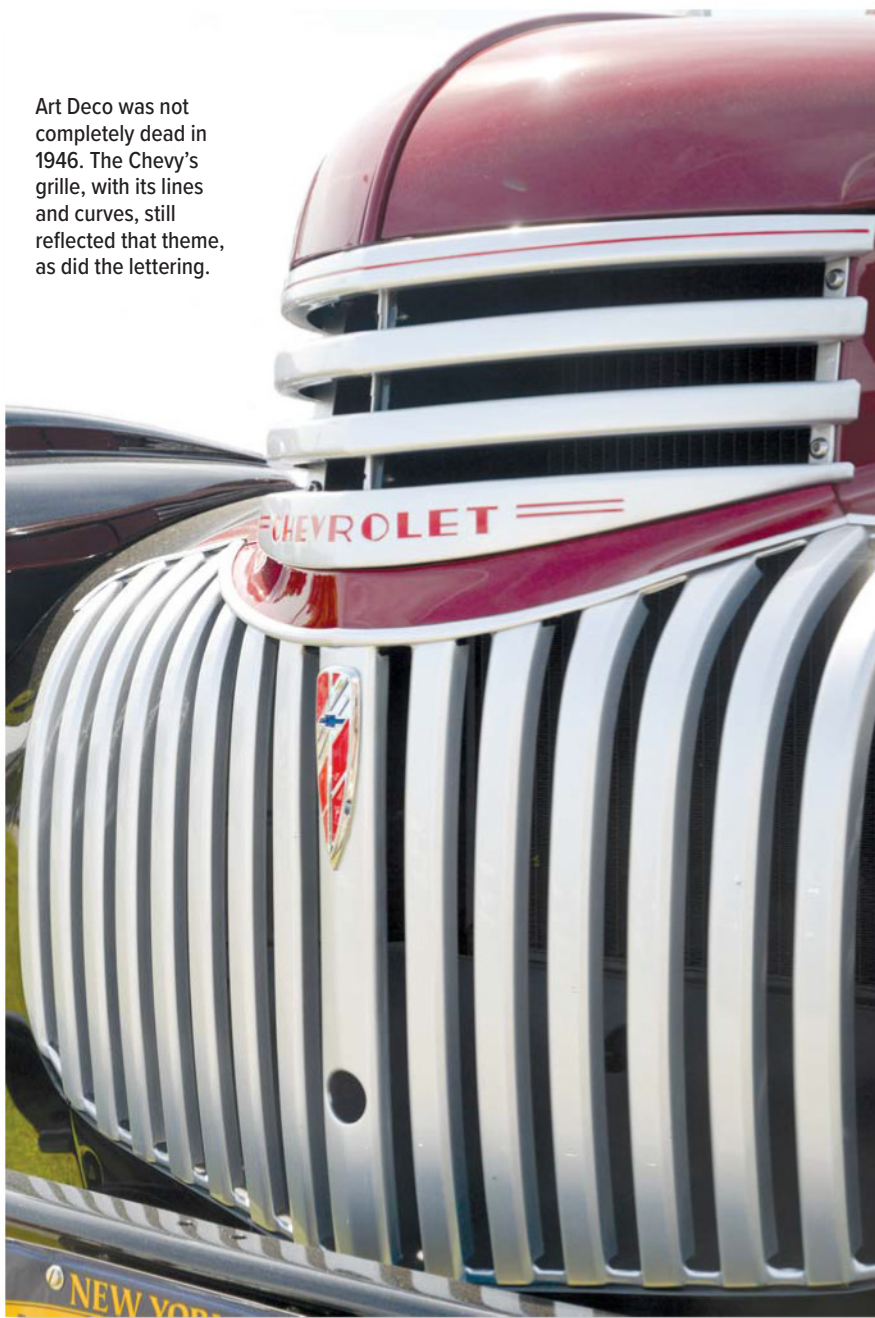
Finally, with the engine running as it should, the Chevy was roadworthy in about 2018.

"We finished the truck at my house," Loparco said, "and the first destination was my buddy's house, which is probably four miles up the road. We called his wife and we both rode in the cab together. I had him listening for sounds and then we got out and we swapped drivers."

"Neither one of us knew how to double-clutch and it's a non-synchro transmission, so we learned pretty quick. We finally got the upshifting, but the downshifting is a little bit of a challenge."

The truck's rated top speed of 45 mph all but ensures that just driving it can be a challenge on anything other

Art Deco was not completely dead in 1946. The Chevy's grille, with its lines and curves, still reflected that theme, as did the lettering.



than a back road. Keeping up with highway traffic is impossible, but that's not as bad as it might sound. Loparco had just driven it from his Poughkeepsie home to the Hudson River Valley Antique Auto Association's Rhinebeck Car Show and said — with qualifiers — that the Chevy is ready for a 75-mile trip.

"That's a workout," he observed. "You've got to train for that ... It's just the clutching. (Drivers) today don't clutch on a normal basis, right? We've always had a manual-shift car, but nowadays, you've got backup cameras, you've got cruise control and [in the Chevy] you're looking all around and you're concentrating, so it's a workout."

There's more to it than just the driving or even the vehicle itself, he said, as he enjoyed working on the truck with Genest before buying out his half.

"It's really the memories that you make in the process," Loparco explained, "and it's all about the process for me. I don't show these vehicles to win anything."

"I just love the process of resurrecting something from nothing, and this was pretty close to nothing when it started." **OC**

Supercharged '63 Studebaker Trucks?!



Two 1963 Studebaker Champs similar in appearance to this truck were originally supercharged.

Two R2 pickups were built — where are they now?

STORY BY ANGELO VAN BOGART

Studebaker had a brief but prolific period of offering superchargers on its cars, the first being the Golden Hawk. In 1957 and 1958, the Golden Hawk was Studebaker's top dog in price, sportiness and performance, and as such, it was equipped with a McCulloch supercharger as standard equipment atop its Studebaker 289-cid V-8. Superchargers would become optional on several Studebaker passenger cars in the 1960s, but would you believe there were two Studebaker trucks built with superchargers?

Robert Paxton McCulloch, who founded the company that originally built McCulloch superchargers, sold McCulloch Engineering in the 1940s to Borg-Warner. He continued to dabble in superchargers and even

continued to file new patents, and by the 1950s, had new superchargers to offer. He eventually put his new supercharger efforts under the Paxton name. By 1958, McCulloch had sold Paxton to Andy Granatelli who, four years later, sold Paxton to Studebaker Corp. of South Bend, Ind. Incidentally, Granatelli was head of Studebaker's racing division at this time.

Beginning in 1963, Studebaker began offering the Paxton supercharger atop its 289-cid V-8 on some passenger car models and gave these supercharged cars the R2 designation. Production records exist for the 1963 R2-powered Avanti (1,552 R2 cars built), Lark (327) and the Gran Turismo Hawk (278) — but we've never seen mention of an R2-powered

Studebaker truck. That is, until the accompanying documents were uncovered by the Studebaker National Museum and sent to us via *Old Cars* reader Mason Maynard. The period documents — Studebaker Truck Production Order forms — show two 1963 Studebaker Champ 8E7 Series 1/2-ton trucks built with the Paxton supercharger of the 289-cid V-8-powered R2 passenger cars. Not surprisingly, these documents show one of the trucks was delivered to the Paxton Products Division of Studebaker; the second shows the destination as "Indianapolis, Ind. Snider" — likely Snider Auto Service, an authorized Studebaker dealer in Indianapolis.

The R2-powered truck with the earlier serial number (E719327) and

earlier order form date (Oct. 18, 1962) is the truck that went to Snider in Indianapolis. The 1/2-ton truck was built on Studebaker's 122-inch wheelbase, making it a long wheelbase/longbox truck, and it was painted "Parch. White" for Parchment White with trim 1316A. It was further fitted with five Firestone 500 series 8.00-15 nylon blackwall tires, an automatic transmission and 3.73:1 gears in a Twin-Traction differential. Under "Special Options," the production order form says "Avanti Jet Thrust 289 Engine with supercharger — Dev. 5338" (a regular-production 8E7 Series Studebaker truck had a 259-cid V-8). Truck E719327 had a final assembly date of Nov. 7, 1962.

One day later, on Nov. 8, 1962, the R2-powered Studebaker truck built for the Paxton Products Division of Studebaker underwent final assembly. According to its two Studebaker Truck Production Order forms, it was built on the Studebaker 112-inch truck chassis, making it the short-wheelbase/shortbox version, and it was painted Velvet Black with the same trim (1316A) as the white R2 truck built for Snider. While the tires were also Firestone 500s, they were smaller in size (6.70-15), and a handwritten note on the earlier form states the tires are to have narrow-band white sidewalls. This truck's forms also differ by noting a three-speed transmission and 4.55:1 gears in its Twin-Traction rear differential. It was fitted with a radio and given VIN E719345.

The second truck is unique for having two separate Studebaker Truck Production Order forms. Both show a

final assembly date of Nov. 8, 1962, but the dates the orders were written are almost two months apart, the second form having a "date written" entered as Dec. 17 — more than one month after the truck was built. However, both forms agree with each other, though the later form dating to December 1962 provides more detail in the "Special Options" section of the production order form, probably to reflect changes to it after it left the assembly line.

Under special options, the Dec. 17, 1962, form for the black shortwheelbase Studebaker truck outlines many special features: the Jet Thrust engine with supercharger (R2), of course, but also a T10 passenger car four-speed transmission, dual exhaust, gauges, a radiator with an oil cooler, a special propeller shaft, disc brakes and power steering, all of which were to be added by the engineering department. It appears this truck had an engine change from the Oct. 30 to the Dec. 17 production order forms. Both forms mention the engineering department, with the earlier form identifying a Mr. P. Deblumenthal as the person to whom the truck should be directed. The second form identifies this man as M. P. Deblumenthal, presumably Studebaker engineer Michael P. de Blumenthal.

In 1963 and now, these would be fast, powerful trucks — especially the shortbox/four-speed pickup — and both would certainly be worth remembering 60 years later. So, where are these hot supercharged '63 Studebaker trucks now? If you recall the trucks, or know of the present location of either one, email oldcars@aimmedia.com. **OC**

This Is How You Walk the Walk

Comfort and class go hand in hand with our Walking Stick Collection.

Yours for **ONLY \$59 each!**

Our Stauer Walking Sticks are a tip of the top hat to turn-of-the-century tradition. Today these tributes to a gentleman's power, prestige, and posture are fetching as much as \$200,000 at auction. But only Stauer can deliver a modern version of these vintage classics that looks and feels as good as the original for **only \$59 each!**

Your satisfaction is 100% guaranteed. Experience the comfort and class of our exquisite *Walking Sticks* for 30 days. If you're not feeling the power and prestige, simply send it back within 30 days for a refund of the item price. At Stauer, we walk the talk.

Limited Edition. Only 500 each available for this ad only! These handcrafted beauties take months to craft and are running (not walking) out the door. So, take a step in the right direction. Call today!

Stauer Walking Stick Collection

- A. Derbyshire **\$79*** \$59 +S&P **Save \$20**
- B. Earlsford **\$79*** \$59 +S&P **Save \$20**
- C. Knightsbridge **\$79*** \$59 +S&P **Save \$20**
- D. Hinwick Hare **\$79*** \$59 +S&P **Save \$20**
- E. Gentleman's **\$79*** \$59 +S&P **Save \$20**

- 36" long • Imported Eucalyptus wood
- Etched & sculpted solid brass handles with varying finishes
- Rubber tips • Supports up to 250 lbs.
- All models available in 40" height — call for details.

1-800-333-2045

Your Insider Offer Code: WSC285-01

You must use the insider offer code to get our special price.

14101 Southcross Drive W.,
Ste 155, Dept. WSC285-01
Burnsville, Minnesota 55337
www.stauer.com



PAXTON PRODUCTS DIVISION		HOME		6595-8		1509		E7 19345	
DATE SHIPPED		APPROX. SHIP DATE		SHIP VIA					
12-17								JTS 1407	
MODEL: WHEELBASE, CAB & BODY		MODEL CODE		PAINT		TRIM		FOURGE (OVER)	
8E7-112-T6 BOX		6350		VELVET BLACK		1316A		4192	
FRONT TIRES		REAR WHEEL		REAR TIRES		SPECIAL TIRE WHEEL & RIM EQUIP.		FINAL ASSEMBLY DATE	
2 6.70-15 4		3 6.70-15 4		5 FIRESTONE 500 NYLON TIRES		WHITE SIDEWALL-NARROW BAND		11/8/62	
DATE SHIPPED		SHIP VIA		SHIP DATE		SHIP DATE		SHIP DATE	
4.55		X		3 SPD				3081	
SPECIAL EQUIP.		TAS: CHANGE ENGINE		NO. FROM 3E-		19410. ADD		SPECIAL EQUIP.	
AC 3273 RADIO, JET THRUST ENGINE WITH		SUPERCHARGER, T10 PASS CAR 4 SPD TRANS.,		RADIATOR WITH OIL COOLER-ALL INSTALLED BY		ENGRG. DEPT., SPECIAL PROP. SHAFT, DISC BRAKES &		POWER STEERING-ALL FURNISHED BY ENGRG. DEPT.	
TO BE SHIPPED LATER (PER M. P. DEBLUMENTHAL).									
INSTRUCTIONS: PREPARED BY CAR ORDER		STUDEBAKER		TRUCK PRODUCTION ORDER		Copy No.		5	

The Truck Production Order form for the supercharged 1963 Studebaker with VIN E719345.

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

CALIFORNIA

Aug 14-16 CA, Seaside. 19th Annual International Expo. Original vintage car posters, photographs, rallye plates, badges & pins, hood ornaments, signs, original art, display items, scale models, literature & books, signed items, postcards, etc. tony@singer356.com

Aug 14-16, CA, Monterey. Automobilia Monterey. www.AutomobiliaMonterey.com, www.vintageautoposters.com

Aug 16 CA, Monterey. Hagerty Tarmac for the Ultimate Car Week Kickoff. Monterey Jet Center. www.motorlux.com

Aug 26 CA, Paso Robles. 5th Annual Automotive Swap Meet. Paso Robles Event Center - 2198 Riverside Ave, 7am-2pm. All makes welcome. Tim 805 242-9322 ccagswap@gmail.com

CONNECTICUT

Aug 6 CT, Haddam Neck. 56th Annual Belltown's Antique Car Show. Haddam Neck Fairgrounds. 8am-3pm. Mark Hoydilla 203-980-1748, Peter Christianson 860-510-3340, Jon Grant 860-267-7507, bettowncarclub@gmail.com

HAWAII

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

ILLINOIS

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

Jul 28-30 IL, Chicago. Retro Rides experience. Navy Pier. www.navypier.org/retro-rides-presented-by-klairmont-kollektions

Aug 6 IL, Bourbonnais. 32nd Annual A Day at the Park Ford and Mustang Show. Perry Farm Park, 459 N Kennedy Drive, Bourbonnais IL. 8am-2:30pm, 708-308-1220 or stang255@aol.com

Aug 12 IL, Beach Park. 12th Annual Beach Park Fest Car & Truck Show. Founders Park- 10385 W Beach Road. 10am-3pm. All makes & models welcome. Registration 10am-12pm. Bob Patty 847-731-9912, www.Mis-ShiftsCarClub.com

Aug 12 IL, Arenzille. Thunder the Park 7th Annual Car Show. 309-337-8874. thundercarshow@gmail.com, www.thunderinthepark.com

IOWA

Jul 16 IA, Sumner. 41st Annual Sumner Car Show. SF High School - 802 W. 6th Street. 9am-3pm. Dwight Wedemeier 319-240-9000, Bill Fox 563-608-0043, Gen Knoploh 319-269-3861

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 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. www.midwestfieroclubs.aaca.com

Jul 15 MI, Clay Township. 2023 Harsen's Island Car Show. Harsen's Island in Clay 9am registration. Craig Baloga, 248-880-2861, craigb@hisca.org

Jul 19-23 MI, Hickory Corners. VCCA 60th Central Meet. Gilmore Car Museum. Tim Mehl at 734-516-9191 or Pat Mehl at 269-217-1253 or pat.m.vcca@gmail.com, www.lmrvcca.org/central-meet/

Jul 28-29 MI, Hickory Corners. Tractor Show. Vintage tractors, displays, and demonstrations. Gilmore Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or e-mail info@gilmorecarmuseum.org.

Jul 29 MI, Alpine. Downtown Alpine Drive-In & Dine. Downtown Alpena - Harborside Cycle and Sport Parking Lot (behind 119 N. Second Ave.) 5-8 pm. 989-356-2524, www.facebook.com/samrumblessf

Aug 12 MI, Clarkston. Corvettes America Corvette Show. Everest Collegiate High School & Academy - 5935 Clarkston Road. 9am-4:30pm. www.americascorvetteclub.org, showchair@corvettesamerica.org, info@corvettesamerica.org, 248-884-3812.

Aug 22-27 MI, Dearborn. Thunderbird Reunion. <https://files.constantcontact.com/14ba36fa801/6f387b64-d0f0-4577-8b63-97cfa91d417c.pdf>

NEBRASKA

Jul 11-16 NE, Kearney. Cruise Nite Week. 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, nbugclub@hotmail.com, <https://the-bug-club.webs.com/volks-fair>

NEW JERSEY

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

Aug 13 NJ, Metuchen. 14th annual Metuchen Rescue Squad Benefit Car, Truck & Motorcycle Show. Metuchen High School. 10am-3pm. Ben Deutschmann 732-549-0188, bencar1976@outlook.com, www.meturescuesquad.com

Aug 17 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Admission FREE. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

NEW YORK

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



SWAP MEET & CAR CORRAL

August 18, 19, 20, 2023

~ *Biggest in Missouri* ~

With Over 2,200 Vendor Spaces

Ozark Empire Fairgrounds

Springfield, Missouri

I-44 & Highway 13 Exit; Turn on Norton Rd

All Years, Makes & Models Represented

Vendors from 23 States!

Indoor/Outdoor Swap Meet plus Garage Sale & Flea Market inside the E-Plex

- Space Air Conditioned
- Food Court • Restrooms

For additional information, write to:
Ozark Antique Automobile Club
PO Box 3911 • Springfield, MO 65808
or
 Registration questions, call Ron:
417-529-5290
 General Swap Meet questions, call John:
417-736-3485
 Or visit us at:
www.ozarksantiqueautoclub.com

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

Aug 6 NY, Smithtown. The Fabulous 50s&60s Nostalgia Car Club is hosting "The 12th annual "Rock-N-Roll" Judged Car Show benefiting Judy's Stroke Awareness & Prevention. 9am-4pm. Smithtown Historical Society - 239 E. Main St. Bob 631-255-2516 Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

Aug 27 NY, Huntington. The Fabulous 50s&60s Nostalgia Car Club is hosting the Northport-Centerport Lions Clubs' 58th Annual Classic Car Show. Heckscher Ball Field in Huntington Route 25a at Sabbath Day Path ¼ mile east of Rt. 110. Opens at 9am-3pm.. Leslie 631-241-3096, Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

OHIO

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

Aug 4-6 OH, Toledo. 2023 Toledo Jeep Fest, www.ToledoJeepFest.com

Aug 26 OH, Warren. Corvettes & Classics Car Show. National Packard Museum - 1899 Mahoning Ave. NW, 10am-3pm. national@packardmuseum.org, www.packardmuseum.org

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

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

Jul 23-29 PA, Gettysburg. National Impala Association National Impala Convention. 585-489-9826, www.nationalimpala.com

Aug 3-7 PA, Carlisle. 30th Anniversary of Chevrolet 454SS. Open to 1990-1993 454SS Chevy Trucks. Held during Carlisle Truck Nationals. Annie Goldman AnniesSS@gmail.com

Aug 4-6 PA, Carlisle. Truck Nationals. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Aug 4-6, PA Macungie. 60th Das Awkscht Fescht Antique and Classic Car Show, Swap Meet, and Car Corral. 50 N. Poplar St. 610-823-5033 www.www.awkscht.com

TENNESSEE

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

TEXAS

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

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

VERMONT

Aug 11-13 VT, Waterbury. 66th Annual Vermont Antique and Classic Car Meet. Farr's Field - US Rt. 2 Exit 10 I-89. 802-249-0272, cgeeb99@gmail.com, www.vtauto.org

VIRGINIA

Aug 18-20 VA, Roanoke. 2023 Virginia Vair Fair. Co-Sponsored by Roanoke Valley Corvair Club & Central Virginia Corvair Club. Car show Saturday 8/19 9am-1pm at Hampton Inn, 5033 Valley View Blvd, Roanoke, VA. yenko66@cox.net. Facebook: Virginia Vair Fair, www.virginiavairfair.com/

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

Jul 16 WA, Graham. The Golden Era Automobile Association's 24th Annual Car Show and Picnic. Frontier Park - 21718 Meridian Ave. 253-537-7261, tomcatmeyer@msn.com

Aug 26 WA, Port Townsend. 34th Annual Port Townsend Kiwanis Classic Car Show Featuring 100 years of Triumphs and 70 years of Corvettes. Memorial Field - 550 Washington St. 8am-3pm. www.ptkiwanis.org

Aug 26 WA, Tacoma. 45th LeMay Annual Car Show. Marymount Grounds. 9am-3pm. www.lemaymarymount.org | info@lemaymarymount.org, 253-272-2336

WISCONSIN

Jul 1 WI, Egg Harbor. 1st Annual Classic Car Show at Horsehoe Bay Farm, 7212 Horseshoe Bay Road. Show time - 10am-4pm. Registration 8am-10am. Campbell 815-469-8467 - brazeit@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

25th Annual

Greenville Swap Meet

Sept. 14-16, 2023

- Free Admission
- Parking - \$5.00

45 minutes east of Dallas on I-30 at Hunt County Fairgrounds, Greenville, Texas

Car Show & Car Corral

Spaces \$30 & \$35

\$5 price increase after August 28

Call: 903-454-8575

E-mail: reg.gvlswpmt@yahoo.com
website: www.greenvilleswapmeet.com

The PREMIER Pontiac Event

32nd Annual

Ames Performance
PONTIAC
Nationals

July 21 - 23, 2023
Summit Motorsports Park
Norwalk, OH

60th Anniversary
Super Duty Car Display
See 25-plus '62 and '63
Super Duty Cars on display,
the majority from the collection
of Mike Huffman.

3 Days of Drag Racing!
Car Show!
Huge Swap Meet!

Super Duty Promotions
(567) 227-9011
www.pontiacnationals.com

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

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

Jul 16 WI, Appleton. 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

Jul 22 WI, Peshtigo. Zion Lutheran Car Show. Zion Lutheran Church - 221 S. Ellis Avenue. 9am-2pm. 715-938-1045

Jul 23 WI, Cudahy. Road Devils Car Club Milwaukee Car, Truck & Motorcycle Show. Joe's K Ranch - 4840 South Whittall Avenue. 8am to 4pm. Benefiting the Wisconsin Burn Camp for Kids. Ken 414-469-6099, kjankowski41@gmail.com, Jim 414-840-2327, jameskolich@yahoo.com

Jul 23, 2023 WI, Green Bay. 2nd Annual St. Bernard Parish Car Show. 2040 Hillside Lane. Registration 9am-12pm, show opens to spectators at 11am- 4pm. \$10 registration fee, free for spectators. 920-901-3008, aaschnell@comcast.net

Jul 23 WI, Ellsworth. 45th Annual Car Show & Swap Meet with Farm Toy Show. Hosted by Beldenville Old Car Club. Pierce County Fairgrounds. 2003-and-old vehicles. 7715-273-5552. Facebook at BeldenvilleOldCarClub.

Jul 29 WI, Lena. RustyNutz Car Show. Ray's Boneyard Bar - Hwy 141 at Sunny Brook Rd. 9am-2pm

Jul 29 WI, Freedom. Skunk Hill Bar Car Show. Hwy S @ Hwy C, 9am-2pm

Jul 30 WI, Brillion. GB Classics Car Show. W1215 Center Rd. Brillion 8am-2pm

Jul 30 WI, Fond du Lac. Cars on the Island CarShow Lakeside Park. 8Am-3pm

Jul 30 WI, Krakow. St. Casimir Parish Car Show. dntn. 8am-2pm

Jul 30 WI, Dykesville. St. Louis Parish Fest Car Show & Parade. dntn. 10am-2pm

Aug 5 WI, Jacksonport. Cherry Fest Car Show. Old trucks & tractors welcomed. Door County Lakeside Park - Hwy. 57 & County V. 9am-3pm.

Aug 5 WI, Green Bay. Gandrud Auto Car Show. Auto Plaza Dr. 8am-2pm

Aug 5 WI, Cleveland. The Cleveland Lions Car Show and Craft Fair. Dairyland Park- Dairyland Drive. Registration 8:00 am-11:30am, show time 8am-3:30pm.

Aug 5 WI, Jacksonport. CherryFest Car Show. Lakeside Park- Hwy. 57 & Hwy. V. 9am-3pm

Aug 6 WI, Chippewa Falls. Indianhead Swap Meet & Car Show. Northern Wisconsin State Fairgrounds. www.indianheadcarshow.com

Aug 10-12 WI, Symco. Symco Rod & Kustom Weekender.

Aug 12 WI, Greendale. 42nd Annual Original GTO Club All Pontiac Show. Downtown - 6200 Loomis Road. 8am-3pm.

Aug 12 WI, Ashwaubenon. Ashwaubenon Fest Car Show. Ashwaubenon Park 9am-3pm

Aug 12 WI, Green Valley. GreenValley/Morgan FD Car Show. N5746 Oak Ave. noon-4pm

Aug 13 WI, Holmes Corners. Emanuel Church 2023 Annual Car Show. Emanuel Church - 10627 W. Forest Home Ave. 11am-4pm. 414-425-1515, karin@emmanuel-ucc.org

Aug 13 WI, Green Bay. Prince of Peace Church Car Show. 3425 Willow Rd. 9am-3pm

Aug 13 WI, Sumico. St. Benedict Church Car Show. 3370 Deerfield West. 7am-3:30pm

Aug 17 WI, Menasha. Twisted Pistons Cruise-In. Curtis Reed Square dntn 3-7pm

Aug 19 WI, Racine. 10th annual Car Show. Prince of Peace Lutheran Church - 4340 6 Mile Road. Pre-register by July 22 \$15, 262-488-9258 or 414-795-5860

AUCTIONS

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.cpaautoauction.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

AUGUST

Aug 3-5 NV, Reno. Road to Reno Auction. Reno/Sparks Convention Center - 4590 South Virginia Street. 888-330-0749, www.motorsportauctiongroup.com

Aug 4-5 NE, Omaha. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

Aug 4-5 IA, Waverly. The Steely Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Aug 5-6 IA, Northwest. Amazing Horsepower Hoard. Info to come. 605-201-7005, www.vanderbrinkauctions.com

SUN. AUG. 6

**INDIANHEAD
SWAP MEET
AND
CAR SHOW**



**49th
Year**

Proceeds Benefit Local Charities

**NORTHERN 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. 15' 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
INDIANHEAD OLD CAR CLUB • RIVER CITY STREET RODS, LLC
 MARC-CHIPPEWA VALLEY A'S
<http://www.indianheadcarshow.com>
Tri-Club Swap Meet, LLC 2023

Cars, Cigars and Guitars Charity Classic Car Show

under the Stars



**4th
Annual**

August 19, 2023 • 3-8pm
CFD Exhibition Hall • Cheyenne, WY
Register your car, buy tickets, or sponsor
www.carscigarsguitars.com
Call Nick: 307-630-5733



SHOW US YOUR WHEELS!!

Got a cool car?
 The editors at
Old Cars want to see it!
 E-mail us a photo,
 1 MB or larger, at
oldcars@aimmedia.com

9000 AMC-NASH CARS FOR SALE

WANTED: NASH-HEALEY, any year, any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970573

9010 ANTIQUE CARS TO 1948 FOR SALE

WANTED DELAHAYE, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970563

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

9015 ANTIQUE CARS 1949-1966 FOR SALE

WANTED DUALGHIA, any year, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970565

9030 ANTIQUE PARTS

For Sale: windshields, cheap, take outs, minor blem; '55 Chev. w/s & backglass, '58 Ford retractable w/s, '60 Buick w/s & backglass. Can bring to lola. Call Larry, 920-834-4447, Wi. oc3323



BATTLESHIP LINOLEUM
for runningboards and floorboards. Gray, black, brown and green. Cut to size.
Call for free samples.
Tony Lauria
511 Church Hill Rd
Lanenberg, PA 19350
610-268-3441
www.battleshiplinoleum.com

9045 AUBURN

WANTED AUBURN from 1900 to 1936, any model, any condition, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970556

9070 BOOKS & LITERATURE FOR SALE

Original sales literature, owner's manuals and shop manuals. US and Imports. Very good to mint condition. Mainly 1935-2010. Press Kits late 80's-2003
580-430-1341

**PJ'S AUTO LITERATURE
HUGE SELECTION**
BROCHURES, MANUALS BUY SELL
TRADE REASONABLE PRICES
PH: 319-345-6760
E-mail: pjsautolitt@aol.com

9080 BUICK CARS FOR SALE

WANTED BUICK from 1900 to 1960, any model, any condition, convertibles only, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970559

countryclassiccars.com



1986 Buick Regal with a built small-block Chevy V8 engine and automatic transmission. Some upgrades include an aluminum head and intake, aluminum radiator, electric water pump, new fuel tank, and Summit Racing EFI fuel injection.
\$10,950.00

(618) 635-7056

countryclassiccars.com



1973 Buick Riviera "Boattail" dressed in all green paint with flames over a green interior. Powered by the mighty 455-cu. in. OHV big block V8 mated to an automatic transmission. On the interior you will find it covered in all black with wood and chrome accents.
\$17,950.00

(618) 635-7056

9090 CADILLAC-LASALLE CARS FOR SALE

WANTED: CADILLAC from 1900 to 1960. Any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970679

1940's & 1950's Cadillacs Cars and Parts

1941 Cadillac Series 63 Black Deluxe Sedan
1941 Cadillac Series 62 Blue Coupe
1941 Cadillac Two-Toned Gray 4 Door Sedan

1 - 1941 Cadillac Series 63 Parts Car
1 - 1941 Cadillac Coupe parts Cars
1 - 1941 Cadillac Convertible Project Car
1 - 1941 Cadillac Convertible Rolling Chassis parts Car

We also have
1941 Cadillac Parts including 15 inch & 16 inch rims, Sheet Metal, Interior and Exterior trim parts, Horn rings, Hubcaps, Emblems, Door Sills, Headliners, Carpeting and all Engine and Body Parts.
Prices & Pictures on request.

allcads.com
702-454-1147

9091 CADILLAC-LASALLE CARS WANTED

WANTED CADILLAC

Any Cadillac from 1900-1976

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED CADILLAC

Any Cadillac From 1902 Thru 1960

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid
34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9092 CADILLAC-LASALLE PARTS FOR SALE

1941 Cadillac Parts
All Parts available
Please call
All Cadillacs 40's & 50's
At 702-454-1147

"For all of Your Cadillac and Buick Interior Needs"
Specializing in Leather & Cloth Interiors, Carpets, Mats, Trunks, Tops and Dynoc for Dashes

Jenkins Interiors
P.O. Box 1509, 102 Chestnut St.
N. Wilkesboro, NC 28659
music_man_jetliner@yahoo.com
www.jenkins-interiors.com

336.902.0717
336.667.4282




"Serving Cadillac - LaSalle Enthusiasts Worldwide" for over 20 years

CADILLAC & OTHER GM

**Speedometer
Windshield
Washer Pump
Wiper Motor
Repair**

Our top notch technician, with 35 years experience can restore these vital components of your car to like new condition.

Call for details
PH: 913.722.0707 • Fax: 913.722.1166
www.mcvays.com

9100 CAMARO CARS

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

9130 CHEVROLET CARS FOR SALE



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

countryclassiccars.com



1986 Chevy Monte Carlo Super Sport dressed in all white with maroon interior covering the front bucket seats. This car is powered by the 305 V8 engine mated to an automatic transmission.
\$18,500.00

(618) 635-7056

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

9150 CHRYSLER CARS FOR SALE

countryclassiccars.com



1978 Chrysler New Yorker 4 door Hardtop Brougham. Good body and good original interior. Fully powered functions. tilt and telescoping wheel. A new aluminum radiator cools the big block 440 v8. Automatic transmission with power steering and brakes.

\$10,350.00

(618) 635-7056

9152 CHRYSLER-MOPAR PARTS FOR SALE

1949-1966 Chrysler Product Parts For Sale

BIG Largest Selection Anywhere One-Stop Shopping

AUTOMOTIVE COLLECTOR CAR PARTS & SERVICES

271 N. 7th St.
Williams, CA 95987
http://www.bigmauto.com
e-mail: bigmauto@colusanet.com
530-473-2225
FAX: 530-473-5999

Credit Cards Accepted

9167 CORD

WANTED: CORD 812 model L29, Westchester, Beverly, any year, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970677

WANTED CORD

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

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: PeterKumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9180 CORVETTE CARS

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

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED CORVETTE

Any Corvette from 1953 Thru 1972

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: PeterKumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9190 DODGE-DESOTO CARS FOR SALE

countryclassiccars.com



1978 Dodge Magnum. Dressed in eggshell white over red interior and adorned with the Plymouth Road Runner tribute trim inside and out. Comes with a 360 V8 engine mated to an automatic transmission. It features power windows, power steering, power brakes, air conditioning, rally wheels, and functioning hideaway headlights.

\$15,950.00

(618) 635-7056

countryclassiccars.com



1973 Dodge Dart Swinger 2dr h/t, hot rod, nice body and paint, nice original bucket seat interior, old school aluminum slot mag wheels, raiser white letter tires, B&M shifter, hood scoop, built v8 auto, power steering.

\$18,950.00

(618) 635-7056

9208 DUESENBERG CARS

WANTED: DUESENBERG from 1900 to 1948, 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 3970668

WANTED: Duesenberg from 1900-1948, and model, any condition; top dollar paid, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11447021

WANTED DUESENBERG

Any Year, Any Model, Any Condition

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years Experience

GULLWING Motor Cars, Inc.
Tel: 1-800-452-9910
Email: PeterKumar@gullwingmotorcars.com
Website: GullwingMotorCars.com
Ask for Peter Kumar

9210 EDESEL CARS

EDESEL ENTHUSIASTS

Join the original
Edsel Owners Club, formed 1967.
6 issues of the Big E plus color calendar, local chapters, annual convention.
Contact
Lois Roth 503-492-0878, OR.
Or email: lois_roth97030@msn.com

9218 FINANCING

J.J. BEST BANC & CO., 800.872.1965 is the oldest and largest lender of its type in the country -- providing financing for classic cars, aircraft and boats. J.J. BEST offers low rates, long terms--up to 96 months, and no prepayment penalties. Visit our website at www.jjbanc.com or call 800.USA.1965 to receive a quick approval! Need to refinance or need insurance? We can help you with that too! Our team of experts is here to find the program that fits all of your needs. Your dream will be a reality in no time! | MG2624

9230 FORD CARS FOR SALE

WANTED ALL Fords, from 1900 to 1970, any condition, we pay top price of your car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970568

9232 FORD CAR PARTS FOR SALE

FORD PARTS
1909-1948
gaslightauto.com
800.242.6491

Reproduction Parts For Early V8 Fords

1932-1948 Cars
1932-1947 Pickups



Joe's Antique Auto Parts

Shop from our secure website.

www.joesantiqueauto.com
508-278-3980



Fast Friendly Service & prompt shipping!

THE ULTIMATE SUPERCHARGER KIT FOR FLATHEAD FORDS!



Single, Dual or 4 Carb Setups!

Pricing & Instructions AVAILABLE ONLINE!
www.tr-designs.com
or call 805-644-8899

9250 GTO CARS

WANTED: PONTIAC from 1964 to 1970, GTO, 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 3970643

9270 JAGUAR CARS

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

WANTED: JAGUARS, all XKEs, E-types and XK 120, XK 140, XK 150s, all roadsters and coupes, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039416

www.oldcarsweekly.com

WANTED JAGUAR

All XKE, E-Types, XK 120, 140, 150, MK IV & V, SSK, SS1, SS100, Coupes, Convertibles and Roadsters

FINDER'S FEE PAID
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED JAGUAR

SS-1, SS100, MK IV, MK V, XKE-I, II, III, XK120, XK140 & XK150

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

9275 JEEPS FOR SALE

countryclassiccars.com



1984 Jeep CJ7 4X4 dressed in red with a tan soft top. Interior is finished in tan, red, and chrome and looks excellent. Powered by Holley carbureted inline 6 cylinder engine mated to a manual transmission.
\$19,500.00

(618) 635-7056

9300 LINCOLN CARS FOR SALE

WANTED: LINCOLN from 1900 to 1957, any model, any condition. Top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970652

9310 MG CARS

WANTED: MG-A, TA, VA, TD, TC, TF and any other classic British car, any condition, any MG's 1900-1962; top dollar paid. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970612

WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC8177198

9320 MERCEDES CARS

WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039420

WANTED MERCEDES BENZ

190SL, 280SL, 230SL, 220A, 280SE, 220SE 250SL, 300S, 300 Gullwing, 300SL 170, 220SE Coupes and Cabriolets; 300 Series Coupes, Convertibles & Sedans; 500K and 540K

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

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED MERCEDES-BENZ

Any Classic Mercedes-Benz, 300 Gullwing, 300 SL Roadster, 300 S Convertibles, All 300 Series Coupes, Convertibles, Sedans, 500 K, 540 K, 170, 220 A Cabriolets & Coupes, 220 SE & 280 SE Coupes & Convertibles, 190 SL, 230 SL, 250 SL, 280 SL

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Please Call Peter Kumar

1-800-452-9910
Email: Peterkumar@gullwingmotorcars.com
GullwingMotorCars.com

WANTED: MERCEDES 300 Gullwing, 300SL, 300S convertibles and 300S coupes; 500, 540K, 280SE coupes and convertibles, 220A Cabrio and coupes; 190SL, 280SL, 250SL, 230SL; any classic Mercedes in any condition, all 300 Series coupes, convertibles, sedans, any condition, top dollars paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970680

9330 MERCURY CARS FOR SALE

Join the Int'l Mercury Owner's Assoc. Quarterly 56-page Quicksilver magazine. Free classifieds. Take part in our active online forums & more! Annual dues \$45 US \$50 Canada & \$55 International.

IMOA
PO Box 1245, Dept OCW
Northbrook, IL 60065-1245
Jerry Robbin 847-997-8624
Info@mercuryclub.com • www.mercuryclub.com
Visit our Facebook page.

9357 MULTI MAKE PARTS

WIRING HARNESSSES: Authentic reproductions thru 1954 (wire, terminals, construction braiding) all with complete installation listing. All vehicles except: Ford, Lincoln, Mercury. Also selling wiring supplies, braiding service.
www.harnessesunlimited.com
Catalog: Harnesses Unlimited, PO Box 435, Wayne, PA 19087.

9360 MUSTANG CARS FOR SALE

1984 Mustang GT Hatchback black, silver stripes, gray cloth interior. Low miles (16,XXX). Very nice unrestored condition. Original tires on TRX wheels. 5.0L HO 4V engine, 5 speed. AM/FM Cassette Premium sound radio, power windows & locks. \$12,500. Call 920-606-9173 oc3320

WANTED FORDS, Mustang from 1965 to 1970, Fastback and convertibles and any other Ford from 1900-1960, any condition, we pay top price of your car, we pickup from anywhere in the US. Call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970566

WANTED: MUSTANGS from 1965 to 1970, fastbacks and convertibles, in any condition; top dollar paid, serious buyer, will pick up from anywhere in the US, please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039420

9370 OLDSMOBILE CARS FOR SALE

WANTED: OLDSMOBILE from 1900 to 1957, 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 3970642

9361 MUSTANG CARS WANTED

WANTED MUSTANG

1964-1973
Coups, Convertibles
& Fastbacks

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

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED MUSTANG

1964-70 Convertibles & Fastback and all Shelby's

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

9380 PACKARD CARS FOR SALE

WANTED: PACKARD, any year, 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 3970650

9422 PONTIAC PARTS FOR SALE

Ames Performance Engineering



FREE CATALOGS!

1964-77 GTO/LeMans/Tempest
1961-63 LeMans/Tempest
1967-81 Firebird/Trans Am
1967-77 Fulcrum/Grand Prix

800-421-2637
www.amesperf.com

1982-2002 Firebird/ TA Available Online!

9405 PIERCE ARROW

WANTED: PIERCE-ARROW from 1900-1938, 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 3970667

9426 PORSCHE CARS

WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email continental5000@gmail.com FWC8041803

WANTED: PORSCHE 356, 356A, 356B, 356C, 356SC, 911, dead or alive, any condition, barn finds, abandoned projects, anything considered, top dollar paid; serious buyer, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email continental5000@gmail.com FWC8041803

WANTED PORSCHE

356 A, B, C, SC & Speedsters
All pre-'73 911 & 912

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.
We'll buy one car or complete collections!

Finder's Fee Paid

34 Years
Experience

**GULLWING
Motor Cars, Inc.**
Tel: 1-800-452-9910

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

WANTED PORSCHE

356 A, B, C, SC &
SPEEDSTERS
911 & 912

**FINDER'S
FEE PAID**
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

9440 ROLLS-ROYCE CARS

WANTED BENTLEY from 1900 to 2005, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970560

WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970636

WANTED: Rolls-Royce Silver Cloud I,II,III Silver Wraith, Corniche convertible, Chinese Eye; any Rolls any condition; top dollar paid, serious buyer; will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431303

WANTED ROLLS ROYCE & BENTLEY

**FINDER'S FEE
PAID**
Any Condition
Top Prices Paid
Will Pick Up From
Anywhere in the USA
Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED ROLLS ROYCE

Silver Ghost, 20-25, 25-30, Phantom I, II, III, IV, V, VI, Wraith, Silver Wraith, Silver Dawn, Cloud I, II, III & Corniche, Any Rolls Royce From 1904 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"
WE PICK UP ANYWHERE IN THE U.S.
Finder's Fee Paid

34 Years
Experience

**GULLWING
Motor Cars, Inc.**
Tel: 1-800-452-9910

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

9450 SERVICE & RESTORATION AIDS

AUTO CARPET

Cut & Sewn
Front & Rear From \$49.99
Press Molded From \$89.99

ALSO AVAILABLE:

• Headliners • Trunk Mats • Convertible Tops
MOST MAKES & MODELS FORD GM CHRYSLER Cars & Trucks

Iola Spaces AD 15-18
Finest Quality Auto Carpets 1940's Thru 1990's
• Original Colors • EZ To Install

Quality Auto Carpet
(773) 622-7404

qualityautocarpet@yahoo.com
P.O. BOX 390478
CHICAGO, IL 60639-0478

www.qualityautocarpet.com

9454 SERVICES OFFERED

J.J. Best Insurance Agency, 888.423.7846 has been a premier insurance provider specializing in collector car, boat and aircraft insurance. J.J. Best Insurance Agency, an independent insurance agency, is partnered with the nation's oldest and largest classic car lender, J.J. BEST BANC & CO. J. J. Best Insurance Agency offers all major types of insurance for auto and property insurance. More than any other insurance provider in the US, we specialize in providing auto insurance that bundles seamlessly with our J.J. BEST BANC & CO. collector car financing as well as our aircraft and boat financing. Call 888.423.7846 or email, insurance@jbest.com. Please visit www.jbestinsurance.com to get a quote. | MG2623



Damper Doctor

Replace the rubber in your harmonic balancer. Save your crank from breaking. Many models available for purchase or exchange. Custom rebuilding of your OEM part keeping your cars value.

DAMPER DOCTOR

sales@dampdoctor.com
Ph: (530) 246-2984 | F: (530) 246-2987
1055 Parkview Ave.
Redding CA 96001

WHEN PLACING YOUR CLASSIFIED AD

at www.oldcarsweekly.com,
please include your
contact information.

NEED TRIM RESTORATION?

We do that & so much more!

- *Stainless Steel
- *Chrome
- *Aluminum
- *Model A radiator shells, cow bands & more!
- *Complete vent window restoration, chrome, rubber, glass, etc.

43 YEARS OF QUALITY SERVICE!



CALL NOW FOR YOUR FREE ESTIMATE!

Vintage Vehicles Inc.

N1940 20th Drive, Wautoma, WI 54982

920-787-2656

Or see our work online at
www.vintagevehicles.net

Complete Restoration Service Over 60 Years Experience



Stiles Jet., Lena, WI

920-834-4447

www.anticque-automotive.com



Bob's Speedometer Service, Inc.

Established 1929

Family-owned business

Complete repair, restoration
& custom speedometers,
tachometers, gauges, custom
cables, ratio boxes, gas tank,
sending units

10123 Bergin Road, Howell, MI 48843

www.bobsspeedometer.com • bobsspeedometer@aol.com

(800) 592-9673 • (810) 632-0400

LEATHER FROM KELEEN LEATHERS

1000s of leathers ready to ship OR let us custom produce hides to match the color, grain, & sheen of the original leather for your car. Whether your project is for a Concours d' Elegance quality vehicle, or a "driver", we have the leather you seek. Family owned for over 45 years whose owner is an avid car collector. Budget leathers also available. Give us a call today 630-590-5300 and ask for Linda, our automotive specialist! Let us WOW you with our impeccable customer service and finest quality drum-dyed leathers.

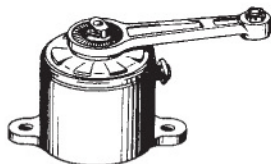
If you have a swatch to send us please send it to:

Keleen Leathers
1010 Executive Drive, Suite 400, Westmont, IL 60559
www.keleenleathers.com

SHOCK ABSORBERS

LEVER TYPE

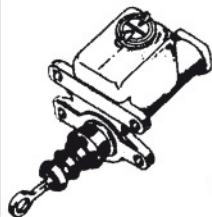
FORD, GM, CHRYSLER,
BRITISH, DELCO,
Houdaille, Armstrong



\$115 - \$245 most

BRAKES

Master cyl sleeved\$115 & Up
Wheel cyl sleeved.....\$65 & Up
Master Slv & Rebuild.....\$165 & Up
Wheel Slv & Rebuild\$85 & Up



AppleHydraulics.com

1610 Middle Road, Calverton, NY 11933
1-800-882-7753, 631-369-9515

COMPLETE EXHAUST SYSTEMS

Pre-bent Pipes, Mufflers & Resonators
Custom Built Mufflers
Aluminized Steel or Stainless Steel
Car & Trucks: 1909-1980's

www.waldronexhaust.com

Call us at: **1-800-503-9428**
or **269-467-7185**



9460

SPORTS & IMPORTED CAR

WANTED AUSTIN Healey 100-4, 100-6 and 3000, Mk.I, II and III, any year, any condition. Top dollar paid. We pick from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970553

countryclassiccars.com



1983 Datsun 280zx dressed in all red with black trim accents. This Japanese icon is powered by the L28E is the enlarged 2,753 cc (2.8 L; 168.0 cu in) inline 6-cylinder engine mated to a proper 5-speed manual gearbox.

\$16,950.00

(618) 635-7056

WANTED BANTAM, any year, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970562

WANTED BMW 502, 503, 507, 327, 328 and Isetta, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970558

WANTED: Alfa Romeos, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431318

WANTED: ALPHA Romeo, 1900 to 1969, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970675

WANTED: Aston Martin DB2, DB4, DB5 and DB6, any Aston Martin, any condition. Top dollar paid, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11431306

IOLA BUYERS ARE SMART

THEY KEEP
ONE EYE ON THE CAR..
..AND ONE EYE
ON THEIR CASH

FINANCE WITH THE BEST



LOW RATES, LONG TERMS & QUICK
APPROVALS & PRE-APPROVALS

1-800-USA-1965
LOAN OFFICERS STANDING BY

Subject to consumer loan program requirements and credit approval. Certain fees, closing costs and restrictions may apply. J.J. Best & Co. operates under the name J.J. Best Banc & Co. and J.J. Best Bank International.

Trusted Partner of Hemmings Motor News. JJBEST.com

WANTED BENTLEY

8 Litre, 6 Litre, 4 1/4 Litre, 3 1/2 Litre,
R Type, All Continental, S1, S2 & S3
Any Bentley From 1919 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED: ASTON Martin, DB2, DB4, DB5, DB6, any other Aston Martin, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970554

WANTED: AUSTIN-HEALEY 100-4, 100-6 or 3000, MK I, II and III, in any condition; top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com 0-1000 FWC8039513

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

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

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

WANTED: DELOREAN, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: continental5000@gmail.com FWC9430365

WANTED: DELOREAN, any year, 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 3970591

WANTED FACEL VEGA

We Buy Facel Vega in any
year, any condition

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED ASTON MARTIN

DB2, DB2/4, DB4, DB5,
DB6, DBS, Any Aston Martin
From 1921 thru 1989

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED ASTON-MARTIN

DB2, DB4, DB5,
DB6 & DBS
ANY 1921-1998



FINDER'S FEE PAID
Any Condition
Top Prices Paid

Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

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

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

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

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

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

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

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

WANTED AUSTIN-HEALEY

100-4
100-6 & 3000



FINDER'S FEE
PAID

Any Condition
Top Prices Paid

Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-356-2365
alex@beverlyhillscarclub.com

WANTED AUSTIN HEALEY

100-4, 100-6,
3000 MK I, II, III

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

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

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

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

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

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

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

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

WANTED FERRARI

246, 250, 275, 330,
365, & 512. Any Ferrari
from 1947 Thru 2007

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WANTED FERRARI

246, 250, 275, 330, 365
Any Ferraris
1950-2015



FINDER'S FEE PAID
Any Condition
Top Prices Paid

Will Pick Up From
Anywhere in the USA

Call Alex Manos
877-912-0007
alex@beverlyhillscarclub.com

WANTED LAMBORGHINI

Lamborghini from 1900 to 1989,
400GT, Miura, Espada, Jarama,
Coutach and any other Lamborghini

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

GULLWING
Motor Cars, Inc.
Tel: 1-800-452-9910

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

WHEN PLACING YOUR CLASSIFIED AD

at www.oldcarsweekly.com,
please include your
contact information.

WANTED LAMBORGHINI

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

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

Call Alex Manos

877-912-0007

alex@beverlyhillscarclub.com

WANTED MASERATI

Ghibli, Mistral,
3500GT, Bora,
Khamsin, Mexico

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

Call Alex Manos

877-912-0007

alex@beverlyhillscarclub.com

WANTED MASERATI

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

ANY CONDITION
"TOP DOLLAR PAID"

WE PICK UP ANYWHERE IN THE U.S.

Finder's Fee Paid

34 Years
Experience

**GULLWING
Motor Cars, Inc.**

Tel: 1-800-452-9910

Email: Peterkumar@gullwingmotorcars.com

Website: GullwingMotorCars.com

Ask for Peter Kumar

**9480 STUDEBAKER CARS
FOR SALE**

WANTED AVANTI, any year, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970555

www.oldcarsweekly.com

**9482 STUDEBAKER PARTS
FOR SALE**

Myer's StudebakerParts



Studebaker & Avanti parts & repair, rebuild, restoration. Specialize in High Performance units and rebuilds. In business over 41 yrs. We seldom have to say NO 24K sq. ft. full.

Hrs. 10a-6p EST **740-674-4897**

OH spookys@1st.net

www.myersstudebaker.com

**9490 THUNDERBIRD CARS
FOR SALE**

WANTED FORDS, T-Bird from 1955 to 1960, convertibles only, any condition, we pay top price of your car, we pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910 or email: PeterKumar@GullwingMotorCars.com 3970567

**9491 THUNDERBIRD CARS
WANTED**

WANTED THUNDERBIRDS

**From
1955-1967**

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

Call Alex Manos

877-356-2365

alex@beverlyhillscarclub.com

**FIND A CAR
LISTED FOR
SALE HERE
WITHOUT
CONTACT
INFORMATION?**

**Find the contact
info in the online
classifieds at**

www.oldcarsweekly.com.

**9492 THUNDERBIRD PARTS
FOR SALE**

**9492 THUNDERBIRD PARTS
FOR SALE**

**Your first choice in:
1955-1957 Thunderbird
Sheet Metal; Used & NOS Parts
Toll free order line 866-949-1956**

Cars...

*Check out our website for Cars for Sale and Restorations in Progress

*We buy & Consign

Concours Restorations...

*Classic, Antique, & Muscle

*Full & Partial Restorations Available

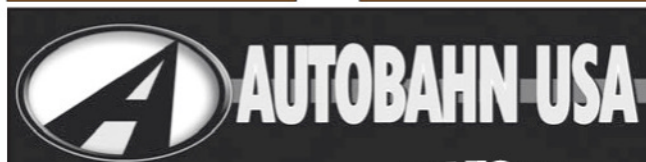


**Hill's
THUNDERBIRDCENTER**

"Everything you need...
to make your vision come true!"

9510 TRANSPORT

9510 TRANSPORT



- COMPETITIVE RATES
- QUICK ▪ COURTEOUS
- CAREFUL
- DOOR to DOOR
- FULLY INSURED



Jay Grams, Co-Owner
Volo Auto Museum



"For over 53 Years The Volo Auto Museum has been recognized as one of the most trusted names in the Collector Car Industry."

For the past twelve years Autobahn has exclusively provided excellent transportation services for all of our cars."

Questions? Need a Quote? Call Today

TOLL FREE: 888.458.9052

or visit autobahnusa.net

Friend us on
facebook
www.facebook/oldcarsweekly

TRUCK & TRUCK PARTS

9570 CHEVROLET TRUCKS

countryclassiccars.com



1983 Chevrolet Suburban dressed in all black covering a tan interior and riding on American Torque Thrust wheels all around. Powered by a 5.7L V8 engine mated to an automatic transmission.

\$18,000.00

(618) 635-7056

countryclassiccars.com



1979 Chevy C20 Custom Deluxe long bed pickup. It has a good body, custom stripes, and a redone interior. It is powered by a V8 engine and automatic transmission.

\$10,950.00

(618) 635-7056

Follow us on
facebook

www.facebook/
oldcarsweekly

NOW OPEN!

SHOP
THE OLD CARS STORE!

You can now buy Old Cars merchandise online from the comfort of your home... just in time for car show season.

Old Cars Stainless Steel Water Bottle 25.00

MANY MORE ITEMS AVAILABLE WITH NEW ITEMS ARRIVING WEEKLY!

Old Cars Hat from 15.00*

MANY COLORS, STYLES & SIZES AVAILABLE!

Old Cars Hoodie Sweatshirts 27.00*

Old Cars Orange Drawstring Bag 23.50*

Old Cars T-shirts 21.50*

Old Cars Socks 14.00

SHOP AT
store.oldcarsweekly.com

*Prices subject to change. See online store for current prices.

Continued from page 12.

forget that the Smithsonian Institution comprises 21 individual museums, plus the National Zoo.

Most of the automobiles, some 70 vehicles, are in the care of the Smithsonian's National Museum of American History. The press release clearly states this. The McKinney Ford is the first Black-owned vehicle in the NMAH collection. It is the second such car in the overall Smithsonian holdings, though. The other Black-owned car is Chuck Berry's red 1973 Cadillac Eldorado convertible, in the Smithsonian's National Museum of African American History and Culture.

I was able to see the cars of the NMAH collection at their off-site storage facility some 30 years ago, on a visit arranged by the Society of Automotive Historians. They are in conservation, not on display, but are well cared for. According to Kathleen Franz, supervisory museum curator at the NMAH, "the cars are still there safely housed in storage but accessible if researchers need to see them." The records for the vehicles can be searched at <https://collections.si.edu>.

Dr. Franz is working on a new collections plan for road transportation at the NMAH, with expected completion during 2024. She notes that they are not actively collecting additional items at this time. I am grateful to her and to Curator Emeritus Roger White for clarifying this matter.

Kit Foster, Gales Ferry, Conn.

'40 Ford heaters, lamps

The June 1 issue of *Old Cars* features

an interesting unrestored 1940 Ford that lives in Flathead Valley, Mont.

As I read about this original 1940 Ford and saw the accompanying images of it, one thing caught my attention: the heater in my 1940 Ford didn't look the same, and it didn't get heat from hot water.

The heater in my 1940 Ford was black in color and was shaped like half of a football with the point pointing up. It had small copper tubing running from the float area of the carburetor to the heater and it burned gas in its little stove to make heat. It was ignited by spark (I think a sparkplug). It would kind of make a roaring sound when in use, but it worked well, as it gets very cold in Mundelein, Ill., where this car lived.

So, my question is this: Is the heater in the Montana car or was my heater the original?

Also, I think it's worth noting that there was originally only one taillamp on the back of a 1940 Ford and there were no turn signals. To signal a turn, the driver had to hang their arm out the window.

Bob Van Landuyt, via email

Editor's note: I suspect either your heater or the heater in the recently featured 1940 Ford was an aftermarket unit, although it's possible Ford used different types of heaters. We see that when a component installed on the assembly line is provided by a third party, and if the assembly line runs out of one component, workers will substitute a similar component from a different third-party manufacturer. However, in the case of a 1940 Ford, the heaters were probably dealer-installed units and

if a customer didn't select a Ford-brand heater, a different brand and/or type of heater may have been purchased and installed. In regard to the chevron-type 1940 Ford taillamps, the DeLuxe Ford V-8 came standard with two taillamps (one on each rear fender) and the Ford V-8 (aka Standard) came standard with a single taillamp on the driver's side.

Some T-Bird trivia



Enclosed is a photo of a Ford parts box that I have owned for many years. I also have the other side. The boxes are unopened and the parts are still inside. The parts are stone guards for the 1955 Ford Thunderbird and mount on the fender skirts. Early 1955 Thunderbirds did not come with these parts mounted. They did become standard equipment later in the model year.

The interesting thing is that these boxes do not have the word "Thunderbird" on them. Instead, they have 1955 Sports Car as the vehicle designation. The parts and boxes were made before the car was named. The part number is correct, though.

As many readers know, the name "Thunderbird" was chosen from names submitted in a contest. I thought this information might be interesting to *Old Cars* readers.

Karl Gonsalves, Gansevoort, N.Y.



World's Most Complete Supplier
of 1937-54 Chevrolet Car Parts



800-952-2904

CHEVSOFTHE40S.COM



877-367-3060

FABULOUSFORDS.COM





WE BUY CLASSIC CARS

We Buy One Car or Complete collection

Call Peter Kumar

TO SELL YOUR CLASSIC CAR



30 YEARS EXPERIENCE IN CLASSIC CAR INDUSTRY

GULLWING MOTOR CARS

We Buy European Cars:

Mercedes Benz, Jaguar, Porsche, Ferrari, Austin-Healey, Aston Martin, Rolls-Royce, Bentley, Bugatti, BMW, MG, Triumph, Maserati, Morgan, Pagano, Alfa Romeo, Delorean, De-Soto, Delage, Delahaye, Dual-Ghia, Facel Vega, Ferrari, Lotus, Lamborghini and various other European Cars.

We Buy American Cars:

Auburn, Buick, Cord, Chevrolet, Cadillac, Ford, Duesenberg, Packard, Lincoln, Pierce-Arrow, Excalibur, Studebaker, Stutz and any Classic & Sports Car.

Any Condition | Any Location

Top Dollar Paid | Finder's Fee Paid

PeterKumar@GullwingMotorCars.com

1-800-452-9910