

# old cars

Vol. 52, No. 17 | September 1, 2023 | [www.oldcarsweekly.com](http://www.oldcarsweekly.com)

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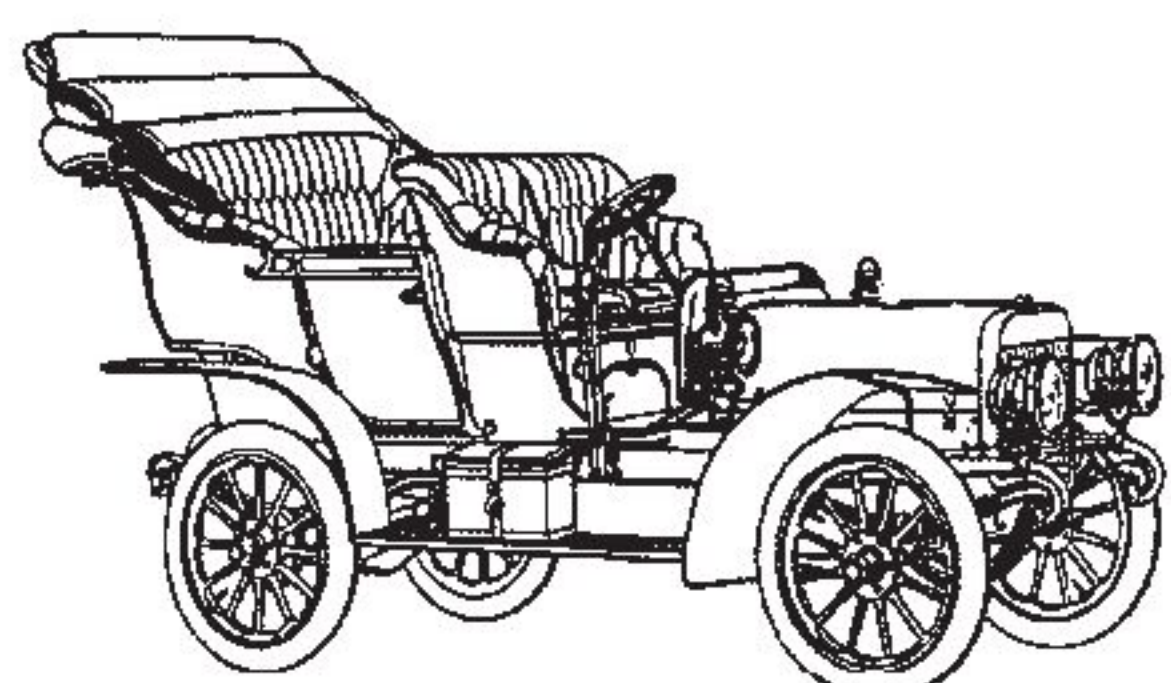
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## Get prices now with new *Old Cars Price Guide* site

The email messages that I receive most often from readers are related to vehicle pricing and the vehicle prices listed in *Old Cars Price Guide*. Among them is, “Why isn’t my vehicle listed in the latest issue?” My answer usually mentions that, as the most complete source of vintage vehicle pricing, the *Old Cars Price Guide* database fills 1,200 pages, so prices have to be rotated to fit as many prices as possible in the yearly subscription of a magazine. But now I am happy to announce that we’ve come up with an instantaneous solution to give you prices for nearly every type of vintage vehicle once sold new in the United States whenever you want them.

Now you can get all of *Old Cars Price Guide*’s vintage car and truck pricing anytime and anywhere with our new online *Old Cars Price Guide* Membership program at Pricing.OldCarsWeekly.com. Also often included on this new website page is manufacturer information covering such features as original prices, weights, dimensions, engines and more, plus vehicle images.

There are approximately 300,000 old car and truck prices in 6 condition ratings available to members of at Pricing.OldCarsWeekly.com. It’s the culmination of nearly 50 years of collecting unbiased pricing data.

If you still prefer to get prices on paper, we do have an option to give readers all of the prices from our database in one physical product. You can order a 1,200-page paperback, printed-on-demand copy of the “2023 *Old Cars Price Guide Big Book*” through Amazon.com (be sure to select the print book version rather than the digital eBook version). The “2023 *Old Cars Price Guide Big Book*” contains all of the prices in the database, and the *Old Cars* staff updates this book four times per year.

There are even more options to receive *Old Cars Price Guide* value data — just go to store.oldcarsweekly.com or send me a quick email and I can provide you with the resources. These options are all in addition to the pricing sections that will continue to appear in regular issues of *Old Cars*.

## Meet us at Auburn!



I’m looking forward to a new venue for meeting *Old Cars* readers during the Labor Day weekend festivities in Auburn, Ind. This year will mark the first time *Old Cars* will have a booth set up in the swap meet of the Auburn Cord Duesenberg Club’s Reunion. Look for our booth to be open from 7 a.m. to noon on Sept. 1 at the Auburn Skate Park, which is located adjacent to the city’s Eckhart Park and behind the ACD Automobile Museum and NATM. We hope to meet you there!

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**9:30AM EACH DAY**

**26277 N. Chevrolane Way, Rathdrum, Idaho 83858**



**DAY 1 - SATURDAY, SEPTEMBER 16TH, 2023, 9:30AM - ONSITE WITH ONLINE BIDDING**  
 APPROX. 125 COLLECTOR CARS - BIG BLOCK CHEVELLES, CORVETTES, CAMAROS, EL CAMINOS, & MORE. SIGNS, & SELECT PARTS OFFERED ONSITE & ONLINE-SEE CATALOG. AFTER CARS, & LOTTED ITEMS, WE WILL START SELLING PARTS TO ONSITE BIDDERS ONLY - INTERIORS, TRIM INCLUDING NOS, AND OTHER PARTS. MUST BE PRESENT FOR PARTS.

**DAY 2 - SUNDAY, SEPTEMBER 17TH, 2023, 9:30AM - THOUSANDS OF BIG BLOCK PARTS & MORE!**

BIDDERS MUST BE ONSITE TO BID. NO ONLINE BIDDING FOR DAY 2 PARTS BEING OFFERED!

YOU WON'T WANT TO MISS IT! EVERYTHING YOU NEED FOR YOUR CAR IS HERE!

**FRIDAY, SEPTEMBER 15TH, 2023 - 10AM - 6:30PM -**

**PREVIEW AND CELEBRATION OF THE ROY LANGLITZ COLLECTION**

FOOD, MUSIC, AND ALL THOSE FABULOUS CARS & PARTS FOR PREVIEW!

**NO EARLY PREVIEW WHILE PREPARING FOR AUCTION-THANK YOU!**

VanDerBrink Auctions is pleased to present the Roy Langlitz, "AKA Rob Carter" Chevrolet Big block collection. Roy loved his Chevrolets, especially Big block-4 speed cars. Back in the 1970's, the gas crunch made those gas guzzling Muscle cars less desirable. Roy saw an opportunity and started buying those Chevrolets and Big block Parts. In 2008, Roy's collection was featured as a Hidden Big Block collection in Hot Rod magazine. Roy did not want everyone to know what he had and went under the name Rob Carter. The article showed the huge collection of Big Block Cars and parts.

Roy would have a yearly car show with music and food for the local car club. To keep that tradition, we are going to have a celebration during preview on Friday, September 15th, 2023.

Day 1, Sept. 16th, 2023 will be onsite with online bidding for all those Big Block Chevelles, Corvettes, Camaros, El Caminos, and more classics along with signs, and select parts. We will start selling parts following vehicles and must be present. Stay for Day 2, Sept. 17th, 2023 for all those fabulous Big Block parts-MUST be PRESENT TO BID. If you are looking for parts for your Chevelle, Camaro, Corvette, and El Camino, they are HERE! So many Big block Chevelles, Camaros, Corvettes, El Caminos, and parts are part of the Langlitz collection and you will not want to miss this amazing collection. The Internet may be variable at times and best to be present so you do not miss out! Plan now to attend this amazing auction.

Please Check the Catalog/Website as we are in the preliminary process of building the catalog! [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com)

**DAY 1, SATURDAY, SEPTEMBER 16TH, 2023 9:30AM - APPROX. 125 CLASSICS!**  
**CHEVELLES, CORVETTES, CAMAROS, EL CAMINOS, & MORE! ONSITE WITH ONLINE BIDDING FOR LOTTED ITEMS. FOR DETAILS ON ITEMS - SEE CATALOG.**

**CHEVROLET CHEVELLES:** 1966 Chevelle SS Coupe, 1966 Chevelle SS Coupe, 1967 Chevelle SS Coupe, 1967 Chevelle SS Coupe Custom, 1967 Chevelle SS Coupe, 1969 Chevelle Coupe, 1970 Chevelle LS6 Convertible, 1970 Chevelle SS coupe, 1970 Chevelle SS Coupe, 1970 Chevelle Convertible, 1970 Chevelle SS Coupe, 1970 Chevelle SS Coupe, 1971 Chevelle SS Coupe, 1972 Chevelle Coupe, AND MORE!

**CHEVROLET CORVETTES:** 1962 Corvette Roadster Fuelie, 1965 Corvette Coupe, 1965 Corvette Coupe, 1965 Corvette Coupe, 1965 Corvette Roadster, 1967 Corvette Coupe, 1967 Corvette Coupe, 1967 Corvette Roadster, 1969 Corvette Stingray 427 Coupe, 1969 Corvette 427 Coupe, 1970 Corvette Coupes, AND MORE..

**CHEVROLET EL CAMINOS:** Approx. 40 El Caminos! 1970 El Camino SS, Multiple 1970 El Camino Projects, 1969 El Camino Projects, 1971 El Camino, 1971 El Camino, and more!

**CHEVROLET CAMAROS:** 1970 1/2 Camaro Z28 Coupe, 1972 Camaro Project, 1979 Z28 Camaro, and more.

**CHEVROLET IMPALAS-CAPRICE:** 1962 Impala SS 2dr HT, 1961 Impala Bubble Top, 1962 Impala SS Convertible, 1967 Triple Black Caprice, and OTHER IMPALAS, CAPRICES AND MORE FOR PROJECT & PARTS...

**CHEVROLET:** 1968 Chevy II Nova Coupe, and Many More Chevrolet Pickups, Wagons, Coupes, for restore, project, and parts.

**PONTIAC-OLDSMOBILE:** 1966 Pontiac GTO Coupe, 1970 Oldsmobile 442 SX Convertible Project, and more.

**FORD:** 1970 Ford Mach 1 Mustang, 428 Cobra Jet, 4 speed- Beautiful! 1939 Ford 4dr Suicide Sedan, and more.

**DODGE/OTHERS:** 1956 Dodge Coronet Don Larson Commemorative for Pitching the Perfect Game in 1956 World Series in the Yankees-Dodgers Game. Complete with memorabilia, signatures of Don Larson and Yogi Berra. Amazing piece of baseball History. MANY MORE COLLECTOR CARS FOR ROD, RESTORE, & PARTS!

DAY 1 ALSO HAS SELECTED BIG BLOCK PARTS FOR LIVE/ONLINE, ALONG WITH SIGNS & GAS PUMP!

WE WILL START SELLING THE BIG BLOCK PARTS AFTER LOTTED ITEMS & CARS! MUST BE PRESENT FOR ALL PARTS BIDDING.

**DAY 2-SUNDAY, SEPTEMBER 17TH, 2023, 9:30AM- ONSITE BIDDING ONLY:**

**THOUSANDS OF BIG BLOCK CHEVROLET PARTS!** INTERIORS, RIMS, MOTORS, HEADS, INTAKES, MANIFOLDS, TRI-POWERS, CONSOLES, GRILLS, STEERING WHEELS, RADIOS, GARNISHES, NOS TRIM, SHEETMETAL, AND MORE NOS GM PARTS. HOODS, FENDERS, AND SO MUCH MORE!

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**TERMS:** Cash Check w/Proof of Funds, Credit Card w/ADM Fee. Payment in Full at the end of each day for onsite bidders. 10% Buyer's Premium for onsite & online bidders. 6% Idaho Sales Tax may apply. Driver's License or Passport required for bidder number. Number good for both days. No Charge for bidder number. ALL SALES ARE FINAL AND AS IS WITH NO WARRANTY OR GUARENTEE. Removal Day of Sale or within 7 days. Online Bidders may have additional terms. ONLINE Bidder only may pay and pickup in person each Sale Day and on Monday September 18th, 2023 from 9-5PM. ONLINE BUYER that do not pay and pick up during sale or Monday Sept. 18th, 2023 will Wire or pay with Verified funds within 72 hours of Saturday's Auction. Buyers are responsible for trucking and costs and arrangements. Auctioneers or Seller are NOT responsible for theft and vandalism.

**ROY LANGLITZ ESTATE - MICHELLE JOHNSON - PERSONAL REP.**

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## Did galvanizing truly save steel?

I love the “Vintage Ad” section of *Old Cars*, because the ads bring back so many good and, sometimes, bad memories. The 1981 AMC “Vintage Ad” in the Aug. 15 issue featured the AMC generation that used galvanized steel and it got me thinking. I remember when galvanized steel was first promoted and used by AMC. I wonder, has anybody gone to automotive salvage yards to determine if the galvanizing was effective over the years? In other words, did it work? And also, it wasn’t long after the use of galvanized steel that there were rumors that paint on these cars would simply fall off. Is there any truth to that?

**Dennis Albright, Mounds View, Minn.**

*Editor’s note: Being located in the salt belt state of Wisconsin, which was also AMC’s home state, the Old Cars staff is qualified to offer at least some insight to the protective qualities of galvanized steel. In our regular travels to local salvage yards, we see many late-1970s and early-1980s AMC vehicles, and those AMCs in the salvage yard do seem to have less body rust than their contemporaries. To add some more data to the galvanized steel question, a former Old Cars staffer has a 1989 Cadillac Eldorado with a galvanized-steel body. The Cadillac’s paint lifted in a few areas, and several years after the steel beneath the paint was exposed, the exposed areas became cloudy white, but surface rust had not yet formed. Readers, do you have additional experience?*

## Remembering Reeves Callaway

I wanted to thank Angelo Van Bogart for his “Hop in” column in memory of Reeves Callaway; it was a touching tribute to a man many of us worked with and loved. I had the honor to serve as Chairman and CEO of Kaman Corp., and Reeves was a member of our board of directors for more than 20 years, retiring just in April of this year.

Many knew Reeves for his extraordinary career as a racer, “tuner,” designer and manufacturer of truly extraordinary automobiles. Oh, and he ran a pretty good race team as well. However, fewer got the chance to see how his insights helped guide companies to be better and to challenge themselves to develop and adapt leading technologies into their products. From his engineering expertise in advanced composites, to aerodynamics, to unmanned flight and artificial intelligence, Reeves was a true visionary in every sense of the word.

And, finally, the weekend before his passing, we exchanged text messages to set a plan to get together. However, 95 percent of the message was about his family! Again, not surprising if you knew Reeves.

He will be missed and, again, when I opened my latest issue and saw the “Hop In” column, it really hit home. Thank you, and God bless.

**Neal Keating, via email**

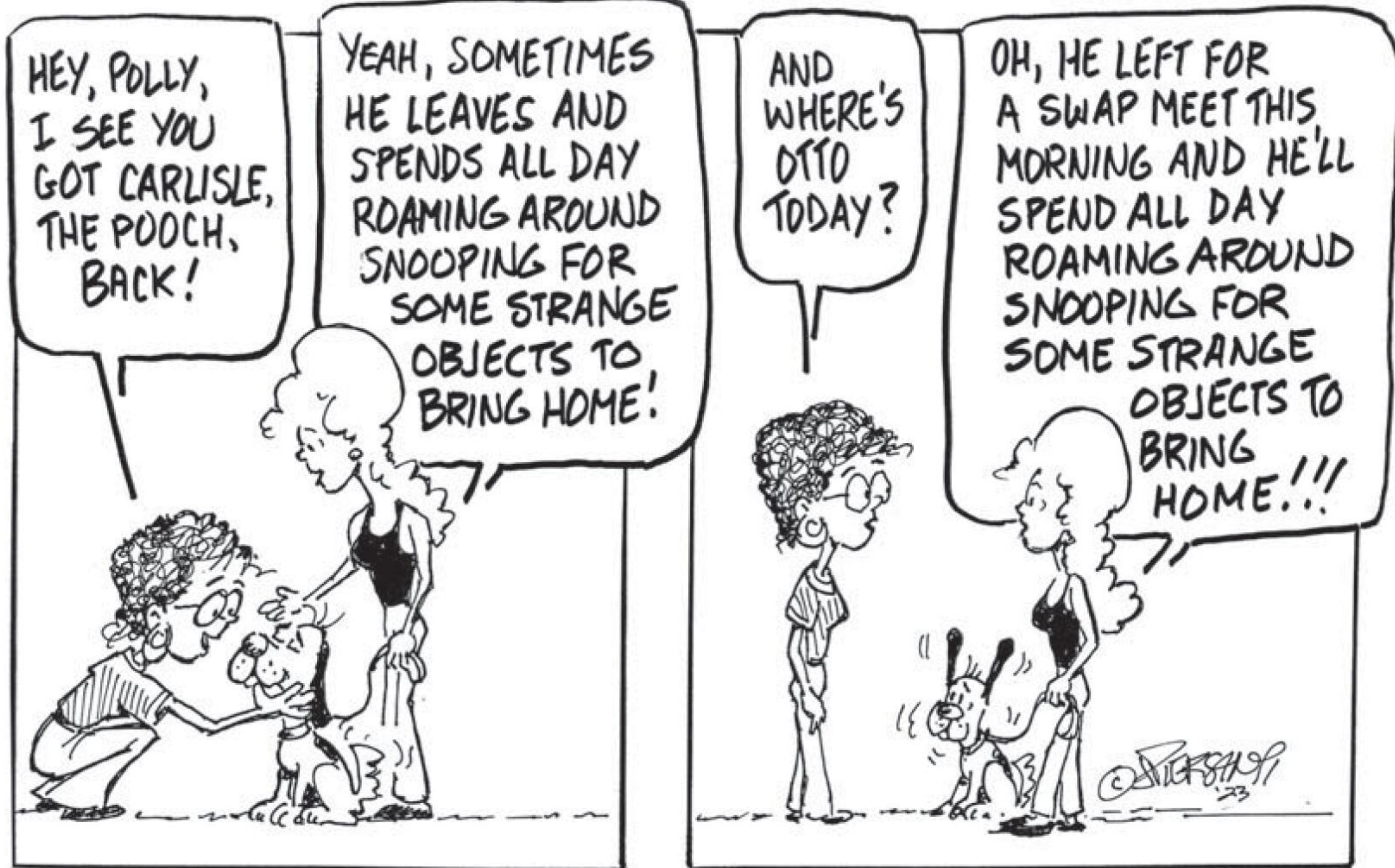
# Reader Wheels



Dave Shaw and his wife Ginamarie, of Freehold, N.J., have a couple of sweet rides to take to car shows together. “My [1968] Cyclone has an aluminum 427 side oiler, original Parchment interior, four-speed Toploader with a 9-inch rear and 4.30 gears,” Dave says. “She’s a good old-fashioned hot rod. My wife has an original 1970 Cutlass SX convertible, born-with 455 balanced and blueprinted, original TH400, 3:42, 12-bolt posi rear.”







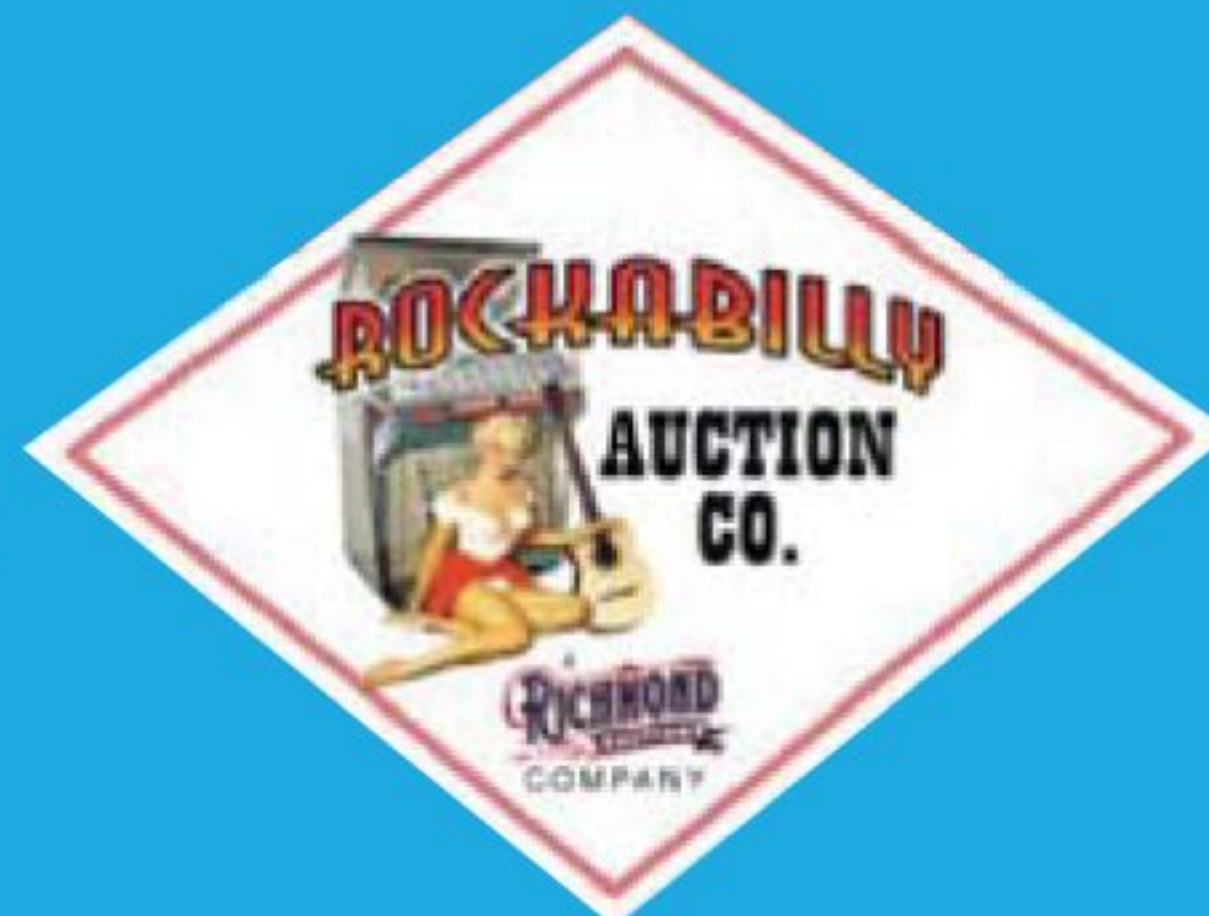
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**Day 1 - Friday, August 25, 2023:** Over 500 lots focusing on soda pop, country store, barber shop, vintage toys, folk art and Americana collectibles. Items consist of signs, clocks, thermometers, coolers, neons, posters, displays, soda fountain collectibles, pedal cars and more.

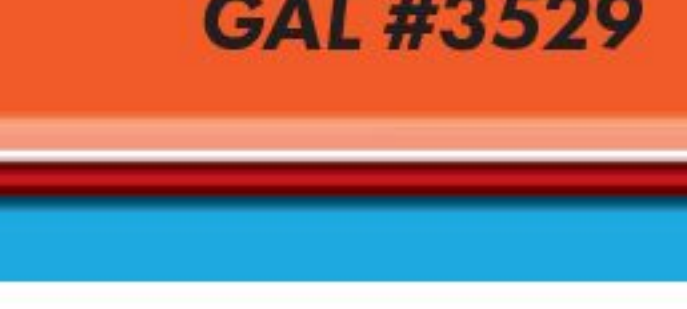
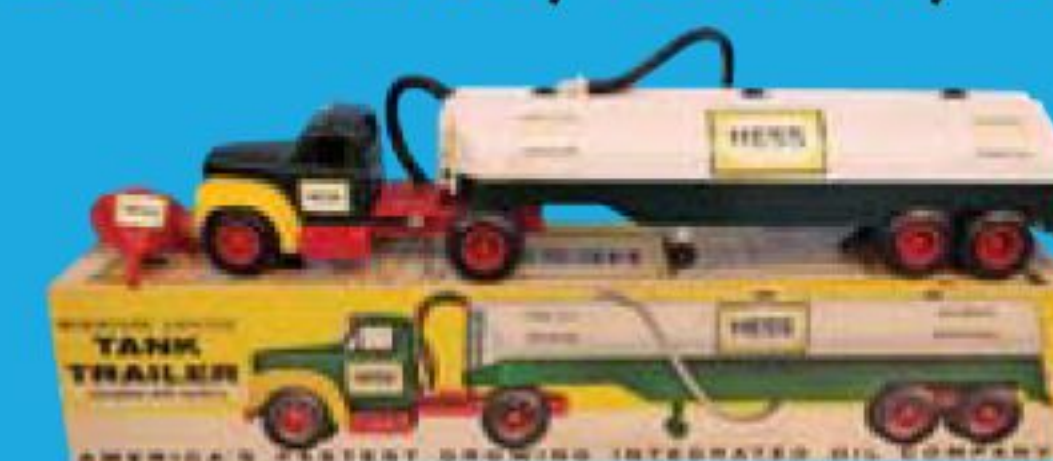
\*We will have several select automobilia-themed vintage toys selling in Day 1.\*

**Day 2 - Saturday, August 26, 2023:** Features an excellent collection of over 400 lots of gas/oil, and automobilia collectibles including a large gas pump plate collection. In addition we will have porcelain, metal, tin, light up, cardboard, flange, and lollipop curb sigs. Service station collectibles include gas pumps, globes, oil bottles, air meters, restroom signs and more. Clocks, thermometers, and displays will also be sold.

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# The Scoop



## Hobby News & Views

### Flint celebrates 70 years of the Corvette

FLINT, Mich. — On Wednesday, June 28, the city of Flint, Mich., honored the 70th anniversary of the Chevrolet Corvette. The special ceremony was two days before the actual 70th anniversary of the when the very first Corvette rolled off the sports car's first assembly line there on June 30, because the Flint Assembly plant was preparing to shut down that day for a changeover.

According to ABC 12 News of Flint, the ceremony was hosted by Back to the Bricks organizers, General Motors' Flint Assembly plant leaders, UAW union members and local leaders. Many members of Flint's five Corvette clubs also participated. Part of a large display at the ceremony showed historic images of the first 1953 Corvette driving off a Flint assembly plant on the city's Van Slyke Road, near GM's current Flint Assembly Plant, where the first Corvettes were essentially hand-built. Each 1953 Corvette had a Polo White-painted fiberglass body with a red interior; only 300 were built the model's inaugural model year.

For 1954, the process of building a Corvette became

more production-friendly, thanks to what was learned at the Flint assembly plant, and Corvette manufacture was moved to a General Motors assembly plant in St. Louis.

The 70th anniversary Corvette festivities continued on June 30 at the newly relocated site of the GM Heritage Center in Grand Blanc, Mich.

*Thanks to Old Cars reader Bruce Granger for his help reporting the event.*

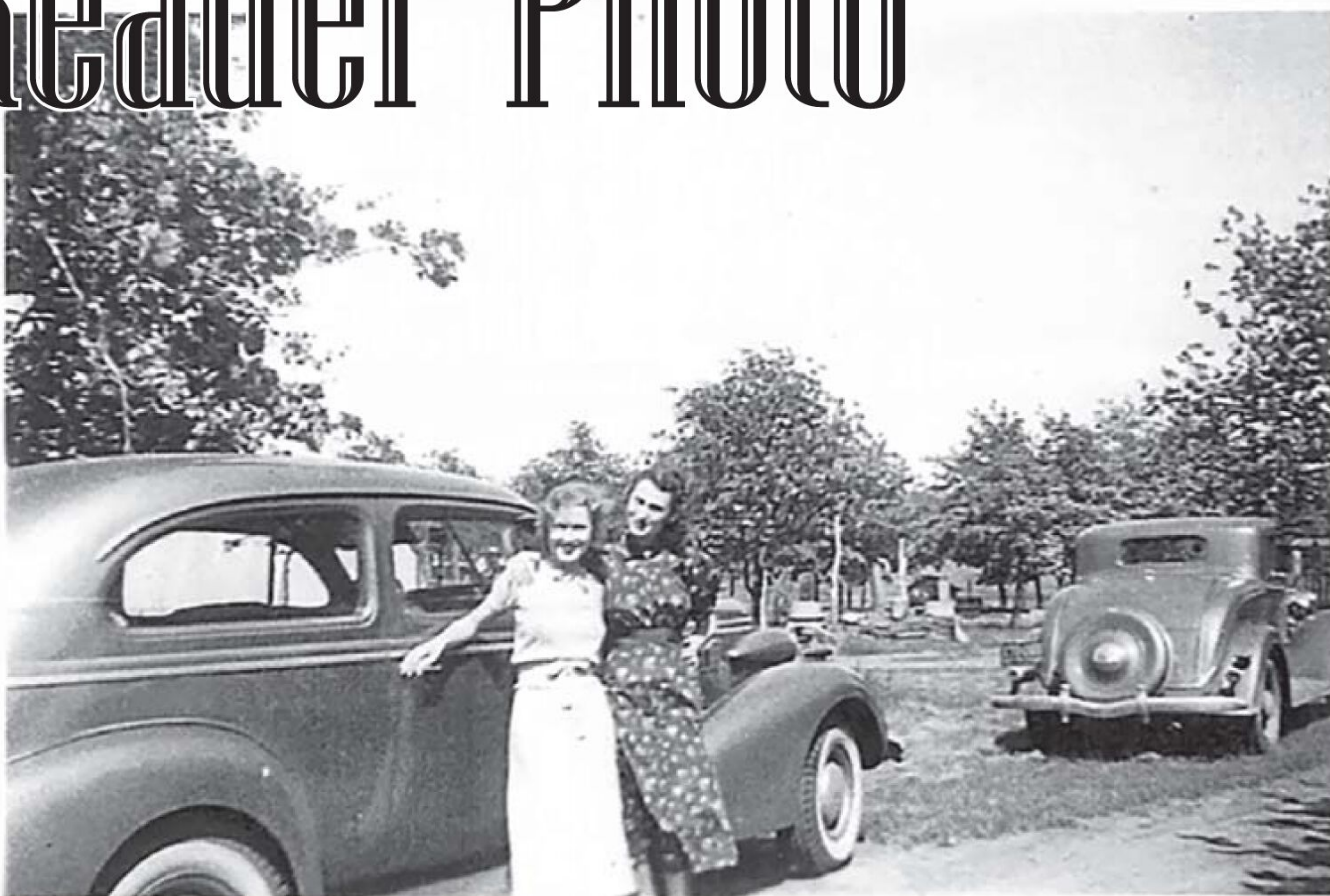
### Cadillac Fall Festival to include all GM marques

HICKORY CORNERS, Mich. — Auto enthusiasts from around the country will gather in Michigan in September for the largest ever Cadillac Fall Festival, which will be the first national car show for all GM marques and sponsored by all GM car clubs representing 60,000 people nationwide.

The event, open to all, will be held between Sept. 22-24 at the historic Gilmore Car Museum, where the organizers expect 500 cars will be on display. The show will be hosted by the Cadillac LaSalle Museum & Research Center.

The show is celebrating GM's Fifties Motorama, annual

## Reader Photo



Coy Thomas shares this old photo of a couple of lovely gals and two lovely automobiles. We're thinking that's a 1937 Buick "slopeback" two-door sedan and a 1934 Dodge coupe. Readers, if you've got a better guess, drop us an e-mail at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com).



# TOP

## THINGS TO DO AT THE:

# 5

# ► AUBURN CORD DUESENBERG FESTIVAL ◄

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extravaganzas that displayed revolutionary concept cars and other halo models. Some of the featured cars on display will include: the 1951 *Buick LeSabre*; three GM *Firebird* gas turbine cars; the 1956 *Buick Century X*; and the 1959 *Cadillac Cyclone*.

Also on display will be a 2022 *Celestiq*, Cadillac's latest limited-production car, and other new Cadillacs. GM designers will present symposiums on the design and development of GM's Motorama. Rides in collector cars will be available during the show, and a chance to engage GM's designers at "Dinner With Designers" will be available on Friday evening. A number of personalities from the automotive industry, including acclaimed GM Designer William L. "Bill" Porter, will participate.

## Charlotte AutoFair set to return Sept. 7-9

CHARLOTTE, NC – The Hornets Nest Region of the Antique Automobile Club of America will again welcome more than 100,000 collector vehicle devotees to Charlotte AutoFair on the grounds of the Charlotte Motor Speedway for three days of automotive fun from Sept. 7-9.

The Charlotte AutoFair is a vast gathering of automobile enthusiasts who come, in part, for the number of impressive collector vehicles for sale in the Car Corral on the track oval backstretch. The Orange Field and Green Field flea market areas are covered with more than 1,500 vendor spaces filled with automotive parts and supplies. In addition, the speedway will sponsor displays on Saturday including many other car club exhibits with hundreds of modified, customized and original vehicles, and additional special displays will be located in the garage area.

The event gates open for public admission at 8 a.m. For more information, visit [www.charlotte-autofair.com](http://www.charlotte-autofair.com)



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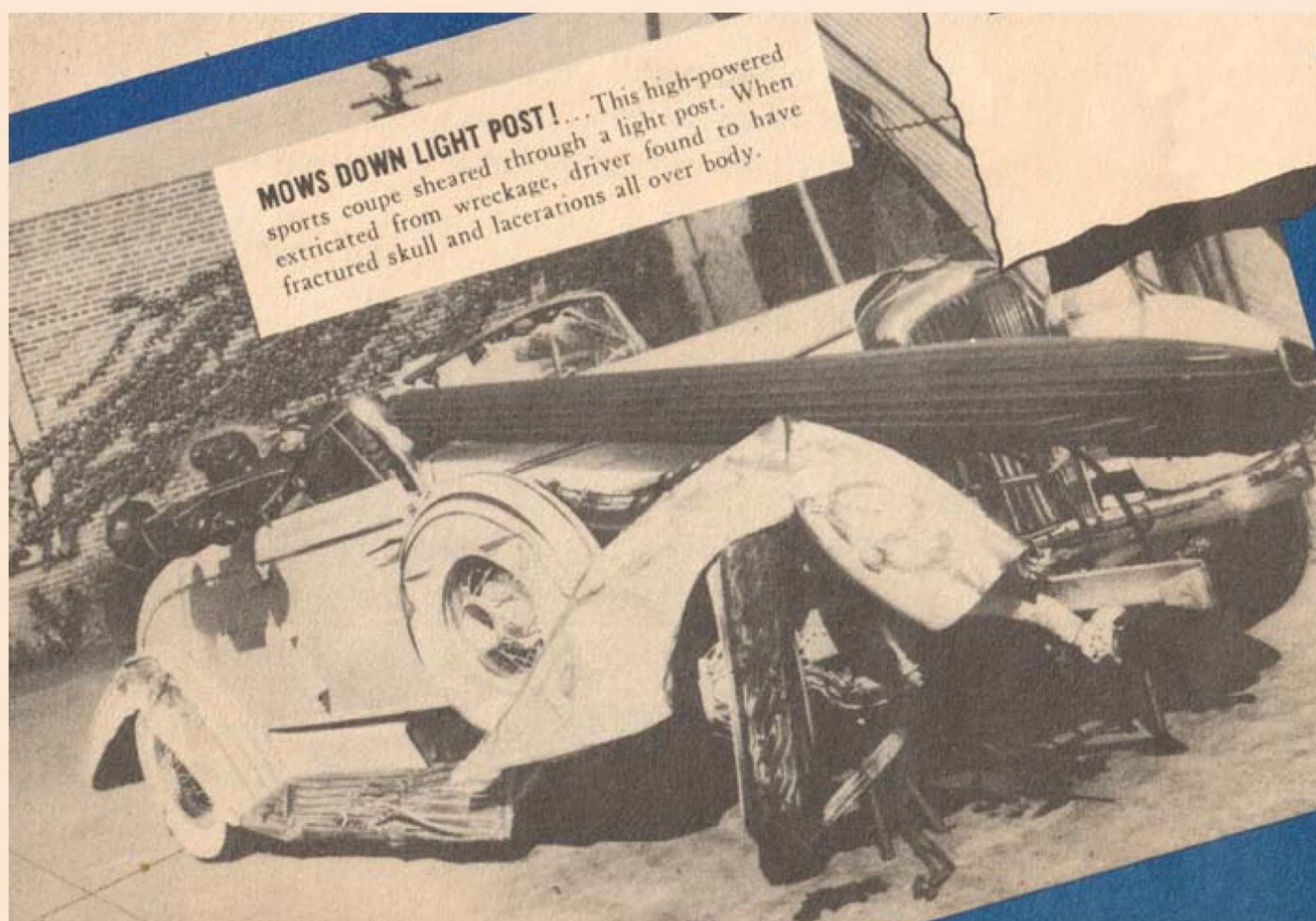


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# Wreck of the Week



Yes, even some Duesenbergs were wrecked back in the day, but don't worry — it's not as bad as it looks and this car was repaired to drive another day.

The photo comes from a 1938 pamphlet from one-time gasoline producer Tydol that promotes safe driving. The original caption for this photo reads, "Mows down light post! This high-powered sports coupe sheared through a light post. When extricated from wreckage, driver found to have fractured skull and lacerations all over body." We don't know the identity of that driver, but the Duesenberg Model J is actually a convertible coupe re-bodied by Bohman & Schwartz in 1933 for movie director Roy del Ruth, according to Fred Roe's book "Duesenberg: The Pursuit of Perfection." This car survives in concours condition.



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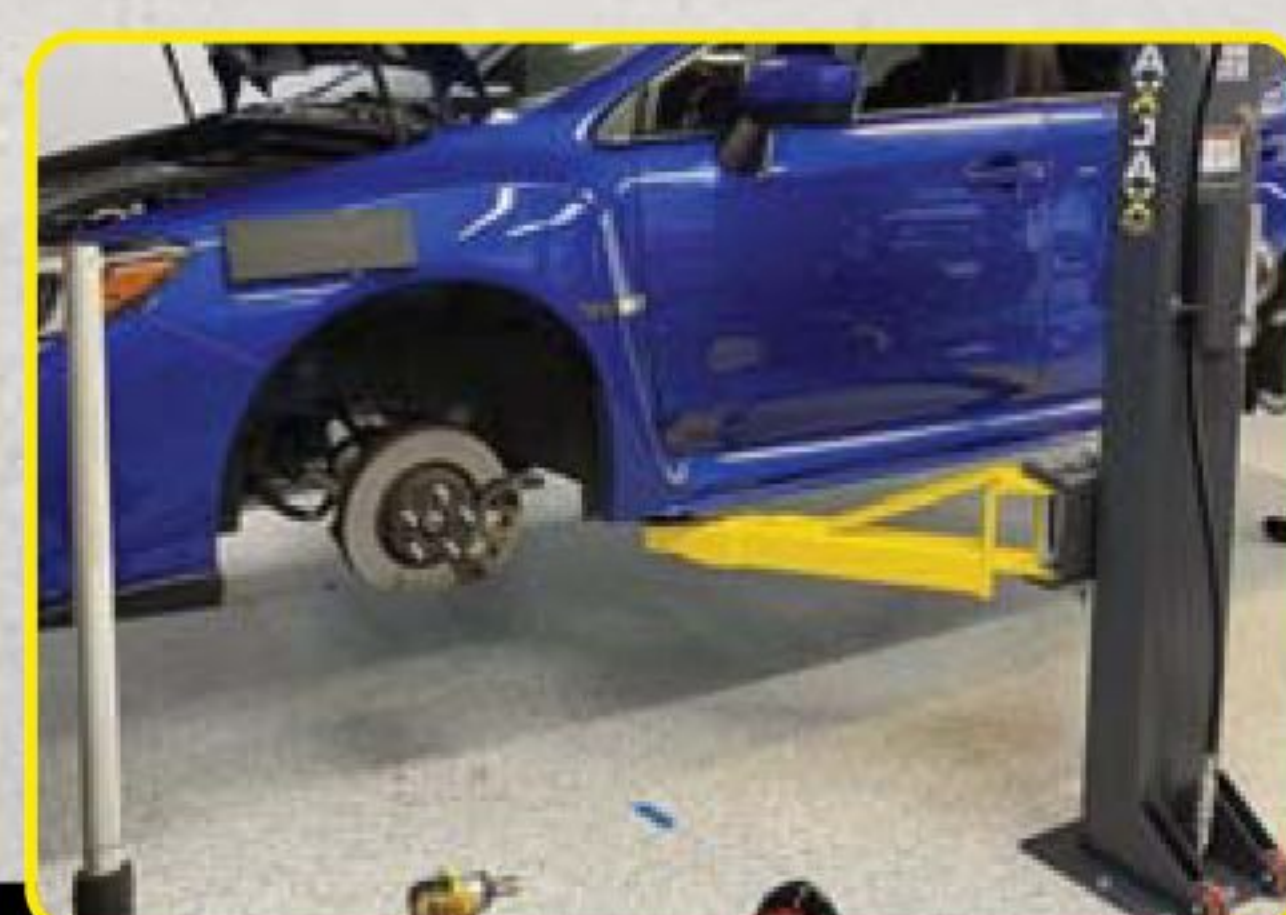
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## Auburn gears up for A-C-D feast of Classics

**AUBURN, Ind.** \_ Auburn will again be the center of the prewar Classic car world on Labor Day weekend as the city plays host to the big annual Auburn Cord Duesenberg Club Reunion, the ACD Fall Festival and a Worldwide Auctioneers sale. A full schedule of car events and activities awaits visitors from around the world.

“Destination Auburn” runs Wednesday through Saturday and includes a car corral, vendors and swap meet. The “Cheers to the Festival” fundraiser and celebration kicks off the week on Aug. 26 from 6 to 9 p.m. at Praxis Detailing. Guests can enjoy hors d’oeuvres and cocktails, and a live charity auction will allow visitors to buy reserved parking spaces for the Friday downtown cruise-in. The National Automobile and Truck Museum (NATM) Garage Cruise will be Sunday, Aug. 27, at 10 a.m. and cover Auburn and the surrounding areas. The Hoosier Tour — a three-day driving event in the region — will begin at 8:30 a.m. on Tuesday, Aug. 29. The ACD Club Swap is Sept. 1 from 7 a.m. to noon at the Auburn Skate Park (behind the ACD Automobile Museum and NATM). At 6 p.m. on Thursday, the ACDAM will host its Annual Benefit and Celebration.

The ACD Club car show is Saturday, Sept. 2, from 7 a.m. to 1 p.m. at Eckhart Park. Later that day, the Parade of Classics, one of the big events of the weekend, begins at 1 p.m. as ACD cars drive through the streets of Auburn toward the Auburn Courthouse Square.

Worldwide Auctioneers will feature a loaded lineup in its expanded three-day sale scheduled Thursday through Saturday at its Kruse Plaza headquarters. Full details on The Auburn Auction are available at [worldwideauctioneers.com](http://worldwideauctioneers.com)

For a full list of weekend events, visit [www.acdfestival.org](http://www.acdfestival.org). **OC**



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# Weathered Wheels



*Old Cars* contributor and Disco Era large car connoisseur Gregg D. Merksamer was, ironically, en route to The Lincoln Farm in Calvin, Pa. when he spotted these two 1975 Chrysler Imperials at the former site of the Huntingdon Motor Co.’s Mack Trucks service shop along the William Penn Highway (U.S. 22). While Chrysler would revive the nameplate for a 1981-’83 luxury coupe and its range-topping 1990-’93 front-drive sedans, 1975 was the final model year for traditionally sized Imperials. The two-door hardtop in the foreground was the rarest variant with just 1,087 produced alongside 1,641 opera window-equipped Crown Coupes and 6,102 four-door hardtops.





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## Eye candy does the job for Olds, Jeepster magazines

If pictures raise the circulation of magazines (as so often is the case), then there is little doubt that two recent club publications are prime examples of how to grab the attention of hobbyists.

First is *Journey With Olds*, in particular its recent salute to “Convertibles!” as the cover declares. The 44-page production builds toward a bevy of soft tops for 1952 (an 88), a 1955 (Starfire), a 1971 4-4-2, followed by the 1980 98 Regency Luxury Convertible. For the hungry-to-buy crowd, more softtops appear in the classified ads. Tales by owners make the articles more delectable. The cover car on front and rear pages is the 4-4-2, a snappy blue-and-white combo fit for royal drive-in style. Editor Shannon Olson and other club officials no doubt realize that the club generally benefits from choice articles like these. (Thanks to the Oldsmobile Club of America, main office at P.O. Box 412, Eaton Rapids, MI 48827, 517-663-1811).

A recent edition of *Jeepster News* (Willys Overland Jeepster Club, Jeepsterme@aol.com) is an 8-pager brimming with about 40 color photos of cars, members and places. It is a delight to navigate each article. President-Editor Pete Mozzone (167 Worcester St., Taunton, MA 02780-2088) keeps the ball rolling in style. Lots of color on the pages and pleasantly enlightening text to match. More than 20 pictures of Jeepsters, to boot. Seems like a fun club!

Conclusion: clubs reflect their members’ hopes, dreams and joy through their main publication. **OC**



## Vintage ad of the week

By M.J. Frumkin

Ford Motor Co. collaborated with the New England Fish Co. (NEFCO) and appliance manufacturer West Bend to underwrite the expenses for a contest that ran from late July through September 1964.

As depicted in magazine ads, the contest’s grand prize was a pair of Ford Mustangs; the “elegant” hardtop and the “spirited” convertible. Each came with the “racy” 164-hp V-8, Cruise-O-Matic transmission, radio, heater and whitewall tires.

Lesser prizes included West Bend-brand electric coffee makers, electric kabobs, electric broilers and metal ice buckets.

Contest rules specified that all federal, state and local taxes were to be paid by winning participants.

Another statement in the ad proudly flaunted how Mustang was the first automobile to receive the Tiffany Award for Excellence in American Design.

To enter, contestants wrote their name and address on the backside of labels for Alaska Pink Beauty Pink Salmon or Pillar Rock Red Salmon (or a plain sheet of paper) and mailed them to NEFCO in the Alaska Building of Seattle, Wash. The contest was open to residents of all states except Hawaii and, oddly enough, Alaska.

**WIN a pair of MUSTANGS!!!**

**in the Pink Beauty SALMON SWEEPSTAKES**

**GRAND PRIZE 2 FORD MUSTANGS**

An elegant hardtop and a spirited convertible, the first automobiles to receive the Tiffany Award for Excellence in American Design. Each car has a racy 164-hp V-8 engine, Cruise-O-Matic transmission, radio, heater, and whitewall tires.

**PLUS 200 other prizes from West Bend**

10 electric kabobs, 30 coffee makers, 60 broilers, 100 ice buckets.

**NEFCO**

**Here are the rules:**

1. Print your name and address on back of PINK BEAUTY or PILLAR ROCK Salmon label. Or on sheet of paper write your name and address and hand print words Pink Beauty or Pillar Rock as on label. Handy entry blanks at meat grocers.
2. Mail your entry to: Pink Salmon Sweepstakes, Alaska Building, Seattle 4, Washington. All entries must be postmarked no later than midnight September 30, 1964. Be sure to use adequate postage.
3. You may enter as often as you wish, providing each entry is submitted according to the rules and mailed separately.
4. Grand prize must be accepted within three (3) months. All West Bend prizes will be shipped to winners.
5. Winners will be chosen by random drawing within 30 days after close of Sweepstakes, and selections will be final. Winners will be notified by mail.
6. All federal, state and local taxes must be paid by the recipients of the prizes.

**SPECIAL OFFER - Sweepstakes Entrants:** Send two labels - Pink Beauty or Pillar Rock and get beautiful Alaska salmon recipe booklet with 31 delicious ways to enjoy salmon. Send two (2) labels to: Pink Salmon Sweepstakes, Alaska Building, Seattle 4, Wash.

**ENTRY BLANK**

Mail with label(s) to: Pink Salmon Sweepstakes, Alaska Building, Seattle 4, Washington.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_





**Q** Regarding Ron Patyski's problems with the intermittent wipers on his 1993 F150 (Q&A July 1), [he should] get a hold of the wiring diagrams for his vehicle to trace this issue down. As you stated, poor or broken grounds can cause a myriad of issues. Looking at the diagrams that I have available, the wipers and headlights use the same main grounds, G100, G101 and G201. I also see some splices in the wiring diagram that may have broken or corroded and could cause problems.

G100 is located at the LH front of the engine compartment, top of upper radiator support. G101 is located at the RH front of the engine compartment, in front of the fender apron. G201 is located behind the bottom of the LH cowl panel.

I would first recommend removal of the fasteners that hold these grounds and cleaning the eyelet, the fastener and where the ground mounts. If that doesn't help, then consult a wiring diagram to understand where power is applied and where grounds are applied.

Thrown into the mix is a solid-state "black box" which is the wiper control module. Having a wiring diagram and determining if the module has everything it needs (power/grounds/switch actuation) may help determine if the module is bad.

*John Gurnig, Lake Forest, Ill.*

**A** Thanks, John. Your experience and insight are always helpful.

**Q** There was mention of water injection [recently], and it brought to mind a few stories. The first is about the 1953 Plymouth convertible I had in high school and college. Top speed was 80 mph, unless it was raining or just afterwards, when the air and roads were still wet. Then it would do 85 mph.



I had also been told that World War II airplanes would use water injection on takeoff for more power. The third story is from a friend, whom I had met at my first job out of college. During WWII, it was hard to find a good car, so he would buy a Studebaker that was burning oil and put a fuel [water] injector on it. The steam from the water would break up the carbon and it would stop burning oil. He would sell it for a profit and then purchase another. On another car, he put in another fuel tank for kerosene. With the water, he could run the kerosene without smoking and also receive better power than just straight kerosene. I don't know fuel prices back then, but I believe kerosene was less than half the price of gas and more readily available, as gas was rationed.

*Andrew Love, via email.*

**A** Thanks for sharing your experience and stories. Water injection, both intentional and happenstance, really is a thing.

**Q.** Any advice what kind of complete floor pan I can purchase for my Classic 770? Thanks.

*Albert Johnson, via email.*

**A** I believe you're referring to a 1965 or '66 AMC Rambler model. It is built, I'm quite sure, as a unibody structure, so the floor is part of the structure. I gather yours is rusted or otherwise unusable so, short of finding someone to craft one out of sheet metal, I'm unsure what to suggest. AMC enthusiasts, any hints? A good, usable pan is most likely to exist in a southern state. This photo, not of Albert's car but of another Classic 770, may help junkyard scouts in searching. Thanks to my friend and colleague John Katz for the image. **OC**

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

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# DAILY DUESENBERGS

Scenes of Duesenbergs in everyday use

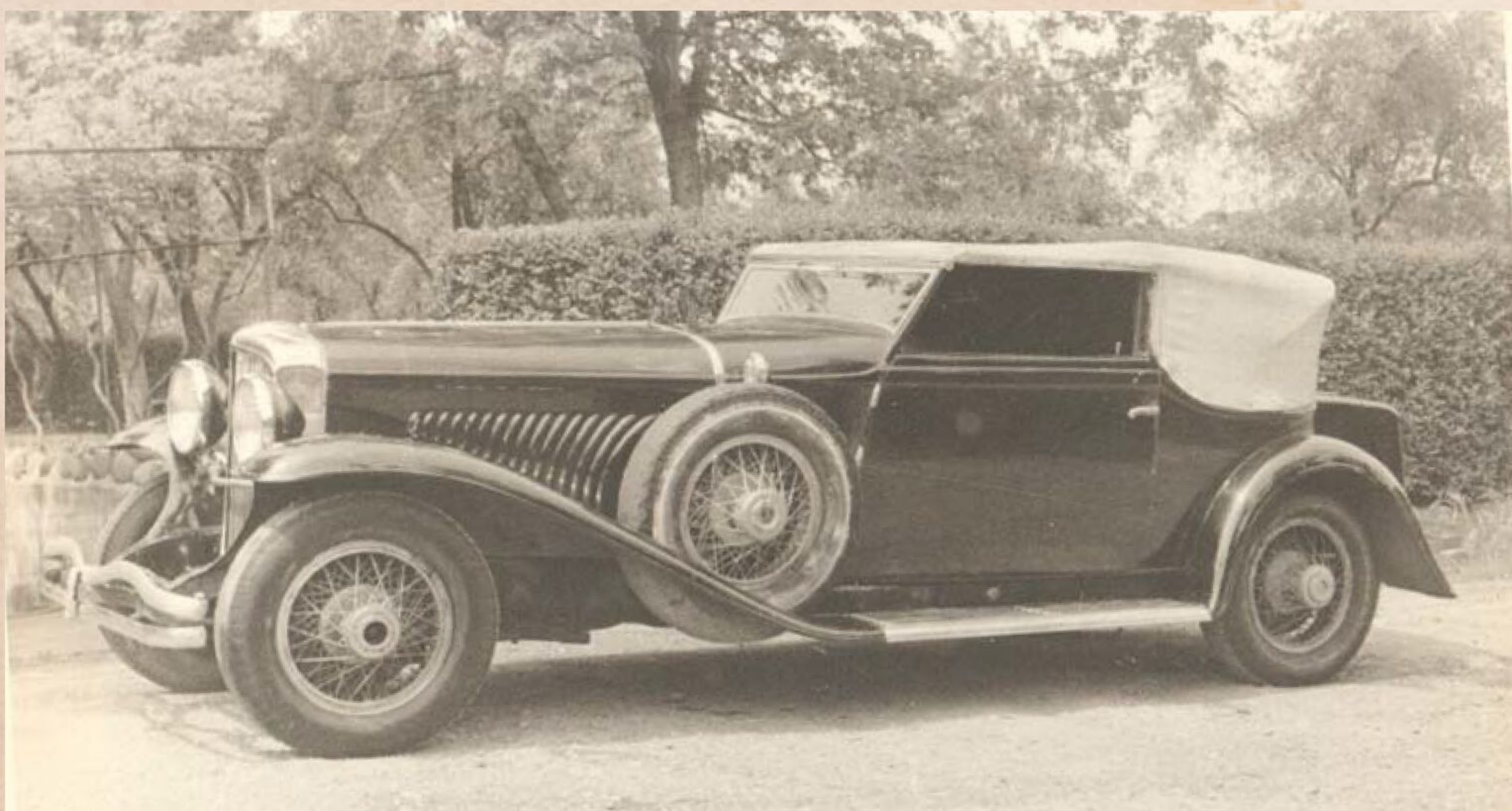
PHOTOS FROM THE FERRARA FAMILY

**H**ard to believe today, but there was a time when the valuable Duesenberg Model J was daily transportation and subjected to the toils of everyday use. After the cars lost their shine, most were sold for a small fraction of their original purchase prices of about \$13,500 to \$25,000. For \$500 or \$1,000, buyers during the late 1930s through the 1950s could scoop up used Duesenbergs in classified ads and on used car lots, although at those prices, they generally didn't remain for sale long.

The following images show several Model J Duesenbergs when they could be spotted on streets, in parking lots, on used car lots and in owners' driveways rather than on concours greens. Thanks goes out to the Ferrara family for supplying these images, and to Auburn Cord Duesenberg historian and restoration consultant Randy Ema for identifying several of the cars.



Pictured for sale on the Mayfield Car Co. lot at 100 North Hollywood Way in Burbank, Calif., in the early 1950s (*Old Cars*, May 15, 2023) is the Rollston convertible victoria on the long wheelbase with engine J-337. The windshield reads "32 DUES 2 dr Conv" but alas, no price is listed to encourage time travel. Note the 1937 Cord 812 Phaeton to its driver's side and the Classic Lincoln behind it.



Another Duesenberg Rollston convertible victoria, yet very different than the more standard example above. Making this Rollston convertible victoria unique from the others are its angled front door line that nearly matches the windshield rake, its lower rocker sills and its wider body that causes the rear fenders to be narrower than standard where they meet the body coachwork. This Duesenberg Model J has engine J-538 and rides on chassis 2566, and is pictured here after years and miles turned it into a used car (note the poor condition of the spare tire). This car survives and was, for at least a time, painted red and black.

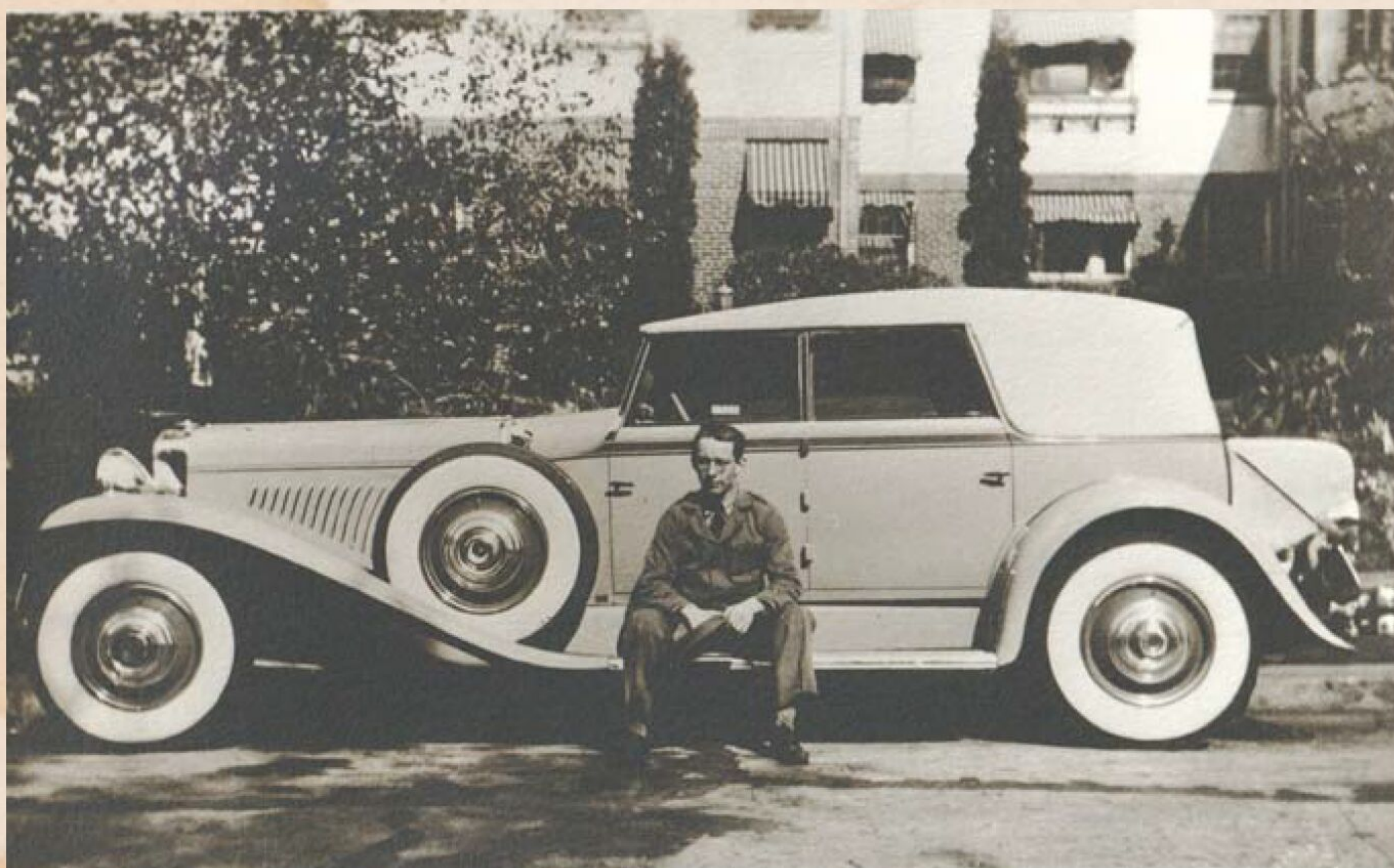




A rare period photo of a nearly forgotten Duesenberg lost to the wreckers. Originally owned by Marion Davies, this unique Model J with opera brougham (town car) coachwork by Rollston eventually had the rear of its body removed and was put to work as a truck. Someone spotted the rear of the body and reunited them to make the car whole again, but alas, it was eventually scrapped. The engine, J-411 (renumbered to J-568), was saved and it now powers a ca.-1932 Packard convertible coupe.



The original Model J design was dated by the mid 1930s, and to move the last of the Duesenbergs from the 1929 order of 500 chassis and engines, Rollston stepped in with a series of more modern bodies that had skirted fenders, higher beltlines and lower rocker sills. This series was called the JN, and 10 JNs were built: three sedans, four convertible coupes and three convertible sedans. This Rollston JN, likely pictured in California, is the only convertible sedan of the three that had its engine (J-571) supercharged. The Chicago branch of Duesenberg fitted the supercharger, and it did so with the very rare dual-carburetor setup. All three Rollston JN convertible sedans survive, this one remaining in the Bahre Collection in Maine (see page 46).



There were 25 convertible sedan bodies built for the Duesenberg Model J chassis by Pasadena, Calif., coachbuilder Walter M. Murphy Co. The wheel discs on this new-looking example of the most common Murphy convertible sedan style indicate the car may have been sold toward the end of Murphy's existence, which came in 1932. The Californian in this period photo appears rather melancholy considering he's sitting on a Duesenberg.





This glimpse inside a Duesenberg showroom, presumably in Chicago, offers a view of a Model J automobile, several framed Duesenberg designs and a sample of materials used in the coachbuilt creation of a Duesenberg's body and interior.



Two views, including a rarely seen rear view, of the Duesenberg Model J Murphy Beverly sedan owned by actress Lupe Velez and her husband, Olympic swimmer Johnny Weissmuller, who later played Tarzan in motion pictures. These photos show their Beverly, with engine J-449 in chassis 2462, after it was later fitted with skirted fenders to update its design. Despite caring enough for the car to have it updated, the acting duo's Duesenberg was scrapped by the end of World War II (their union was scrapped in 1939 through divorce). The 1937 California license plate in the top photo has an interesting frame with "Hollywood" engraved in it. The Duesenberg may be pictured here on a Hollywood back lot.





# Incredible Estate Collection at Yoap's Auction Gallery

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## SATURDAY, SEPT. 16th 10AM

This is a Live On-site Auction. Check it Out: 1906 Buick Model F 5-passenger Touring w/ original 2cyl engine, brass front & European leather. Meticulous craftsmanship throughout including carved rubber "Buick" logo running boards. 1909 E-M-F Model 30 5-

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Model 68 Deluxe Phaeton in Washington Blue paint, original interior, engine, tranny & road-tours wonderfully. 1939 Ford Coupe cruiser w/ Chevy small block, automatic, air & leather, 1951 Austin Champ Military Jeep with Rolls-Royce 80HP engine, 1963 & 1976 MG MGB convertibles, 93 Lincoln Mark VIII w/ 32V InTech V8, 1983 Buick Riviera convertible w/ 5.0, automatic, red leather interior & 84k miles, 63 Econoline pickup project, 1976 IH Scout, 2 other IH Scouts, 1947 American Moto-Scoot Model 345 Delivery Scooter, 2012 Ford Focus Titanium sedan, Restored Wayne 615 Visible 10-gallon gas pump w/ Gilmore globe, Bennett 1500 Curb-side gas pump w/ Gasolene globe, Restored curb-side air pump, Porcelain gas station sign, 1949 Texaco Sky Chief porcelain pump sign, IH road reflector, Early automobile art, 1936 Ford fenders & running boards, NOS 1964 Ford Mustang convertible fenders, Mustang wheel covers, Model T engine blocks, trannys & parts, Flathead V8 engine blocks, trannys & parts, Manifolds, Starters, Coils & Boxes, Early leaf springs, Wood spoke wheel, 1910 Buick radiator, Esso gas can, Ant 5gal oil can, 1916 Studebaker running boards, Wood steering wheels, '36 Chrysler Airstream fender skirts, 26" Firestone rims, Weston 158 coil tester, Sun 680 distributor tester, Hoyt coil tester w/ light bulbs, Jefferson coil tester, Rushmore brass Searchlight, E&M brass headlamps, Corcoran brass lamps, Other Brass headlamps, horn, mirrors & acetylene tank, Japanese brass Ship Signal Lamp, Viking brass ship lantern, 1920's Elto Twin Rudder out-board, 1907 Tycos brass thermometer, Danish enamel telephone (over 100 yrs. old), Solar bicycle lamp, "STOP" lamp, Bosch magnetos, Assorted carbs, '33 truck 4.10 rear, 1920's Alemite-Zerk case, 1946 Columbia parts, Simplex Crane hub caps, Glass fire extinguishers, Early oak creeper, NOS Ford mechanical parts, Factory rebuilt Flathead distributor, Generator, Stewart speedometers, Ford speedometers, Ant. Gages, Chrome Radiator caps, Old advertising tins, Johnson & Johnson Autokit No. 8, Ant spark plugs in boxes, Oil spout can, Model T lights, Brass blow torch, Brass balance scale, P. Becker & Co runningboard trunk, Intakes, Cams, Cranks, Valves, Springs, Window cranks & Much More!



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# DUESENBERG Found!



## Hidden since the 1960s, this Model J will return to Auburn in 2023

BY ANGELO VAN BOGART; PHOTOS BY CHRISTIN SCHULTZ

**B**elievers say you should never reveal a wish, but don't try selling that superstition to Doug Pray of the Auburn Cord Duesenberg Co. Just 24 hours after telling his wife he hoped to find a "barn find" Duesenberg, his wish came true.

"The night before I got the phone call that it was for sale, my wife asked what I wanted to do in retirement," Pray recalled. "I said, 'I want to do the fun stuff: the buying and selling, the making deals.' She asked, 'What's the best deal you can find?'"

"There has got to be another barn find Duesenberg Model J for sale in the United States," he replied, then immediately recanted. "'Nah, it can't happen.' And it was the very next day it happened. You just don't get a phone call for a Murphy-bodied Duesenberg [barn find], and there will probably never be another one. I am very blessed

that I got the phone call."

If there's anyone who could possibly get an out-of-left-field phone call offering a million-dollar Duesenberg hidden from public view for 55 years, it's Doug Pray. Some might say such a call was long overdue. Pray's family has operated the Auburn Cord Duesenberg Co. in Broken Arrow, Okla., since 1960 — one year before this Duesenberg Murphy convertible coupe discovery was last publicly shown. It was Pray's father, Glenn, who purchased the company, along with its remaining inventory, from Dallas Winslow, who had bought it in 1938 from the original company.

In the 60-plus years he's been working at the family business, Pray only recalls one other Duesenberg at the shop.

"Since I was a little kid, the only Duesenberg I remember at the factory — and we've had hundreds of Auburns and

Cords since the 1960s — I remember the man who owned the Duesenberg 'Mormon Meteor' drove to the factory with the 'Mormon Meteor' on an open trailer, because the carburetor was bad. My dad rebuilt the carburetor, and Dad test drove the 'Mormon Meteor' down the street in front of our shop in the 1960s."

Now there's a second Model J Duesenberg at Auburn Cord Duesenberg Co., which Doug's son, Adam, now operates as a third-generation family business. And it's a very desirable Duesenberg.

The Model J is one of 50 Duesenbergs built with fabulous Murphy convertible coupe coachwork. Of those 50 Murphy convertible coupes, only 25 were optioned with the racy and desirable disappearing-top feature. The car was first sold in 1931 by Duesenberg's Philadelphia branch to Gene Gordon



Culver, founder in 1933 of *Esquire* magazine, then eventually made its way to Chicago, where Pray found it in late 2022.

It was Tom Hawkinson's daughter, Rebecca, who called Pray to say her father was ready to sell the Duesenberg that he bought for \$5,000 in 1961. The car still remained in the garage where her father had parked it and sealed it in 1967, never to see the sun until late 2022.

"I was at Hershey this last year, sitting there in a lawn chair under the tent, in the rain, and the company phone rang to my parts man's cell phone," Pray recalled. "He said [to the caller], 'Doug's tied up right now,' and then a couple minutes later, I heard him say to her, 'That is above my pay grade, let me have you talk to Doug Pray,' and this lady on the phone says she has a Duesenberg she may want to sell."

"Of course I am leery, because I get all of these calls all the time, but it's about an Auburn or a Cord, and I have never — we've had the factory for 63 years — and I have never had a call where somebody says, 'I have a Duesenberg for sale.' She said it belonged to her father since [1961], and she last rode in it as a teenager. People were chasing it and they were worried somebody was going to cheat him out of it [on the price], so they drove it into a one-car garage in 1967."

Pray said that they were the lucky ones to get approached about buying the car partly because the caller and her father had seen him on a TV show, and partly because the Auburn Cord Duesenberg Co. is a family operation.

"She said, 'My dad and I were watching an episode on 'American Pickers' about you and your dad,' and her dad said, 'We have to trust somebody. I met Glenn Pray (Doug's father) years ago, and this is a father-and-son operation, and I was a father-and-son operation, and so I think you can trust Doug Pray,' and that day, she called my number."

Pray knew this was a once-in-a-lifetime opportunity, so he and his wife wasted no time in following up with an in-person visit of Rebecca and her family's Duesenberg.

"The next day, Saturday, I said to Jill, my wife, 'Let's text



Two of the long-hidden Duesenberg's instruments aren't original and will be replaced in the car's forthcoming restoration.

her and see if we can stop by on the way home from Hershey," Pray said. "We can head home from Hershey in a lot of different directions and we can stop by and see the car."

The owner agreed on the short-notice visit.

"She said, 'I am so excited — I feel like we're going to meet a celebrity,'" Pray chuckled. "I said, 'Well, send us your address.'"

Pray and his wife arrived in Chicago still charged up about the potential Duesenberg find, despite the long drive from Hershey and a flat tire on the trailer they used to haul to the show an Auburn Speedster his company had restored. It was about 10:30 at night when they pulled up to the brick home in a Chicago neighborhood where the car was hidden, and he wasn't disappointed by what he found.

"They had already moved the furniture out of the house when Dad went in the nursing home, and the only piece of furniture in it was the kitchen table. And sitting on the table was a Duesenberg hood ornament, and I knew we were in the right place," Pray said.

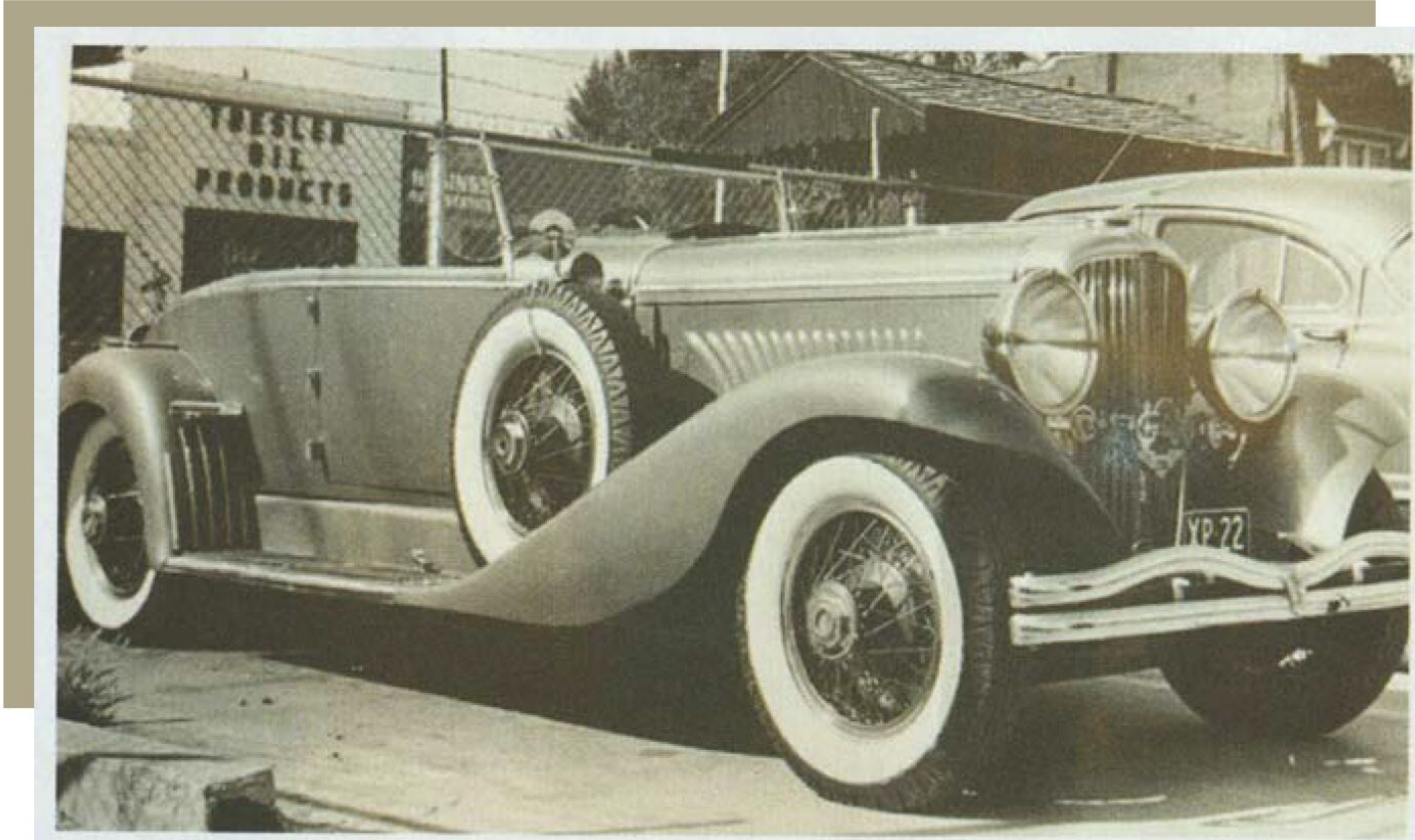


Hidden in a Chicago garage since 1967, the Duesenberg was retrieved from its slumber in the fall of 2022.





Duesenberg J-346 in the fall of 2022 being pulled from the garage where it was parked since '67.



J-346 when owned by a Cincinnati collector. It's likely pictured here at an ACD Club meet in Auburn during the 1950s, when it was last shown there. It's slated to return to Auburn this year.

In order to make the silver Duesenberg fit in the small, one-stall garage where it had been tucked, Hawkinson had plucked off the front and back bumpers. Once the bumpers were off, Hawkinson padlocked shut the garage's wood doors. Paint further sealed them.

Because the garage doors were sealed, Pray said the only way to access the tightly confined Duesenberg was through the door from the kitchen to the garage.

"The garage floor was literally 3 foot down with no step, and the rear of the car was touching the doors and the front of the car was touching the wall, and the driver's side was touching the wall. The passenger side of the car had 10 inches of room.

"You were looking down on top of a Murphy disappearing top Duesenberg J," he said.

Pray soon began examining the car's condition and opened the hood to look at the numbers — J-346 was stamped in the bell housing behind the red-painted engine, and 2365 was stamped in the firewall and frame. They all matched up to a Murphy convertible coupe, as they should have.

Hanging on the wall around the car were scattered parts — wheel discs, the bumpers — and resting on the rumble seat lid were the seat cushions reupholstered during the early 1950s in a green Naugahyde close in color to the proper apple green color that the engine should have been painted. Between the parts still attached to the car, and those resting atop it and hanging on the walls around it, the car was nearly complete.

Upon driving home after first viewing the car, Pray called Alan Atkinson,

a customer now based in Houston, Texas, who'd been buying parts from him for a 1928 Auburn Speedster over the last seven years.

"Over the next two weeks, Jill negotiated the deal," Pray said. He had admitted to Hawkinson that he probably could not afford it, but he would find a buyer to make sure the seller was paid top dollar for the car. That buyer was Atkinson, who grew up none too far from Broken Arrow in Winfield, Kan. Pray was also able to satisfy another stipulation for the owner.

"She wanted it to stay close to home," Pray said. "The car is staying in Tulsa, and we're going to restore it."

"I've always been scouting for barn finds, because I like the restoration challenge of bringing cars back to life," says Atkinson. "The possibility of finding an unrestored Model J Duesenberg never crossed my mind, because none exist — until Doug and Jill located this car."

Before the Prays' Auburn Cord Duesenberg Co. restores the car, Pray and Atkinson made plans to have some fun with it. They would reinstall the removed parts and carefully reawaken it in order to drive it in the annual Parade of Classics during the 2023 Auburn Cord Duesenberg Club Reunion in Auburn, Ind.

"This car was registered with the ACD Club back in 1956, so I really was the one who said we need to bring this car back and reintroduce it to the club and to the people that follow these cars and to the city of Auburn," Atkinson said. "It was a collaborative decision. I said, 'Doug, I really want you driving the car, not me as the owner. My dream would be to have to have you and Randy Ema in the seat... For me, it's not about the attention, it's about being part of the [restoration] process and making the decisions: What are we going to do and how are we going to do it?'"

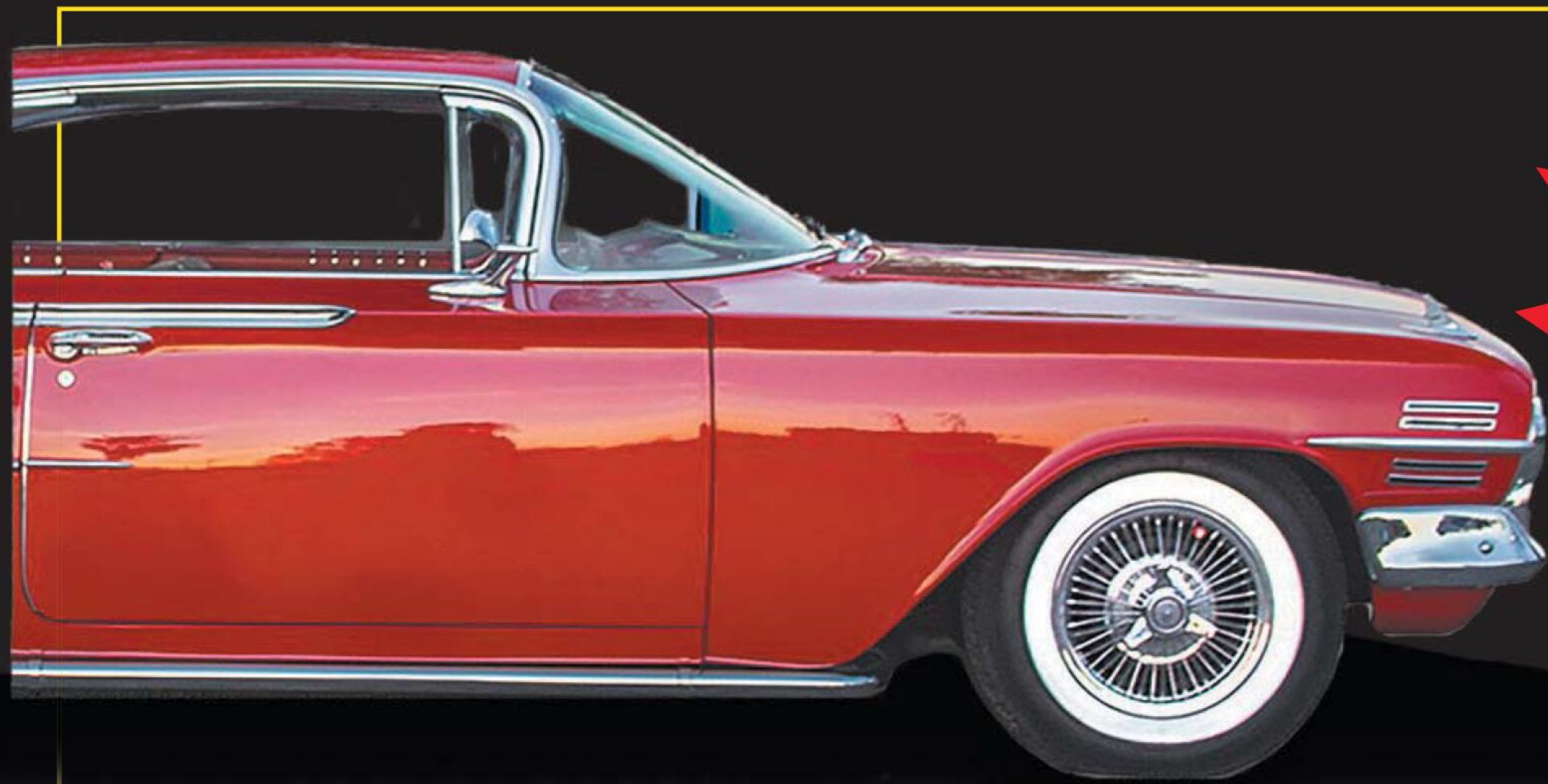
Atkinson and Pray also made plans to give the seller's daughter one more ride in it just as she remembers the car.

"I told her, 'We are going to get it running and you can ride in it again,'" Pray said. "It was so exciting to her that she would get to drive in it again."

### A Duesenberg goes to the factory

Once the Duesenberg arrived in Broken Arrow, Duesenberg expert Randy Ema flew in from California to verify and authenticate the car. The long-hidden Murphy convertible coupe was the



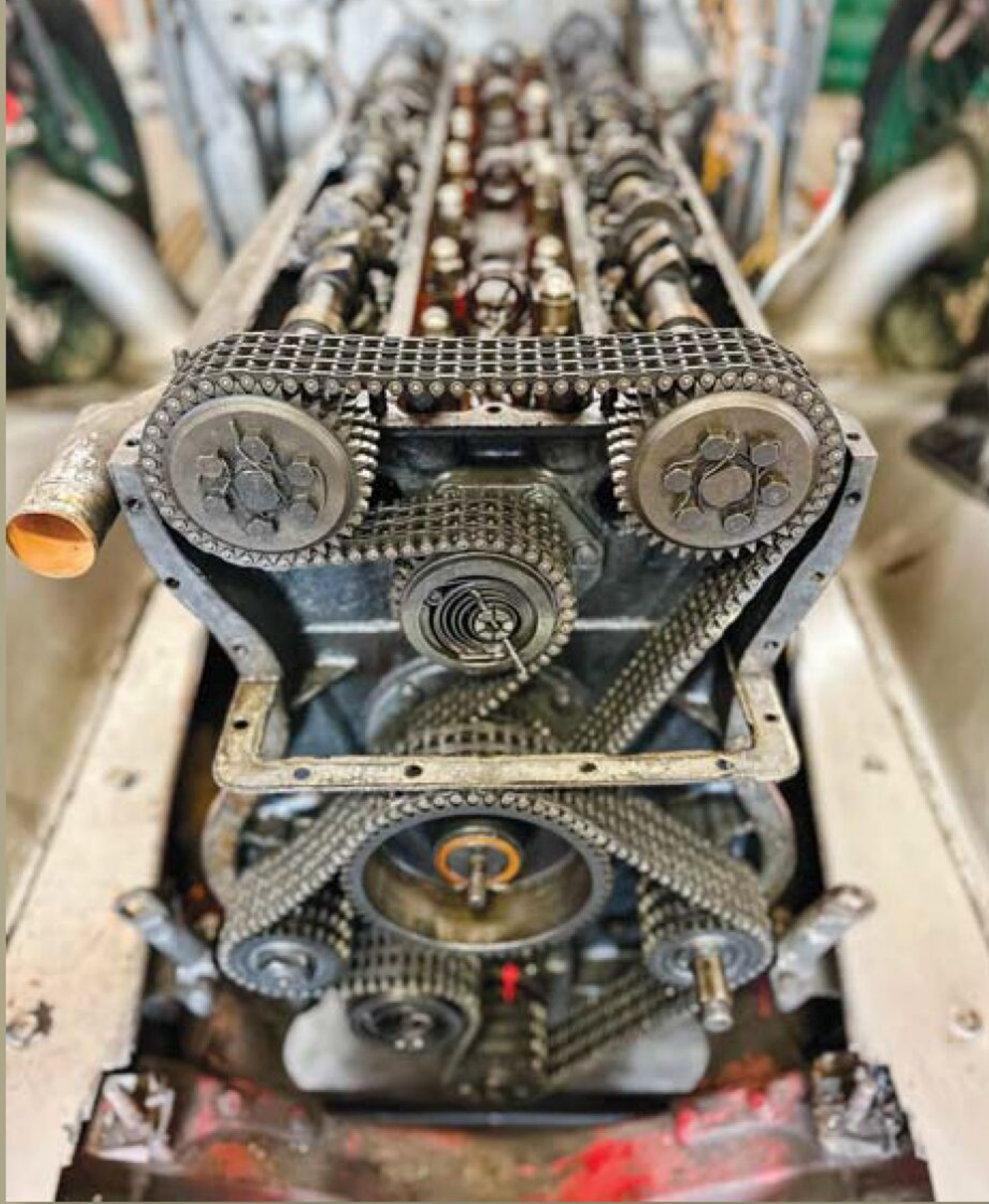


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LEFT: Duesenberg engine J-346 as it undergoes a rebuild at the Auburn Cord Duesenberg Co. in Broken Arrow, Okla.  
ABOVE: Owner Alan Atkinson in the driver's seat of J-346 and reunited with fellow University of Kansas roommates (l. to r.) Monte Vines, John Bosch and Sam Brownback, a former U.S. senator and Kansas governor.

second-to-last of the remaining 378 Duesenberg Model Js of 481 built that Ema had not yet been able to personally inspect.

The immediate work at the Auburn Cord Duesenberg Co. included methodically rebuilding the brake system, cleaning the fuel system and a complete engine rebuild. It is the first Model J engine that the Auburn Cord Duesenberg Co. has rebuilt, and, after consulting with seasoned experts, Adam Pray doesn't expect it to be the last that their skilled of machinists and mechanics will rebuild.

"As a company, we have restored or rebuilt every engine that Lycoming has ever done," Adam said. "This will be the last one [from the company] for us. If Lycoming built an engine in the 1920s or '30s for an Auburn, Cord or Duesenberg, we will have rebuilt it. We are the original Auburn Cord Duesenberg Company, and this is extending our legacy."

As a continuation of the original factory, the Auburn Cord Duesenberg Co. has an extensive stock of new-old-stock (NOS) parts for those cars — 350,000 lbs. worth, Adam says — although he says most parts fit Auburns and Cords. In instances when the factory hasn't had a Model J engine part in stock, it has used its extensive network of suppliers to provide them.

"It takes 40 hours just to adjust the valves, so they're in the middle of that," Doug said a little more than a month before the ACD Club Reunion.

"These engines were designed as race engines and have some idiosyncracies you don't see on a Chevy engine," added Atkinson.

During the car's refurbishing in or around 1951, it was painted its current silver and upholstered in green. Presumably at that time, the engine was painted red, and to maintain its "as found" look and feel at the 2023 ACD Club Reunion, the 420-cid dual-overhead-cam engine was repainted red. When its concours-quality restoration resumes after the Labor Day club event, the straight-eight engine will be painted the correct apple green.

Work leading up to the ACD Club Reunion also included removing the fender skirting installed by Duesenberg in the 1930s, according to Pray.

"The fenders were originally unskirted," Pray said. "They are not finished — we have to put the bead back on the edge. We have the original fender shape back, and when the restoration is done, we will replicate the fender bead that was tucked under in 1935. [Atkinson], who bought the car from us, he wants the 1931 look, the way it was born, not the 1935 look."

"So at Auburn, you will see essentially what we found in that garage when we pulled it out," he added. "Same paint, same interior, same look, except for the fenders," he said. "Two instruments aren't original, but everything else is. We have both of the bumpers back on, and the steering wheel is on. It was off of it [when we found it], and the reason it was off was in case someone broke in to steal the car, they couldn't move it. We cleaned it up, but it's pretty much the way we found it."

Pray noted that they found the car to be pretty original while reinstalling its removed components and rebuilding its mechanical systems to make it drivable again.

"We even saved the original exhaust system," he said. "The car is pretty darn original, but we didn't enter it in the preservation class [at the ACD Club Reunion], because the interior and paint were done in 1951."

"We are even going to leave the [old] tires on it. They were probably put on in 1960!"

"Because the car had been repainted and upholstered circa 1951, we did not believe this car was suitable to maintain as a survivor," Atkinson added. "The rarity, originality, history and 'verve' of this disappearing-top Murphy J convertible coupe mandates restoration to concours quality. After all, it was owned and driven by the founder of *Esquire* magazine!"

Atkinson wants to share his once-in-lifetime find by giving other enthusiasts at the ACD Club Reunion a once-in-a-lifetime opportunity to touch and even sit in his Model J.

"I want people to say, 'I want to go to Auburn this year, because I want to have my picture taken with that car,' and if families want their kids to sit in the rumble seat, this is really a once-in-a lifetime opportunity to do that. To me, that's the spirit of this hobby." **OC**





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



## VanDerBrink offers muscle hoard on the block

**RATHDRAM, Idaho**—An incredible hoard of big-block Chevrolet cars and parts — mostly muscle car-era Chevelles, Camaros, Corvettes and El Caminos and parts from the collection of Roy Langlitz (aka “Rob Carter”) — will come up for bid Saturday and Sunday, Sept. 16-17, at Langlitz’s property in Rathdrum, Idaho, just outside of Spokane, Wash.

“Anyone who knows me knows I love Chevelles, and this auction’s got plenty of them,” said Yvette VanDerBrink, who’s VanDerBrink Auctions firm is conducting the two-day event. “Between 125 and 150 Chevrolets will cross the auction block on ‘Day 1,’ a great blend of project cars, almost finished project cars, restored cars and pickups, none of which run.”

VanDerBrink said some of the Corvettes in the sale are judged and rated as “absolutely exceptional examples,” adding, “With regard to parts, everything you’d need or want to build a Chevelle or Camaro or El Camino is here. As for engines, we’ve got LS5s, LS6s, 396s, 409s, 454s, 348s and more — mostly 396s, 454s and 409s. In all, there are about 125 big-block motors.”

The inventory of complete cars includes 1970 Camaros, 1970 Chevelles (one of them as SS454 convertible featured in *Car Craft* magazine), a 427-cid Corvette Sting Ray survivor, and even a few non-Chevys, such as a Pontiac GTO and a running 1970 Ford Mach I 428 Cobra Jet.

The cars and some parts will be sold live and online on Day 1, Sept. 16, but the thousands of big-block parts that come up for bid on Sept. 17 will have no online bidding option.

The list of parts to be sold includes new door panels and seats, steering wheels, fender caps, dashboards, grilles, four-speed and automatic consoles, 409 parts, big-block Tri-Power units, Corvette fuel injection units, heads, transmissions, hoods, air cleaners, fans, radiators, intakes, power steering pumps and air conditioning units.

An open-house preview party will be held on Sept. 15, from 10 a.m. to 6 p.m., at Langlitz’s property. Auction start time on both days is 9:30 a.m. For more information, visit [www.VanderBrinkAuctions.com](http://www.VanderBrinkAuctions.com) or call 507-673-2517.

## Montana sale to feature 100 vehicles at auction

**BILLINGS, Mont.**—The 11th Annual Montana Classic Car Auction, hosted by the Classic Car Auction Group, will be held at the Metra Park Expo Center in Billings. This location provides an indoor setting for the auction with 100 cars expected.

Along with the auction, attendees can take in the Burn the Point Weekend, a fundraiser for the Chase Hawks Memorial Association Crisis Fund. The event includes a classic car parade and street dance in downtown Billings on Friday night and a classic car show Saturday, also at the Metra Park grounds.

The live Montana Classic Car Auction is a one-day sale that attracts 100 of the region’s finest classic and collector cars for sale under the gavel. Cars will begin check-in on Aug. 31 with the sale starting at 11 a.m. on Saturday, Sept. 2. Early consignments include a 1957 Ford Thunderbird, 1957 Buick Century Riviera and a 1991 Buick Reatta coupe. To learn more about bidding online or in person, or to view the consignments, go to [www.classiccarauction.us](http://www.classiccarauction.us). It can also be reached at 406-698-7930.

## Worldwide Auburn sale to include 275 cars, swap meet

**AUBURN, Ind.**—All roads lead back to Auburn, Ind., at the end of August as Worldwide Auctioneers counts down to its



VanDerBrink Auctions will sell off an amazing fleet of big-block cars and parts during its Roy Langlitz collection sale Sept. 16 in Rathdrum, Idaho.

annual three-day auction extravaganza at its headquarters at the “Home of the Classics” from Aug. 31 to Sept. 2. The catalog for the Auburn Auction is now online, and collectors can browse an eclectic, curated selection of spectacular supercars, pre-war automobiles, sports cars, Classics, select American muscle cars, customs, and private no-reserve collections, with more than 275 vehicles slated to cross the block. Featured in the sale are a 1930 Isotta Fraschini Tipo 8A S roadster with coachwork by Carrozzeria Castagna of Milan and a 2021 Ford GT Carbon Series. Offered for sale by its sole owner, Russell Sims, a member of the Ford design team that conceived and built the 2016 Le Mans-winning Ford GT and production Ford GTs, the 2021 Ford GT comes in Shadow Black with exposed gloss carbon fiber over a carbon interior, comprehensive documentation and electrifying performance. It is one of two Ford GTs in this year’s sale, the other being a very rare Speed Yellow 2005 Ford GT with just 2,804 miles from new.

Other notable consignments include a meticulously restored 1980 BMW M1; a 1958 Aston Martin DM Mark III Drophead Coupé; a 1949 Delahaye 135MS Coupé bodied by Carrosserie Ghia-Aigle; an ACD-certified 1937 Cord 812 Cabriolet, 1 of just 64 supercharged examples ever made; and a highly optioned 1937 Lincoln-Zephyr V-12 Coupe, the original “Black Beauty” that starred in the 1940 movie serial, “The Green Hornet,” selling without reserve.

Several collections will be offered during Worldwide Auctioneers’ Auburn Auction, including 25 cars from The Tom Haag Estate Collection being sold to benefit the , with a portion of the proceeds benefitting the 501 (c)(3) nonprofit Cars Curing Kids. Collection highlights include a 1957 Pontiac Bonneville “fuelie” convertible; a 1932 Ford V-8 Hi-Boy roadster; and a documented 1965 Dodge Coronet A990 lightweight two-door sedan.

In addition to the vehicles, Worldwide Auctioneers’ event will also offer memorabilia at auction, a marketplace of automotive lifestyle vendors, and a car corral and swap meet, all held in connection with Auburn’s long-running Auburn Cord Duesenberg Club Reunion and ACD Festival.

View the auction catalog and learn more about the sale at [worldwideauctioneers.com](http://worldwideauctioneers.com), along with full information on general admission, bidder registration and event details. Worldwide Auctioneers can also be reached at 260-925-6789. **OC**





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# A Cord in



## Barn find 1937 812 becomes daily driver

STORY BY ANGELO VAN BOGART; PHOTOS BY AL ROGERS

Cord automobiles flood the streets of Auburn, Ind., during the annual Auburn Cord Duesenberg Club Reunion and the city's coinciding ACD Festival over Labor Day weekend. But long before Auburns, Cords and Duesenbergs descend on the city each fall, visitors and residents alike can sometimes catch sight of an ACD car in motion within the "Home of the Classics." One of those Cords that can regularly be seen cruising Auburn is the 1937 812 Westchester sedan owned by local 53-year-old resident John Pontius.

"I use it here locally, mostly," said Pontius. "It's fairly reliable, but it's not reliable enough that I trust it to take it out of town. I am working on that. It's a work in progress."

The Cord is reliable enough that Pontius often drives it to work at Classic City Automotive, Inc., the NAPA parts store in Auburn that he owns.

It was through the parts store that Pontius came to discover the car in July 2021, and then get it back on the road.

"I kind of fell upon it," Pontius said. "I called Phil

[Allison] about an unrelated topic, because he's a customer of mine, and we had a 15-minute conversation, and at the end he said, 'By the way, if you know anyone that wants a Cord, I have one for sale.'

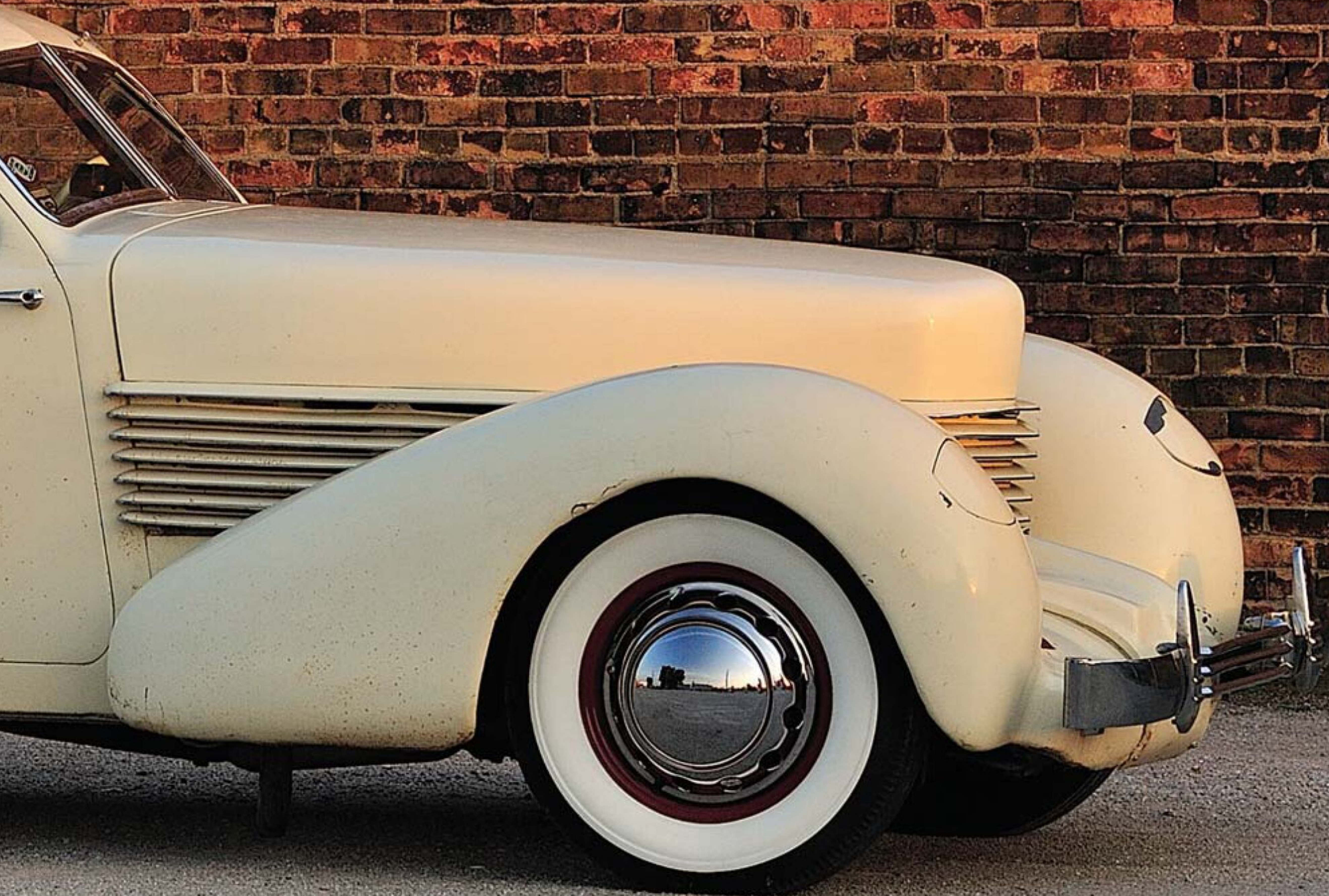
"It was a surprise — I didn't know about it. I didn't know it was in that barn, and I drive by it every day. I live about 1,000 yards from where this barn was."

The hidden car's presence was especially surprising to Pontius because he and his family are quite immersed in the city of Auburn. In addition to owning a parts store, he's a past president of the National Automobile and Truck Museum in Auburn, where his son, Jack, and daughter, Kennedy, regularly volunteer. Jack and Kennedy are enthusiasts themselves, and were even on the winning Great Race X-Cup Division team in 2023.

Pontius didn't quite immediately agree to buy the Cord, but after talking to Allison, he says he couldn't get the idea of buying it off his mind.



# n Auburn



“It just kind of gets in the back of your head, and about three hours later, I called him back and said, ‘I wish you hadn’t told me about the Cord,’ and after I went and looked at it, I bought it.”

The Cord was not only local to Pontius, it was parked in a barn on property that once belonged to the man for whom it was named.

“I measured it off – [the barn] is about 200 feet from E.L. Cord’s house, to the north. It would have been in an area that once was an orchard,” Pontius said.

## **Cord builds the Cord automobile**

After his success running the Auburn Automobile Co., E.L. Cord acquired Duesenberg Motors Co. in 1925, as well as other companies. By mid 1929, the Auburn Automobile Co. was ready to launch an entirely new automobile that would bear the Cord name. These cars would be designed by Alan H. Leamy (who also designed the grille, hood and fenders of the

Duesenberg Model J), and to its beautiful styling the new Cord would add innovative front-wheel-drive engineering, which also served to dramatically lower the car. The new Cord Front-Drive began production just a few months before the October 1929 Wall Street crash, and sales of all automobiles, including products from the Auburn Automobile Co., suffered following the economic downturn. The Cord Front-Drive was offered through 1932, then disappeared during that worst year of the Great Depression.

Down but not out, the Auburn Automobile Co. tried one more time at offering a front-wheel-drive Cord. Using what it had learned in the first generation of Cord automobile, for the 1936 model year the company developed a new front-wheel-drive chassis married to an equally innovative body of unitized construction. If its front-wheel-drive feature wasn’t enough to gather headlines, the new Cord’s styling certainly was. In-house designer Gordon Buehrig styled the new Cord using designs he had originally developed as a new “baby Duesen-





The 1937 Cord Westchester as found in a barn in Auburn, Ind., during 2021. The barn was located on property once belonging to E.L. Cord, for whom the car was named.



The 1936 and 1937 Cords were driven by a flathead V-8 displacing 288.6 cubic inches with a transmission mounted in front of the engine.



John Pontius thinks the Cord was restored in the 1970s at which point seat covers were placed over the original upholstery. The crank at far left mechanically raises the Cord's headlamps.

berg." With some refinements, he masterfully translated his "baby Duesenberg" to the smaller Cord chassis where it appears to have always belonged. Buehrig's utterly modern Cord design had a bold front wrapped in louvers, hidden headlamps and rounded pontoon fenders that cut a profile that mimicked the overall shape of the Cord sedan body itself. Being on a front-wheel-drive chassis, the Cord was lower than its rear-wheel-drive contemporaries, and by also tossing out running boards, Buehrig made it look even closer to the ground. The Cord was such a stylish and innovative car, decades later people could remember when they first saw one. Today, some of those people's children remember when their parents first saw a Cord!

Although the new 1936 Cord made its public debut in November 1935 and was enthusiastically perceived, sales were poor. There were issues getting the car to market, the front-wheel-drive transmission was not always trouble-free and people were questioning the viability of the Cord's parent company and its future ability to support vehicle repairs. After all, Americans had seen dozens of independent American car companies fall by the wayside during the lean years of the 1930s. As a result, there were only two model years of the second-generation Cord (the 810 of 1936 and the 812 of 1937). Once the last Cord 812 rolled off the assembly line in Connersville, Ind., during August 1937, the Auburn Automobile Co.'s chapter as a vehicle manufacturer had ended.

### Barn find goes back on the road

There were many things about the 1937 Cord 812 Westchester sedan that excited Pontius. Being annually exposed to the fall car activities in Auburn, Pontius wasn't necessarily dazzled by the Cord name. He also owns the Auburn that his father, Lee, bought in 1977, so he'd already participated in the ACD Club Reunion and ACD Festival through the years. What really drew him to the car was its barn-find nature on property once owned by E.L. Cord, and that it had been owned since 1970 by three generations of his Auburn neighbors. And, as the owner of a parts store, he had the resources to get it back on the road.

Upon first seeing the dusty Cord and almost-immediately agreeing to buy it, Pontius told the seller that he wasn't in a rush to pick it up. Then he had a quick change of heart.

"After I told him I wasn't in a hurry, I said, 'There is only one issue — I got this 18-year-old kid who wants to get it out today.'"

The seller accommodated and Pontius brought the car home where he and his wife, Lorrie, and their children immediately began assessing the car's condition and cleaning it up.

"[It] was not too bad," Pontius said. "I think... it had a '70s-type restoration done to it and they just basically parked it."

During its earlier restoration, the car's color had been changed from its original Rich Maroon color to the factory Palm Beach Tan. Seat covers cloaked the original upholstery.

When Pontius and his son retrieved the Cord, it had not been run in decades, so over the course of two weeks, they squirted Marvel Mystery oil into the flathead V-8 engine's cylinders.

"We'd rotate the engine and 'squirt, squirt, squirt,' and it just took off. It sounded beautiful," Pontius said. "Then we worked on brakes and then the tranny came next. It was intimidating, but once you get it apart, it's kind of fun making it work."

Pontius said the forward-mounted, front-wheel-drive transmission didn't consistently function properly and did "weird things." Soon, he had it working, but only without the front cover in place.

"I would put it all together and put the cover on and it would not work," he recalled. "So I am laying in bed one night and thought, 'I bet that cover was rubbing something,' and sure enough, that cover was rubbing."



Years of sitting also meant the brakes needed work, but Pontius didn't have to go far for the parts. He was able to source a master cylinder and wheel cylinders right through his own store.

"Now, on some of it, I had to do some creative thinking — it's not all stuff you can just order," he said. "For instance, I couldn't get one wheel cylinder, so I ordered two of the one side and took the guts out and put them in the other one. I had to rob parts to make it work correctly. The front wheel cylinders are a mirror image of each other and I couldn't get the one side, so I robbed the pistons and the rubbers out of one, honed the old wheel cylinder and installed the new parts."

Just two months later, Pontius and his family had the Cord going from barn to car show when they participated with it in the ACD Club Reunion.

"I purchased it in July of '21 and actually had it at ACD that year, so I had it ready for Labor Day," he said. "It wasn't perfect, but it drove there. It had square tires and the brakes weren't the greatest yet, but it made it there."

Since then, Pontius has slowly improved the car and regularly enjoys driving it to work and around Auburn.

"It is kind of fun," he said. "I never realized I would enjoy it that much. Watching that Bendix Electric Hand shifter work (the transmission), that's fun — when it works properly."

The Bendix Electric Hand shifter electrically assists shifting the transmission gears upon the demand of the driver. There is a lever mounted to the right of the Cord's steering column, and the driver selects the anticipated gear before changing gears. Once it's time to change gears while underway, the driver simply takes his foot off the accelerator, depresses the clutch, and *voila!*, the Cord is in the next gear to continue accelerating. While this sounds simple, the Electric Hand and the front-drive transmission were new innovations in 1936 and not without their troubles.

Now that Pontius has the transmission, Electric Hand and brakes dialed in, the Cord has become one of his go-to cars for fun during Auburn's summer months. Would he recommend daily driving a Cord to another enthusiast?

"If you're going to do the Cord experience, I think you should be somewhat mechanically inclined," he said. "Otherwise, you are going to have



John Pontius (left) with son Jack and their Cord. John says the car is titled as a 1937, but has an earlier 1936 serial number, leading him to believe it originally went unsold for a long period.

to depend on other people to fix it, and that's going to get costly."

Long-term plans call for a restoration back to its original color, but in the meantime, Pontius plans on continuing to use it as a fun family driver.

"I am going to use it as is, but when I get around to restoring it, I will make it maroon again — but that might be a retirement project." **OC**

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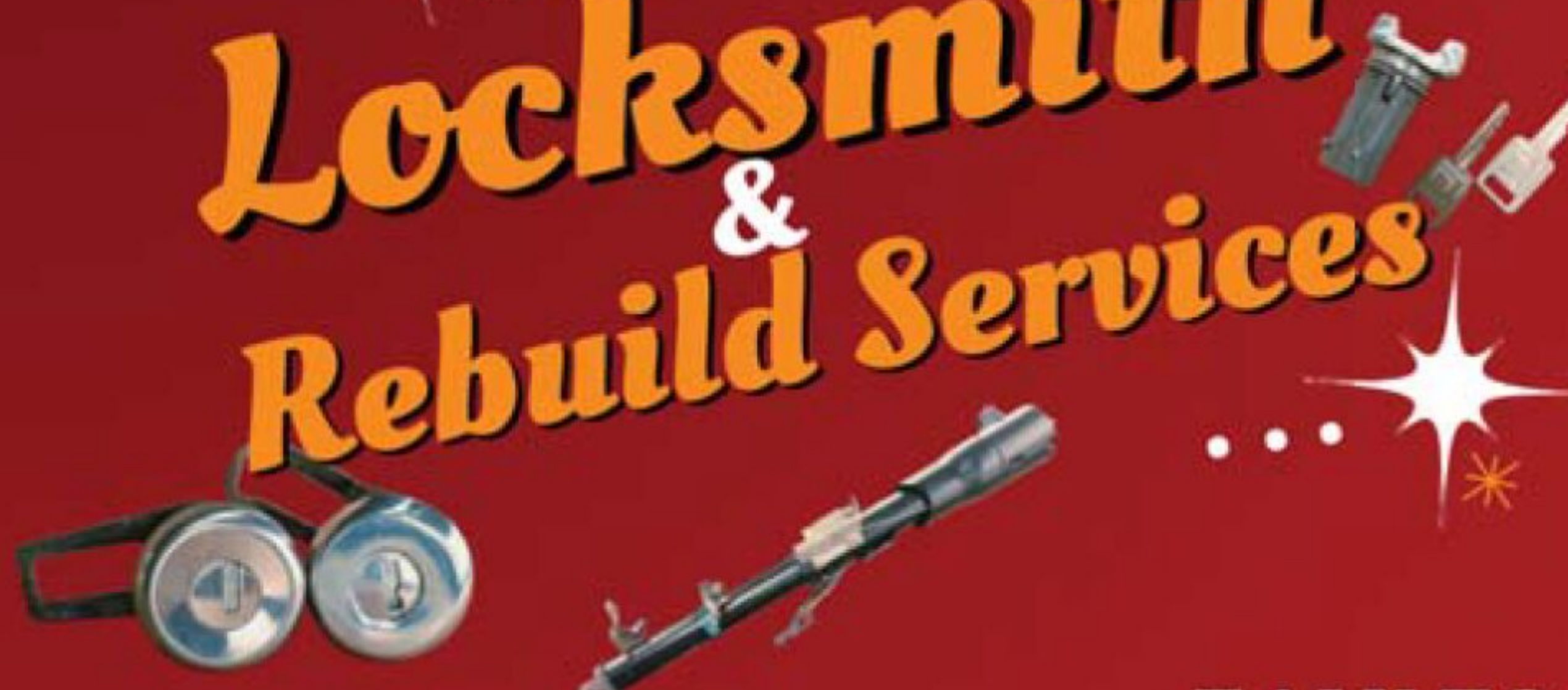
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## As usual, Mecum Tulsa has lots to like

### CHAD EHRLICH REPORTING

**TULSA, Okla.** — Mecum Auctions held its 3rd Annual Tulsa Auction June 9-10 at the Sage Net Center at the fairgrounds. Originally scheduled as a three-day sale, the event was changed to two days, and both days were packed with vehicles. An estimated 600 cars crossed the block with active bidding.

There was a good crowd on Friday, and Saturday was almost standing-room only. Mecum gathered a wide selection of vehicles ranging from a 1931 Auburn to late-model muscle. Since the sale was being held in Oklahoma, it was also fitting that there was a great selection of trucks.

Late-model performance cars and resto-mods dominated the top 10 for Tulsa, with the top seller being a brand-new 2023 Dodge Charger King Daytona edition at \$181,500. Slots 2 through 4 were occupied by resto-mods: a 1969 Camaro (\$176,000), a 1959 Corvette (\$162,500) and a 1970 Dodge Challenger (\$159,500).

One interesting trend at the Tulsa auction was later-model cars that were already being “cloned.” There were three fourth-generation GM F-body cars that were being sold with “optional equipment added.” There was a 1995 Camaro that had been made to look like a 2002 35th anniversary SS, a 2002 Trans Am with a Firehawk hood and decals, as well as

another 2002 Trans Am with “added WS-6 equipment.” Here are a few picks from the sale:

#### 1946 Chevrolet fire truck

**OCW Price Guide Condition #3. Sold for \$16,500.** This old firetruck definitely looked the part, and if you wanted something to have a ton of fun with at the next homecoming parade, this rig would be the ticket. The truck was advertised as having just over 17,000 miles, but had been repainted. Otherwise, it did appear that this was a highly original truck that had just had a re-spray job, and that was about it. Everything looked correct and there were no signs that the truck had been apart for a full restoration. The fire apparatus was included. The new owner is going to have a lot of fun with this old Chevrolet, and shouldn’t have any trouble getting their money back when they are done with it.

#### 1971 Buick GS Stage 1

**OCW Price Guide Condition #3. Sold for \$38,500.** One of only 801 made, this 1971 Buick GS Stage 1 was a nice-looking car. It had an older, frame-off restoration that still presented well. Equipment included an automatic transmission backed by a 3.42 posi rear. It was a very unique Bitter-



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sweet Mist color.

Car presented nicely, and it was definitely a different type of muscle car. For some reason, bidding on this GS was slow in the beginning. It took quite a while for it to gain momentum on the block. It did finally achieve a solid selling price, but compared to a much more common Chevrolet SS, the action was definitely slower than what it probably would have been for the comparable Chevrolet muscle car.



## 1967 Jeep Jeepster Commando

**OCW Price Guide Condition #4. Sold for \$26,400.** Advertised with 50,000 miles. Appeared to be a clean, original



Jeep that someone had shot a fresh, shiny coat of paint on. It did appear to be a good, original Jeep, but it still had several issues that would need to be addressed. The paint job was only fair. Most of the

trim appeared to be original with some pits and wear. The taillamp lenses were cracked, as was the dash pad. The front seats appeared to have been changed to newer-style units. It had an original hardtop, and was even wearing original wheelcovers. It appeared to be a solid and clean original Jeepster, but it was still going to need some attention.

## 1985 Ford Mustang GT

**OCW Price Guide Condition #3. Sold for \$8,800.** Fox-body Mustangs are getting hotter all the time, and this one looked like a pretty good deal. Crossing the block at no reserve and showing 85,000 miles on the odometer, this GT appeared to be a lot of car for the money. It was an automatic, and maybe that held it back a little. The black paint had a few minor bumps and bruises, but nothing too serious. The paint had a nice, deep shine, and the car was equipped with T-tops. The interior also looked great. These mid-'80s Mustangs are overshadowed by the 1987-'93 versions, but they are still pretty nice cars, and the buyer should be happy considering it sold for less than what an average used car would cost nowadays.



## 1995 Camaro convertible

**OCW Price Guide Condition #3. Sold for \$14,300.**

Definitely not what it appeared to be at first glance. This was actually a 1995 Camaro convertible that someone had put an LS engine into, as well as a 2002 Camaro nose with 35th anniversary and SS striping. The



Well-bought, this one-ton, two-wheel-drive 1979 Ford F-350 Camper Special in largely original condition sold for \$13,750.



car did look good and present well, but it was not a 2002 anniversary car. This was actually one of three fourth-generation F-body GM cars at this auction that had been “modified” into higher-trimmed models or outright “cloned” versions of their muscle counterparts. Probably sold for a fair price for a 1995 Z28 convertible, however someone had spent a lot of time and money to make this car look like something it wasn’t!

### 1975 Oldsmobile 88 convertible

**OCW Price Guide Condition #3. Sold for \$30,250.** The final year for the full-size Oldsmobile convertible, and with only 7,181 produced, not a car you’re going to see often. This



was a nice, highly original car. It was advertised as having 40,000 miles and almost all original. It had some minor paint touch-ups and new tires, but it otherwise presented

well and as an original survivor. These full-size 1970s GM convertibles are finally starting to get some respect in the collector car world, and this was a good example. A nice car, and both the buyer and seller should be happy at that price.

### 1960 Imperial convertible

**OCW Price Guide Condition #3. Sold for \$49,500.** A



very unique and attractive finned car that’s hardly ever seen. One of just 618 Imperial convertibles produced in 1960. This car was a nice driver powered

by a 413 backed by an automatic. The paint looked nice, but it wasn’t perfect. The chrome did look good, which is very important on a car like this. Looked good, and people would definitely turn and look twice when this beauty rolled by!

### 1979 Ford F-350 Camper Special

**OCW Price Guide Condition #3. Sold for \$13,750.** Pickups from the ’70s and ’80s are getting more popular every day, and the 1973-’79 Fords are particularly hot. This 1979 F-350 appeared to be a mostly original truck that has probably had a little paint work done, but overall looked very original. A regular cab, two-wheel-drive, single-wheel one-ton painted the factory two-tone of tan and metallic brown. This pickup definitely looked the part for that era and even had the factory spare tire mounted in the right side of the bed. There is an external access body panel that is removable to get to the spare tire. This old pickup looked good, and it should only continue to go up in value.

### 1993 Chevy Suburban

**OCW Price Guide Condition #2. Sold for \$35,200.**

Advertised as having only 10,000 miles, this Suburban was exactly what you would expect for a vehicle with those miles. It was very clean with no damage. Highly documented with all of its original paperwork, including the window sticker, the new car prep sheet and even the original sales receipt. A time capsule and a great addition to someone’s collection.



### 1972 Pontiac Grand Prix

**OCW Price Guide Condition #3. Sold for \$20,900.** A

nicely preserved, original Grand Prix. The paint was nice, but not perfect since it was original. The interior was nice with the exception of an aftermarket steering wheel that looked out of place. This era



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of Grand Prix has long been overlooked and they are finally starting to get some of the attention they deserve. These were nice cars and this was a clean, original example.

## 1966 Ford Ranchero

**OCW Price Guide Condition #3. Sold for \$19,800.** The last Falcon-based Ranchero that Ford produced; in 1967, the Ranchero switched to the Fairlane platform. A nice little



car that would be a lot of fun without a lot of maintenance. A basic Ford setup with a 302 backed by a C-4 automatic transmission. Painted in Ford Wimbledon White

with a black interior. A nice example of a good car that you can pick up at a big auction without breaking the bank.

## 1997 Dodge 1500 Pickup

**OCW Price Guide Condition #2. Sold for \$20,350** Regular cab, short bed, two-wheel-drive Dodge pickup

with a 318 and an automatic, with 10,000 miles.

There were a few blemishes in the paint, but other than that, this was about as clean as you could get today for a 1997



pickup. This era of Dodge pickup is really starting to gain momentum with collectors, and this was a fine example.

## 1958 Chevy Impala

**OCW Price Guide Condition #3. Sold for \$82,500.** Very rarely seen fuel-injected 1958 Impala hardtop, although missing the front fender flags. This car was advertised as



having just come out of long-term storage. Presented well, but it would need more work to really take it to the next level. The paint and

chrome was in nice condition and in a rarely seen color combination: a Honey Beige body with an Anniversary Gold roof. The interior looked nice and even still had clear plastic seat covers. Under the hood, the fuel injection unit did appear to be complete and correct. A cool car that is going to stand out anywhere it goes for its rare powerplant and unusual color scheme.

## 1997 Dodge Viper GTS Coupe

**OCW Price Guide Condition #2. Sold for \$121,000.** The Dodge Viper was a car that should have never been built. When Dodge actually did build it, the world was shocked. The first production Viper debuted in 1992, and the model has always been a special car that is coming back in a strong way in the collector car world. Enthusiasts that had the Viper poster on their walls back in the 1990s want a real one



Can you still get a Classic-era Auburn for a decent price? The \$33,000 that this No. 3 1931 Auburn sedan sold for seemed like a fair deal for a car that looked great and is ready to drive.





now, and prices are starting to reflect that. This GTS coupe was a premium example showing slightly more than 7,000 miles and it was in excellent condition. It still had its original window sticker and actually crossed the block at no reserve! Metallic blue with white stripes, and looked amazing. The bidders definitely reacted strong on this car with a strong sale price after the dust settled.

### 1957 Mercury Turnpike Cruiser Pace Car convertible

**OCW Price Guide Condition #2.**  
Sold for \$104,500. This car had been



treated to an extensive restoration a few years back and received an AACA Senior First Place in 2002. There were a few minor signs of age since the restoration, but they were minimal. The car still looked great with full-length cruiser fender skirts and a continental kit. The buyer also received an original program and admission ticket to the 1957 Indianapolis 500 race with his purchase of the car!

### 1931 Auburn 8-98A Sedan

**OCW Price Guide Condition #3.**  
Sold for \$33,000. A nice Auburn that was restored to original. The interior had recently been re-upholstered in new cloth. Certified by the Auburn Cord Duesenberg Club. This Auburn has had recent maintenance, including a freshly cleaned fuel system and carb overhaul by the experts at the Auburn Cord Duesenberg Co. in Broken Arrow, Okla. The wood trim had been restored and this car presented very well. **OC**



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# Back to Beautiful



This Duesenberg SJN was recently brought back to its original appearance.

## Duesenberg SJN returned to its original appearance

STORY AND PHOTOS BY BRYAN RAAB DAVIS

In the wake of the Great Depression, Duesenberg found itself with a problem. The economic catastrophe had a dampening effect on the sales of expensive, ostentatious cars. Many would-be Duesenberg owners chose something a little more down-to-earth in which to be chauffeured. It didn't do to be seen as profligate when the busiest shops in town were soup kitchens and bread lines. Consider that President Franklin and Eleanor Roosevelt owned a Brewster town car — on a 1932 Plymouth chassis.

The public also perceived that Duesenberg was in shaky financial condition. It was. This perception was not helped by its showrooms, which rarely kept a car on the floor to display. Of course, Duesenbergs and cars of their class were often bespoke affairs. Customers ordered a chassis and had it sent to the coachbuilder of their choice for custom coachwork, whether entirely original or from a catalog of existing body designs. So there was no practical reason to have a standing inventory of complete and incredibly expensive cars. Duesenberg did have stylists who worked with coachbuilders, but the purchase process remained the same.

### Enter the JN

In late 1934 or early 1935, Duesenberg management decided to order on spec a small run of more modern-looking bodies to mount on remaining Model J chassis. These bodies were kept at the ready



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SJN-571 as it appeared in the 1950s.

and marketed as ready-to-sell. The idea was to create an impression of greater financial stability, and to sell the last remaining Duesenberg chassis. (Starting in 1929, Duesenberg planned to sell 500 Model Js a year, but by the mid 1930s, it still had not sold all of the chassis and engines from its initial order of 500.)

Duesenberg stylist J. Herbert “Herb” Newport was enlisted to design this new run of bodies while Rollston of New York would build them. These cars are known as JNs (naturally aspirated) or SJNs (supercharged). Ten were built: Four cabriolets, three Berlines (sedans) and three convertible sedans. Of these, two JNs were supercharged, and only one was equipped with the dual-carburetor supercharger — this is that car, still fitted with engine J-571.

Newport and Rollston had a job cut out for them. The Duesenberg J chassis

upon which the JN bodies would be installed dated to the late 1920s. The chassis was constructed as sturdily as the Brooklyn Bridge and was almost as high-riding. By the mid-1930s, industrial design and consumer tastes had considerably evolved. Everything from locomotives to coffee percolators was being streamlined. Lower, smoother and faster looking was the order of the day. But designing a lower chassis for the JN was out of the question due to the cost, yet the JNs would have to appear up-to-date to be more saleable.

Behold J-571 (aka SJN-571) today, which still maintains the impression of sweeping grandeur and great elegance. Newport and Rollston skillfully combined the designer’s eye and the coachbuilder’s craft to imbue the body with a cohesive, streamlined appearance in keeping with the trends of the mid 1930s. There’s no fussiness.

Brightwork is limited to a few punctuating details. The fenders are low and skirted, and the body is wider, which allows it to extend out and down over the chassis rails, enclosing them. In fact, the bottoms of the front doors are notched so that they may close over the frame. The observer’s eye is naturally led from the front of the car to its tail by a body molding that begins on the hood, just behind the grille surround, and continues rearward and down to terminate at the bullet-like taillamps sourced from Chrysler Corp. The graceful, skirted rear fender echoes this line. Newport’s original sketches depict the car with full wheel covers and blackwall tires, which give a lower appearance aided in no small part by its 17-inch-diameter wheels. Dark sienna brown paint and a tan interior and convertible top complete the car’s subtle, sophisticated look.



## Changing appearances

SJN-571's streamlining wasn't always appreciated. In the 1950s, when the collector car hobby as we know it today was in its infancy, attitudes towards styling and restoration were, at best, cavalier. At that time, after having passed through the hands of multiple owners, SJN-571 was in the possession of New Jersey furrier and enthusiast George S. Kudra. Feeling that the car should look more like a typical Duesenberg of the early '30s, he had it stripped of its wheel covers, chrome-plated its wire wheels and jettisoned the blackwall tires in favor of wide whites. A couple of unfortunate spotlights and cowl lamps were added, and a superfluous aluminum luggage rack was grafted onto the tail, cluttering the look of the car. A blue-grey paint scheme was applied to set off the gaudy jewelry. To Kudra's credit, he did have the engine rebuilt.

This was how the car looked when the late Bob Bahre acquired it from Kudra in 1980. Bahre was a self-made entrepreneur and a collector of rarified tastes possessed of an almost supernatural ability to winnow out cars before the rest of the world woke up to precisely what they were. Today, the convertible sedan still resides in The Bahre Collection situated on Paris Hill in Paris, Maine. I spoke with the collection's curator, Jeff Orwig, about Bob Bahre, SJN-571 and the process of returning it to its 1936 appearance.

Orwig explained that Bahre was "ahead of the curve" when it came to identifying extraordinary autos. He had a

great gift for "understanding people," and he relished "making the deal, even if it took decades." The result of his persistence is a collection of more than 60 rare and exquisite cars with an emphasis on coachbuilt Packards and Duesenbergs, ensuring SJN-571 is in the perfect home. SJN-571 is one of only 38 supercharged Duesenbergs, of which only five or six had this dual-carburetor setup.

It was long known that SJN-571 had been modified from its original appearance, and the sensitive job of setting things to rights was entrusted to Chris Charlton and the team at Classic Car Services of Oxford, Maine. Orwig says they gave it a "fantastic, sympathetic restoration." Responding to evidence gleaned from research and through the partial disassembly of the car, they learned that it was originally painted a rich dark brown. It was also apparent that much of the red-oxide primer that Duesenberg used to paint chassis frames was still intact. "Rollston never painted the invisible sections of the chassis," according to Orwig, "much of the main frame rails are the original red-oxide Duesenberg primer."

After spending two and half years getting the car back to the way Rollston intended it to look, it was finished in March 2023 — in time to make a grand reentry into society at The Amelia concours, where it took best in the Duesenberg class. In Orwig's opinion, the judges were "smitten by the importance of the car and its startling transformation to what it was originally."



The Herbert Newport-designed JN has a body beltline molding that draws the eye from the radiator down to the sloping rear deck.





The dual carburetor setup includes ram's horn manifolds that cross over the top of the engine.



The Duesenberg driver was kept abreast of the car's functions with a dizzying number of gauges.

## Riding in an SJN

Orwig and I wheeled the Duesy out into bright New England summer sunlight for photographs, and he gave me a little taste of what the most powerful American car of the prewar era was like on the road.

"It drives so easy," he says, and the three-speed manual transmission "shifts fine once it's warmed up." Although, admittedly, the shifts cannot be rushed, lest the gears gnash in protest before the 'box is warmed through. Of course, maneuvering the car on its 142.5-inch wheelbase is a challenge at a standstill, but it "steers easily" once on the move. Orwig says this twin-carb car is the easiest of the six Duesenberg Model Js in the collection to start from cold, but it still coughs in protest and stumbles

until settling into a smooth idle. There are faint rumblings which emanate from the supercharger. The engine is not demure, nor should it be; the single-carbureted supercharged Model J was rated in excess of 320 hp, and this Duesenberg has two carburetors!

Under acceleration, the gearbox emits a tuneful whine, and the big eight pulls well. Still, with around 5,500 pounds to contend with, even the twin-carb supercharged engine dictates the convertible sedan gather speed rather than leap forward. Of course, it must be understood that in those days, a powerful car was one that could throttle down to a walking pace in top gear and pull cleanly away. Using 0-to-60-mph times as a yardstick to judge performance came after World War II.

"The true value of the supercharger is evident at highway speeds," Orwig reports.

The front footwells of the Rollston body are narrow, and on the passenger's side, heat-soak from the exhaust is apparent. But rolling over rough pavement, the feeling is one of great solidity; the leaf springs are just firm enough that the great car doesn't wallow, and there's not even a suggestion of rattling from the Rollston coachwork. Paris Hill is a place of Norman Rockwellian charm, complete with a village green and white-steepled church. Riding in the Duesenberg here, it was easy to mentally time-travel back to the 1930s and see the world through sepia-tinted glasses, marveling at the readouts from the car's comprehensive instruments, including an altimeter, all surrounded by a beautiful engine-turned panel.

Orwig broke my reverie, saying, "Slide that lever under your feet to the right." This bypasses the muffler completely, and the sound of 420 cubic inches is unleashed upon the world at full strength. When muffled in the "town" position, the tone of the Duesy's 32-valve engine could be likened to fine scotch — smooth and elegant. Unmuffled in "country" mode, it's pure moonshine, growling with menace under open throttle and delivering Mercedes AMG-like pops and burbles on the overrun. Intoxicating stuff. The joys of this "town and country" exhaust cannot be overstated and must be experienced.

Bob Bahre's foresight to collect and preserve fine cars and his family's continued dedication to the collection, along with Jeff Orwig's work as curator and the efforts of skilled restorers, have ensured that this devastatingly handsome Rollston convertible sedan again looks as its designers and builders intended. It also occasionally accrues real highway miles. As Orwig reports, "This is our tour car!"

## Viewing The Bahre Collection

The Bahre Collection is not regularly open to the public. However, on the third Saturday of every July, the collection is open for tours as part of the Founder's Day celebrations. This is a charitable event to benefit the Bahre's next-door neighbor, the Hamlin Memorial Library and Museum, in Paris, Maine. For more information, visit [www.hamlin.lib.me.us](http://www.hamlin.lib.me.us).



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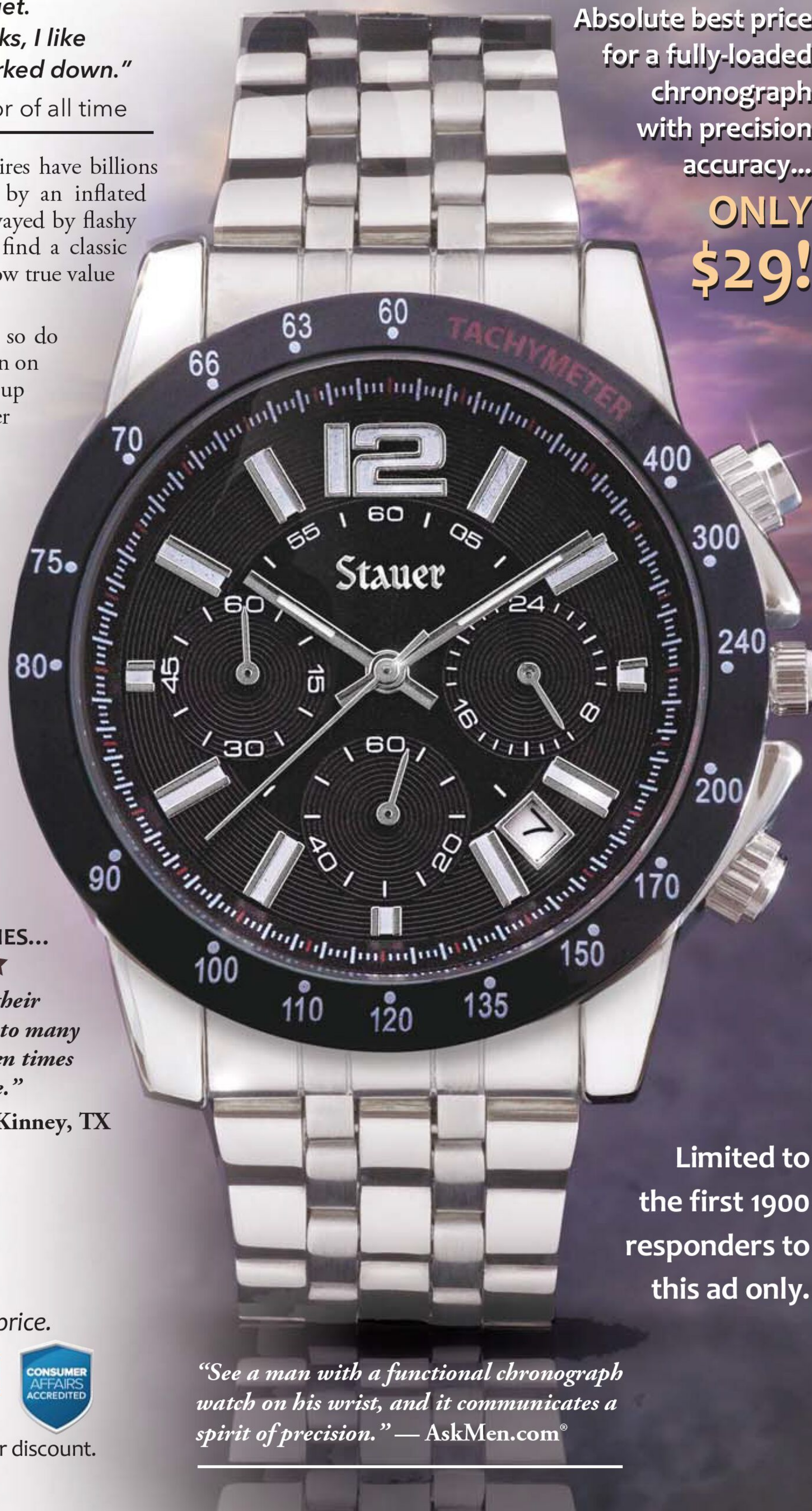
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## The Endangered Sampan



LEFT: This 1950 De Soto sampan provided tourist and local transportation on the Big Island of Hawaii until about 1976, then later at the National Tropical Botanical Garden. Charles Furman brought it to California in the early 2000s.

BELOW: Charles Furman brought this 1950 De Soto sampan to California. The sheet metal-skinned wooden body has been restored and fitted with roll-up side curtains, à la woodie depot hacks of old.

Photos by Charles Furman, Gordon Cline, Lance Yoshimura, Jim Cocores

There was a time when one of the treats that tourists looked forward to when visiting Hawaii was a ride in a sampan. Not any more. For starters, these jaunty, colorful people-movers were never very plentiful, and they apparently never strayed from the environs of Hilo, located on the Big Island of Hawaii.

While popular with tourists, sampans were gradually replaced by more modern and comfortable modes of public transportation, such as vans and buses. Today, only about a dozen sampans are known to survive, and many have been disbursed to other places. Three are known to be in Southern California.

### Building the sampan

The sampan was born in the blacksmith shops of Hilo to meet the city's need for mass transportation. Turning a Ford Model T or Model A sedan or coupe into a bus that could carry 10 or more passengers entailed removing the body aft the cowl and building a longer, open body with bench seats along the sides.

"Sampan" was the name previously given to small, flat-bottomed boats that provide personal transportation in the harbors and along the coasts of Southeast Asia. Since Japanese and Filipino residents of Hilo were the first to use



similar construction techniques to convert motor vehicles to ferry passengers around the city, they also adopted the sampan name.

A brochure promoting sampan rides said that, on days when a ship arrived, "there was a big demand for hired cars. It was such a sight to see all the drivers dressed in white shirts to greet the ship." Besides carrying tourists, sampans offered personalized door-to-door service to city residents.

After starting with Ford Ts and As, Hilo blacksmith shops that built sampan vehicles later turned to other

makes and models. Plymouths, Dodges and De Sotos became favorites, because of their sturdy chassis and drivetrain, and their reasonable prices as used cars. Some Chevrolets and others — even one 1953 Buick — were also converted into sampans.

### Restoring a sampan body

Ken Yoshimura, who owns Ken's Auto Fender body shop in Hilo, backed into the sampan experience about 10 years ago when he bought the body of an old sampan that had once been mounted on a Dodge chassis and restored it.



Gordon Cline brought these sampans to California in the early 2000s. The conversions were based on an export model 1941 Dodge and a 1951 De Soto, which were both originally Plymouth bodies.

“The frame is hardwood, and it was in pretty good shape,” he said of the body. The wood ribs are spaced two feet apart and rounded to the sampan’s typical “bathtub” shape. The side and rear panels are formed from 10-gauge galvanized tin and attached to the frame.

The canopy that shades passengers is built like those of early station wagons on which longitudinal slats attach to horizontal ribs with padding added, all of which is then covered with grained vinyl. The roof mounts on four hardwood pillars, and vinyl and Plexiglas side curtains are provided “in case there’s a change in the weather” (remember “Surrey with the Fringe on Top?”).

Yoshimura saved the original structure and springs of the bench-style seats and reupholstered them with foam padding and tan vinyl. The original tubular hand rails were reattached.



The life-long bodyman found a 1948 Dodge, complete with six-cylinder engine and Fluid Drive, and restored the sheet metal and trim. He removed the doors and trunk lid, cut the roof at the A-pillar and removed the rest of the body. “Then the sampan body just slid into place and we bolted it down,” he said.

The vehicle was finished in a two-tone with tan and brown paint. Original

taillamps mount to the panel below the body, and Dodge bumpers, grille and trim complete the package.

Yoshimura occasionally drives his sampan and takes it to shows.

“I had 12 people riding in it for one parade,” he remarked, “Many people who see it tell me they had ridden in one” back when they were plying the streets of Hilo.

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The sampan Cline restored was based on an export model 1951 De Soto, which was a Plymouth with De Soto grille and trim. Cline has since sold the vehicle.

## Sampans that left the island

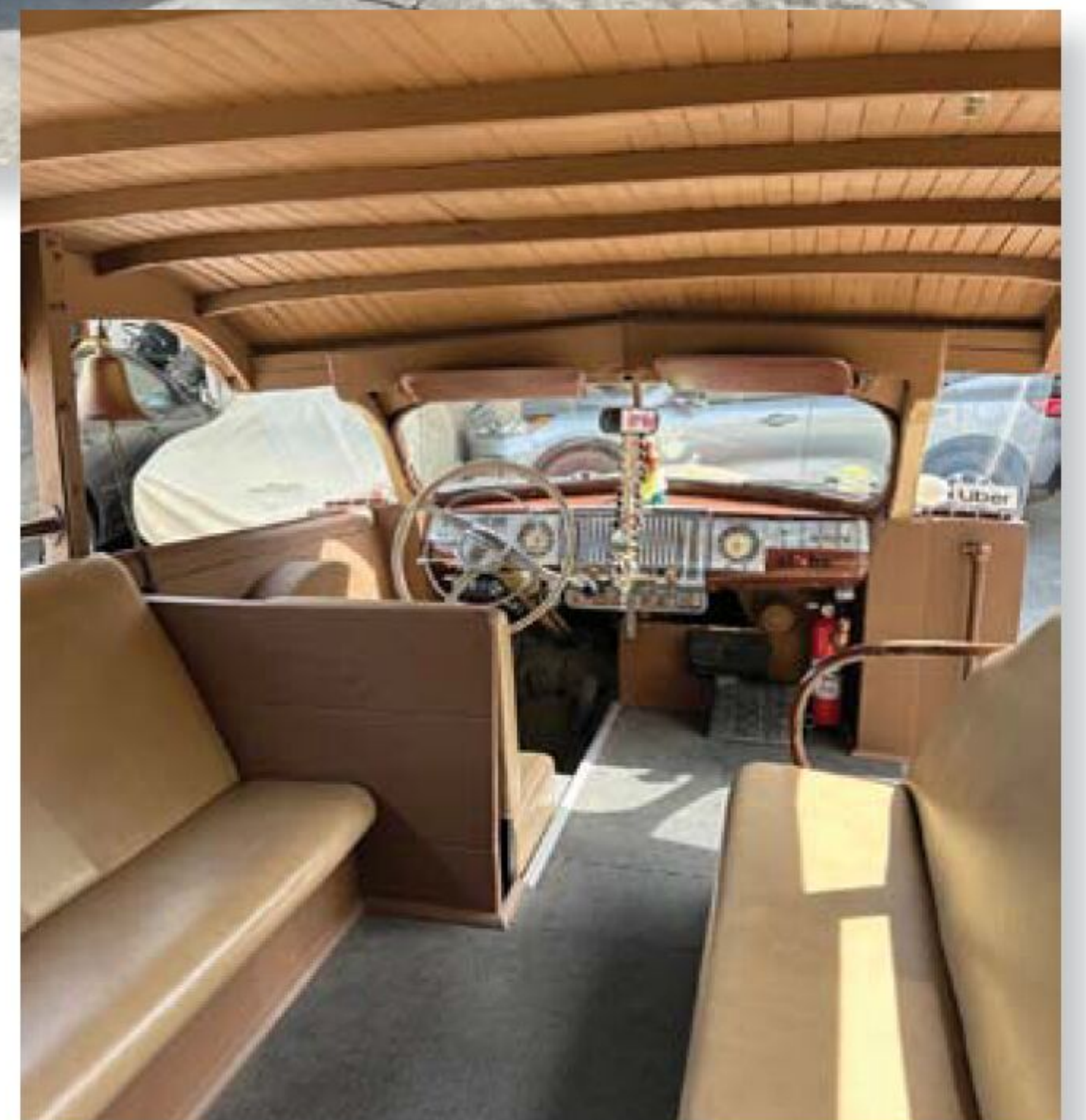
Charles Furman, owner of a 1950 De Soto Sampan that he has restored, related that the vehicles ran on the Big Island of Hawaii until 1976, when transportation service had transitioned to air-conditioned vans. In 1994, Furman said, “the Hilo Sampan Bus Company tried to make a comeback with five restored sampans carrying tourists and locals around Hilo.”

Hilo Sampans provided that experience until 1999, when its five sampans were purchased at auction by the National Tropical Botanical Garden (NTBG) and were put into service transporting small groups of visitors into the south shore gardens on Kauai, and to promote the attraction in the annual local parade.

California resident Gordon Cline, who was influential in establishing the Hilo sampan connection with the mainland, saw the sampans when he visited the botanical gardens. A few months later, when the NTBG offered the vehicles for sale, he bought a 1941 Dodge and, a year later, a 1951 De Soto. He shipped them to California and later sold the Dodge to two fellow National Woodie Club members.

Cline restored the 1951 De Soto sampan and sold it some years later. Unlike Furman’s 1950 De Soto, which began life as a U.S. production sedan, Cline’s sampan was built from a 1951 Plymouth body with a De Soto grille and trim that was manufactured in Canada and exported to Hawaii before the islands became a state.

The sampan Cline sold to Mick Carolan and Jim Cocores also originated as a 1941 Plymouth export model titled as a Dodge when it arrived on the Hawaiian shore. Sometime later, it was converted to a sampan and eventually wound up in the NTBG fleet. Cocores and Carolan have restored it and attend shows and parades with it in Southern California. **OC**



ABOVE BOTH: After acquiring an original sampan body, Hilo body shop owner Ken Yoshimura bought a 1948 Dodge and built it into a replica of the original Hilo sampans. He rebuilt the bench seats along the sides and the roof, which is constructed much like wooden station wagons. Five-cent fare gained sampans the nickname “Nickel Bus.”

LEFT: When restoring their 1941 Dodge sampan, Jim Cocores and Mick Carolan went with a thatched roof, which lends more of an island flair. Running boards and a side-mounted spare wheel were standard additions.





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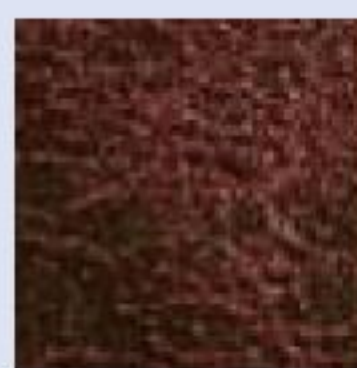
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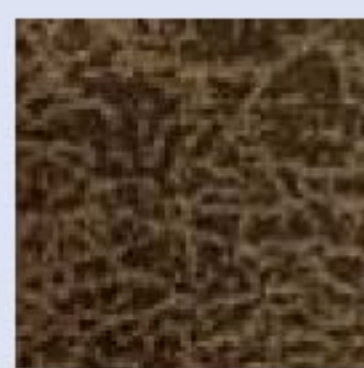
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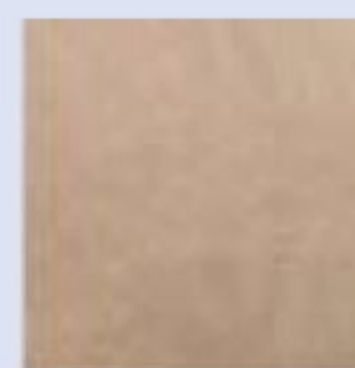


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## Flames and Pipes at Greenwich



LEFT: Ross Myers (left) and your columnist (right) enthrall the Greenwich crowd with tales about the ex-Don Tognotti “Avenger” and the other five historic cars that Ross brought to Greenwich.

Traditionally, East Coast rod and custom enthusiasts have headed to York, Pa., during the first weekend of June for the National Street Rod Association’s popular “East Coast Nats.” But there’s an alternative. The Greenwich (Conn.) Concours d’Elegance is in its 28th year. A two-day show, with a Saturday focus on sports cars and the Sunday spotlight on exotics and Classics, Greenwich takes place in a lovely harbor-side park adjacent to a posh, little eponymous village.

### From Carini’s corral

For the last few years, amidst a wide array of show cars, Greenwich has presented several serious hot rod displays. Last year, it featured the “Rolling Bones.” This year, the event’s Grand Marshal, Wayne Carini, brought several cars. There was a small but red-hot class of flamed “On Fire” rods and customs, and Ross Myers and his crew displayed six stellar historic hot rods from the 3Dog Garage Museum in Boyertown, Pa.

Representing Wayne Carini’s 100-plus car collection, there was a ’32 Ford five-window by Steve Moal that was originally built for Bonneville record-holder George Poteet. This sharp coupe sported an elegantly shaped grille that was reminiscent

Built by Dick Williams of Berkeley, Calif., this baby-blue T won the coveted America’s Most Beautiful Roadster (AMBR) award in 1953. It’s likely the first hot rod with a hand-built, chrome-moly tubular chassis. The 286-cid Mercury flathead had Belond “W-Type” headers, four Strombergs on an Edelbrock manifold, Kong ignition and Navarro finned heads. Kinmont disc brakes on all four corners, a “suicide” front end and a Halibrand quick-change rear were all the right stuff.





of a 1930s Miller racing car. It's hard to improve on the classic Deuce grille shell, but Moal makes a good argument.

Carini's '36 Ford was to die for, and he drove it on the Greenwich Tour on Friday. Carini is a pretty ecumenical car guy; he likes them all, from brass to special-interest, but he has a special spot for hot rods, and Steve Moal built a one-off roadster for him a few years back that's also appeared on the lawn at Greenwich.

### Rods and customs 'On Fire'

Two of the top cars in the "On Fire" flames class were Jeff Goldstein's ex-Sam Hollingsworth tribute '57 Chevrolet Nomad and Charlie Padula's '34 Ford three-window. The original Nomad was built in 1963 and fitted with a Corvette V-8, Buick Skylark wires and '64 Impala bucket seats. The end-to-end hot licks were done by Dennis Ricklefs, and back in the day the car starred on the cover of the May 1967 *Rod & Custom*. As well, it was a Revell plastic model (but you had to duplicate the flames — there were no decals). Sadly, that original car was lost to time, but in 2010, Richard Graves built this exact replica with Sam Hollingsworth on board as part of the build team. Dennis Ricklefs again painted the racy flames, and it was featured on a September 2010 cover for *Rod & Custom*, followed by another cover on *The Rodder's Journal*.

The fiery '34 Ford of Charlie Padula is a clean, classy little coupe with a small-block and a very tasteful paint job. It's a great example of "less is more." Sure, he could whack the top, but with those red-hot flames, it doesn't need anything else.

### Myers' historic hot rods

The six historic cars from Ross Myers' collection were a big attraction. Ross is the consummate car collector — his father was a car enthusiast, and Ross' interest began when he was a child (he grew up with everything from Model T Fords to Classic Pierce-Arrows, and he still has his dad's Pierce-Arrow coupe). Over the years, he's acquired a Duesenberg, a Thomas Flyer, a slew of racing cars with a focus on Carroll Shelby, Holman & Moody and the Trans-Am Series, along with numerous Porsches and Cobras. Ross especially loves vintage racing and is a regular at the Monterey Historics.

It's not often that an enthusiast owns both Duesenbergs and Deuces, but Myers is the exception. He especially likes hot rods with interesting stories and famous owners/builders. He and his lovely wife Beth were on hand for this year's concours. Their cars were on display both on Saturday and Sunday.

In no particular order, here they are:

#### 'The Avenger'

Don Tognotti was a successful Sacramento, Calif., businessman who owned a chain of custom auto-parts stores. He built a copper-hued five-window coupe in 1960 and called it "The Avenger." A consistent winner at rod and custom shows in California at the time, it was wedge-channeled, which gave it a unique raked stance that is one of its trademarks. It's powered by a 331-cid 1951 Chrysler Hemi V-8 with '53 Chrysler heads. Its radical custom exhaust headers were so cool they became a constant topic of conversation by all who saw them or who wrote about the car in contemporary hot rod and custom maga-



This flamed, raked and bobbed 1922 Ford roadster pickup starred in the TV Series "77 Sunset Strip" with Edd "Kookie" Byrnes as a jive-talking car jockey (parking valet). Built by Norm Grabowski, a part-time B-movie actor, it appeared on the covers of *Hot Rod Magazine*, *Car Craft* and other monthlies. Ross Myers watched every episode of that show and was delighted when the car came up for sale. Restored by Roy Brizio, it won the Pebble Beach Historic *Hot Rod* Cover Car Class in 2019.



Clay Jensen and Neil Emory built this smart-looking '32. Dr. Leland Wetzel picked up his new, professionally built hot rod at the famed Valley Custom Shop in Burbank, drove it to Bonneville and then on to Springfield, Mo. It was owned for years by Kurt McCormick, a Missouri-based Barris Kustom enthusiast, and he installed a blown Cadillac V-8. Roy Brizio tracked down the original flathead V-8 and re-installed it. (By the way, Neil Emory was Porsche Outlaw creator Rod Emory's grandfather).

zines. Its sheer audacity still makes "The Avenger" a topic of conversation nearly 60 years after its creation.

#### 'Titus '32'

Built in the late 1950s by Lee Titus, who owned a speed shop in Culver City, Calif., this black Deuce roadster starred on the May 1959 cover of *Hot Rod Magazine*. Full-fendered and finished in black lacquer with a red interior, and powered by a fuel-injected Corvette V-8, it was pure California. Hot rod photographer Andy Southard was the car's next owner. It was the subject of a multi-part feature in *Rod Action Magazine* when Dick "Magoo" Megugorac removed the fenders and made it a highboy. Subsequent owners included Jim Busby, Bruce Meyer, Bill Hammerstein and Andy Cohen. The roadster was recently restored to its 1959 *Hot Rod Magazine* cover configuration by



Roy Brizio of South San Francisco, and it won the coveted Dean Bachelor Award at Pebble Beach in 2022.

### **'The Kookie Car'**

People still flock around "The Kookie Car," a flamed, raked and bobbed 1922 Ford roadster pickup that starred in the TV Series "77 Sunset Strip" with Edd "Kookie" Byrnes as a jive-talking car jockey (parking valet). It was built by Norm Grabowski from Sunland, Calif., who was a part-time "B-movie" actor, and the car starred on the covers of *Hot Rod Magazine*, *Car Craft* and many other monthlies. Ross Myers says he watched every episode of that popular show and was delighted when the car came up for sale. But there was a catch.

The once-iconic 'Kookie Car' roadster had been totally transformed by a previous owner with ugly dual headlamps, dual blowers and even dual rear wheels. Fortunately, all the original parts had been saved. Roy Brizio's South San Francisco shop restored "Kookie" to its '50s TV configuration, even leaving the crude chassis welds, "because that's how Norm built it." It won the Pebble Beach Historic *Hot Rod Cover Car Class* in 2019.

"The Kookie Car has to be the wildest-looking machine that's ever been to Pebble Beach," says Brizio. "Even more importantly, if you mentioned the 'Kookie Car' to anybody, they knew about it. Even people in their 60s would share their memories of Edd Byrnes, Dino's Lodge and '77 Sunset Strip.' It was amazing.



Charlie Padula's fiery '34 Ford is a clean, classy little coupe with a small-block and a very tasteful paint job. It's a great example of "less is more." Sure, he could whack the top, but with those red-hot flames, it doesn't need anything else.



A perfect '36, this slammed but unchopped gray ghost is one of Wayne's newest acquisitions. Small-block-Chevy-powered and in the weeds with no hydraulics, he says it ran flawlessly on the tour.



Frank Mack, in Farmington, Mich., built this '27 T and it starred at the first Detroit Autorama in 1953. Beautifully proportioned, flathead powered, Mack drove it on the street and even took it out in Detroit winter weather. That sleek track nose was made from two '41 Chevy fenders (!) and there's a full belly pan. Its patina and lustrous black lacquer confirms this car is totally original and has never been restored.

"It meant something special to Ross, because he had watched '77 Sunset Strip' as a kid and he especially liked when car jockey Edd Byrnes would jump over the side into the wild little T," Brizio added.

"I was going to buy that car," Myers said. "Looking back, I probably spent too much on it, but I really wanted it." You've got to love that attitude.

### **'The Mack T'**

Understated and almost unnoticed, the snappy black 1927 Ford Model T roadster on the Greenwich lawn was built by Frank Mack in Farmington, Mich., and it starred at the first Detroit Autorama in 1953. Beautifully proportioned and flathead-powered, Mack drove it on the street, and with its snug top, he even took it out in the Detroit winter weather! That sleek track nose was incredibly made from two '41 Chevy fenders, and there's a full belly pan underneath. Its wonderful patina and still-lustrous black lacquer attests to the fact that this car is totally original and has never been restored.

Unusual for a Midwest hot rod, the Mack T was featured in *Hot Rod Magazine* in the early 1950s. Mack did the work himself with no aftermarket parts. That's when hot rodders had to be metal men and mechanics, and Mack was both. Historic rodding enthusiast Bruce Meyer owned this car in Beverly Hills for a while, but he was too tall to drive it. Myers commented, "That's the one thing we short guys have over the tall guys — we fit in channeled cars." Myers says he has no plans to change anything on this Midwest hot rodding time warp.

### **'Wetzel-Valley Customs Deuce'**

Famed builders Clay Jensen and Neil Emory, from the Valley Custom Shop in Burbank, Calif., were best known for sectioned custom cars such as the famed Jack Stewart Olds Holiday 88 coupe called "The Polynesian." They didn't do many hot rods, but when they did, iconic cars such as the Dick Flint roadster and this sharp yellow Deuce afforded them lasting fame. Valley Custom Shop was one of the most influential shops in the 1950s and many of their cars have survived.



Jensen and Emory built this channeled '32 Ford with a racy DuVall windshield for Dr. Leland Wetzel, who picked up his new, professionally built hot rod at the shop in Burbank, drove it to Bonneville for his honeymoon and then on to his home in Springfield, Mo. It was owned for years by Kurt McCormick, a Missouri-based Barris Kustom enthusiast, and he installed a blown Cadillac V-8. Thankfully, Myers had Brizio track down the original flathead V-8 and re-install it. (By the way, Neil Emory was Porsche Outlaw creator Rod Emory's grandfather).

#### '1953 AMBR winner'

First owned by Dick Williams of Berkeley, Calif., this handsome powder-blue T won the coveted America's Most Beautiful Roadster (AMBR) award in 1953. It's likely the first hot rod with a hand-built, chrome-moly tubular chassis. State of the art for its day, it packed a lusty 286-cid Mercury flathead with Belond "W-Type" headers, four Stromberg carburetors on an Edelbrock manifold and Navarro high-compression heads. Williams built his own Kong-style distributor with twin Echlin ignition coils.

The tubular chassis — arguably a first on a hot rod — featured rare Kin-

mont disc brakes on all four corners, a "suicide" front end and a Halibrand quick-change rear. Twin cross-fed 9.5-gallon fuel tanks were mounted under the car. I saw this car in *Hop Up* magazine in the '50s and was mesmerized by the Kinmont disc brakes. After many years, I found a set for my own '32 roadster.

Hall's Top Shop in Oakland stitched the rolled-and-pleated black leatherette upholstery. Nine Stewart-Warner instruments, a Bell Auto Parts three-spoke steering wheel, Frenched '46 Ford tail-lamps, a full belly pan, a rolled rear pan and chromed reversed wheels with '50 Mercury caps were just a few of the car's many features. Everything was buffed and chrome-plated — even the oil pan.

"I heard about this car years ago from (noted Pennsylvania hot rod builder) Jim Cherry," Myers says. "It was always one of his favorites. For its time, with all the modifications, that AMBR win, and 123-mph Bonneville racing history, it was remarkable."

#### Hot rods to return

That was Greenwich this year, from a hot rod perspective. I'm tasked with assembling another stellar group of rods and customs next year. No hints. You'll just have to come to Greenwich to see them. **OC**



The original ex-Sam Hollingsworth '57 Chevrolet Nomad was built in 1963 and fitted with a Corvette V-8, Buick Skylark wires and '64 Impala bucket seats. The end-to-end hot licks were done by Dennis Ricklefs and the car starred on a May 1967 *Rod & Custom* cover. It was a Revell plastic model (but you had to duplicate the flames — there were no decals). That original car was lost to time. In 2010, Richard Graves built this exact replica, with Sam Hollingsworth as part of the build team.

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# 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](mailto:oldcars@aimmedia.com)

## SHOWS

### ARKANSAS

**Sep 3, 2023 AR, Morrilton.** 21st Annual MidSouth Eco-lineMeet. Museum of Automobiles & Petit Jean State Park Steve Noland 501-278-7531, [ripvanarkie@gmail.com](mailto:ripvanarkie@gmail.com)

**Sep 21-23, 2023 AR, Morrilton.** 26th Annual Petit Jean Fall Swap Meet, Military Vehicle Rally and Car Show. Museum of Automobiles - #8 Jones Lane. Open daily 8am-6pm, Military Vehicle Rally 8am-5pm each day, Car show Saturday 9am-3pm. 501-727-5427, [info@museumofautos.com](mailto:info@museumofautos.com), [www.museumofautos.com](http://www.museumofautos.com)

### CALIFORNIA

**Aug 14-16 CA, Seaside.** 19th Annual International Expo. [tony@singer356.com](mailto:tony@singer356.com)

**Aug 14-16, CA, Monterey.** Automobilia Monterey. [www.AutomobiliaMonterey.com](http://www.AutomobiliaMonterey.com), [www.vintageautoposters.com](http://www.vintageautoposters.com)

**Aug 16 CA, Monterey.** Hagerty Tarmac for the Ultimate Car Week Kickoff. Monterey Jet Center. [www.motorlux.com](http://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](mailto:ccagswap@gmail.com)

**Sep 9 CA, Anaheim.** Earlybirds of So Cal 48th Annual Pageant of the Thunderbird Car Show, All Years of Ford Thunderbird. Twila Reid Park - 3100 W. Orange Ave. 8am-3pm. Carol [aarcher487@hotmail.com](mailto:aarcher487@hotmail.com), [www.earlybirdsthunderbirdclub.com](http://www.earlybirdsthunderbirdclub.com)

**Sep 28-Oct 1 CA, Salinas.** Porsche Rennsport Reunion 7. WeatherTech Raceway. [www.porscherennsportreunion.com](http://www.porscherennsportreunion.com)

### ILLINOIS

**Aug 26 IL, Champaign.** 25th Annual Motor Muster. Ford City, 701 Marketview Dr. 8am-2pm. Open to all makes 25 years or older. Scott 217-390-3263.

**Sep 10 IL, Zion.** Mis-Shifts Car Show. Zion-Benton Moose Lodge 667- 667 41517 N Sheridan Road. 10am-3pm.

**Sep 16 IL, Peoria.** WTVF 3rd Annual Roundo Car Event. WTVF 1710 W. Detweiller Dr., 11:30am-3:30pm. [www.wtvp.org/events/event-2023-roundo/](http://www.wtvp.org/events/event-2023-roundo/)

### IOWA

**Sep 10 IA, Des Moines.** Des Moines Concours d'Elegance. [www.desmoinesconcours.com](http://www.desmoinesconcours.com)

### MARYLAND

**Aug 26 MD, Walkersville.** Maryland Auto Detailing Car, Truck, Jeep & Motorcycle Show. Mt. Pleasant Puritan Club - 8101 Crum Road. 8:30am-3pm. 301-606-6770

**Sep 22-24 MD, Kent Island.** 16th Annual St. Michaels Concours d'Elegance on Chesapeake Bay. Kent Island Yacht Club on the Kent Narrows. [www.smcde.org](http://www.smcde.org)

### MASSACHUSETTS

**Sep 9 MA, Ashland.** Kiddie-Fenwal Car Show. 400 Main Street. Peter 508-881-4610, [pkpk77@yahoo.com](mailto:pkpk77@yahoo.com), [www.facebook.com/profile.php?id=100083175832558](http://www.facebook.com/profile.php?id=100083175832558)

**Sep 9-10 MA, Cataumet.** Cataumet Schoolhouse Antique auto show and Picnic - 1200 County Rd. 12-4pm. Ben Joyce 774-269-3165, [Bensjoyce333@gmail.com](mailto:Bensjoyce333@gmail.com)

**Sep 24 MA, Waltham.** Motörhead's Car Club Classic Car Show. Gore Place, 52 Gore Street. 7am-2:30pm. [www.motorheadscarclub.net](http://www.motorheadscarclub.net)

### MICHIGAN

**Aug 22-27 MI, Dearborn.** Thunderbird Reunion. [www.files.constantcontact.com/14ba36fa801/6f387b64-d0f0-4577-8b63-97cfa91d417c.pdf](http://www.files.constantcontact.com/14ba36fa801/6f387b64-d0f0-4577-8b63-97cfa91d417c.pdf)

### MINNESOTA

**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](http://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

**Sep 4 MN, Sunburg.** 14th Annual Trolls Classic Car Show & Swap Meet. Sunburg Community Center. 9am-2pm. Donny 320-346-2351, Gordy 320-366-3507, Scott 326-424-0259

**Sep 30 MN, Chaska.** Guardian Angels Roll in Car Show, 1980 and Older, and Tractor Show/Church Festival. 215 west 2nd street, between Pine street and Cedar street. 11am-4pm. 952-288-7402

### MISSOURI

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

**Sep 2 MO, Trenton.** Trenton High School Alumni Weekend Car Show. Eastside Park - E 11th St. & Kitty St. 9am-3pm. 660-654-2509, [www.thsalumniweekendcarshow.com](http://www.thsalumniweekendcarshow.com), [Facebook.com/groups/thsalumniocarshow](https://www.facebook.com/groups/thsalumniocarshow)

**Sep 8-9 MO, Fulton.** Fall Willys Reunion and Swap Meet. Auto World Museum, 200 Peacock Drive. [www.auto-worldmuseum.com](http://www.auto-worldmuseum.com), [www.visitfulton.com/directions.html](http://www.visitfulton.com/directions.html), [www.willysreunion.com](http://www.willysreunion.com), art & Darlene Gloss 491-9921, [4wdjeep@mail.com](mailto:4wdjeep@mail.com), Jeff Petrowich 217-246-5438, [jpet@willysreunion.com](mailto:jpet@willysreunion.com)

**Sep 10 MO, Maryland Heights.** Wheels In Motion Car Show. Sheraton Westport Plaza Hotel Parking Lot 9am-4pm. [firstcapitolclassics@yahoo.com](mailto:firstcapitolclassics@yahoo.com) or 314-878-0534

### 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](mailto:bencar1976@outlook.com), [www.metrescuesquad.com](http://www.metrescuesquad.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

**Aug 19 NJ, Washington.** Vintage Baseball Game & Car Show 2023. Borough Park & Pool Stadium. 11am-3pm. [www.washingtonbid.org/vintage-baseball-game](http://www.washingtonbid.org/vintage-baseball-game), Facebook Event:<https://fb.me/e/19fE6cZis>

**Sep 8 NJ, Ridgewood.** Ridgewood Chamber of Commerce-Car Show. Downtown area around the park. 5-9pm. [info@ridgewoodchamber.com](mailto:info@ridgewoodchamber.com), [www.experienceridgewood.com](http://www.experienceridgewood.com), 201-445-2600 Joan Groome

### NEW JERSEY

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

**Aug 19 NJ, Washington.** Vintage Baseball Game & Car Show 2023. Borough Park & Pool Stadium. 11am-3pm. [www.washingtonbid.org/vintage-baseball-game](http://www.washingtonbid.org/vintage-baseball-game), Facebook Event:<https://fb.me/e/19fE6cZis>

**Sep 8 NJ, Ridgewood.** Ridgewood Chamber of Commerce-Car Show. Downtown area around the park. 5-9pm. [info@ridgewoodchamber.com](mailto:info@ridgewoodchamber.com), [www.experienceridgewood.com](http://www.experienceridgewood.com), 201-445-2600 Joan Groome Festival Grounds. 8am-3pm. 715-536-1372

**Sep 9 NJ, Seaside Heights.** 43rd Annual Vintage Automobile Club of Ocean County Classic Car Show. 1000 Bay Blvd. 9am-3 pm. John Mahoney 732-244-4984 or Everett Ross 732-779-1124. [www.vintageautoclubnj.com](http://www.vintageautoclubnj.com)

### NEW YORK

**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](mailto: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. 9am-3pm. Leslie 631-241-3096, Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

**Sep 10 NY, Wampsville.** Mohican Model A Club will hold their 62nd Antique Car Show - Car Correl and Flea Market on grounds of Firemen's Field on North Court Street. Registration from 8-noon. Flea market all day. All makes and models included with 1998 cut-off. [www.mohicanmodela.weebly.com](http://www.mohicanmodela.weebly.com), Bill Ziesentiz. 315-853-6485, [billz@roadrunner.com](mailto:billz@roadrunner.com)

**Sep 10 NY, Copiague.** The Fabulous 50s&60s Nostalgia Car Club is judging the KIWANIS, Town of Babylon 35th Annual Car Show and Market Place. Tanner Park. In Remberence of 9-11. Show opens at 8:00am. Phil 516-647-2754, Frank 631-402-2798, Dan 631- 631-672-6182, Arthur 631-463-4983

**Sep 13 NY, St. Albans.** The Queens County Region of the VCCA presents a Car Show. The New York State Veteran's Home - 178-50 Linden Blvd. Gates open at 8am. Howard-Fishman 516-662-9379, [hfishman52@aol.com](mailto:hfishman52@aol.com)



## NORTH CAROLINA

**Sep 4 NC, Matthews.** Auto Reunion & Motorcycle Show. 2120 Matthews Station St. 8am-2pm. 704-847-3649, [www.matthewschamber.org](http://www.matthewschamber.org)

**Sep 7-9 NC, Charlotte.** Charlotte AutoFair Fall Meet. Charlotte Motor Speedway. Vend 704-841-1990 9am-3pm Mon-Fri, [www.charlotte-auto-fair.com](http://www.charlotte-auto-fair.com)

**Sep 9 NC, Greensboro.** Shadow Of the Steeple Car Show. Shannon Hills Bible Chapel - 900 W. Vandalia Road. 10am-2pm. 336-339-6183, 336-880-3749

## OHIO

**Aug 26 OH, Warren.** Corvettes & Classics Car Show. National Packard Museum - 1899 Mahoning Ave. NW, 10am-3pm. [national@packardmuseum.org](mailto:national@packardmuseum.org), [www.packardmuseum.org](http://www.packardmuseum.org)

**Sep 1-2 OH, Springfield.** Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, [www.ohioswapmeet.com](http://www.ohioswapmeet.com)

**Sep 3 OH, Duncan Falls.** 30th Annual Duncan Falls Volunteer Fire Department Antique and Classic Auto/Truck/Bike/Tractor Show. Across from 397 Oak St. 10:30am-4:30pm. Don Alexander 740-607-5807

**Sep 9 OH, Fairport Harbor.** Harbor Hogs and Hot Dogs. Veterans Memorial Park - 301 3rd Street. 11am-4pm. [www.lakeeventsgroup.com](http://www.lakeeventsgroup.com) or text Danielle 440-289-3781

**Sep 9 OH, Fremont.** Fremont Federal Credit Union Downtown Fremont Car Show. Downtown. 5-8pm. 567-342-4758, [kbilger@downtownfremontohio.org](mailto:kbilger@downtownfremontohio.org).

## PENNSYLVANIA

**Aug 19 PA, Washington.** Saint Hilary Catholic Church HolyWheels Ministry Car Show. 320 Henderson Avenue. 4-7:30 pm, Deacon Jeff at 724-225-1425 x 402 or [jhisrst@stjameswashpa.org](mailto:jhisrst@stjameswashpa.org)

**Aug 24-26 PA, Carlisle.** Corvettes at Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Aug 27 PA, Sharon.** 2nd annual "Gemutlichkeit Auto Show." Apollo Maennechor Club - 391 Dock St. 11a, 2!pm David Gloss, [dgloss@davidgloss.com](mailto:dgloss@davidgloss.com)

**Sep 3 PA, Bristol.** 10th Annual Nirvana Family Fitness Center Car Show. Nirvana Family Fitness-1222 New Rodgers Road (Rt. 413 one light south of I-95 interchange) 9am-3pm. All years, makes, & models welcome. Bobbi (h) 215-752-0484, C) 215-820-3276 or [movin'onkruzers@inbox.com](mailto:movin'onkruzers@inbox.com), [www.movinonkruzers.com](http://www.movinonkruzers.com)

**Sep 9 PA, White Haven.** White Haven 2nd Annual Car Show. Lehigh Park. 9am-3pm. [www.whitehavenchamber.com](http://www.whitehavenchamber.com)

## TEXAS

**Sep 17- 21 TX, Fredericksburg.** Chrysler 300 Club International Inc., 52nd Annual Fall Meet. The Inn on Baron's Creek- 308 S Washington St. [www.chrysler300club.com/](http://www.chrysler300club.com/) Randy

Thorne 509-388-1929, [eothorneiii@yahoo.com](mailto:eothorneiii@yahoo.com)

## 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](mailto:yenko66@cox.net). Facebook: Virginia Vair Fair, [www.virginiavairfair.com](http://www.virginiavairfair.com)

**Aug 20 VA, Sterling.** Car & Motorcycle Show & Cruise-In. Calvary Temple Church. 1-4pm. [www.cavalrytempleva.org/events](http://www.cavalrytempleva.org/events), [abecker@swordofthespirit.org](mailto:abecker@swordofthespirit.org), <http://finishtherace.org/carnews.html>

**Sep 9 VA, Virginia Beach.** 12th Annual AOH Car Show. Catholic High School - 4552 Princess Anne Road. 7:30am- 3pm. [www.spd1aoh.org/carshow.html](http://www.spd1aoh.org/carshow.html), [aohcarshow@gmail.com](mailto:aohcarshow@gmail.com)

## WASHINGTON

**Aug 26 WA, Tacoma.** RADwood Tacoma. Griot's Garage. [www.radwood.com/schedule](http://www.radwood.com/schedule)

**Aug 26 WA, Port Townsend.** 34th Annual Port Townsend Kiwanis Classic Car Show. Memorial Field - 550 Washington St. 8am-3pm. [www.ptkiwanis.org](http://www.ptkiwanis.org)

**Aug 26 WA, Tacoma.** 45th LeMay Annual Car Show. Marymount Grounds. 9am-3pm. [www.lemaymarymount.org](http://www.lemaymarymount.org) | [info@lemaymarymount.org](mailto:info@lemaymarymount.org) | 253-272-2336

## WISCONSIN

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

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

**Aug 19 WI, Bellevue.** Dorsch Ford Car Show. Hwy. 43 @ Hwy JJ. 9am-3pm

**Aug 19 WI, DePere.** Rock the Dock Car Show. Voyager Park - 100 Williams St. 11am-5pm

**Aug 19 WI, Pittsville.** FunFest Car Show. Dexter Park - Hwy. 80 @ Hwy. 54. 9am-3pm

**Aug 20 WI, DePere.** Immaculate Conception Car Show. N5589 Hwy. E. 10am-2pm

**Aug 26 WI, Center.** Y-Go-By-Bar Car Show. W4506 Hwy. S. 9am-3pm

**Aug 26 WI, Necedah.** 20th Annual Olden Days Car Show. W5606 Shrine Road. 11am-3pm. Jennifer 608-853-0739, [www.oldendayscarshow.com](http://www.oldendayscarshow.com)

**Aug 26 WI, South Milwaukee.** 25th Annual CHEATERAMA Hot Rod and Kustom Show. Gates open at 9am. [ryan.cross@global.komatsu](mailto:ryan.cross@global.komatsu) or 414-510-5437.

**Aug. 26 WI Eagle River.** 43rd Annual Car, Truck & Motorcycle Show. Downtown. Registration 7 - 9am. Show 9- 3pm. Preregister at 715-479-6400.

**Aug 27 WI, DePere.** Shriners Brown County Fairgrounds Car Show DePere, 8am-2pm

**Aug 27 WI, Green Bay.** Poms Tire Car/Truck/Cycle Show. 1129 Main St 9am-3pm

**Aug 27 WI, Milwaukee.** Nascar Craftsman Truck Race Milwaukee Mile

**Sep 2 WI, Marinette.** Moose Club Car Show. N5233 Nettleton Rd. 7am-3pm

**Sep 4, WI Merrill.** 44th annual Lions Car Show at Merrill Festival Grounds. 8am-3pm. 715-536-1372

**Sep 9 WI, Omro.** 39th Annual All Pontiac & GMC Show. Scott Park 515 East Main Street. Sponsored by the Badger State Chapter of POCI. Vehicle registration 8am. Todd Zimmerman 920.889.0895 [tazimmy@aol.com](mailto:tazimmy@aol.com) Derrick Hottenstine 920-284-6938 [varsityglfr2@gmail.com](mailto:varsityglfr2@gmail.com) Dick Boneske 920-450-1040 [bocoogto@charter.net](mailto:bocoogto@charter.net)

**Sep 9 WI, Crivitz.** Gateway Bar Veterans Car Show. 706 N. Hwy 141. 8am-2pm

**Sep 9 WI, Crivitz.** Gateway Bar Veterans Car Show. 706 N. Hwy. 141, 8am-2pm

**Sep 9 WI, Oneida.** Rez-Rides Car Show. VFW Buiding - 2980 E. Service Rd. 7am-2pm

**Sep 9-10 WI, Beaver Dam.** Dodge County Swap Meet & Car Show. Show on Sunday only. [dodgecountyclassics@gmail.com](mailto:dodgecountyclassics@gmail.com), [www.dodgecountyclassics.com](http://www.dodgecountyclassics.com), 920-210-1216 Doug

**Sep 12-16 WI, Manitowoc.** 59th Annual Studebaker Drivers Club International Meet. Hosted by the Wisconsin Region-Studebaker Drivers Club. Manitowoc County Fairgrounds, 4921 Expo Dr, Manitowoc, WI 54220. Must be a member of the Studebaker Drivers Club, Avanti Owners Association International and/or Antique Studebaker Club to attend

25th Annual

# Greenville Swap Meet

Sept. 14-16, 2023

- Free Admission
- Parking - \$5.00

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

**Car Show & Car Corral**

Spaces \$30 & \$35

\$5 price increase after August 28

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E-mail: [reg.gvlswpmt@yahoo.com](mailto:reg.gvlswpmt@yahoo.com)

website: [www.greenvilleswapmeet.com](http://www.greenvilleswapmeet.com)

47th Annual

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**SUN, SEP 17, 2023 8am-4pm**

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40th Annual

## The Hill & Valley Antique Auto & Americana Show

Saturday, September 16, 2023

**Baer Park in Cross Plains, Wisconsin**

- Antique Cars, Trucks, and Tractors
- Early Americana Demonstrations
- Model T Assembly
- Pancake Breakfast
- Free Sweet Corn
- Free Admission for Spectators
- \$10.00 Auto Registration

Featuring a 22 mile tour through our beautiful hills and valleys.

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events Sept. 12-15; Sep 16 is open to the public. [www.sdcmeet.com](http://www.sdcmeet.com), [steve.kanter13@gmail.com](mailto:steve.kanter13@gmail.com)

**Sep 15-17 WI, Elkhart Lake.** Ariens Art on Wheels Vintage Weekend featuring VSCDA. Road America. 800-365-7223, [www.roadamerica.com](http://www.roadamerica.com)

**Sep 16 WI, Menominee Falls.** Menominee Falls Historical Society Classic Car Show. Old Falls Village Park - N96W15791 County Line Road. 10am-2pm. [www.oldfallsvillage.com](http://www.oldfallsvillage.com), [mfhistory@yahoo.com](mailto:mfhistory@yahoo.com), 262-347-3901

**Sep 16 WI, Oconto.** Oconto-Fly-In Car Show. 2983 Airport Rd 9am-4pm

**Sep 16 WI, Sturgeon Bay.** Harvest Fest Car Show. downtown 8am-4pm

**Sep 17 WI, Marion.** St Mary's Church Car Show. Hwy. 45, 8am-2:30pm

**Sep 17 WI, Pulaski.** Pulaski Car Show. Polka Grounds - 429 E Pulaski St. 9am-3pm

**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](http://www.madisonclassics.com)

## AUCTIONS

### AUGUST

**Aug 17-18 CA, Monterey.** Broad Arrow Group Monterey Jet Center Auction. [www.broadarrowgroup.com](http://www.broadarrowgroup.com)

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

**Aug 17-18 CA, Monterey.** Hendricks Collection Sale. [broadarrowgroup.com](http://broadarrowgroup.com)

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

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

**Aug 25-26 GA, Hartwell.** Rockabilly Auction Co.'s 2-Day Grand Opening Auction. Live and Online. 76 Ulyanovsk Street. 770-652-8075, [www.rockabillyauction.com](http://www.rockabillyauction.com)

**Aug 26 WI, Wautoma.** Yoder Classic Car Auction. N2494 Yoder Lane. Wayne 920-295-2644, Heater 920-240-9185, [www.yodersold.com](http://www.yodersold.com)

**Aug 26-27 WA, Tacoma.** Lucky Collector Car Auctions LeMay Sale. Marymount Grounds. [www.luckyoldcar.com](http://www.luckyoldcar.com)

**Aug 31-Sep 2 IN, Auburn.** Destination Auburn. 260-925-6789, [www.worldwideauctioneers.com](http://www.worldwideauctioneers.com)

### SEPTEMBER

**Sep 2 MT, Billings.** 11th Annual Montana Classic Car Auction. Metra Park Expo Center. 9am, Classic Car Auction Group [www.classiccarauction.us/](http://www.classiccarauction.us/)

**Sep 2-3 UK, Hampshire.** The Beaulieu Sale. [bonhams.com](http://bonhams.com)

**Sep 6-9 IA, Anamosa.** John Parham Estate Collection. National Motorcycle Museum. [www.mecum.com](http://www.mecum.com)

**Sept 8-9 IN, Evansville.** Fall Wolfe's Collector Car & Memorabilia Auction Event. 2229 South Kentucky Ave. 812-425-4576 [www.wolfesaa.com/](http://www.wolfesaa.com/)

**Sep 9-10 UK, Chichester.** The Goodwood Revival Sale. [bonhams.com](http://bonhams.com)

**Sep 12 ONLINE.** Tom Schmidt Collection Project Cars & Pickups Auction. Bidding closes September 12th 10am CT. Tom 402-432-4216, [www.hprealty.net](http://www.hprealty.net)

**Sep 16 KS, Kansas City.** Gigantic Auction. 315 S 118th. 10am Sebree Auction LLC 816-223-9235 [www.kansasauctions.net/sebree](http://www.kansasauctions.net/sebree), [lynnesebree@yahoo.com](mailto:lynnesebree@yahoo.com)

**Sep 16-17 ID, Rathdrum.** Roy Langlitz collection sale. [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com), 605-201-7005, 507-673-2517

**Sep 20-23 TX, Dallas.** Mecum Dallas Sale. [www.mecum.com](http://www.mecum.com)

**Sep 23 IA, Corning.** The Sorenson Collection. [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com), 605-201-7005, 507-673-2517

**Sep 22-23 NY, Saratoga Springs.** 7th Annual Saratoga Motorcar Auction. 518-401-5180, [www.saratogamotorcarauction.org](http://www.saratogamotorcarauction.org)

**Sep 28-29 PA, Carlisle.** Fall Carlisle Collector Car Auction. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, [www.carlisleevents.com](http://www.carlisleevents.com)

**Sep 28-30 LA, New Orleans.** Barrett-Jackson's New Orleans Auction. New Orleans Ernest N. Morial Convention Center. [www.barrett-jackson.com](http://www.barrett-jackson.com), 480-421-6694.

**Sep 29 RI, Newport.** The Audrain Concours Auction. [bonhams.com](http://bonhams.com)

**Sep 30 IA, Corning.** The Sorenson Collection. Live and Onsite. 605-201-7005, 507-673-2517, [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com)

**Sep 30 WI, Wrightstown.** FallFest Car Show Mueller Park - 600 Washington St. 9am-2pm

**35th Annual  
Saukville in September  
Sunday, Sept. 10, 2023  
Rain Date Sept. 17, 2023**

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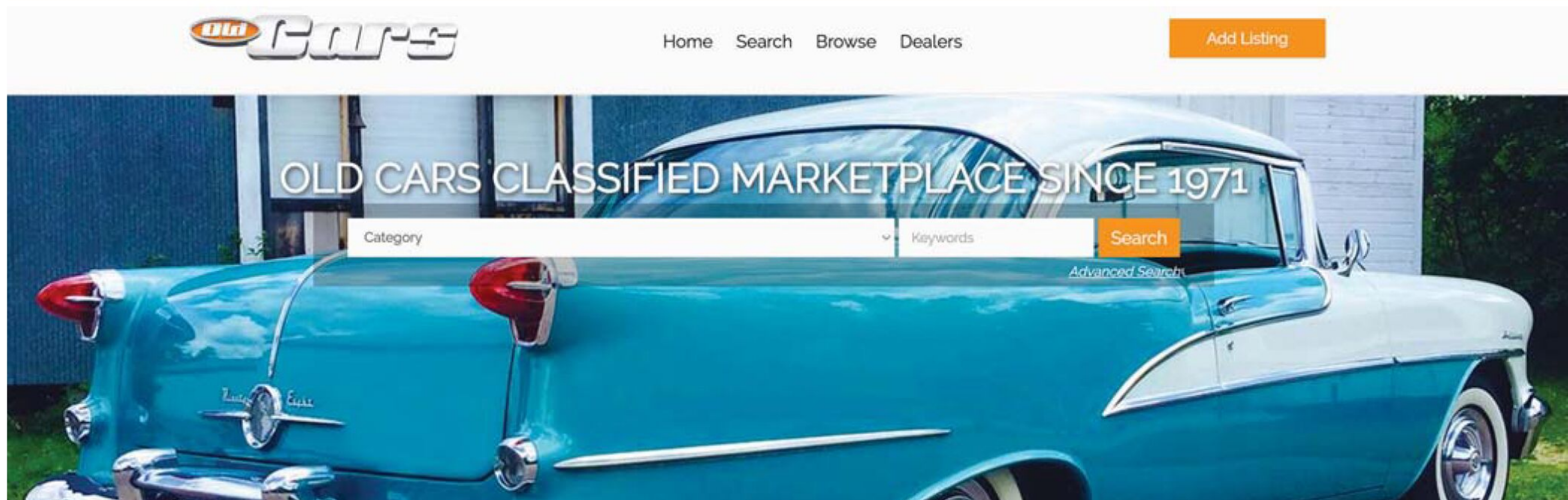
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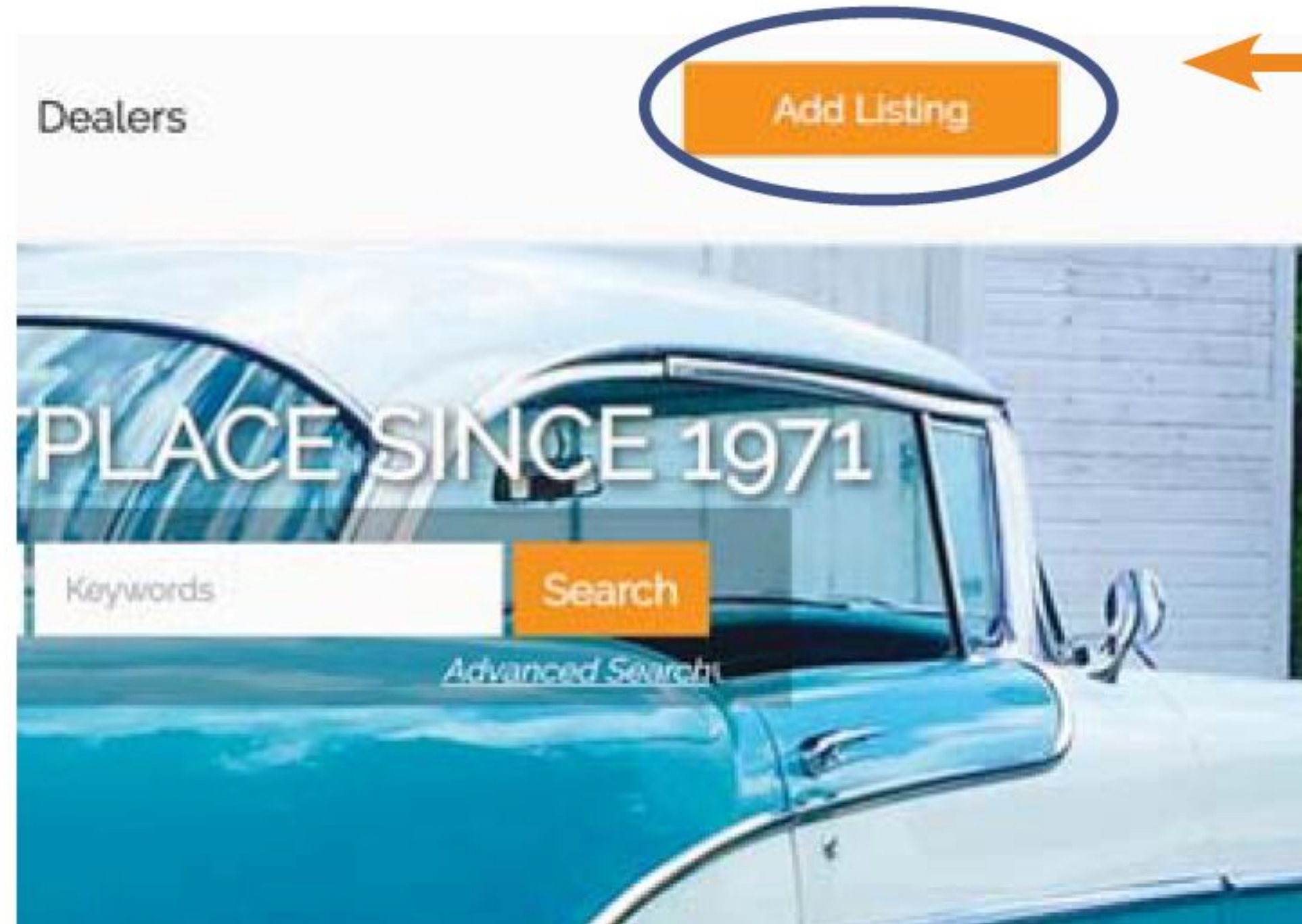


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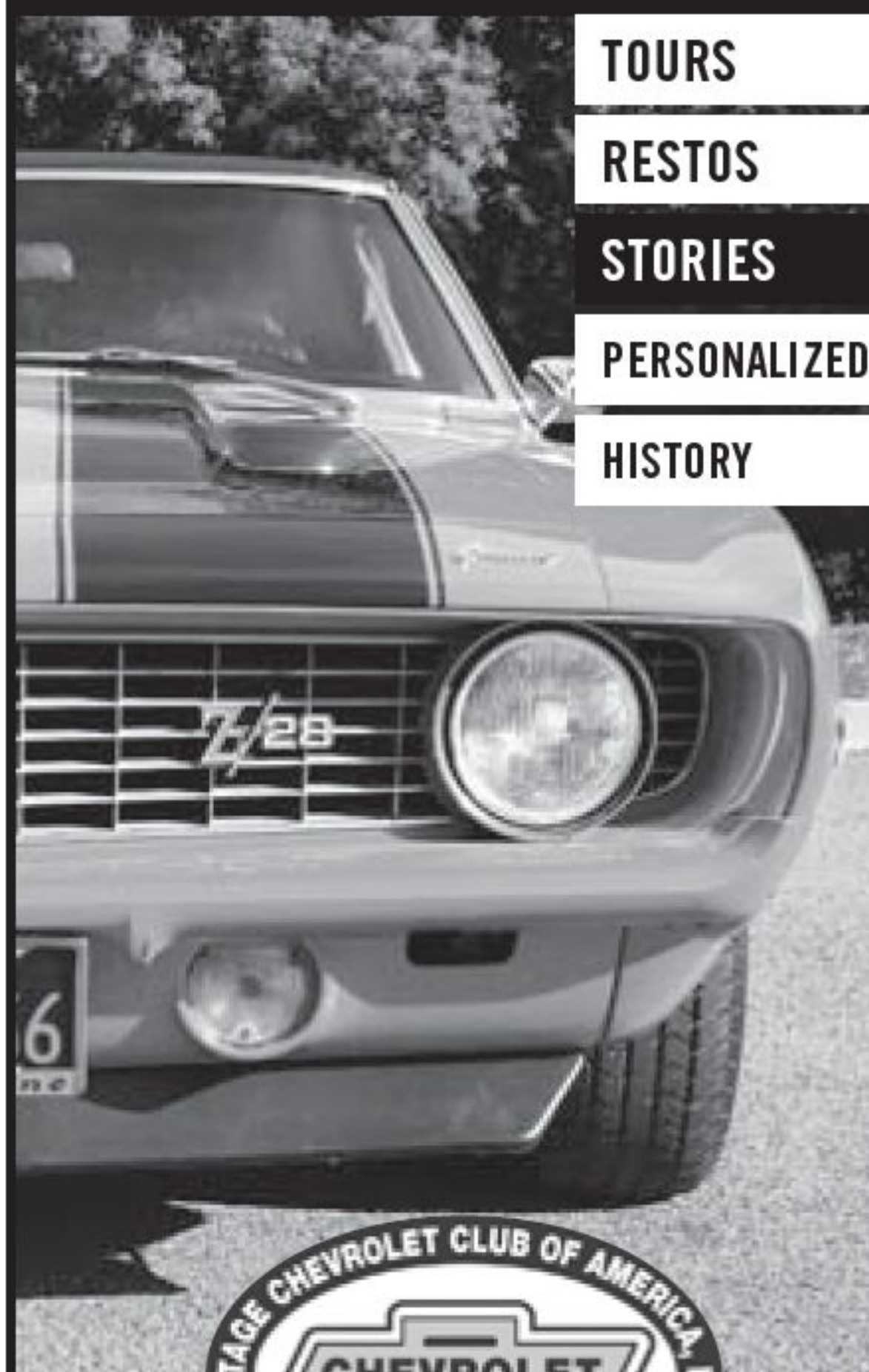
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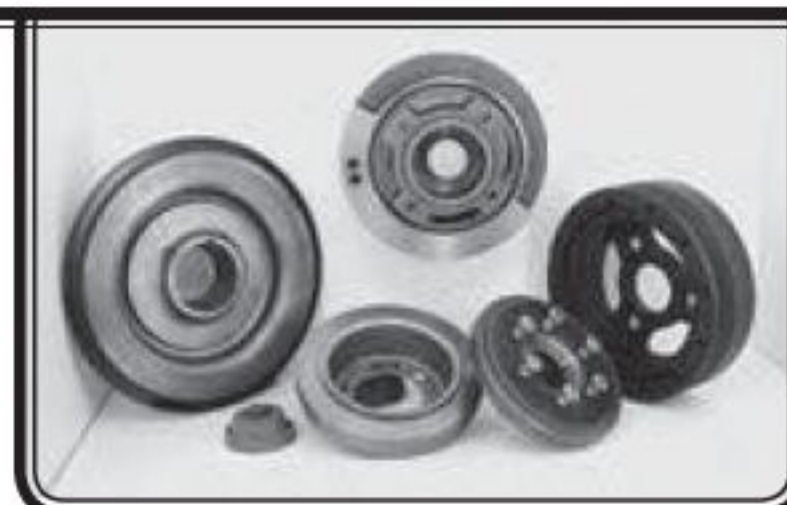
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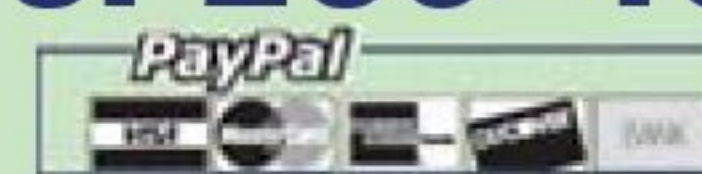


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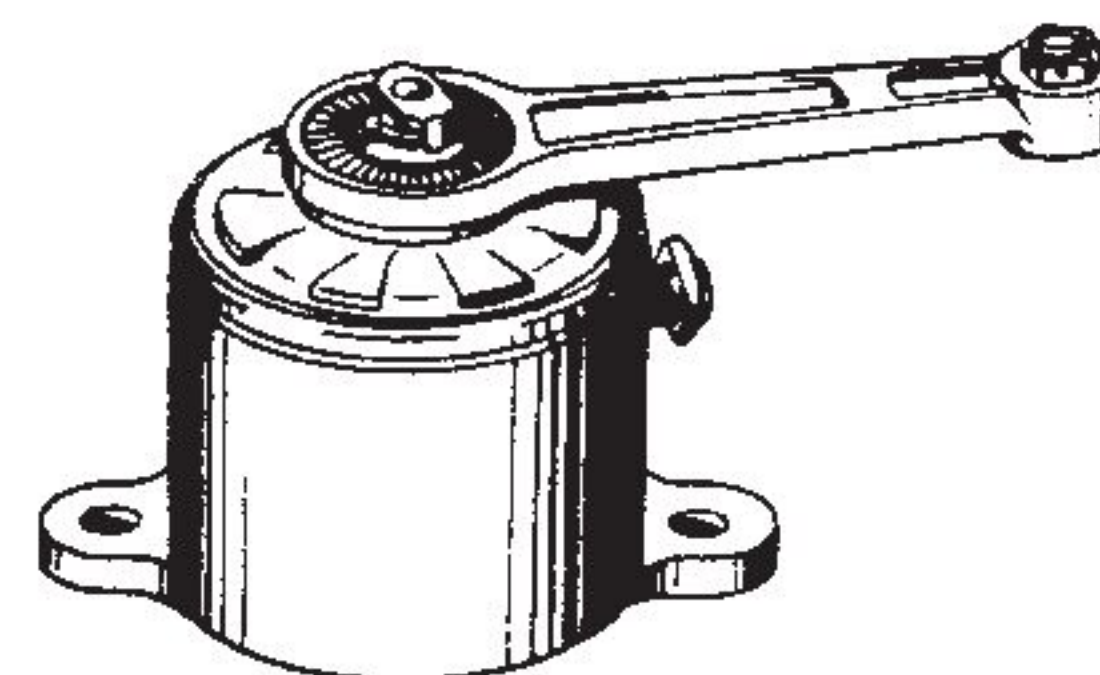
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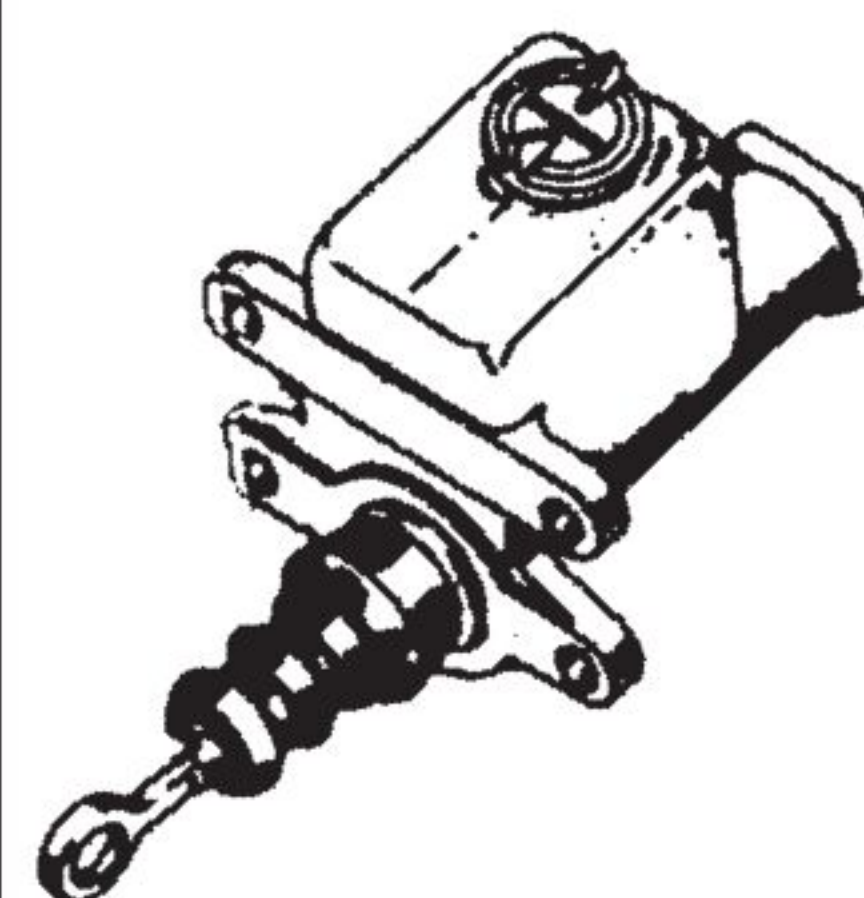
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