

old cars

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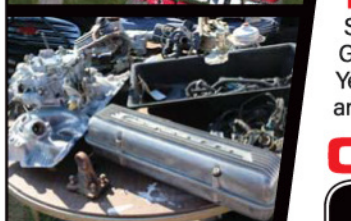
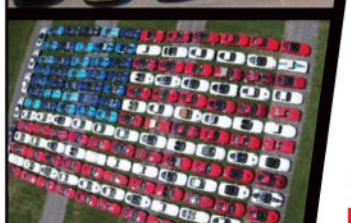


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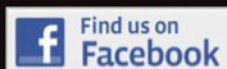
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Remembering Callaway

As this issue of *Old Cars* went to press, news broke of the July 11 passing of Ely Reeves Callaway III, a legendary “tuner” who added horsepower to already hot cars in the tradition of Don Yenko and Dick Harrell.

Although Callaway was known for upping the testosterone of Chevrolet Corvettes, he actually began his speed business by hopping up BMW cars after his career as a Formula Vee champion driver. Callaway Cars touched Alfa Romeos, Mazdas, Aston Martins and Land Rovers from his base in Old Lyme, Conn., but it's the Chevrolet Corvette that is largely associated with Callaway the man and the business.

Callaway's connection with Corvette began in 1987 with the B2K Twin Turbo Corvette, which he developed after General Motors approached him about adding additional performance to the C4 Corvette. At the time, Callaway was 40 years old. The B2K package was a GM Regular Production Order (RPO) and, as such, was available through Chevrolet dealers and had a factory warranty. Corvettes were shipped to Callaway's facility for the conversion, thus making Callaway an official Specialty Vehicle Manufacturer.

For 1989, Callaway Cars built a Corvette that was named “The Sledgehammer” that set a production car record top speed of 254.76 mph. It took a full 21 years before that record was beaten. Also that year, Callaway Cars built the open-top Callaway Corvette Speedster, which incorporated some of the body kit elements of the “Sledgehammer” as well as an open cockpit with unusual fairings behind each passengers. This was my personal introduction to the world of Callaway.

We kids of the 1980s were “poster children,” and by that I mean our bedroom walls were wallpapered with band posters, car posters and “heart throb” posters (if you were a girl) and swimsuit posters (if you were a boy). While I had posters showing cars that were built when my parents were kids (or before they were even born), my friends usually had posters of the latest exotic cars of the 1980s: Porsche 959s, Lamborghini Countaches, Ferrari Testarossas and, yes, Callaway Corvettes — specifically the Callaway Speedster. To this day, I vividly recall a poster hanging on a friend's bedroom wall showing a metallic green Callaway Speedster. Even now, I am drawn to that and similar greens, and it probably goes back to that poster car.

Any Callaway Corvette is rare and desirable, and rarely seen. One of the best chances to see one of his creations under the sun comes each August during the Corvettes at Carlisle event at the Carlisle Fairgrounds in Carlisle, Pa. This year's event will be held Aug. 24-26 and features displays, judging, a flea market, a car corral, seminars and even off-site track time. Corvettes at Carlisle welcomes every model year of Corvette, and now that fourth-generation Corvettes are gaining ground, I'd put my money on Carlisle as the best place to spot a Callaway — maybe even a green Speedster model.



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1955 Chevrolet Corvette Roadster



1969 Chevrolet Corvette L88 Convertible



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One worst and two best cars

Selecting the worst vehicle I ever owned is very easy: it was a 1977 Ford Granada two-door sedan, silver with a red vinyl interior and a six-cylinder. I bought it new in November of 1976. I then lived in a garden-style apartment complex in a closed-in suburb of Washington, D.C., so the car was parked outside. When I bought it, I noted that the trunk lid looked like it had been buffed — I believe that it actually had been damaged in transit and repainted by the Ford dealership since it quickly lost its luster and discolored.

I had the car about a week when, in the morning, it ran really rough, so the Ford dealer cleaned the spark plugs. This happened at least twice again (the service technician, a woman, got to know me by name). When the car had 5,000 miles on it, it burned all its valves, which the dealer replaced. A bubble in the paint near the windshield wipers broke; the side door trim with a rubber insert had its plastic aluminum-looking trim peel off. Additionally, once I wanted to gently tap the horn when the motorist in front of me did not see the traffic light turn green and the horn didn't work, so I actually had to back up and go around that motorist. The gas cap was "recalled" by Ford and was replaced free of charge. Finally, I backed the Granada out of its parking space one morning and heard a fairly loud metal-to-metal rubbing; even though the car was then passed its 12-month warranty period, the Ford dealer replaced a rear

wheel bearing at no charge "due to the service history of the car." I kept it exactly three years, and traded it in on a new 1980 Plymouth Horizon.

The last two vehicles I've owned have been great cars. My 2008 Saturn Vue was a wonderful vehicle. I kept it nine years and at 73,000 miles, it needed new struts. The "check engine" light came on the day before my service appointment to have the struts replaced. The Saturn dealer told me the "check engine" light came on from a transmission code, which could have been anything from cleaning and changing the transmission filter to a rebuilt transmission (that alone would have been about \$3,500). For the only time in my life, on the spot I traded the Vue in on a new 2017 Buick Encore (this was at what had been the Saturn dealership where I bought the Vue new in 2008; it was turned into a Buick/GMC dealership when GM pulled the plug on Saturn, and it was where I had the Vue serviced).

The Encore is fantastic, and the backup camera with side traffic alert is particularly priceless (especially for its just-turned-76-years-old Baby Boomer owner). It has built-in GPS and many other really nice features. Around town, it gets 26 mpg, and on the open road it gets 32 mpg. At 6 years old, it only has 28,000 miles, so I'd say it is the best vehicle I've ever owned.

Larry Lange, Adamstown, Md.

Reader Wheels



Tom Howard says he bought this 1957 Ford Fairlane 500 from Texas and had it shipped to his home in Chicago a few years back. "It is finally out of the shop and dragging the big city streets! It came with a Boss 429 and six-speed automatic with pro shifter. Of course, I added the raised-white-letter (tires). Old school! I'm 62, so the racing shift option is not doable. Plus, who needs a ticket?"



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The Scoop



Hobby News & Views

Studebaker meet set for Wisconsin in September

MANITOWOC, Wis. — The Studebaker Drivers Club (SDC), in conjunction with the Wisconsin Region Studebaker Drivers Club (WRSDC), will host the 59th Annual Studebaker Drivers Club International Meet in Manitowoc, Wis. The meet will be held Sept. 12-16 at the Manitowoc County Expo Grounds.

The international event is expected to draw more than 1,000 Studebaker car and truck enthusiasts to the lakeshore area, according to Steve Kanter, president of the Wisconsin Region Studebaker Drivers Club. The host club hopes to have 300 Studebakers on display during the five-day event at the Manitowoc County Expo Fairgrounds, with the local Holiday Inn serving as the host hotel. The Antique Studebaker Club (pre-war cars) will also be arriving earlier in the week for their event on Sept. 10.

The WRSDC is planning many activities for SDC members, including a swap meet, technical seminars, Studebaker Car Tours to local attractions such as The Wisconsin Maritime Museum (with WW II *USS Cobia* submarine), Hamilton Wood Type Museum, Farm Wisconsin Discovery Center in the Manitowoc area and Lambeau Field in Green

Bay. Events include a Studebaker parade on Sept. 13 from Manitowoc to Two Rivers, culminating in opening the fairgrounds to the public with a sock hop on Friday, Sept. 15, and an All-Makes Classic Car Show held the last day of the event, on Sept. 16.

For more information about the 59th Studebaker International Meet, contact Steve Kanter at steve.kanter13@gmail.com.

Young hobbyist killed in Nebraska wreck

LINCOLN, Neb. — A single-vehicle crash in Lincoln claimed the life of a promising automotive restoration student on June 17.

Authorities said 20-year-old Alexander Schoneweis was alone driving his 1953 Chevrolet daily driver near the southwest edge of the city when the car went out of control, through a ditch and struck a wooden utility pole. The victim, who was wearing a seat belt, was pronounced dead at the scene.

Schoneweis had completed two years in the Automotive Restoration program at McPherson College in McPherson, Kan. He had recently started an apprenticeship with Auto Kraft Body & Paint, a restoration shop in Lincoln. He gradu-

Reader Photo



Todd Jeffries, of Conifer, Colo., shares this photo of "my brother posing next to our 1949 Buick Super Sedanet — I love the fastback styling! I came home from the hospital in this car after my mother gave birth to me in 1950, but I don't remember ever riding in it — my father traded it in before I got old enough to remember our family cars. Great job on your magazine, by the way — I look forward to every issue!"

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ated with honors from high school, where he ran cross-country and excelled in shop and woodworking classes.

"Alex was just a great guy, a craftsman in training," Auto Kraft owner Doug Kielian said. "He had a bright future in the automotive industry." Another friend related that Alex "was on a mission to save as many classic cars as possible."

His parents and a twin brother are among many surviving relatives.

— John Lee reporting

1970 GTO stolen from motel parking lot in Indy

INDIANAPOLIS — An upstate New York family had its green 1970 Pontiac GTO stolen June 26 at a motel while they were on their way to the GTO National Convention in Springfield, Ill.

Jill Campbell-Bennett said the car had been in the family for 27 years and "both of my kids came home in the hospital in it. It was in our wedding," according to a story at www.wrtv.com. The GTO was stolen at the La Quinta Inn near the Indianapolis International Airport. The car was being pulled in an unmarked trailer. Both the trailer and GTO were gone when the couple woke up after an overnight stop at the motel.

Surveillance footage showed two suspects' vehicles — one driving a black truck and another a white truck.

Anyone with information can call Crime Stoppers of Central Indiana at 317-262-8477.

AACA Museum raffling off 2024 Corvette

HERSHEY, Pa. — Tickets for the AACA Museum's annual Corvette raffle are on now on sale. The museum is raffling off a new 2024 Corvette Stingray or \$40,000 in cash. Only 3,000 tickets will be sold. The drawing will be held on Oct. 7. Visit www.aacamuseum.org for more information. **OC**



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Wreck of the Week



This VW was going to need a total make-over after crashing headfirst into a much larger object. The Bug's front end took a lot of damage, as did the passenger-side fender and running board.

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Copshaholm 'Best of Show'



A 1930 Cadillac Series 452 V-16 Fleetwood coupe, owned by Allen & Nancy Strong, from Urbana, Ill., was named "Best of Show" at the 2023 Concours d'Elegance at Copshaholm in South Bend, Ind. It was selected from nearly 80 vehicles vying for the top prize.

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Weathered Wheels



Old Cars contributor Gregg D. Merksamer was on his way home to Warwick, N.Y. on U.S. 224 across the Ohio-Pennsylvania border in New Castle when he shot this sun-faded yet still-stately 1962 Ford Galaxie 500 Club Victoria.

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Three cheers for some excellent club publication work

Appearing recently in *The LEGEND* (GTO Association of America, PO Box 213, Timnath, CO 80547-0213; editor Tom Szymczyk, GoatGuy/Tom@aol.com; 856-439-0314) is a cover feature on James W. Colgan, Jr.'s., triple-black 1970 GTO 455 HO four-speed, his dream car at a mere \$650 (but needing help). He jumped on the project and spills the beans about his exploits, concluding with "life is full of ups and downs, you just have to enjoy the ride." True enough!



Recently, *The Early Bird*, an 18-time winner of the Golden Quill Award, showcased Kathleen Bevin's adoration of her red '55 T-Bird (in color on front and rear covers plus center spread). Her tale covers her 54-year journey with the sporty car, 14 of those as a volunteer firefighter. Fitting for the owner/admirer of this red car, she calls it "my little fire engine" and adds, "she never complains!" The article is so well done with ample color visuals that it could be a winning achievement in club annals. (Classic Thunderbird Club, PO Box 2053, Mission, KS 66201; editor Garrett Shropshire, earlybird@ctci.org).



Erik Larson's appreciation for his original 1914 Ford Model T led him to venture outdoors on a brisk day in Hinton, Iowa, to "shoot" his car by camera (not gun). His appreciation for the car and its rustic features are a framable toss back in time in the setting. It's the cover car for a recent edition of *The Vintage Ford* (Model T Ford Club of America, editor Aleesa Drennen, 317-641-8964, veditormtfca@yahoo.com; admin@mtfca.com).



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BUILT TO LAST  **AMERICAN MOTORS**

Vintage ad of the week

By M.J. Frumkin

Praise American Motors Corp.'s ad agency for creating this novel single-page layout for the 1981 Spirit hatchback. In this pictorial sales pitch, AMC boasts that it was the only auto manufacturer to use 100% galvanized steel on the inside of all its cars' exterior body panels. To visually "drive" home this statement, commercial artists created bold, reflective chrome-plated lettering and an eye-catching upside-down view of Spirit's inner metal body components — including the door impact beam.

Galvanized steel was just one component of AMC's commitment to deliver, "a full quota of lasting value."

Further fortification of the Spirit's compact body and chassis was provided by its plastic inner fender liners and Ziebart factory rust protection, which enabled AMC to provide a full five-year No-Rust-Thru and 12-month/12,000-mile new car warranty.

Not bad for the once-fourth-biggest car company in the "U.S. of A."



Q [Regarding Bob Landuyt's letter] (July 15 SYH) regarding gasoline heaters, [our] family's 1937 Ford 60 hp, acquired used in 1940, had a South Wind gasoline heater. It was manufactured and sold by an Indianapolis heater company, I believe named Warner. We had trouble with it, which was repaired by Krabill Ford, the East Canton, Ohio, Ford dealer. When it worked, it gave out plenty of heat. The story in those days was that the 136-cid V8-60 Ford, as compared to the 221-cid 85-hp Ford V-8, didn't generate enough hot water to heat adequately, so gasoline heaters were substituted for hot water heaters in 60-hp Fords. They were particularly used in 60-hp taxicabs, which had the V-8-60 in the hope of saving gas. My Aunt Sadie had a 1940 Ford Deluxe 85 with a South Wind Heater. She complained the heater used too much gas, seriously cutting into her gas mileage. For this and other reasons, she traded the Ford for a 1940 Dodge, and stayed with Mopars until the De Soto was discontinued.

— Don Ryman, Buchanan, Mich.

A Yes, I, too, noticed that Bob Landuyt was describing the South Wind gasoline-powered heater that was a popular accessory on Fords and other makes in the 1930s. A product of the Stewart-Warner Corp., I suspect they were installed by dealers or aftermarket vendors, as opposed to factory-fitted, but I'm not sure.

My first car, an 85-hp 1937 Ford convertible sedan I purchased from my

cousin Ben for \$7 when I was 9 years old, had one. The car did not run during my ownership, as it had been Ben's parts car and he had removed some essential pieces. It did, however, teach me a lot about car mechanics as, like the Walter P. Chrysler legend, I took it apart (unlike Walter, I never got it back together).



As Bob noted, it drew fuel from a jet in the carburetor to a burner ring, past which an electric fan pulled air for distribution to the passenger compartment. A lever on the bottom controlled the air flow. There was an electric igniter, much like a spark plug, that lit off the incoming fuel mixture.

As you say, the South Wind heater typically put out more heat than a hot-water heater, particularly in the 1930s, when antifreeze was often of the alcohol variety and suffered from a low

boiling point. Many cars were driven without thermostats a result, so they ran much cooler and had fewer BTUs to share with the passengers. The heat could also be ducted upwards to defrost the windshield. I remember seeing some ersatz arrangements of flexible ducting for this purpose, where there was no hidden path to route warm air behind the instrument panel. Pre-war cars were very common in rural Connecticut where I grew up in the immediate postwar years.

In nearly all cases, the South Wind heated up faster than hot water heaters, and they were easier to install when many cars did not have a tapped connection to the water jacket. In those cases, a tee had to be inserted into the upper radiator hose. Installing the jet in the carburetor was a simpler procedure.

Gas heaters were also used in air-cooled cars. Volkswagens, for example, made use of engine heat with a duct leading forward from the engine, but an accessory gas heater was sometimes supplied for cold climates. Early Corvairs had a choice of hot-air or gasoline heaters for the same reason. My brother-in-law once had a 1963 Monza with the gas heater. It was not entirely satisfactory, as I remember a very noticeable gasoline aroma in the front passenger seat.

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

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LIFETIME ACHIEVEMENT

All-weather '65 Corvette and its owner have spent 56 happy years together

STORY AND PHOTOS BY BRIAN EARNEST

Not a lot of guys get to brag about how many times they've gotten their Corvette stuck in the snow.

Herb Grube jokes that it's happened to him so many times he's lost count.

"When I came to Wisconsin, I had snow tires for it. It didn't do it any good. I got towed out of the snow so many times with this thing," says Grube, gazing at his battle-tested white 1965 coupe. "Finally, my insurance company started to get mad at me ... One time on [Wis. Hwy 41] I went down into the median and I had snow all the way up to my windshield!"

"The thing is, it's got a really high gearing ratio so if you let your foot off the gas, it's like putting the brakes on. If you let your foot off the gas, you are going sideways instantly in the snow, so that's how I'd wind up in the ditch all the time."

The Greenville, Wis., resident used his Corvette as a daily driver for 18 years and rolled up most of its 180,000-plus miles driving back and forth to work and as his primary transportation. The car originally came from Pennsylvania, but has

accompanied Grube and his family to stints in Georgia, Florida and Ohio before they wound up in Wisconsin.

Grube is still a little incredulous when he thinks about how long he's owned the '65 and all the memories he's accumulated in it in the past 57 years. He guesses that perhaps the biggest reason he's had it this long is that the car was his wife Violet's idea in the first place.

"She was the reason I got it, quite frankly," he says. "I had a black Pontiac Bonneville convertible, 421, 4-speed, buckets ... but then I bought a GTO in 1966. Well, back then, when you bought a car, you put the minimum down, had big car payments, and we were getting married and we looked at our budget and saw this big old car payment for the GTO and said it had to go. So I got rid of it and about a year later, my wife noticed that every time a GTO or Corvette went by, I was still obviously in mourning. She finally said, 'Well, why don't you go out and get a car,' and I said, 'OK.' Then she said, 'Why don't you get a Corvette?' And after I picked myself up off

the floor, I said, 'Great, why?' And she said, 'I really like that coupe styling. So why don't you look at a Corvette?'"

Violet didn't have to ask twice, and soon Grube was out happily scouring the landscape for some hot new wheels around Philadelphia, where the couple lived. The catch was that he was given a budget of \$3,000.

"This was in the summer of '67 when we started looking. I went looking at car lots, and I was looking at '67s ... In those days you could buy a car at a used car lot that was three to six months old, it was very common. People would get a new one of these, drive it for a few months and decide they didn't like it and bring it back. So I was looking at '67s and they were all \$3,400 to \$3,800, which was over my budget. Then I went to the newspaper ads ... and I saw an ad for a '65 and he wanted \$3,300. I thought, 'Well, that's a little closer.'"

At first, Grube balked at the deal when the seller held firm on the price on the '65, which had 28,000 miles on the odometer at the time. After a couple of weeks had gone by, Grube talked to the seller again and the pair eventually haggled out a price of \$2,850 and Grube had his first Corvette.

For the next 18 years, Grube drove the wheels off his baby. Finally, in 1985, he says he put the Corvette into semi-retirement and quit driving it every day. He's not sure exactly how many miles were on the car at the time because the odometer quit working back in 1969. He estimates it's got 180,000-plus on it today.

1965: Full speed ahead

The 1965 Corvette was two years removed from its major restyling for 1963 and arguably the best version yet of the

"Great American Sports Car." The aesthetics were slightly cleaned up outside and the model year marked a few big performance improvements. Chief among them were four-wheel disc brakes, and the mid-year introduction of the big-block 396-cid engine option. A new hood without indentations was standard, but cars with a new big-block used a special hood with a funnel-shaped "power blister" air scoop. Interior updates included instruments that were changed to a flat-dial, straight-needle design with an aircraft-type influence. The seats had improved support, and one-piece molded inside door panels were introduced. Standard equipment included: tachometer; safety belts; heater and defroster; windshield washer; outside rearview mirror; dual exhaust; electric clock; carpeting; manually operated top (convertible); and sun visors.

The four-wheel disc-brakes were standard, although drum brakes could be substituted for a \$64.50 credit. Fuel injection was phased out at the end of the 1965 model year. A new tough-looking side exhaust set-up and telescoping steering wheel were among the coolest options on the menu.

The base engine was a 250-hp version of the 327-cid V-8. From there, buyers could go up the ladder for the 300-hp 327 (RPO L75), 350-hp 327 (RPO L79), 365-hp 327 (RPO L76), 375-hp 327 (RPO L84), or the new 425-hp 396.

A three-speed manual transmission was standard, but almost 90 percent of the 1965 Corvettes rolled out the door with a four-speed.

The new disc brakes and hot engine options made the 1965 'Vettes plenty of new fans and seemed to further



Herb Grube put more than 10,000 miles a year for 18 years on his "daily driver" 1965 Corvette. He bought the car in the summer of 1967 and it has accompanied him around the country.



The '65 still has its original 396-cid/425-hp V-8, mated to a four-speed transmission. The base engine was a 250-hp version of the 327-cid V-8. Buyers could also specify a 300-hp 327 (RPO L75), 350-hp 327 (RPO L79), 365-hp 327 (RPO L76), or 375-hp 327 (RPO L84). The call-outs above the fender louvers confirm what's under the hood.

scare off competition as there were simply no other American two-seat sports cars being produced to offer a challenge. *Road and Track* magazine editors at the time were big fans of the 1965 model, noting in a review at the time that "in many ways, the Corvette is the original 'build to suit' sports car. There is a complete range of options that make it possible to satisfy almost any driver who might consider buying such a car. It can be had 'mild' with automatic transmission, power steering, power windows or you can have it 'wild' with everything up to and including the fuel-injected 375-bhp engine, heavy-duty suspension, cerametallic competition brakes, fast steering, wide-base cast-alloy wheels and the whole biz."



The mahogany steering wheel was added to the car when it was restored, and the vinyl seats were re-covered in leather. Otherwise, this wonderful, well-traveled 'Vette remains very original inside. The 1965 model's instrument displays were redesigned to include flat black faces. The areas around the radio and speaker bezel were now painted instead of surrounded by vinyl, and the seats were slightly larger and more supportive. The inner door panels included fully integrated armrests, and the seat belts had retractors for the first time.

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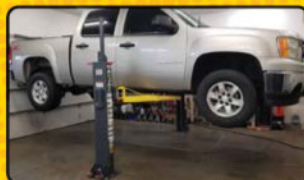
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MAXJAX™

Car and Driver ran a story daring to compare the 1965 Corvette to the legendary Aston Martin DB-5 and Ferrari 250GT, largely debunking any thinking that the Chevrolet didn't stack up with Europe's best sports cars. "Stop all that nonsense about the Corvette being as fast and as silent, as stable and as much in keeping with the grand touring concept as the other two," the story said, sarcastically. "We don't want to hear how it might be argued that the Corvette is equally sophisticated from an engineering standpoint or that it might even be as well made. More reliable than an Aston or a Ferrari? Is nothing sacred?"

Indeed, it was hard to argue that a base Corvette coupe was a lot of bang for your buck in '65 with a base price of \$2,947. The convertible was about \$225 more and was the more popular version with 15,377 built, compared to 8,187 for the coupe.

'A part of your persona'

Grube finally backed off the throttle in '85 and began making his Corvette more of a joyride car, and in 2000 he decided the time had come to make it new again and give it a second life. He employed the help of a pair of Wisconsin shops to tackle the job, and a little over a year later he was happily heading off to car shows in his little white steed.

"By 2000, it had a lot of issues," he says. "It had stress cracks in the body ... The interior was bleached almost colorless from the sun. It was worn out.

"It turns out that it had a couple holes in frame, and four of the six body mounts were gone. They had to weld on all-new body mounts and, of course, we blasted and painted the frame."

The '65 still has its original 396-cid/425-hp V-8 and four-speed transmission. It's still a very stock machine, but Grube has tweaked and added a few goodies over the years.

"This car could have been purchased exactly as it sits. Everything on it was an option. But as purchased, it was slightly differ-

ent. This has leather seats, but the original had vinyl. Secondly, it has the mahogany steering wheel, and the original had the plastic-synthetic wood steering wheel. Also, the other thing it did not have was side pipes. I put them on about four years after I bought the car. And the knock-off wheels are also not original. They are bolt-ons. I don't want the wheels to precede me down the highway, and those real knock-offs are known to do that. These are '67-type bolt-on wheels that the aftermarket sells.

"The engine is stock and the rest is stock except for the radio, because it's a radio-delete car. That's the only regret that I have from the restoration is that I didn't return it to a radio-delete car, because with these side pipes, you can't hear the radio anyway, plus it would add to the mystique...."

Grube also added a back-up master brake cylinder as a safety precaution. He's not too worried about a high-speed brake failure, but hey, you never know!

"I've always liked cars with lots of power. Everything that I've had is like that," he jokes. "I've got a 2013 Corvette at home. That's a Z06! Now there's a flamethrower!

"This car was sold originally by a dealership in Pennsylvania that was known for selling performance and race cars, and this was one of them. The [previous] owner obviously raced it, because when we changed the clutch, we had three or four shovels full of gravel on the floor of the garage because he was road racing, apparently."

After more than five decades together, Grube says there is zero chance the car will ever be for sale while he's still around. He's long been known to a lot of folks as "the guy with the white Corvette," and he wouldn't have it any other way.

"It's a family heirloom. It's in my will," he laughs. "A lot of people who know me, know me because of this. It becomes part of your persona. I'm 80 now and I'm going to hang onto it for a while, and then my kids want it." **OC**





A weathered 1931 Oakland business coupe was the oldest car up for bids at the Zell White Collection sale, hosted by Yoder Auctions. In No. 6 condition, this rare find sold for \$3,600.

Yoder sale full of budget bargains

BY JOHN GUNNELL

TWO RIVERS, Wis. — Zell D. White had a passion for both cars and motorcycles. After he died, Wayne Yoder and his Yoder Auctions crew were called in to disperse 20 four-wheeled vehicles and approximately 117 bikes. The April 15 auction kicked off at 9 a.m. at the Lighthouse Inn, a lakeside motel in Two Rivers, Wis. The vehicles were less than a mile away in a storage building where they had been available for preview for two days before the sale.

The auction was on the second floor of the Lighthouse Inn, where pictures of each lot were projected on a screen and bids were taken in person, by phone and online. The vehicles were listed as collector cars and bikes, but they included some units that could be described as “pre-owned” or “used,” in addition to many that were older or officially “antiques” using Antique Automobile Club of America (AACA) guidelines.

If you haven’t checked lately, the AACA guideline for antique car status is still 25 years or older, so that means that 1998 models are officially considered “antiques.” Zell D. White wasn’t too concerned about age and his collection included automobiles from a 1931 Oakland to a 2018 Ford. According to “the world’s only Oakland-only mechanic”

Wayne Koffel, of Pennsylvania, the 1931 Series 301 V-8 Custom business coupe in the auction is the only one known to survive. The 2018 Ford was a bright blue front-wheel-drive Focus SE model described as “almost-like-new” by auctioneer Wayne Yoder.

Yoder moved the auction along handily, starting with motorcycles and ending with some parts-only cars, a couple of well-used trailers (from one made out of a GMC pickup truck cargo box to a 12x6 enclosed United Expressline model) and even a few old wooden boats. Also up for bids were a SST Wolf’s Head motor oil sign, an early brass-era-car front-end alignment system and a pair of motorcycle exhaust systems.

Yoder advised all bidders that the cars, trucks and motorcycles had all been in long-term storage and would require various degrees of servicing before they could be driven. He recommended brake, battery, fuel system maintenance and carburetor tuning for all vehicles and noted that mechanical inspection reports had not been done.

In this issue, *Old Cars* is reporting the conditions of and prices realized for the four-wheel vehicles that were sold from White’s collection. The results of the motorcycle sales will be

posted at www.YoderSold.com for a period of time. Yoder's annual Spring Collector Car Auction is scheduled for May 5-6, 2023, at the company's home campus at N2494 Yoder Lane in Wautoma, Wis.

1931 Oakland Series 301

Custom business coupe. **OC Price Guide No. 6. Sold for \$3,600.** The business coupe, Job No. 31357, was the cheapest Oakland at \$900, but this is a Custom version with optional trim and six-wheel equipment. In fact, it is thought to be the only surviving '31 Custom business coupe and if true, it's now a one-of-one car today. At his Indy 2021 auction, Dana Mecum sold a restored 1931 Oakland Series 301 Custom four-door sedan for \$55,000. That suggests that this rare coupe could be cost-effectively owner-restored into a real rarity, but that a six-figure professional restoration would cost almost twice the car's restored value. Oaklands were made from 1908-1931. In 1926, Oakland Motor Car Co. introduced the Pontiac Chief-of-the-Sixes companion car. By 1932, the Oakland V-8 became the Pontiac V-8 and Oakland was totally done for. This car needed everything, except maybe a new radiator badge. For some reason, that shield-shaped corporate logo decoration seemed almost new.

1967 Chevrolet K10/Custom 10

1/2-ton Fleetside pickup. **OC Price Guide No. 3. Sold for \$21,000.** A bright "Resale Red" example of a very popular Chevy hauler with 76,451 miles showing on its odometer. This truck has a 350-cid Chevy small-block V-8 and Turbo Hydra-Matic transmission.



It reportedly had a body-off-frame restoration. The auction listing said "everything appears to be in working order" and noted that the truck had a bonded title. It rode on aftermarket chrome rims and non-stock raised-white-letter tires. The rear end sat up high. Aftermarket orange clearance lights were atop the cab. We did not get to see the truck up close and personal, as it was not in the storage building where we took our own photos of the auction vehicles.

1972 Honda 600

Two-door coupe. **OC Price Guide No. 4. Sold for \$8,400.** Powered by a 36.5-cid vertical-twin engine with an overhead camshaft and 36 hp, this 125.6-in.-long mini car had a four-speed manual transmission (Hondamatic optional) and front



disc brakes. The first version of 1969 had triple hood vents, but Honda went to dual hood vents in 1970. The Coupe was added in 1971. It had swing-open rear quarter windows with an upswept contour. Its grille was different than that of the two-door sedan and had integral parking lights. The coupe was advertised as the "it makes a lot of sense" car. This model originally sold for \$1,543 and weighed 1,312 lbs. Total production of both Honda 600 models was 235,248 in 1972. This one started and ran in both directions. It was a nice, straight, bright yellow minicar.

1977 Toyota Land Cruiser FJ

4x4 Sport SUV. **OC Price Guide No. 3. Sold for \$27,000.** Production of the first generation of the Land Cruiser began in 1951. The Land Cruiser was produced in convertible, hardtop, station wagon and chassis-and-cab models. The Land Cruiser's reliability and longevity have led to huge popularity, especially in Australia, where it is the best-selling



body-on-frame four-wheel-drive vehicle. The original BJ25 was Japan's "Jeep." Toyota reverse-engineered the Jeep and perfected it within a decade. By the time the United States

ordered early FJs for use in the Korean War, the FJ had grown into the sturdy 4x4 we know and still love today. From 1955 through 1984, the FJ improved piece by piece, but still managed to maintain its now-iconic look and feel. This one is powered by the Toyota inline six and had 82,207 miles. It appears that it was taken apart and restored at some point with a new yellow finish. Wayne Yoder said he had personally "driven it up and down the road."

1953 Ford Customline

Tudor sedan. **OC Price Guide No. 3. Sold for \$17,000.** The 1953 Fords utilized 1952 bodies with modest trim updates. The grille incorporated a larger horizontal bar with three vertical strips on either side of a large center "spinner." Customline models were in Ford's intermediate trim level and included chrome window moldings, a chrome horn half ring, two sun visors, arm-rests on all doors and interior passenger-assist straps. There was a horizontal chrome strip on the front fenders, trim on the rear quarter panel scoop and a second horizontal trim





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strip from the scoop opening to the rear of the body. The Ford Tudor (two-door sedan) sold for \$1,809 and weighed 3,133 lbs. A total of 305,433 were made (both sixes and V-8s). This one has 87,322 miles on its 239-cid 110-hp flat-head V-8 and Ford-O-Matic transmission. It started up and ran great and came with a proper title. It was a restored car finished in Seafoam Green with a Fern Mist Green roof. The engine was detailed fairly well. The chrome plating was very good and the original interior was nicely preserved. It rode on stock wheels and Kelsey period-correct-looking Goodyear wide whitewall tires.

1963 Ford Thunderbird

Body Style 83 two-door hardtop. **OC Price Guide No. 4.**



Sold for \$13,000. The 1963 T-Bird used the rocket-shaped body introduced in 1961, but a new bodyside stripe was added for instant recognition. It had the 340-hp 390-cid V-8, which was the new standard engine for 1963. The T-Bird had a \$4,445 list price and tipped the scale at 4,195 lbs. It was the best-selling T-Bird with 42,806 produced. This example is Corinthian White with a tan interior and has the T-Bird bucket seats and console with the automatic transmission shifter in the console. The car is in good condition and auctioneer Wayne Yoder noted that the hubcaps, which had been removed, came with the car, as did the fender skirts on it. The indicated mileage on the car was 72,820. The auction listing admitted it needed brake service, but said that it ran “pretty good” even though it had been sitting for awhile and the gas was old. The car was straight and clean, but could stand a bit of refreshing to be a No. 3 car.

2001 Toyota MR2 Spyder

OC Price Guide No. 2. Sold for \$14,000. In 1984, Toyota introduced a full-fledged two-seat sports car with a four-cylinder engine in the middle. It evolved from an SV-3 prototype and bowed in the middle of the Japanese model year. In February 1985 it was brought to the United States. The Gen 1 version was



marketed here through 1995, but disappeared in 1996. The MR2 returned to the model lineup in 2001, indicating that

Toyota was committed to offering a lightweight, fun-to-drive roadster. These later MR2s are often compared to the Mazda Miata, rather than the earlier MR2s. The 110-cid DOHC 16-valve four coughed up 140 hp. That was more than sufficient for a 2,195-lb. car that had a 96.5-inch wheelbase and overall length of 153 inches. A 2001 MR2 could go from 0 to 60 mph in 7.16 seconds. This 49,009-mile example finished in Absolute Red with a black cloth manual top looked pretty much like a new car. Yoder said that “everything worked” and that it “runs, stops and drives.” It came with a five-speed manual gearbox and a clear title.

1964 Volvo PV544

Two-door sedan (B18 engine). **OC Price Guide No. 4.**

Sold for \$3,500. Sweden’s “46 Ford” was introduced as early as 1944 in that nation and first made it to the United States in 1955. This 1964 edition is from the true last year of production, although some leftovers were sold as “1965” models. The PV444 is a unibody car and it first got the B18 four-cylinder OHV engine in 1962. According to the history books, in its final 1964 form, the fastback sedan had its parking lights moved out from the headlamps and a chrome “B18” badge at the upper left of the grille. The 108.5-cid engine made 90 hp. It used twin SU carburetors and solid lifters. The PV444 sold for \$2,330

at the East Coast Port of Entry and weighed 2,055 lbs. This example of the last year PV444 had Baby Moon hubcaps,



Tiger Paw white-letter tires, rough paint with stains in some areas, a tan-carpeted rear package shelf with modern radio speakers, aftermarket seat upholstery and a lace-on steering wheel cover. There was rust coming through the repaint on the driver’s door and wavy body panels. The chrome trim was so-so. The car’s odometer showed 12,033 miles and the auction listing said that it started and ran, but may need carb tuning as it wouldn’t stay running.

1992 Mercedes-Benz 500 SL

Two-door coupe-roaster. **OC Price Guide No. 4. Sold for \$4,200.** The 500SL coupe-roadster was a two-passenger



sports car introduced in 1990. The SL series offered the first fully automatic convertible hard top in the car industry. It had 15 hydraulic services, 11 solenoids and

17 proximity switches to lower and raise the top. The 1992 version of the 500SL sold for \$4,025 and weighed 3,486 lbs.

It was powered by a 304-cid 322-hp fuel-injected V-8. According to the auctioneers, this car was being sold with both soft and hard tops. Wayne Yoder said that it could be started, but would shut itself off after running a short time. The odometer showed 177,238 miles. If made to run well, it would be a No. 3 automobile.

1994 Mitsubishi 3000 GT

Two-door 2+2 coupe. **OC Price Guide No. 5. Sold for \$2,100.** This was an opportunity to get a car that sold for \$27,175 when new for \$2,100. But it may not have been a bargain. Judging by its overall condition, we'd say that this 136,403-mile car was not going to make it much further without lots of TLC. Introduced in 1991, the 3000 GT offered buyers exotic car performance at affordable prices. The base engine was a 181.3-cid 222-hp DOHC V-6. The VR4 version had twin turbochargers and intercoolers and 320 ponies. Inspired by an ancient Japanese war mask, the new-for-1994



front fascia had integrated headlamps and new air inlets of a smoother, sleeker design. An Infinity stereo was standard and an active exhaust system allowed drivers to

change the exhaust sound with a button. Too bad you can't change the condition of a 29-year-old model with a button! The car could be started and ran OK, but the paint was flat, the headlamp covers were cloudy, the wheels were greasy and rusty and it had no brakes or clutch action. It did have a good title, however.

1993 Ford F350 1-Ton

Crew Cab 4x2 pickup. **OC Price Guide No. 3. Sold for \$14,500.** This huge, eye-catching truck was previously driven by Glenn & Shirley Dempsey of Jefferson, Wis., the owners of JTS Transport. Glenn was also known as "Mr. Buick" and was an expert in Buick Gran Sports. He was obviously pretty expert in keeping his highly accessorized truck in great condition, too.

The "Banks Power" decals near the F350 badges indicate that the truck's Turbo-Diesel engine had been



upgraded by Gale Banks Engineering. It has cab-top clearance lights, a sun visor, Alcoa aluminum rims, bright metal body accents and running boards, extra body side moldings and decals, a bug deflector, a behind-the-cab air spoiler and many other aftermarket add-ons. The truck started and ran

well and stopped well. It had an overdrive transmission, 59,003 miles and fresh-looking Goodyear Wrangler RT tires.

1979 Dodge Custom 1500

½-ton pickup. **OC Price Guide No. 5. Sold for \$2,200.**

These Dodge trucks are real workhorses, and this one looks like it worked a lot of hard, dirty jobs. Powered by a V-8 attached to an automatic transmission, the Dodge's odometer showed 73,573 miles, but by its general look, we would not be



surprised if we learned it was on its second trip around. The truck had flat red paint, orange cab-top clearance lights, rusty wheel rims and Baja HT Widetrack raised white-

letter tires. The cargo bed was filled with tree limbs and large wooden pallets. The truck drove, but may have required some carburetor tuning. Hopefully, the buyer will get good utility value out of this purchase, because it was no show truck.

1953 Mercury Series 3M Monterey

4d Sedan. **OC Price Guide No. 4. Sold for \$8,250.**

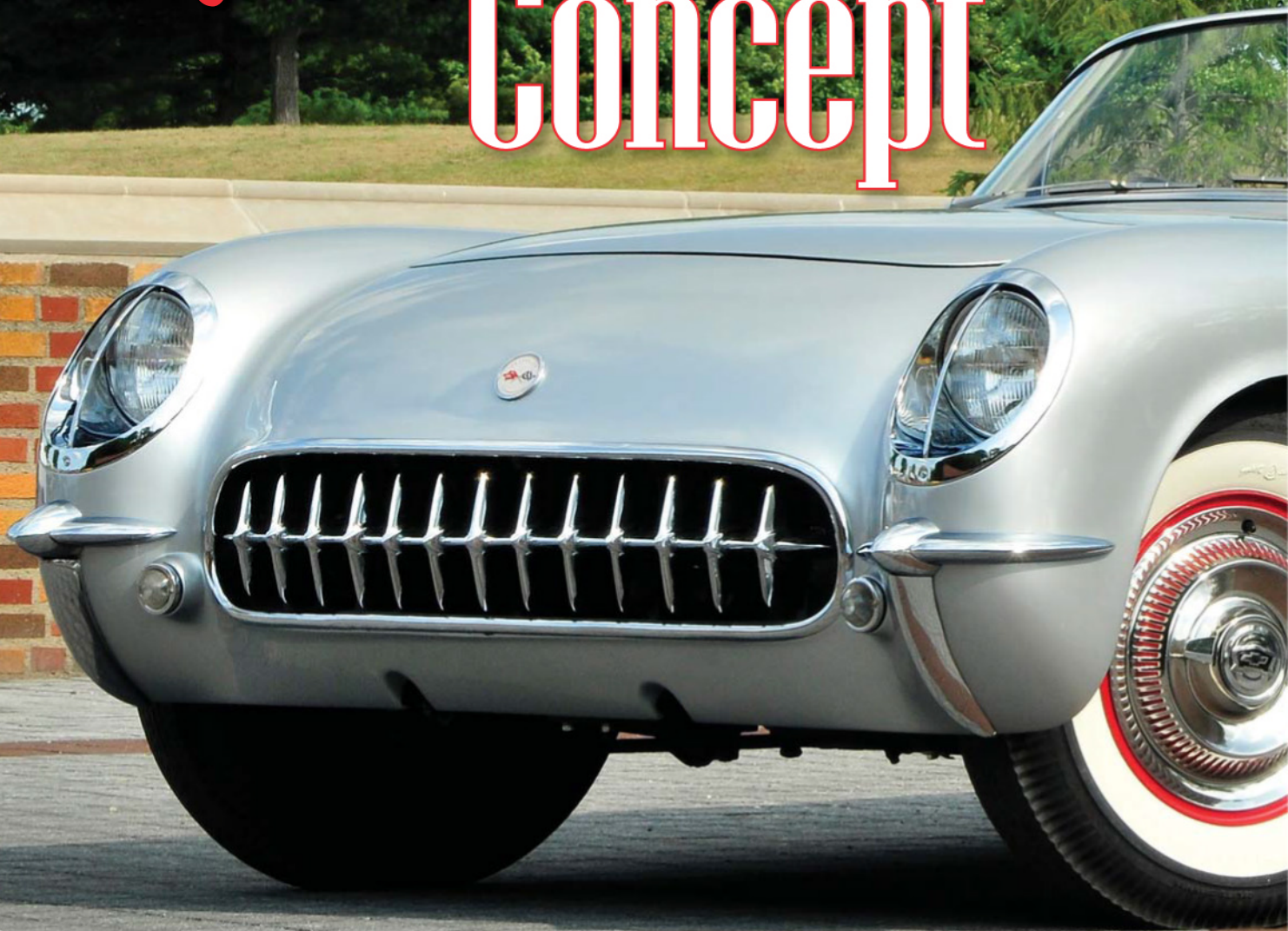
Mercurys received a minor restyling for 1953. It included a new grille that was still integrated with the front bumper, but bullet-shaped bumper guards were new. The trunk lid also featured a new medallion. The side chrome consisted of a full-length mid-body spear and a rear fender molding. The 3M Monterey Series was the top of the line for Mercury, and it included

two-tone paint (which this car does not have), fender skirts and chrome rocker panel moldings. The Monterey name appeared on the upper front fenders, except on very early 1953



models. The Monterey sedan sold for \$2,133 and weighed 3,425 lbs. Mercury built 64,038 of them. The 255.4-cid 125-hp flathead V-8 was offered for the last time. This car had 49,307 miles and Merc-O-Matic transmission. The car drove, but needed brake adjusting. It had twice the number of doors and half the market appeal of Zell White's '53 Ford, but seemed like a bargain-priced '50s cruise-night special that someone could have lots of fun with.

What a Concept



1954 Corvette 'test bed' showcases experimental ideas

STORY AND PHOTOS BY AL ROGERS

Like many automobile enthusiasts in 1953, Roger Crispell had his sights set on the Corvette, Chevrolet's brand-new sports car. Even though he worked at General Motors, Crispell lacked the VIP or celebrity status that it took to own a new Corvette. Chevrolet had reserved the 300 produced for the model's introductory model year for high-profile figures who would help make the new fiberglass two-seater more visible to the public. Crispell did not qualify.

Nearly one year after its 1953 introduction, the Corvette became more widely available, and in 1954, GM employee Crispell finally landed his Corvette, a 1954 model purchased new from Matthew Hargreaves Chevrolet in Royal Oak, Mich.

Crispell worked for GM at its Industrial Design Studio on Cass Avenue in Detroit and was eligible for an employee discount on new-car purchases. Unfortunately, the still-new '54

Corvette was not eligible for the employee discount program. Buying a second-year Corvette meant paying the full sticker price and not benefiting from the employee discount.

Crispell's out-the-door price for the Corvette was nearly \$4,000, plus finance charges. That was a lot of money for a GM designer, but Crispell knew this was not just an automobile. It was arguably the first truly "American Sports Car" and laid down the money to own his dream car.

On a rainy day, Crispell picked up his new Corvette from Matthew Hargreaves Chevrolet. By the time he arrived home, the interior was soaked from a leaky convertible top. Even with the wet interior, he and his wife, Ann, enjoyed it and were proud owners. The pride continued for the first 1,000 miles, and Crispell enjoyed soaking up the admiration he and his wife received from onlookers and "soaking up" the water after each time it



was driven in rain. Crispell said he was once offered \$5,000 for the car and politely turned it down. “We liked the Corvette’s road and snob appeal,” he later recalled.

However, along with the leaky convertible top came mechanical issues. The engine hesitated at 85 mph, and the tappets were noisy. The dealership attempted to correct the concerns, but they never seemed to have a handle on it. During one visit, the service manager replied, “The car is experimental, and with sports cars, you have to put up with stuff.” Disturbed by the comment and feeling let down, Crispell wrote to the Chevrolet chief engineer, describing the issues with his 1954 Corvette. A once-proud and enthusiast owner, Crispell had turned into a disgruntled owner.

The Chevrolet chief engineer arranged for the car to be dropped off at the General Motors executive garage for repairs. Crispell was then given a Corvette loaner while the mechanical concerns of his 1954 Corvette could be diagnosed and

corrected. Enter GM performance contributor and three-time Indy 500 winner Mauri Rose, who had been hired by GM as a consultant around this time for his engine-building expertise and knowledge. Rose made the unusual proposal to GM leadership that they use Crispell’s 1954 to make the Corvette’s first design change while it was in for repairs.

Normally, when a production car was needed by GM employees to engineer mechanical and design updates, a new car would get scheduled and then pulled from the assembly plant’s rotation. But perhaps for the first time in Corvette history, an employee’s Corvette was used for such purposes — Crispell’s 1954 Corvette! Crispell’s Corvette (VIN #2772) was taken to the GM Design Studio where it became referred to as a “Styling Corvette.” The design team used the car as a platform to create a new canvas convertible top and a newly designed interior. Rose and the performance team also pulled the engine. They identified and corrected several issues, then

OWNER:

The past met the present when current owner Ken Lingenfelter (left) enjoyed some seat time with Roger Crispell, the Corvette's original owner.

INTERIOR:

Masterworks Automotive Services returned the 1954 Corvette to how it would have looked after its second stop at GM Design as Shop Order #10028. The car now wears a Sahara Silver skin for the second time, and the interior was replicated to sketches done by Roger Crispell, the car's original owner. The black leather upholstery is alligator hide, just like the original design Crispell completed when he was in charge of the GM Interior Design Studio and when the second work order was freshly completed on the car. Note the engine-turned dash and the three-spoke steering wheel. The console box was reconstructed from original drawings by Crispell.

ENGINE:

GM designers were testing designs, not performance, and different chrome fit the bill. Being an early-'54 Corvette, this car retains its original three small air filters. The car had been restored years earlier, so the team at Masterworks Automotive Services focused on getting the engine and drivetrain running after years of inactivity.

TAGS:

Each car that went into GM Design was given a Shop Order ("SO") tag. This 1954 Corvette still wears its two Shop Order tags, the first dated April 14, 1955, and the second dated February 11, 1956 (SO #10028). The Corvette has been restored to how it was built under Shop Order #10028.



For the Man Who Gives Everything and Expects Nothing

If you're anything like my dad, you give your family everything. Your name, your time, your values — the people in your life know they can depend on you for practically anything. In exchange for imparting all of this energy and experience, you expect nothing in return.

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ABOVE: The silver body color and the blades covering the headlamps are this unique 1954 Corvette's most distinctive exterior cues.

transported it to GM's Milford proving grounds. Rose drove the Corvette during its new "break in." Several weeks before Crispell was notified the work was complete, the new convertible top, trim details and mechanical components were replaced with current re-designed replacements. "It was great again," Crispell later said.

In 1955, Crispell led one of GM's interior design studios, and the designers needed a Corvette. Crispell's car was assigned Shop Order #2536, dated 4-14-55, to document the changes it was to receive by the design studio. At this point, his Corvette was painted orange and black by the design studio, a combination Crispell later called "hideous."

A second design change was proposed by the design team a few months later, and Crispell's Corvette again returned to the GM studio. They received shop order #10028 dated 1-11-56, to document the car's changes. This time, the Corvette was given a new paint finish created by Crispell called "Sahara Silver" to replace the orange-and-black combination. The interior was redone in black-and-silver leather trim. The car's beige convertible top was replaced.

The design team also used the car as a platform to create a new canvas convertible top that accented the freshly redesigned interior. Other styling changes included an engine-turned gauge bezel, three-spoke Corvette steering wheel, vertical "shark type" headlamp bezels and a center armrest with a glove box console.

The "shark-fin" headlamp bezels were one of the more interesting and visible eye-catching features of the second design change. Driven by state and federal government concerns over the use of wire mesh "basket covers" over the headlamps of the

BELOW: The blades over the headlamps are unique to this Corvette. Note how they line up with the vertical part of the bumperette and almost appear as an extension of them.



1953-1955 Corvette, the vertical shark-fin was tested as a possible replacement. Only two sets were produced; one set was installed on Crispell's '54 Corvette and the other set remained in the hands of the GM Design Studio.

In early 1970, Crispell's Corvette was sold and restored to its original appearance of a Polo White exterior and a Sportsman Red interior, but the other components from its design changes remained on the car. Soon after the restoration, Corvette #2771 went into storage and remained there for the next 30 years. It was likely forgotten by many until Corvette restorer and 2013 Corvette Hall of Fame Inductee Werner Meier and his team at Masterworks Automotive Services laid their hands on it.

In 2007, Crispell's old Corvette was sold to Ken Lingenfelter, one of the most respected Corvette and automobile collectors in the world, and transported to Masterworks in Madison Heights, Mich. There, it underwent a world-class concours restoration. Using original documents, pictures, illustrations and other information contained in a binder created by Crispell during his ownership, Werner and his team transformed the Polo White Corvette back to Sahara Silver, making it appear how it looked back in 1956 after it emerged from its second stop in the GM Design Studio. The interior was likewise restored to how it appeared after its second stop in the GM Design Studio. Masterworks Automotive Services replicated the interior using the original sketches completed by Crispell.



It wasn't until 1956 that silver became available on a Corvette, perhaps because it looked so good on this 1954 Corvette "test bed" car.

The black leather upholstery is alligator hide, just like the original design Crispell completed when he was in charge of the GM Interior Design Studio.

In 2009, this unique 1954 Corvette was shown to the public for the first time since its restoration at the Amelia Island Concours d'Elegance where it won the General Motors Dave Holls Award. The prestigious automotive award for excellence was presented by Ed Welburn, then GM Vice President of Global Design. In July 2009, it appeared as a special feature exhibit at the Meadow Brook Concours d'Elegance where it received rave reviews.

I was on hand for the Meadow Brook Hall event and photographed the storied '54 Corvette in its finished form and talked with Crispell. There, I orchestrated a series of pictures with Roger Crispell, Werner Meier, Ken Lingenfelter and the car. Crispell and Lingenfelter also agreed to sit in the '54 Corvette for some quick pictures to formally

validate the occasion and to add to the Corvette's special history. The proud pair shared stories while seated in the Corvette during the photo opportunity. It was hard for each of them to wipe the smiles off their faces.

After talking to Crispell and Lingenfelter, I learned they had never met in person prior to that day. And according to Crispell, it was the first time he was ever photographed with his 1954 Corvette!

Crispell passed away on May 22, 2016. After meeting him during the 2009 Meadow Brook Hall Concours d'Elegance, we spoke on the telephone a couple times about the '54 Corvette and how it served as a concept car not once, but twice. A humble man, Crispell was proud of his work and was honored to be part of its "day view" with Ken Lingenfelter at Meadow Brook Hall. At that event, it really became apparent just how historic these two men are to the concept Corvette and its legacy. **OC**



The 1954 Corvette photographed while it appeared at Meadow Brook Hall in Rochester Hills, Mich.



Peerless — the formative years

Every great car had its start. The Peerless brand, initiated in 1900, was a fine and fashionable product to be numbered among the elite luxury car makers. It was destined to enter the raucous decade of the 1930s amid a maelstrom of economic woes that plagued the world during the Great Depression. Some car historians may not credit early Peerless offerings as “classic,” yet it was the formative years of the Peerless Motor Car Co. of Cleveland, Ohio, that set the pace for a rise to classic and custom greatness.

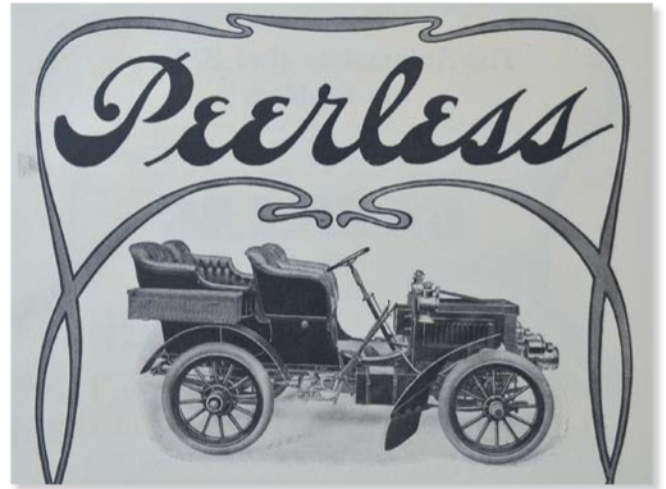
Peerless models at the dawn of the 20th Century were a breath of freshness as the horse-and-carriage trade diminished. Buyers were increasingly favoring personal motive transportation that did not need to be fed oats or hay to operate, but relied on steam, gasoline or electricity to bring motion. The future was dawning, too, and people cognizant of this factor shopped magazine ads in national publications to explore their options on their first automobile purchase.

The Peerless heritage best remembered arose from the business of making wingers for washed clothing. That mechanical device notioned inventiveness that swung to the trend of automobile motoring. Engineer Louis P. Mooers was tagged for the initial 1901 four-wheeled conveyance named Peerless in a community that was industrially capable and located along the chain of Great Lakes. Not far from Lake Erie’s Cleveland was Warren, Ohio, where, in 1899, two Packard brothers weighed in on the challenge of building a better car against the established Winton, also based in Cleveland. The location was good for Peerless. The timing seemed right.

Mooers’ creative juices abounded. He envisioned and masterminded not only a one-cylinder engine, but soon after jumped to the double-power of two cylinders, even upping that to four by early 1904. Peerless executives caught the vision and by that year, opted for a true limousine body designed to set their car company on a strong path for success among the wealthy who looked for the best in performance and styling. Indeed, owning such an auto-MO-bile (as it was pronounced early) was the mark of prestige.

Peerless production was counted by the tens, then hundreds, until 1906, when Peerless broke the thousand level with 1,176 new Peerless automobiles hitting the roads. Annual production rose beyond 2,000 in 1910, then 3,000 in 1915 followed by 1,400 for 1916. Between these marks were some dips in output, mainly due to financial swirls impinging on all industries and investments, but the best sales years for Peerless were in the future: more than 6,000 for 1920, besting 10,000 for 1926, and bowing out of the annual automotive boxing match in 1931 with a meager 1,249 Peerless automobiles going beyond the ring. Just a few V-16 prototypes followed for 1932.

From the Type B Motorette of 2-3/4 hp in 1900 and the Type C Motorette of 3-1/2 hp that followed, Peerless stuck with its four-cylinder power plant from 1904 through 1907, horsepower output maxing at 60. The Peerless “six” of 1908 delivered 50 hp on models of two wheelbase lengths (Model 18 at 118 inches, Model 20 at 132-1/2). During several formative years, sales prices for a new



The 1903 Peerless was ahead of its era in design.



For 1909, Peerless was well on the road to sales success as a luxury car for the elite.



The extravagance of a Peerless 1913 limousine spoke volumes to onlookers.

Peerless automobiles lingered between \$3,200 to \$7,000. This was hardly a car meant for the common masses flooding into American ports in the New World.

Sense the mystique of Peerless ownership by breezing through a short sales pitch in a 1903 ad. "Peerless. Unequalled in quiet running, Material, and Workmanship. Easy riding and a great Hill Climber. Highest Grade throughout. First in America to adopt Motor Front tonneau type and most experienced in its manufacture." An illustrated catalog was available. Sales outlets were listed in 11 major cities in eastern states plus Detroit, Chicago, San Francisco and Pasadena, Calif. Clearly, Peerless was targeting the eastern industrial heartland and the wealth of the West Coast.

By 1909, two attributes were promoted on Peerless offerings: silence and comfort. Said an ad, "These qualities are distinctive Peerless features." That wording and a single visual of a Peerless in action took the lion's share of ad space. The company was soft-selling an image with the reader taking the ownership role of a Peerless masterpiece.

In 1913, a more mature ad touted that year's "48-Six" seven-passenger limousine in front of the fashionable Hotel Copley Plaza in Boston. Simply stated, the ad read, "PEERLESS Motor Cars - In its substantial dignity, good taste & the comfort... the Peerless Limousine satisfies every requirement for city and suburban use. It is electrically lighted inside and out and is started promptly by THE PEERLESS ELECTRIC STARTER." No price was quoted. No address or contact information was provided. If someone wanted to discover more about a Peerless, it behooved that person to seek out the information on their own. And, having sought and found, such a person would be proud to have been among those who chose a car which implied that it had no peer.

For its 1916 run, Peerless introduced its "Two Power Range" eight with a special arrangements of valves that opened upon demand with a burst of power beyond economy operation. It was, in a common sense, the "passing range" of its day.

Yet, greater things were in store for Peerless. **OC**

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w/Red Interior, Black Soft
Top \$49,975



1971 Road Runner
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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



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Rally Wheels, Survivor
\$19,975



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Doctor's Coupe

A storied 1969 Corvette with a racing history

STORY AND PHOTOS BY JOHN GUNNELL



The “Doctor’s Coupe” was featured in a racing display at the National Corvette Museum.

In the Roaring Twenties, several car makers had body styles referred to as “doctor’s coupes,” although that wasn’t always their official designation. It’s just that these two-door coupes were very popular with doctors, because the enclosed cabin provided protection in all weather. Also, the rear luggage compartment was large enough for carrying medical equipment.

One certain 1969 Corvette that was turned into a race car could likewise be dubbed a “doctor’s coupe,” because one of the car’s owners who successfully raced it was Dr. Richard “Doc” Bostyan, an orthodontist from Florida. The good doctor was a member of the Daytona Beach Corvette Club and was involved with the Owens Corning Corvette racing team in the ’60s. Bostyan bought the car in late 1973 as a used car and turned it into a competition coupe that did well.

The car started as a big-block black ’Vette with a four-speed gearbox. In 1972, Randy Wittine — now a Corvette Hall of Famer for his work designing Corvettes — bought the car from a customer of Jerry Pennington named Rudy Kreiter,

who owned Rudy Kreiter’s Buggy Works in Detroit. The current title for the car is dated May 26, 1972, and was notarized by Wilma Kreiter, Rudy’s wife. Pennigton operated a custom car shop in Troy, Mich. Wittine had crewed for the Owens Corning Team and designed all the paint schemes for the cars.

Jerry Thompson helped deliver the car to Kreiter, a former General Motors employee. Kreiter gutted the car and added the rollcage and race seat. In early 1973, Wittine bought the car and continued its transition into a racing machine. He added FIA-style fender flares, an L-88 hood and Minilite wheels that he acquired from Tony DeLorenzo, the son of a General Motors executive who started racing a Corvair in 1965.

When DeLorenzo's father bought a 1964 Corvette that he let his sons spec out, Zora Arkus-Duntov noticed the order and questioned their ability to handle the car. DeLorenzo had attended a Sports Car Club of America driving school in Watkins Glen, N.Y., and was a very capable race driver. In fact, DeLorenzo and Jerry Thompson became winning drivers for the Owens Corning Fiberglass Corvettes in the late 1960s and early 1970s.

In the latter part of 1973, "Doc" Bostyan bought the car from Wittine. He then obtained a ZL-1 engine and took other steps to prepare it for Sports Car Club of America A-Production racing. In 1974, Bostyan drove to Detroit to get the car and trailered it back to his race shop in Daytona Beach. He rented a garage at the airport, next to the speedway, where he and some of his racing friends, including Jim Owen, installed the ZL-1 engine and finished preparing the car to race in the Sports Car Club of America A-Production class.

Bostyan successfully contested the car during the second half of the 1974 season, taking the SE Division A-Production Championship. He later blew the car's engine at the SCCA runoffs. After the car was ready to race again, Bostyan reentered the 1975 IMSA Camel GT racing series. He also competed in the 1976 IMSA Sebring 12 Hours race, where he shared driving chores with Don Yenko and Jerry Thompson. The car qualified seventh. Off-track excursions by John Green-

wood's Corvette and David Hobb's BMW on the first lap handed the Bostyan's Corvette the lead with stunned ABC-TV commentator Chris Economacki spotlighting this unknown, low-budget, race-leading team.

Economacki visited the pits specifically to see if he could find out how a low-budget, unknown Corvette racing team could possibly be in first place. However, mechanical problems eventually caused the car to finish 31st in the contest. Later that year, Bostyan drove the car to a win in the Bilstein SCCA National Race at Palm Springs.

The car put in appearances at other races including the 1977 12 Hours of Sebring, the Paul Revere 250 at Daytona, the 1978 24 Hours of Daytona and the 1978 Sebring 12 Hours, where Don Yenko blew up the engine. It was replaced with a new engine built by Bill King Racing Engines, the company that was the engine supplier for the Owens Corning team cars. This engine remains in the car today. The wide-body flares and the red paint job also seen on the car today were added around 1980 or 1981.

Idle since 1982, the Corvette traded hands again in 2009. That year, Jerry Thompson was being inducted into the Corvette Hall of Fame when the car was acquired by his son, Chris Thompson, who purchased it from Bostyan. It also returned to the race track at Daytona that year, with Jerry Thompson driving it in a two-hour-long enduro race.



This 1969 Corvette has a great look and a great racing history. It was raced successfully by a number of drivers and has been owned and driven by several respected racers. It's pictured here at the Muscle Car and Corvette Nationals in 2012.

Chris Thompson cleaned up the car really well and prepared it for the vintage racing circuit in 2010. It was equipped with a new ATL fuel bladder, a rebuilt carburetor, new Holley fuel pumps and rebuilt brake calipers. In addition, all fluids were changed and the radiator was re-cored.

The car appeared at the 2012 Muscle Car and Corvette Nationals in Rosemont, Ill. Also in 2012, Kent Hussey purchased it and contracted with Kevin Mackay of Corvette Repair in New York to restore it. The car appeared at the 2014 NCRS

National Convention and the 2015 Amelia Island Concours d'Elegance. In 2016, the car was featured in a race car exhibit at the National Corvette Museum in Bowling Green, Ky.

When the car is seen at shows, it is usually displayed with a complete written history and photos of it at various times in its past. It has gone through numerous color and graphic changes, engine swaps and rebuilds. The car is also listed in the Registry of Corvette Racing Cars. It represents a significant part of Corvette racing history. **OC**

BELOW: The names of five men who raced the Vette are on the roof.

ABOVE: The wide-body flares and red paint seen today were added around 1980 or 1981.





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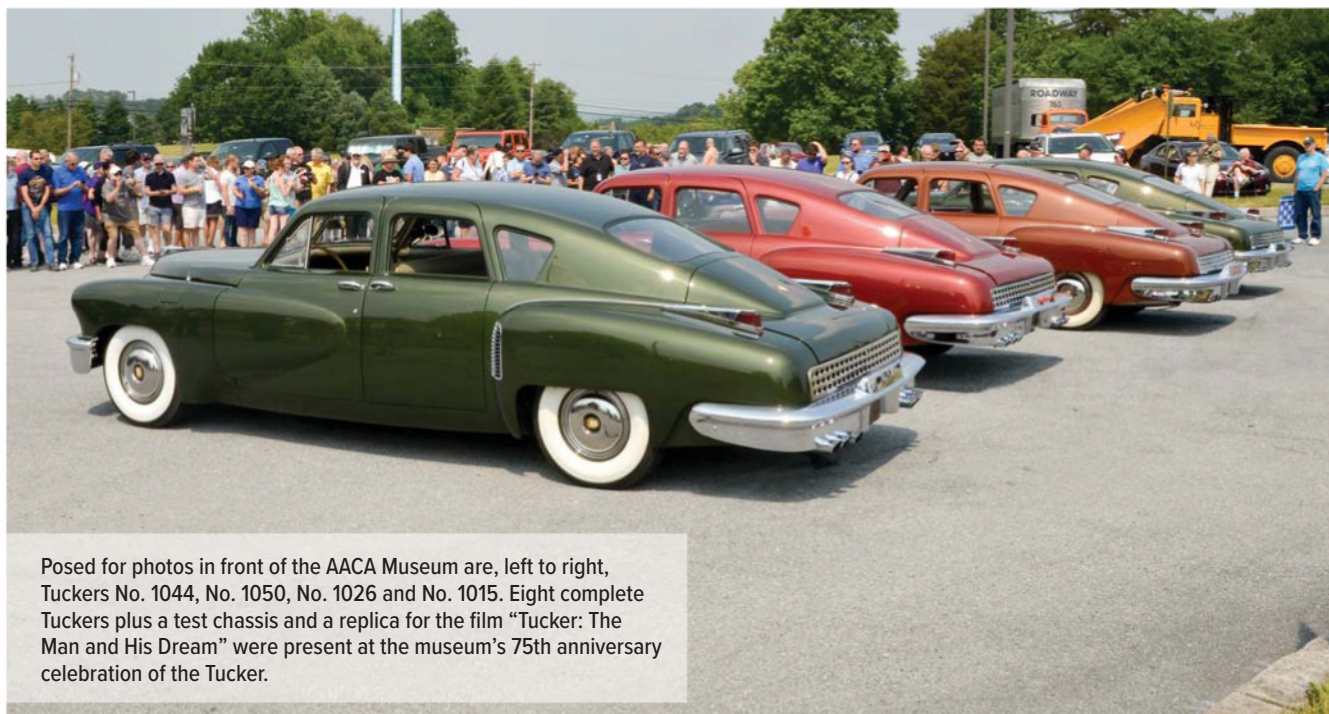


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TUCKERS TURN 75



Posed for photos in front of the AACA Museum are, left to right, Tuckers No. 1044, No. 1050, No. 1026 and No. 1015. Eight complete Tuckers plus a test chassis and a replica for the film "Tucker: The Man and His Dream" were present at the museum's 75th anniversary celebration of the Tucker.

AACA Museum celebrates diamond anniversary of Preston's masterpiece

STORY AND PHOTOS BY BOB TOMAINE

The Tucker 48, by any measure, is an intriguing and almost irresistible subject, but to focus on the car itself might be overlooking an equally interesting aspect of the Tucker narrative.

"The story's really about Tucker, the man, his personality and how that got displayed in the product he was trying to bring to the public," said attorney Steve Lehto, author of "Preston Tucker and His Battle to Build The Car of Tomorrow." "It would've been fascinating to see — I believe just as fascinating — if nobody'd interfered with him, just to watch and see what happened. He might not have succeeded, but I'll bet he would've built more than 50 cars."

Lehto had just presented a program during the 75th Anniversary Celebration of the Tucker 48 at The AACA Museum in which he detailed Preston Tucker's legal nightmares. His talk

looked at some of the developments ranging from the merely unusual to the nearly inexplicable that came up during the course of the trials.

"Preston Tucker sold the stock, started the factory, and started building cars," he explained during the program. "The Securities and Exchange Commission began investigating Tucker, we do not know why. Trust me when I tell you, the extensive research I did, digging in the various archives including in Chicago, with the museum, with the (Tucker Automobile Club of America), I've read more legal documents, I had to file a lawsuit (to unseal a transcript) because of this book."

When Tucker asked why, Lehto said, the SEC replied that it had found deficiencies in connection with the stock offering and the annual report. Typically, he said, errors could be cor-

rected via an amended report, but when Tucker and his attorneys spoke to the SEC about that, the matter of the stock offering was brought up and he was told that a correction or amendment was not possible. He was also told the commission required information.

"They said, 'We may need to subpoena some of your documents, some of the things from your factory,'" Lehto continued, "and we know how that went. But the attorneys made a point with the SEC that, 'You understand that if you subpoena anything from us, it is confidential under federal law,' and they said, 'Oh, of course we know that. If we subpoena anything from you, we will simply take it, we'll protect it, it'll be confidential, no one will ever see it.' That was, of course, the first big lie in the story. We know what happened there."

“So on June 6, 1948, Drew Pearson, with his radio program syndicated nationwide, announced that there was going to be this huge investigation into Tucker, it’s going to blow the thing sky high and all this hyperbole about how the investigation was going to wreak havoc on Tucker, which is an unusual concept: that the investigation hasn’t really begun yet, but this guy already knows how it’s going to go. He was well connected and he had the ears of some very, very important people in Washington. They would sneak him things, leak him things, and he’d put them out on his nationally syndicated program and then other news agencies picked this story up.”

The SEC, he said, soon acted and subpoenaed “everything but the people and the desks,” effectively shutting down the factory, which could not work without documents such as blueprints, invoices and parts numbers. He said that Tucker’s attorneys sought to have the subpoena quashed, but were unsuccessful, and the SEC stated that it would protect the information it had collected and sought disgruntled Tucker employees for interviews.

“They turned information over to a grand jury,” Lehto said. “... There is no defense in a grand jury. The prosecutor can bring in whatever evidence they want, cherry-pick it, and tell the grand jury, ‘Look, we’ve got this evidence here. We want to file indictments to indict people.’”

The SEC, he said, got its indictment and created a 561-page report which, despite federal statutes requiring confidentiality, was leaked to the news media. *The Detroit News* headlined the story, as would be expected of any newspaper uncovering such a scoop, but he pointed to something far worse for Tucker, namely the fact that the prosecution also had the report.

“By the SEC giving the report to the prosecution,” Lehto explained, “they could actually use that as a blueprint, and they did. If you see the report, they went through it and cherry-picked the best disgruntled employees they could find and the best documents out of context they could find in an attempt to make this look like it was a better case than it really was.”

Tucker’s legal team was denied access to the report and he said that, while the prosecution claimed in court it would not to be using it in the case, it later admitted to having had it. Lehto said that he’d found a copy in the trial archive and even with the advantages it provided, the prosecution’s case was weak, something strongly suggested by an action taken by the attorneys representing Tucker and his co-defendants, the company’s board of directors.

“They all waived their defense and they all had their own attorneys,” Lehto said, “so it took every single defendant and every single attorney to say, ‘This case is so weak that we don’t need a defense.’ And so the case was that weak. Even during the trial, you could find observers who were saying things like, ‘We’re waiting for something to happen, but nothing is happening.’”

Lehto described the trial as “a farce” and cited the judge’s questioning the prosecution as to whether building and selling a car that wasn’t good was criminal. Some witnesses, he said, claimed that the design was crazy and



Tucker No. 1026



Tucker No. 1044



Tucker No. 1050



Tucker No. 1015



Mike Tucker, great-grandson of Preston Tucker, said the company's meticulous records list Tucker 1001 in the July 23, 1948, inventory as an "experimental" car.



Attorney Steve Lehto details the legal problems faced by Preston Tucker and his company. Exactly how those problems began, he said, remains a mystery.

the cyclops headlamp was stupid in a trial on charges of mail fraud and violations in connection with the stock offering.

It added up to acquittal on all charges, but at the same time in the same Chicago courthouse, Tucker was facing lawsuits from those who'd invested, bought dealerships or pre-ordered cars, something Lehto said led to Tucker's bankruptcy. The auction of the factory and its contents followed.

"Later on," Lehto said, "Tucker gave interviews to magazines and in some of those, he talked about the fact that the business (was) turning out cars and, if it had not been interrupted, could've turned out more cars, because it wasn't just those cars that were being built on the pilot assembly line. They had parts, they had engines, they had all kinds of other stuff."

The 50 pilot cars would have served as proof of concept and enabled Tucker to raise additional funding, he explained, but that became realistically impossible thanks to his name's having been tied to the fraud charges while the acquittal was barely mentioned. He said that Tucker sued several publications, claiming they'd ruined his reputation by slander.

Tucker's death brought an end to those actions, Lehto said, but not before his attorneys learned via depositions that the SEC had provided the publications with the report claiming him to be a fraud. He said Tucker still did not have a copy of the report — the 561-page report mentioned above — when one of the reporters being deposed opened his copy seeking to answer a question. That led to back-and-forth as Tucker's attorneys stated that they had the right to look at it only to be told that it was still confidential, he said, but Tucker finally did get to see it.

The depositions also revealed that Harry McDonald, then head of the SEC, had provided the report to the publications and Lehto said that why he did so remains unclear as Tucker maintained that Senator Homer Ferguson was behind the entire matter, McDonald was from Detroit, and the question was never answered. McDonald, Lehto said, refused as a government official to be deposed, but eventually backed down to some degree.

"He signed an affidavit," Lehto explained, "where he admitted, 'I gave that report to the reporters. I understood it was a violation of federal law when I did it and I would do it again.' So we know that Harry McDonald is the guy. He's the guy who pulled the trigger. We know that. We just don't know why.

"He could've done it on his own, because of the fact that he's from Detroit and he's helping out the Big Three. He could've done it at the behest of Homer Ferguson, the senator from Michigan, likewise. There's no connection there, but I can tell you that when they took Tucker's deposition, sworn testimony, they asked him, 'Who do you think did this to you?' and he said 'Homer Ferguson.'"

Lehto believes that Tucker probably would have prevailed in his lawsuits, but observed that there might have been more.

"I assure you," he said, "that in his later years, Tucker probably didn't like being around his attorneys, probably didn't want to talk to an attorney, was probably just sick of courthouses and wished he could've gotten back to just building cars."

The Tuckers of the 75th Celebration

Of the cars Preston Tucker did build, eight were on display for the 75th anniversary celebration at the AACA Museum and among them was the pre-production "Tin Goose."

"It's probably the most important Tucker there is," said Preston Tucker's great-grandson, Sean Tucker. "Most of you know it was created for the first showing on June 19, 1947 ... Part of what they talked about at the trial was that to make the 'Tin Goose,' they'd just cut up a 1942 Oldsmobile, which they likely did use pieces of, but it's pretty obvious that they built a car from scratch here."

The "Tin Goose" differs in details from the rest of the cars — it has a unique interior and lacks suicide doors — but was sold with them at the bankruptcy auction. After passing through several owners, it was acquired by The Swigart Museum in 1992 and restored to running condition in 2018. Mike Tucker, also Preston's great-grandson, emphasized the factory's meticulous record-keeping and said that Tucker 1001, the first Tucker built after the "Tin Goose," is listed in the July 23, 1948, inventory as an "experimental" car.

"It's like the 'Tin Goose,'" he explained, "but not as much as the 'Tin Goose.' It's unique, it has a lot of unique features that they were kind of trying with this car."

Originally using engine No. 1, it was later repowered with the converted Franklin aircraft engine. He said a Sept. 7, 1948, inventory lists 1001 as sold to a dealer in Harrisburg, Pa. It's now part of the David S. Cammack Tucker Collection at the AACA Museum, as is its original Tucker engine.

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Rob Ida said that the Tucker archives hold a letter from his grandfather, who owned a Tucker dealership, to Preston Tucker. "My grandfather said he wouldn't tolerate any crackpot ideas or Preston Tucker being accused of any wrongdoing. He always believed in Tucker, believed in the car and never lost his confidence in it." He said he passed that appreciation on to him and that now in his own restoration business, he's found that, "they're difficult cars. There are a lot of gray areas on these cars, they're not like restoring a Ford or a Chevy or something manufactured. There are a lot of gray areas, a lot of massaging that needs to be done."



Steve Tremulis, nephew of Tucker designer Alex Tremulis and keeper of his uncle's archives, told of the first meeting between his uncle and Tucker. "He went to Preston Tucker and said, 'Can I have a few minutes of your time?' He looked at his watch and said, 'I've only got 15 minutes, kid,' and Alex said to him — kind of a brash young man — 'Well, that's all you're going to get.' Their talk went on for hours and hours and they shared a vision of the car of the future."



Sean Tucker, Preston Tucker's great-grandson, discusses the "Tin Goose" prototype completed on June 19, 1947, as "probably the most important Tucker there is."

Mike Tucker said that Tucker 1015 appears as completed in the Aug. 31, 1948, inventory and was sold to Henderson Tucker in Sacramento before experiencing a series of unusual developments.

"There's a letter that we found from October 8, 1948, from Henderson to the Tucker Corporation that they are returning the car," he said. "They traded 15 for No. 9 ... The car had 8,516 miles on it."

After being rebuilt at the factory, he said, it passed through two dealers and ended up in Miami where it was sold in 1952.

Fifteen years later, the Stone Mountain Automobile and Treasures Museum purchased it, but it was sold in 2009 and restored to what Mike Tucker called "one of the best examples out there." It's now owned by the Stahls Automotive Foundation (*Old Cars*, March 1, 2023).

Sean Tucker said Tucker No. 1022 was completed on Sept. 4, 1948, and actually sold before that to a Kansas City, Mo., dealer. Having changed hands several times, it was able to avoid the factory auction and eventually became part of the Cammack Collection at the museum.

Mark Lieberman, Tucker Automobile Club of America Senior Director, described No. 1026 as "a very special car indeed, one of two Tuckermatics produced." Preston Tucker, he explained, believed the Tuckermatic transmission was key to his car's future due to its simplicity of operation. Two torque converters enabled it to function as a continuously variable automatic, but there was a problem.

"In order to change directions," Lieberman said, "you had to shut the engine off. You could not go from forward to reverse with the engine running without causing a catastrophe in that transmission. Eventually, they had a small pedal on the floor that you operated with your heel in order to stop one of those torque converters and allow you to shift it, but they never completed the changes necessary inside the transmission in order to make that functional. So during the restoration, the pedal and the linkage were removed."

No. 1026 was sold at the bankruptcy auction, he said, and became part of a traveling Tucker show before being parked in a Michigan Quonset hut and deteriorating. It then became part of the Cammack Collection and in 2018, was brought back to running condition to appear at Pebble Beach.

Mike Tucker said that 1028 was completed on Sept. 19, 1948, and assigned to the engineering department for testing at the Indianapolis Speedway. It was sold at the auction, too, he said, restored in 1992, went to the Tupelo Automobile Museum and, in 2019, was purchased by the Maine Classic Car Museum.

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Mark Lieberman, Tucker Automobile Club of America Senior Director, recounts the fates of Tucker 48s that no longer exist, including one that was literally beaten to death.

“(No. 1044) is another car that has the completion document,” he continued. “It says ‘November 4, 1948.’ Well, we know the factory closed on October 28 of ’48. They had 42 cars finished at the time, 1044, along with the other cars to get to 50, were actually finished by volunteer employees at the factory. They really did volunteer their time and finish these last cars.”

It appeared at the 1951 International Motor Show, went through different sales and he said that after a restoration, it became an AACA Senior car in 1981. It was then sold and set aside, Mike Tucker said, before Lieberman bought it, got it running and sold it. Photos taken during its second restoration show the amount of lead used in building the body at the factory.

“There’s a lot of patchwork on these cars from the factory,” said Rob Ida, who’s currently restoring a car for Lieberman, “so we can count maybe 12 pieces on the right side and 15 on the other side.”

“Keep in mind that they had a whole community of body shop workers that they hired to do these,” Lieberman added. “You cannot take one fender and put it on another car. You can’t take one door and put it on another car. They’re all handmade. They had wooden bucks that they were fitting everything to and then they’d hand-fit them to each automobile as they were assembling them. Lots and lots of lead. There is no real uniformity. These are 50 prototype cars.”

Lieberman now owns No. 1050, the last car off the assembly and carrying the last Tucker engine.

“We don’t have an exact finish date for the automobile,” he said. “I guess records at the time started to get a little looser. The factory was now being operated by a handful of volunteers who were completing the cars.”

Sold at the bankruptcy auction, 1050 was valued at \$750 and needed to have its engine and transmission reinstalled. Lieberman said that it had no miles on its odometer when he bought it to restore to driveable condition.

“I was the first person to ever drive this car,” he said. “It has 38 miles on it today. The car drives like a new-old-stock Tucker, because it is a new-old-stock Tucker.”

Vindication 75 years later

The Tucker 75th celebration, said AACA Museum Executive Director Jeff Bliemeister, shows the level of interest Tuckers generate beyond the Tucker community.

“When you think about it,” he said, “50 Tuckers. What’s the chance you’re ever going to own a Tucker? Even the model is \$100 and the car is \$1.5 million. The average person can’t own a Tucker, yet here are 300, 400, 500 people who are fascinated by that car and want to know about it.

“That’s amazing, 50 cars and all these people who are fans.”

For Preston Tucker’s twin great-grandsons, it all went a step further.

“Obviously it represents the 75th anniversary of Tucker generally,” said Sean Tucker, “but more personally for us, it’s the family legacy. It’s a pretty cool thing that people are still interested in this work that our great-grandfather did 75 years ago. Some people ask how we got into this or why we’re involved. ‘How would we not?’”

If their great-grandfather had somehow dropped in on the event, they agreed, he would’ve been pleased at what he saw.

“I’d like to think he would be delighted at what he’d be seeing here,” Mike Tucker said, “all these people looking at his cars 75 years later and what he accomplished. He never saw that side of the story. It was negative the entire time up until his death. So I think finally seeing that he did fulfill what people wanted would make him feel awesome.”

“Vindication, to a certain degree,” said Sean Tucker. “Would he have thought there would be this many people interested in this car this long after the story? Even in his wildest dreams, I don’t think so. I think he’d be proud that what he came up with matters.”

He and his brother maintain a file of information on each car, even those that no longer exist. No. 1027, he said, was damaged beyond repair in an accident during testing at Indianapolis and No. 1023 was destroyed when fire leveled the warehouse in which it was stored. No. 1018 met its end in an accident on the road.

“It slid into a tree and basically broke in half,” Lieberman said. “It was hit behind the doors and there was catastrophic damage. That car was moved around from place to place for quite a number of years.”

Combined with the documentation and records of the company and its legal troubles, the percentage of surviving cars provides evidence of the interest in Tuckers that’s existed from nearly the beginning. Today, Tucker remains one of the very few makes in the collector car world to be almost universally liked and generally free from criticism.

But it wasn’t always that way, as shown by the fate of No. 1042.

“That car was taken to the state fairgrounds and displayed for a period of time,” Lieberman said, “and it sat there somewhat abandoned. They decided to do something rather unconventional to raise a little money for another purpose and they sent out fliers that said, ‘Hit a Tucker for \$1.’

“For \$1, you got the opportunity to take a sledgehammer to a Tucker and they pummeled it to death. There were a lot of angry people who were still out there and they relished the idea of taking out their frustrations to avenge their losses with a hammer on this car. They beat it to death.”

Even that, however, wasn’t the end. Lieberman said 1042 then found its way to Tennessee and was eventually scrapped.

“Years later,” he said, “the engine, the transmission, the axles and the various rear suspension pieces were found on a river bank in Tennessee and they made their way to the Hershey swap meet and were sold. They are upstairs on display.” **OC**

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 5 CA, San Luis Obispo. C10 Slo Down - 1908-1998 GM Truck Show. Avila Beach Golf Course. Truck roll-in 7am, spectators at 9am. www.upcarparts.com, c10slodown.com

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

COLORADO

Jul 30 CO, Centennial. 18th Annual Chenango Car Show. 14450 East Long Ave. 9am-2pm. Frank 303-489-6921, FJM009@aol.com

CONNECTICUT

Jul 29 CT, Old Lyme. 18th Annual Old Lyme Lions Car Show. 100 Lyme Street (Roger Tory Peterson Estuary Estate) 8:30am-2:00pm www.facebook.com/lymeoldlymelions. Phil Parcak 860-434-9044 or pparcak@gmail.com

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, betowncarclub@gmail.com

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-collections

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

MARYLAND

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

MICHIGAN

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 9-13 MI, Hickory Corners. Lincoln Owner's Club Annual Homecoming. Online registration by July 17th. <https://homecoming2023.cornerstonereg.com>

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>

MINNESOTA

Aug 4 MN, St. Anthony Village. NE Minneapolis Kiwanis Club Benefit Car Show.

Aug 19 MN, Woodbury. Woodbury Days Car Show. Ojibway Park. 8am-2pm. Scott Meyer 651-307-1157, Chuck Scott 651-491-9429, Dale Wendorff 715-338-6149, www.woodburydays.com

Aug 19 MN, Kenyon. Rose Fest Car & Truck Show (1995 vehicles & older) Located off Main street on Forest St., 8am-2pm. Bob Peterson 507-458-6778

MISSOURI

Aug 2-5 MO, St. Charles. 2023 Bricklin International Course D'Elegance. BigHBricklin.com and Bricklin.org

Aug 26 MO, St. Louis. St. Louis Car Museum & Sales 5th Annual Car Show & Open House. 10am-2pm.

NEVADA

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

NEW HAMPSHIRE

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

NEW JERSEY

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.metrescuessquad.com

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

NEW YORK

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 21 NY, Port Washington. FunDay Monday Annual Antique Car Show. North Hempstead Beach Park - 175 West Shore Road. 10am-2pm Howie Fishman 516-662-9379, hfishman52@aol.com

Aug 27 NY, Huntington. The Fabulous 50s&60s Nostalgia Car Club Northport-Centerport Lions Clubs' 58th Annual Classic Car Show. Heckscher Ball Field in Huntington Route 25a at Sabbath Day Path 1/4 mile east of Rt. 110. 9am-3pm. Leslie 631-241-3096, Frank 631-402-2798, Dan 631-631-672-6182, Arthur 631-463-4983



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Registration questions, call Ron:

417-529-5290

General Swap Meet questions, call John:

417-736-3485

Or visit us at:

www.ozarksantiqueautoclub.com

OHIO

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

Jul 26-29 OH, Celina. Celina Amphicar Swim-In. www.amphicar.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

PENNSYLVANIA

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 AnnieSS@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.awkscht.com

Aug 19 PA, Washington. Saint Hilary Catholic Church Holy Wheels Ministry Car Show. 320 Henderson Avenue. 4 - 7:30 pm, Deacon Jeff at 724-225-1425 x 402 or jhirst@stjameswashpa.org

Aug 24-26 PA, Carlisle. Corvettes at Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Aug 27 PA, Sharon. 2nd annual "Gemutlichkeit Auto Show." Apollo Maennechor Club - 391 Dock St. 11a, 2pm David Gloss, dgloss@davidgloss.com

TEXAS

Aug 12 TX, Colony. Bubba's 33 Car & Truck Show. Bubba's 33 - 4025 Hwy 121, Registration: 9am-noon, awards at 2pm. Hosted by Monthly Muscle Car Shows. www.facebook.com/monthlymuscle/

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

Aug 26 WA, Tacoma. RADwood Tacoma. Griot's Garage. www.radwood.com/schedule

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 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 Whitnall Avenue. 8am-4pm. Benefiting the Wisconsin Burn Camp for Kids. Ken 414-469-6099, kjankowski41@gmail.com, Jim 414-840-2327, jameskolich@yahoo.com

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Jul 23, 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. 775-273-5552. 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 Car Show Lakeside Park. 8Am-3pm

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

Jul 30 WI, Dykesville. St. Louis Parish Fest Car Show & Parade. dntrn. 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@emaueu-ucc.org

Sep 22-24, WI, Jefferson. 46th Annual Fall Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Car Corral, now online. Car show (Saturday & Sunday only). Featuring Chevrolets, all makes models welcome. Madison Classics, P.O. Box 7414, Madison WI. 53707, 608 244-8416 or www.madisonclassics.com

AUCTIONS

JULY

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

Jul 22 ND, Bottineau. The Brandjorg Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Jul 22 SD, Sioux Falls. 3rd Annual Sioux Falls Classic Car

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website: www.greenvilleswapmeet.com

Auction. Denny Sanford Premier Center. 8am, Classic Car Auction Group www.classiccarauction.us

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

Jul 29 MI, Tipton. Larry McKelvey Classic Car Collection. Braun and Helmer Auction Facility, 5121 Michigan Ave. Epic Auctions and Estate Sales, LLC, Brad Stoecker, Auctioneer 517-927-5028, www.EpicAuctionsAndEstateSales.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

CRUISES

YEAR ROUND

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

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

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

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

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

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

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

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

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

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

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

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

Saturdays FL, Kissimmee, Show Car Saturday Nights.

Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/events/show-car-saturday-nights/

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

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

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

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

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

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

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

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

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

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

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

Second Saturday of Month CA, Chatsworth. So Cal Cruising! The Munch Box. 21532 Devonshire St. 5-9pm. All cars welcome

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

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

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

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

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

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

Every Sunday evening through Oct. PA, Morningside.

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

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

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

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

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

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

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

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

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

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

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



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4 months online + 4 print issues ad: Online ad + print ad. Print ad includes 250 characters. An additional charge of \$0.06 for each additional character over..... **\$55.00**

4X4 PRINT AD LISTING W/PRINT PHOTO

4 months online + 4 print issues w/photo: Online ad + print ad with 1 photo and 250 characters. An additional charge of \$0.06 for each additional character over..... **\$80.00**



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

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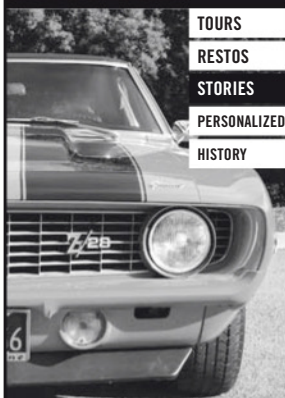
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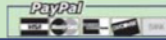


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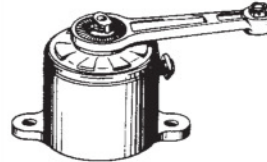
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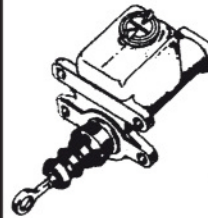
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WANTED: ALPHA Romeo, 1900 to 1969, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970675

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

WANTED: BMW 502,503,507,327,328, Isotta, 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

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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

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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

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

WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all 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

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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

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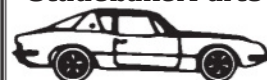
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