

Old Cars

Vol. 52, No. 18 | September 15, 2023 | www.oldcarsweekly.com

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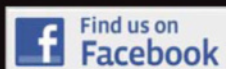
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Continuous improvement

A phrase that *Old Cars* contributor Al Rogers and I often discuss with each other is “continuous improvement.” For Al, the phrase goes back to his days working at Ford Motor Co., where he worked on the quality control of paint, among other things — including work that saw him help prepare Ford plants during changeovers (Fun fact: Al was one of the people in charge of setting up the Wixom, Mich., assembly plant for production of the Ford Thunderbird and Lincoln LS when they bowed for the 2002 model year).

That phrase which Al continues to use from his years of helping build new cars can translate to other aspects of work and life. He and I use it when we’re discussing how to constantly improve every aspect of *Old Cars*, from better paper and printing to better writing and photography. We as vintage vehicle collectors can carry over the theory of “continuous improvement” in the construction of new cars and trucks to the continuous improvement of restoring or simply maintaining old cars and trucks.

This past summer, I’ve been working to continuously improve not just *Old Cars*, but also our old farmhouse and old vehicles. If you’ve been reading this column lately, you’ve heard about some of the improvements I’ve been undertaking on a 1991 GMC Suburban. I’ve repainted the roof, tuned it up and worked on detailing the interior. The cosmetic work followed some mechanical work that my friend, Josh Mihna, finished last summer. The mechanical work was done to keep it reliable, of course, because I really enjoy driving it. The cosmetic work wasn’t just for my benefit, however, it was for the sake of my step kids. Being teenagers, they are more sensitive to the appearance of the vehicles they drive than a middle-aged guy like me, who’s just happy when a crusty old vehicle runs. My oldest stepson in particular seems to have taken a liking to the well-traveled Suburban, and I hoped to keep him interested in the truck by continuously improving it for him. It was going well until he used it to move off to college for his freshman year.

Last weekend, he started off on the 100-plus-mile trip to college. The loaded-down Suburban got him and his dorm furniture to his new school, but on the way home to return the truck, he called to report that it had begun smoking — bad. Using the Jetsons-like Facetime technology on our smartphones, I determined the smoke was coming from a leak at the rear transmission seal. After I guided him through checking the transmission fluid, topping off the fluid and then letting the transmission cool before driving it again, the Suburban carried him to his new home for the school season.

It’s frustrating when you think you have continuously improved a vehicle to the point that it’s “dialed in,” only to experience a significant setback. But then we have to remind ourselves that dealing with anything old — cars, trucks, homes, et. al. — requires continuous improvement (or at least maintenance), even if we sometimes feel a bit like Sisyphus, who was tormented by rolling a rock up a hill for eternity. (Maybe GMC should have also use the “like a rock” advertising campaign. But I digress.)

After this weekend, I have a new goal: to continuously improve the Suburban so it will reliably transport my stepson home from school next spring.



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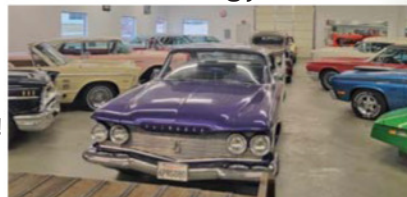
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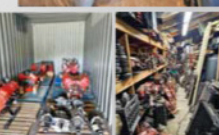
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SAT., SEPTEMBER 16TH & SUN., SEPTEMBER 17TH, 2023
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DAY 1 - SATURDAY, SEPTEMBER 16TH, 2023, 9:30AM - ONSITE WITH ONLINE BIDDING
APPROX. 125 COLLECTOR CARS - BIG BLOCK CHEVELLES, CORVETTES, CAMAROS, 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!

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

PREVIEW AND CELEBRATION OF THE ROY LANGLITZ COLLECTION

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NO EARLY PREVIEW WHILE PREPARING FOR AUCTION-THANK YOU!

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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

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.

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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 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:

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Remembering Pat Chappell

I apologize for being negligent in informing you that my wife, Patricia E. "Pat" Chappell, of Hockessin, Del., passed away on April 21 after a long illness. Pat was a Chevrolet journalist who submitted many articles to *Old Cars* from 1975 to 1998, including her "Speaking of Chevys" column, which she wrote for many years. The highlight of her career was her book "The Hot One: Chevrolet 1955-1957." Pat was well known in the antique car hobby and was one of the few female members of the Society of Automotive Historians (SAH).

Freelance automotive writing was Pat's vocation since 1974, when she started research for "The Hot One, which was published in 1977. In 1990, she compiled "The Standard Catalog of Chevrolet 1912-1990, published by *Old Cars*' parent company. In 1991, she served as one of three contributing authors for Publications International Ltd.'s "Chevrolet Chronicle." She frequently contributed to more than two dozen automotive publications over two decades and served as a consultant for shows and video production companies.

Pat and I regularly attended events in our 1955 Chevrolet Bel Air Sport Coupe, 1956 Nomad and 1959 Impala convertible. Those events included Carlisle, Hershey and the St. Ignace, Mich., auto show.

Pat joined the SAH in 1976 and quite coincidentally received membership number 283, which she found appropriate since it represents the cubic-inch displacement and horsepower of a memorable 1957 Chevrolet fuel-injected engine. She

also served on the SAH Publications Awards Committee in 1992 and 1993.

Pat considered herself "a serious automotive historian" and enjoyed the friendship and fellowship of automotive writers, historians and "old car" enthusiasts in general. She is quoted as saying, "These are some of the best friends I have ever had!"

Richard W. Chappell, Hockessin, Del.

Tucker experience launches questions

Thank you for printing Bob Tomaine's article on the 75th anniversary celebration of the Tucker 48 that was held at the AACA Museum. It answered a lot of questions that I've had ever since becoming a Tucker follower as far back as the 1960s.

I am glad the Swigart Museum's "Tin Goose" was there to allow folks see some of the subtle differences there are between the prototype and the 50 production models. Having had the good fortune to do some work on the "Tin Goose" 10 years ago, I discovered two items that Preston Tucker wanted his Tucker 48 to have, but didn't make it.

While cleaning up the spare wheel, I discovered it had a 13-inch, one-piece cast rim with a 7:50 tire. After removing the full-disc wheel covers that were attached to the rims via a black adhesive, I found the other four wheels were also the same as the spare. Were these made by Halibrand? Best I could tell, they seemed to be made of magnesium. "EX 20002" was engraved on the inside of the rim.

See **SOUND YOUR HORN**, page 78

Reader Wheels



Reader J.W. Magner owns this interesting one-of-a-kind AMC. "In 1964 American Motors VP of styling created a Tarpon concept car. The Tarpon was created from the American platform to compete with the new Mustang pony car," Magner writes. "The Tarpon made a splash at the New York Auto Show. The Tarpon never went into production for two main reasons: the AMC president decided he wanted the car bigger, and the current AMC's V-8 would not fit under the hood. AMC brass decided to build the Marlin instead on the bigger Classic platform. The Tarpon show car was destroyed.

"Two brothers in the New York area created a [copy] of the original 1964 Tarpon concept car from a 1966 American Rogue convertible and 1965 Marlin parts cars. The 1966 American was chosen [since] the current AMC V-8 would fit. This 1966 Tarpon



concept is equipped with a 343, 4-barrel engine and a four-speed manual transmission and painted in the same red/black combination as the original Tarpon concept."



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The Scoop



Hobby News & Views

Fall Carlisle gears up for another big bash

CARLISLE, Pa. — Thousands of car enthusiasts from around the world will again descend on the Carlisle Fairgrounds Sept. 27 through Oct. 1 for Fall Carlisle, one of the biggest collector car events in the country and the annual wrap up to the Carlisle Events calendar.

More than 8,000 vendor spaces will be filled with an endless array of car parts, accessories, collectibles and flea market



2001 Callaway C12R Corvette

treasures. The event also features a huge car corral, where hundreds of vehicles will be for sale by owner. There will also be a display of Antique Automobile Club of America (AACA) cars near the stage, and a Women's Oasis with vendors and artisans selling crafts, jewelry, clothing and other non-automotive goods.

A two-day collector car auction from Carlisle Auctions will also be part of the weekend festivities. Bidding will begin both days at noon. More than 400 vehicles are expected to be up for bids, led by award-winning 1955 and 1970 Chevrolet Corvettes.

For a full schedule of events and more information, visit www.Carlisleevents.com.

Carlisle display will honor Reeves Callaway

CARLISLE, PA – Since August 1982, Corvettes at Carlisle has showcased some of the top 'Vettes ever built. This year's event, scheduled for Aug. 24-26, will honor Corvette supercar builder Reeves Callaway, who died July 11.

While Callaway Cars have designed, developed and manufactured high-performance product packages for cars, pickup trucks and SUVs, they made possibly their biggest splash with Corvettes. Along with enthusiast-built rides, they also added their touch to a trio of Corvettes with a history tied to the famed 24 Hours of Le Mans, the theme of this year's Chip's Choice display. As part of the Callaway honors, Corvettes at Carlisle will feature all three Callaway Corvettes (two Corvettes, one "Callaway C7R") that raced at the famed track. To be displayed together for the first time ever will be

Reader Photo



There are plenty of folks around these days who would love to get their hands on a 1937 Ford in this kind of shape. Coy Thomas shares this photo of a happy gentleman and his new Ford — we don't know who he is or where this photo was taken, but he looks pleased with his purchase, and rightfully so.

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silver 1997 Callaway C7R; a red, white, and blue 2001 Callaway C12R; and a silver 1994 Callaway LM #001.

The first-time-ever showcase of the three cars is made even more special by their lineage and history. The '96 Callaway C7R was a completely new, purpose-built car that carried on the visual tradition of design by Paul Deutschman and was offered in a limited production series of two. This one was Le Mans prepared, but failed to qualify for the race. The '01 C12R competed at Le Mans in 2001, sat on the GT2 pole, and led its class for a period of time. Unfortunately, it logged a DNF due to an engine issue. Its visit to Carlisle marks the first time it's ever been showcased in the United States. The '94 LM #001 car earned pole position in GT2 with Boris Said as the driver. #011 led its class, but was snake bitten with a DNF. In '95, the car, known as Frieda, entered again and earned 2nd in the GT2 class and 9th overall.

More information is available at www.CarlisleEvents.com.

Fall Jefferson in Wisconsin gears up for year 46

JEFFERSON, Wis. — The 46th annual Fall Jefferson Swap Meet & Car Show will be held Sept. 22-24 at Jefferson County Fair Park in Jefferson, Wis.

The featured vehicle will be all Chevrolets; however, all makes and models of show vehicles are welcome.

The Madison Classics Fall Jefferson Car Show and Auto Swap Meet is one of the largest car shows in the Midwest. The swap area boasts thousands of car parts and dozens of car accessory vendors. For those looking to buy or sell cars, the Cars for Sale Corral is stocked with hundreds of vehicles looking for new owners.

The car show will be held Saturday and Sunday with hundreds of show cars on hand. Dash plaques will be given to the first 200 vehicles registered. Spectator hours are Friday 10 a.m. to 6 p.m., Sat 6 a.m. to 4 p.m. and Sunday 6 a.m. to 3 p.m.

For information, visit www.madisonclassics.com.

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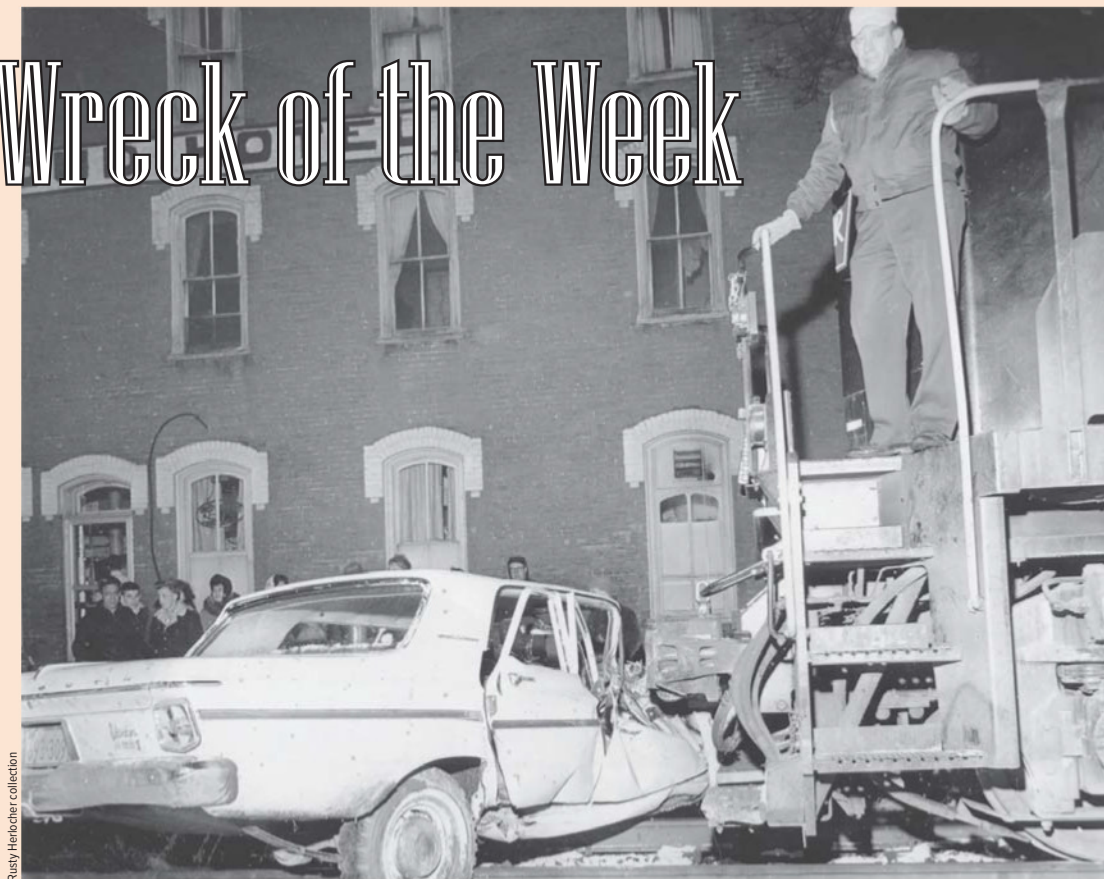


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Wreck of the Week



This 1963 Plymouth four-door sedan was pushed 300 feet by a train that was backing up. The driver admitted to seeing and hearing the signal that alerted drivers and pedestrians to a train in the process of "coupling." The driver, having lived his entire life in a small Pennsylvania railroading town, was familiar with switches and couplings, but decided to take his chances by ignoring the dangers. Although no people were injured, the Plymouth certainly paid the price for his poor judgment.

Rusty Herberich collection

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Car thief crashes, kills driver of 1964 Impala

MINNEAPOLIS – A Twin Cities man was killed in a crash while driving his 1964 Chevrolet Impala on July 18. Andrew Hyde was killed in a crash at North Washington and 21st Avenues in Minneapolis. Police say a car thief driving a stolen Hyundai collided with the Impala.

Hyde was a car lover who owned three Impala convertibles, according to a story at www.cbsnews.com.

The car thief fled the scene. Police had no other details of the incident at press time.

1937 Mercedes-Benz is No. 1 at Pebble Beach

PEBBLE BEACH, Calif. — A Mercedes-Benz roadster that was first owned by the Shah of Afghanistan — one of just three similar cars surviving today — was awarded the top prize at the 2023 Pebble Beach Concours d'Elegance on Aug. 20.

This year, 216 cars from 18 countries and 30 states pulled onto the competition field of the Pebble Beach Concours d'Elegance, and the car named Best of Show was a 1937 Mercedes-Benz 540K Special Roadster presented by Jim Patterson of the Patterson Collection in Louisville, Ky.

"This 540K balances strength with sweeping lines and style, and its history is unique," said Concours Chairman Sandra Button. "In talking with Jim about this car, I was impressed by the time and thought invested in this resto-

ration. Every piece of this beautiful Mercedes-Benz was researched so carefully to honor its history."

Prior to this win, the marques of Bugatti and Mercedes-Benz were tied with the most Best of Show wins at Pebble Beach. This win puts Mercedes-Benz in the lead, with 10 wins in total.

"In Kentucky, you know, we talk about winning the Derby. Well, there's such a thing as winning the Triple Crown," Patterson. "And so I've won this Concours twice before today. This is a Triple Crown for me."

This year's race for Best of Show featured other strong contend-



1937 Mercedes-Benz 540K Special Roadster

ers, including the Auriga Collection's 1930 Mercedes-Benz 710 SS Special Roadster, a 1932 Alfa Romeo 8C 2300 Corto Fioni Cabriolet shown care of Gregor Fisker and a 1939 Delahaye 165 Fioni et Falaschi Cabriolet owned by the Peter Mullin Automotive Museum Foundation. **OC**

Weathered Wheels



"In Hermantown, Minn., this 1951 Cadillac four-door sedan is parked in the middle of a small field," reports Steve Isola. "Front tires are flat, interior is tattered and the paint is well-weathered. These were (are) massive cars that commanded attention on the road back in the day. Those bumpers, with their large bumper guards, are legendary and often referred to as 'Dagmars.' History reports that GM designer Harley Earl came up with the conspicuous adornment. By 1958, the large bumper guards faded from favor. The tailfin on 1951 Cadillacs were still subdued, although prominent. A bonus is all the glass is good on this old classic. Will she get resurrected? No 'for sale' sign on the car, but where it is parked will surely solicit inquiries.

"It's not in bad shape for being a Minnesota car. It looks like someone tried to pry off the hood goddess and maybe even the rear driver's side door (I've never seen a sedan door bent like that

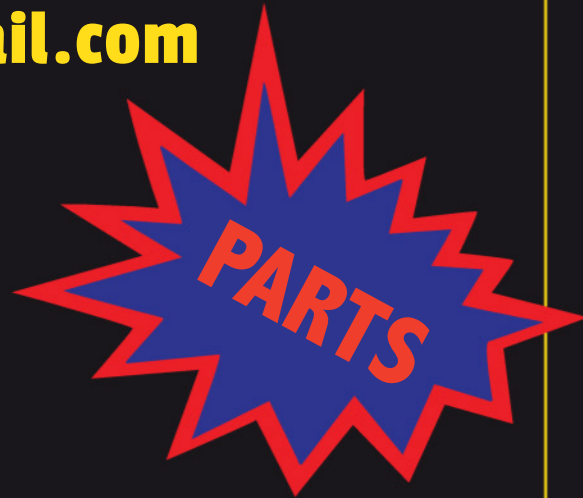


before). It has collector plates — hopefully it's just taking a short siesta in that field."



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Arizona Packard publication continues its good work

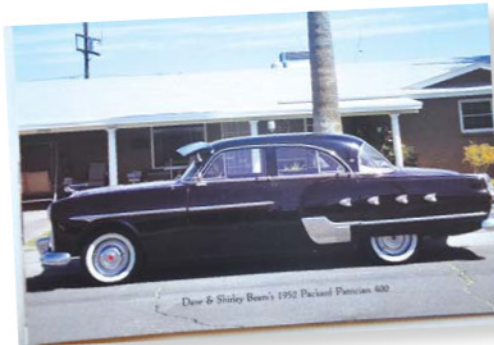
Pictures add life and color to club publications, regardless of size or page count. Good pictures gracing pages proudly elevate articles as moments frozen in time. But pictures convey much more than this.

Packardgram by Packards of Arizona, a region of Packards International (Robert McAtee, president), has plugged its favored brand and its regional club members for half a century, which is quite a feat. A consistently stellar feature of the publication is its human-interest stories accompanied by quality pictures of Packards.

Example: a recent eight-page issue displayed 29 well-chosen color photos of Packards and club members. The “people pictures” show the strength of the membership and connect the young and mature in a common bond of Packard appreciation, marked by fun activities and smiles. Above all, the publication puts famous versions of the brand’s notable grille

before the public, and also the human element of people who keep those grilles polished and proud.

Dave Beam’s fine 1952 Packard Patrician was the cover car in one recent issue. Their story, briefly yet concisely told, highlights his ownership beginning the first day of 1991. The Packard was found in an airplane hanger where it was preserved as “a proverbial barn find.” Soon Beam had it running as a daily driver. A complete front end rebuild followed. Then Beam, handy with wood, made some benches and tables for a young man starting in the upholstery business as a trade-off for interior work. A true win-win.



Car clubs strive to build character and friendships. Editor Duane Gunn promotes these virtues as an example for others to follow. Learn more about Packards of Arizona by writing to: 1531 E. Flint St., Chandler, AZ 85225 (d1gunn@yahoo.com).



Vintage ad of the week

By Old Cars staff

We have an idea of what the message is supposed to be in this wonderfully odd ad from Ford touting its new 1958 nine-passenger Country Squire station wagon. First off, there’s a couple of guys holding what look like 17-foot-long oars and acting like they are prepared to joust. In the backseat are a couple of young people who look content just to hang out in the car all day, and then in the background are a whole host of people either admiring or loading/unloading another Ford wagon ... and what’s with the big green stage its perched on?

In fairness to the Ford ad folks, many car ads from the ’50s made little sense, but they were sure fun to look at. The people in this ad are so goofy, and the scene is so puzzling, that it almost takes away from the cars, but somehow we dig it anyway.

The advertisement tells us nothing about the Country Squire and has no real sales pitch. But if you wanted to haul some 17-foot oars around, the big Ford wagon was the clear choice.



Q. This picture was taken in the late 1940s. I'm wondering what model of car this is, and what is that thing on top of the roof? I've been to hundreds car shows and I have never seen one.

Don Cass, via e-mail

A. It's surprisingly easy to date the car, as Chrysler Corp. brought out completely new bodies on all four passenger-car lines for 1939: Chrysler, De Soto, Dodge and Plymouth. It was the final step in expunging the unpopular Airflow designs of 1934-'37. Although very advanced from a technical standpoint, the "form follows function" nature of the Airflow resulted in a frontal aspect that can best be described as a "blunt instrument." Both Chrysler and De Soto had Airflow models for 1934. Chrysler hedged its bets with a "conventional" Airstream model, but poor De Soto was left with only Airflows, and suffered in sales as result.

Chrysler had hired Raymond Dietrich as Director of Styling in 1932. One of his first jobs was to put a "beak" on the front of the 1935 Airflows to make them look more mainstream. De Soto was given an Airstream model in 1935, and discontinued Airflows after 1936. Chrysler attempted one

last hurrah with the Airflow in 1937 before retreating into Airstreams entirely in 1938.

In a full turnaround for 1939, Chrysler brought out a full corporate line of all-new Dietrich-designed bodies. Much has been made of General Motors' "common body" program, in which structures of several sizes were shared across the five-marque range. Each make, however, used division-specific sheet metal, so that the "stature" of any GM car was immediately recognizable.

Chrysler Corp. didn't have the corporate might, or money, to do this. As a result, the cars had a clear family resemblance, from Plymouth through Dodge, to De Soto and finally Chrysler (Imperial was a Chrysler model, not yet a nameplate on its own). Designer Dietrich came up with a whole new family of Chrysler Corp. cars for 1939. Engineer Carl Breer, writing in his memoir "The Birth of the Chrysler Corporation and its Engineering Legacy," noted with some distaste that Dietrich was consumed with "roundness," as he called the new contours. They were new and up-to-date, however, and were popular with the public.

For reasons not apparent, the "new" 1939 MoPars had just one year on the

market. The 1940 models were re-designed yet again. The car in your photo is unmistakably a 1939 model. It's difficult to tell which make it is, since most of the exterior tell-tales (grille and trim details) are obscured by the people in the foreground. From the location of the hood release handle, barely visible at lower right, I think it's a Dodge.

The blimp-like item on the roof is puzzling. I have a vague recollection of seeing something like it in the past. I think it might be a radio antenna. By this time, other makes were using header-mounted antennas, though usually of an extending rod configuration that could be lowered onto the center windshield molding. Readers, what does it look like to you?

Q. [Regarding bumper fillers (Aug. 1 Q&A)], maybe this is what Fernand G. Cou-lombe is looking for: <https://replica-plastics.com/product-category/buick>. I bought a rear bumper filler for my 1978 Buick Electra from some other company 10 years ago, perhaps Replica Plastics: <https://replica-plastics.com/product-category/buick/>. At that time, I thought there were two other companies selling them. Each company used a different material, like vinyl vs. PVC or something. I have never been able to find rear bumper fillers for 1989-1996 Buick Century station wagons, and I need two or three of those. I was thinking of making something out of vinyl siding.

Jim Bihari, via e-mail

A. Thanks, Jim. If you come up with a vinyl-siding solution, be sure to let us know. **OC**

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

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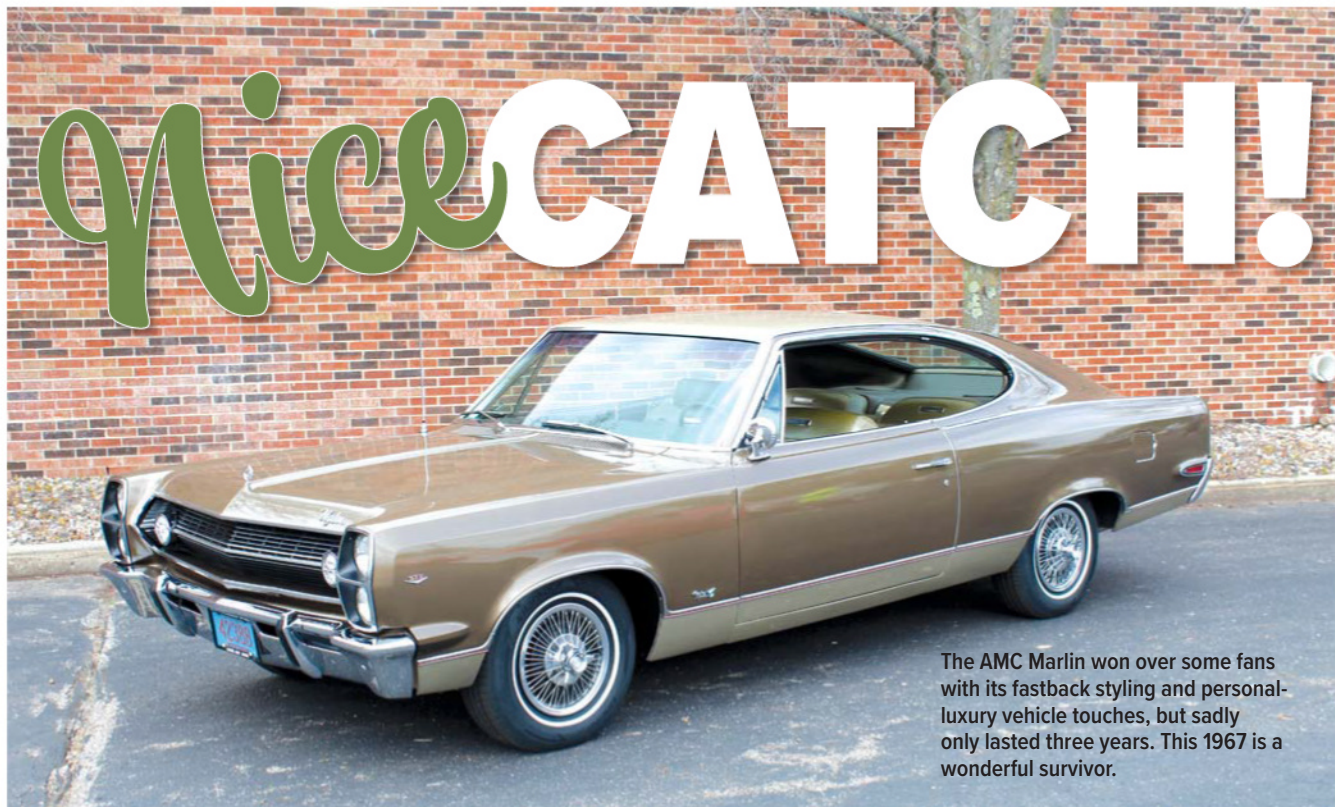


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The AMC Marlin won over some fans with its fastback styling and personal-luxury vehicle touches, but sadly only lasted three years. This 1967 is a wonderful survivor.

1967 Marlin has been a bargain for AMC fan Bob Wunrow

STORY AND PHOTOS BY BRIAN EARNEST

Bob Wunrow still feels a touch of guilt when he recalls buying his lovely 1967 AMC Marlin from the original owner many years ago. He didn't mean to fleece the little old lady who was selling the car. It sort of happened by accident.

"When I saw it for sale, she said she wanted \$350 for it, and I said, 'Oh, \$350?' thinking that wasn't very much," recalls the resident of Wisconsin Rapids, Wis. "And she said, 'Well, I'll take \$300 then.' Then I couldn't get my money out fast enough!"

Even though the car had some rust issues and was going to need some work, Wunrow was thrilled with his low-budget purchase. He is a true AMC enthusiast and the perfect second owner for a car that was obviously loved and cared for by the woman who drove it home from the dealer showroom.

Before he got the car home, though, Wunrow had to make a promise. "When I came back to get it, there was a note on the car that said, 'Bob, when you restore this car, please bring it back and show me.' I had told her I was going to restore it, because there had been a couple holes in the front fender and some rust problems. It needed to be restored."

It took a while, but Wunrow held up his end of the bargain.

"It was almost seven years to the day," he says. "I called up the number not knowing if she was still alive, and the husband said, 'Yes, she's still alive, and she keeps asking, "When is that fella gonna bring back my Marlin and show it to me?"' When I came over, there she was, still in the same house, and he wheeled her out and she was on oxygen and everything, and she was so happy to see it. We opened all the doors and trunk and everything, and she said it looked like brand new. I was really happy I got to show it to her. Then I read in the paper a few months later that she had passed away ... but for several years after, I would always see her husband around and he would look at it."

By the time Wunrow adopted the Marlin, he was already a confirmed AMC fan. The Kenosha plant where the cars were made was only about three hours from his home, and Wunrow became hooked on them at a young age.

"My first car was a '68 Ambassador, and I sold it when I bought my new '77 Hornet AMX, which I still have," he says. "I loved that Ambassador so much

that I wanted another one, and I then I saw the Marlin, and I always loved the Marlin, too. This is built on an Ambassador frame, and the front is like an Ambassador, so I just got hooked on that ... I always liked the Ambassadors, and when I was a kid, I spent my summers in Kenosha, and my uncle worked for American Motors and that was the first time I saw a Marlin."

Uncharted waters for AMC

American Motors Corp. was venturing down a new path in 1965 when the company launched its mid-size Marlin hardtop coupe. At the time, the company rarely strayed from its blueprint for building small, practical, inexpensive compact cars.

This Marlin was something completely different — a curvy, handsome blend between a family car and the sports and muscle cars of the era. It was hard not to compare it to the Charger with its calling-card fastback roofline, although the Marlin's fastback roofline predated that of the original Charger, going back to AMC's 1963 *Tarpon* show car. Where the Charger quickly became known

as a muscle machine, the Marlin was something of a “tweener” — which should have made it appealing to different audiences, but instead probably hurt sales in the long run.

“Seeking a corner of this market untouched by the competition, AMC emphasizes Marlin as a sports-personal car for the entire family,” *Motor Trend* magazine opined. “This isn’t quite the contradiction in terms that it seems, for the head of the family spends a fair part of the day alone in the car. It is the only sports/personal car capable of transporting six adults, so a family with several children does not have to be a 2-car family, though it probably will be anyway.”

For 1967, the Marlin was bigger and smoother looking, and the wheel-base grew by half a foot to 118 inches — sharing the same platform as the Ambassador. The hood was longer, the rear fenders featured a “Coke bottle” profile, and the lines of the Marlin were very Charger-like.

There were smoother body sides, a new rectangular gas filler door and Rally lights incorporated into the grille. Side marker lights could be seen on the trailing edge of the rear fenders, just ahead of the wraparound rear bumper ends. A full-length lower body molding followed the pattern seen on Rebels, arching over both wheel housings. The round medallion was removed from the trunk lid for 1967. The forward edges of the front fenders were decorated by V-shaped badges.

The cars came with one of three base engines: a 199-cid six-cylinder rated at



The “Typhoon 343” with a four-barrel carburetor was at the top of the engine option list in 1967. It produced a more-than-respectable 280 hp from 343 cubic inches.

128 hp; 232-cid six-cylinder rated at 145 hp; and a 287.2-cid V-8 — called a 290 by AMC — rated at 200 hp. Buyers who wanted most gusto could upgrade to a four-barrel 290 rated at 225, or a 343-cid V-8 rated at 235 hp for the two-barrel or 280 hp for with a four-barrel.

A three-speed manual transmission was the base offering. Adding overdrive was a \$115 upgrade on the Marlin. Bench seats were standard, and you had to pony up about \$280 extra if you wanted buckets and a center console.

Other noteworthy Marlin options included Adjust-O-Tilt steering, cruise control, 8-track stereo, air conditioning, electric clock, tachometer and vinyl upholstery, which was actually a \$15

up-charge. The base factory price for the six-cylinder Marlin was \$2,668. The 290 V-8 was about 100 bucks more.

Along with its sloping rear profile, perhaps the Marlin’s most distinctive feature was its tiny trunk lid. The curved deck lid was squeezed between the two large taillamp assemblies and below the huge rear window, leaving plenty of room inside for cargo, just not much of an opening to get at anything.

For all its sporty styling cues and sleek silhouette, the Marlin probably rode and handled more like a big ’60s cruiser than a performance car. Measuring more than 201 inches from tip to tip and weighing more than 3,300 lbs., it was not a bantamweight machine.



LEFT: The Rally lamps in the grille and stacked headlamps were very 1963 Pontiac Grand Prix-esque, but still remained sporty and luxurious looking in 1967. RIGHT: Long ago, Wunrow hooked this NOS hood ornament at his local AMC dealer.



The tail of the Marlin was certainly one of the memorable designs of the decade, with its narrow trunk opening, unique taillamp design and fastback profile it shared with the Dodge Charger.

In the end, only 17,419 Marlins rolled off the assembly line, including just 2,545 of the 1967 versions. In a tale that was similar to a lot of models made in the AMC family from the late 1950s through the early 1970s, the Marlins just never quite had enough corporate stability and enough marketing push to last very long.

"They stopped production on Dec. 31 of 1966. When 1967 started, they had already ceased production of the '67 Marlins," Wunrow pointed out. "The Javelin was coming out and they were going to save their money for that, I guess. According to [the local dealer],

this was the only '67 Marlin he ever sold. He only got one in and that was it."

44 years and counting...

Other than some rust issues on the front half of the car, Wunrow says his Marlin wasn't a particularly difficult restoration project. The car had 88,000 miles and had suffered some of the ravages of Wisconsin winters, but mechanically it was excellent and the interior was like new.

By far the biggest challenge was figuring out what to do with the rocker panels — or lack thereof.

"The rocker panels were completely

rustured off. There were no rocker panels. Behind the wheels, it was actually gone," Wunrow chuckles. "I used to work at Freeway, and there was a guy that worked there that was a good punch-press, metal-bending man, and it was hard to find panels and stuff, so he actually restored it for me. He actually made the rocker panels for me. He restored a lot of cars ... Nowadays, you can probably find the replacement panels, but back in 1985, there wasn't much. He said he could do all that and repaint it. It was probably a good deal — he charged me \$700 in 1985!



ABOVE: The Marlin ID badge was found behind the front wheel openings.

LEFT: The split folding front seat helped make the two-door coupe a reasonably practical family car, although the pristine original interior in this car has rarely seen any backseat passengers.

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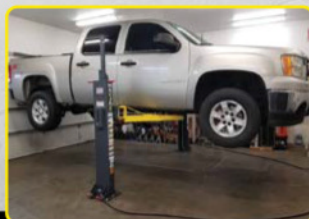
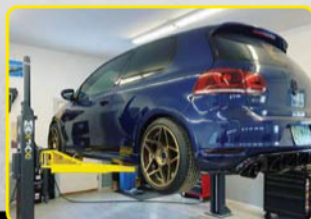
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“He painted the car, put all the metal in there. I bought the fenders, so he didn’t have to do those. The interior is basically the way I bought it. We never had to do anything with the interior. It’s like the back seat was never sat in, and the front was good.”

Wunrow kept the original two-tone color combination of Yuma Tan and Stallion Brown. Almost all of the trim pieces are original, too. “I never replaced any of the trim work. Luckily, it’s not bad. Little by little, I did find things like NOS taillights and NOS headlights and directional lights ... bumper guards It didn’t have a hood ornament when I bought it, so I got that. The local dealer, Johnson & Sons, they actually had a hood ornament in their inventory. I couldn’t believe it.”

As Marlins go, Wunrow’s car was definitely on the fancy side. It had almost every available AMC option at the time, including air conditioning, tilt steering, power windows and a tissue dispenser.

“I did some research and there are only about 5 percent of these cars that had the power lift windows. You don’t see many AMC cars from the ’60s with power windows,” he says. “It only has a headrest on one side .. that’s apparently how they ordered it, with just one headrest. And it does not have cruise control. That’s of the few options it doesn’t have. It’s got an AM radio. It’s a 343 four-



Options abound in the fully loaded cockpit, including air conditioning, tilt steering, power windows and a tissue dispenser.

barrel, high-compression. And AMC didn’t call it Positraction, they called it “power twin wheels.” At a red light, if I wanted to, I could really smoke the tires, because they both turn at the same time. It does have power. And, of course, it has the dual exhausts, being a V-8.

“But I really drive it like an old grandpa. I don’t think I’ve heard that chirping sound in quite a few years,” he chuckles.

Wunrow put new tires on the Marlin this year for the first time since 1987 – the same year he got married. “This was our wedding car!” he says. “I bought new tires for it when we got married, and they were still on it until

recently, and they didn’t look too bad.”

Wunrow says his son has already called dibs on the car someday, so it’s highly unlikely the Marlin will be for sale again anytime soon – if ever. It’s lasted 44 years with its second owner, and is an orphan that clearly landed with right forever home.

Like the original owner, however, Wunrow does have one request.

“I told my son there’s one that he can’t do to it: he can’t put any loud mufflers on it,” he laughs. “When I will it to him, it will have stock mufflers on it, and when he owns it, he can’t change the mufflers on it and make it loud.” **OC**



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BY GERALD PERSCHBACHER LL.D.

Packard Starts Truckin'



The words "Save a Freight Car" were painted on the traditional radiator of this Detroit-made Packard truck, circa 1908-1909, judging by the frontal design and fenders. Packard issued 137 three-ton trucks during the period, each powered by a four-cylinder engine based on the 1906 Model S.

The name "Packard" was not only used for cars. A fine line of trucks over the years into 1923 were fielded under the same grand name.

It was not unusual for a car maker to offer a line of trucks early in the 20th Century. To build a truck meant the vehicle was strong, reliable, very roadworthy (at slower speeds, of course) and a performer in getting goods to their destinations. For Packard, building a truck would further add to its reputation as building strong, reliable, roadworthy passenger cars. Besides, offering a line of trucks opened another field of sales.

Trucks often began at car companies as converted touring cars with rear beds to carry necessary parts along or from the production line. It

did not take much time for vendors to see those vehicles and request their own. Packard trucks slowly caught the attention of business insiders after the company moved to Detroit following the business's late 1902 reorganization. Most early versions were considered good if they delivered a speed of 12 mph. Of course, the streets, even in an area such as Detroit, were often dirt with oil coating to compact the surface while keeping dust to a minimum. Few people considered making hard-surfaced byways since most traffic involved horse-drawn wagons. A surface too hard could cripple a horse during long, hard service. Similarly, dirt streets offered a degree of cushioning to the truck with hard-rubber tires, to its driver and to potentially breakable

stock being delivered. As surfaces were hardened with cobblestone or brick, trucks gained more widespread demand while neiging "Old Dobbin" slowly faded into history.

As World War I began to rage in Europe during 1914, Packard trucks were ordered for military service. In 1916, Packard trucks aided American troops countering the militaristic outlaw Pancho Villa of Mexico, whose incursions with bands of fighters into Southeastern states brought fear and havoc to the area. Packard head Henry B. Joy, with a corps of Packard trucks, even joined in the hunt. By the time the United States entered the European fray in 1917, trucking became a necessary part of Packard's progress to help Uncle Sam. Inter-

estingly, Joy — who masterminded Packard's move to Detroit and set out to earnestly create a large production facility for luxury cars of that brand — stepped down from his association as board chairman in 1917 and enlisted in the Army Signal Corps until his discharge in the summer of 1918. By then, Packard trucks had left an indelible mark beyond the soldiers who served among them, and not only domestically, but especially in Europe. This fame would boost Packard recognition among the European public. Again, reliability and sturdy service emblazoned the impression.

Good as trucks sales were, the truck was perhaps too utilitarian a thing to

trigger awe and inspiration in the Packard name. By the time the Packard Twin Six gained high esteem for the maker from 1916 to 1923, trucks seemed less interesting. More factory energy and costs were put behind the making of fancy and distinguished motorcars than heavy haulers. Added to this was an intrigue with air transport. Aviation and even motorboat production gained the attention of the next generation of Packard leaders, headed by Alvan Macauley and his chief engineer, Jesse Vincent. Potential buyers also found those inventive efforts tickled their imagination much more than trucks.

The notion of a Packard truck, however, did not fade completely. On occasion, old Twin Sixes were retired

by owners and were bought for a song. Truly, people of wealth did *not* wish to be seen in a “used” car. It was below their dignity. Hence, creative sorts sometimes obtained and re-purposed a number of those graceful limousines, coupes and tourings and changed them into transporters of goods. Packard dealers occasionally transformed old Packards into truck-like service vehicles for their operations.

While the era of new Packard trucks ended in 1923, their image of yeoman service lingered in the minds of aging men and women whose recollections would extend into succeeding decades, when “remember when” stories were told about the growth of motoring. **OC**

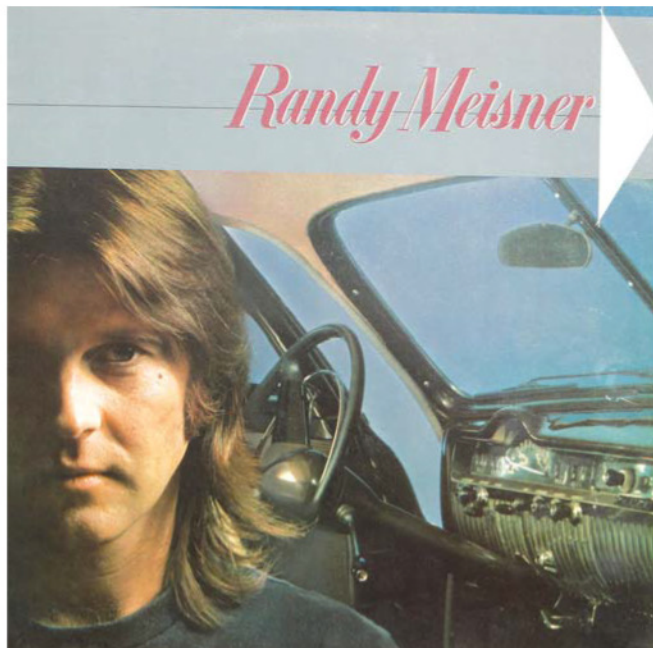


Licensed for street use for 1911, this Packard-made hauler is of an earlier vintage. Signage indicates it was made by the “Packard Auto Company,” and there are indications the Warren, Ohio, cradle of Packard made a few such specialty vehicles. During 1911, this Packard truck was used in the Detroit metropolitan area.

Randy Meisner was a car guy

Remembering an Eagle who enjoyed the drive

STORY BY JOHN LEE



Randy Meisner's first solo album featured a photo layout of his emerald green 1950 Mercury coupe (above and below right).

Randy Meisner, a founding member of famous Eagles band, and who died on July 26, was celebrated by musical colleagues and reviewers alike for his “celestial tenor” voice, performance on rhythm guitar, and songwriting contributions to the band.

He was also a car guy. After all, who else but a passionate driver could write the lyrics, “Put me on a highway, show me a sign/And take it to the limit one more time...” for his signature solo on “Take It to the Limit.” The record became a million-seller, reached No. 4 on the Billboard chart and became a regular encore at live Eagles performances.

The Eagles’ music was all over the radio in the 1970s, and I was a fan while completely unaware of the connection I had with the band.

In 1977, I had gone back to my high school hometown of Scottsbluff, Neb., to photograph antique cars that Tom Donahue’s late father had collected, and others that he had added to the collection. One afternoon, when we had finished for the day, Tom said, “I was thinking of driving up to Mitchell (about 10 miles) to see Randy Meisner’s cars. Do you want to ride along?” Would I like to see a batch of old cars? He certainly didn’t have to ask twice!

As we drove up U.S. 26, I noticed a small stack of record albums on the pickup seat between us and asked, “What’s with these record albums?”

Tom replied, “Oh, those are my sister’s. She wanted me to have Randy autograph them.”

Time for my top query of the day: “Who is Randy Meisner?” I asked innocently.

Tom replied, “He plays bass guitar with the Eagles.”

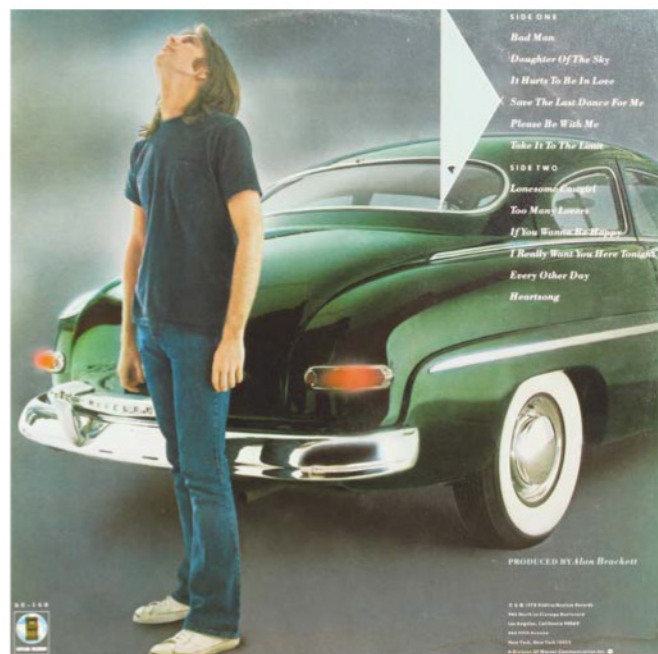
I had no idea who the members of the band were, let alone the fact that one of them had graduated from the same high school I had only six years behind me.

We found Randy tinkering with his BSA motorcycle in the backyard of the big two-story Victorian house he lived in with his wife and kids. I would find out much later that he had recently left the Eagles and was spending time back on home turf with his family. We became acquainted over glasses of iced tea, and Tom asked Randy if he would be willing to let us see his cars.

Down on Main Street, Randy opened a door in the back of a small business building that was crowded with seven or eight cars: a Hupmobile and a couple Model A Fords, and I don’t remember what else, because my full attention was grabbed and held by a gorgeous 1950 Mercury Club Coupe. It was restored to original and finished in a deep emerald green, and the rear quarters were left skirtless to reveal more of the 5-inch-wide whitewalls wrapped around smooth chrome hubcaps and wheel trim rings. With so many of this model having been customized over the years, and not always well done, it was refreshing to see such a fine stock restoration. Randy also reportedly drove a well-done 1955 Chevrolet Two-Ten two-door sedan in high school that was mildly customized with radiused rear wheel openings, a louvered hood and yellow paint.

Soon after our visit, the musician moved back to Los Angeles and recorded his first solo album. Simply titled “Randy Meisner,” it came out in 1978 featuring a stunning photo layout of the emerald-green Mercury. I snapped up a copy immediately.

The artist released several more solo albums and CDs and toured as Randy Meisner and the Silverados — perhaps another automotive reference? He was present with the Eagles in 1998 when the band was inducted into the Rock & Roll Hall of Fame. **OC**



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IOLA 2023

Wisconsin show has a record-breaking year with 134,000 visitors

STORY AND PHOTOS BY OLD CARS STAFF

By all accounts, the 2023 Iola Car Show in Iola, Wis., was a barn burner. Attendance at the July 6-8 event reportedly squeaked past the 134,000 mark, according to show officials. The show car areas were, indeed, bursting at the seams, with vehicles displayed in the traffic rows between the regular show car spaces as officials looked for places to park owners' vehicles on Friday. According to Iola Car Show Executive Director Joe Opperman, this year's show was unique for more than its attendance record.

"Honestly, I think this show had a very different feeling to it, and I really don't expect to ever feel this good about how a show went ever again for a bunch of reasons," he said. "The weather was perfect so the crowds were huge, word really got out about the show and the theme with the '50s was good."

"During the absolute busiest time on Friday, I had a chance to walk through the grounds and observe the show. I have never seen that many people at so many places. Volunteers were offering great service with a smile, and there was a sense of peace and calm and happiness, and I think that has to do with the current state of the world. Everything is so politically polarized, and this was almost like a vacation or reprieve from all of that. People were just very happy to be together and were patient and kind. It really was magic. The attitude that the participants and spectators brought was an overwhelming experience."

Opperman credited the show's 2,000 volunteers for adding to that magic, and to the many celebrities who met with participants during the show.

"The ('50s) theme, the 'Vice Grip Garage' feature was really, really good — that was super well received," Opperman



Iola welcomes many finned MoPars to its annual show. Featured several years ago in *Old Cars* as a barn find, this 1957 Chrysler 300-C owned by George Collar and Bob Brown made its post-restoration debut at IOLA '23.



Who says you can't drive old cars in the snow? Steve King's 1931 Ford Model A truck has been fitted with a period Super Snow Bird snowmobile conversion.

1. Here's a new one on us — a 1957 Buick turned into a gasser. The well-patina'd Riviera was blown with headers to ensure it had snarl to match its looks.
2. For the ambitious LaSalle restorer, one swap meet vendor offered this 1938 coupe for \$2,500, or best offer, as well as front fenders for Series 50 and Series 60 for \$2,000 each.
3. A treasure hiding toward the rear of the car corral was this rare 1965 Buick Riviera Gran Sport equipped with the Super Wildcat 465 V-8 engine (360 hp, 425 cid) sporting dual four-barrel carburetors. The seller stated it had only 35,000 miles, but this GS deserved a full-blown restoration. The asking price was \$25,000. A quality restoration could bring its value into six figures.
4. One swap meet vendor offered most of the main body parts to build a Model T truck (obviously some assembly required).



man said. “Jerry Mathers was another slam dunk for the core older crowd. Little things, like the Festival (grocery store) Big Cart, and the monster trucks gave families and kid something to be entertained with. We had a little something for every category and age group, so there were a lot of things to be happy about.”

For 2023, the Iola Car Show boasted 2,257 show cars, about 3,900 swap meet spaces, 1,265 campsite reservations and a sold-out car corral. Past numbers have indicated that the swap meet and car corral were trending downward, but Opperman said this year saw a “big rebound of both the car corral and swap meet.

“The swap meet is something that, if you would have asked me five years ago what our numbers would be this year, I would have said 3,500, because of the overall trajectory and falling vendor inventory, and this year was a sold-out swap meet,” Opperman said. “They ended up reselling some swap space for no shows or sell-outs. It was a kind of testament to the group that manages that area.

“The car corral we restricted and changed the layout, because that has been holding on really well considering you can go on Facebook Marketplace and

5.



5. Real steel, Henry Ford fenders for a 1932 Ford “Deuce” were offered for \$1,850 each. The hard-to-find fenders appeared straight, solid and without cracks.

6. A pair of blue '40s coupes were offered by a swap meet vendor. The 1947 Chevrolet was marked sold by Friday, but the 1941 Ford in the background and priced at \$26,500 remained available.

7. Full-size 1970 Chevrolet station wagons are rarely seen today, yet we spotted two for sale at Iola. This green Kingswood with a two-barrel 400-cid V-8 was the more presentable of the two, but it appeared to have some body filler in the rear fenders. The asking price was \$24,000, but the seller was willing to negotiate.

6.



7.



list things for free — that had 120 more cars than we had last year.”

Opperman said the Iola Car Show staff anticipated the car corral would be smaller than in past years and this year it widened the aisles to create “luxury lanes” to ease pedestrian traffic, and it also enlarged each car corral space. However, the influx of car corral entries for 2023 required the grounds crew to add temporary fencing to create more space for more vehicles, because the car corral was oversold by the time the drive-ins arrived. Opperman said “it was a great shock to me” and the car show staff will reevaluate the car corral layout for next year.

The Iola Car Show campground is almost an event within itself, with many dedicated campers who annually return for the unique “event within an event” experience. Opperman said one particular hurdle at a past show turned away some campers, but this year the campground made a big comeback.

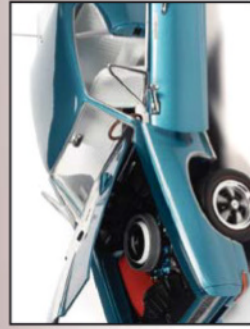
“The campground was probably at an all-time high — probably about 100 more spaces than the previous year — and again, we have been investing in improvements out there to make that

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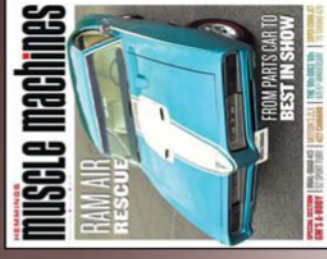
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8. This swap meet vendor spoke MoPar, as evident by the 1969 Dodge Super hood with the Ramcharger "ram air" air cleaner setup priced at \$3,500.
9. New at IOLA '23 was "The Yard," an assembly of parts in the swap meet that were scoured from the now-closed salvage yard adjacent to the Iola Car Show grounds. It opened on Saturday morning for shoppers to peruse.
10. Among the offerings at "The Yard" was this *Old Cars* 1972 Chevrolet Suburban bought new by the publication's parent company and driven to car shows until it spun a bearing around 250,000 miles. It was then junked, only to be retrieved from it in 2023 and offered by the Iola Car Show. The Suburban and several other vintage vehicles from the Iola salvage yard were offered for sale during IOLA '23 in a silent bidding process. The purchaser of this very rusty Suburban had family ties to previous *Old Cars* staff and saved the painted "*Old Cars*" panels as garage art.

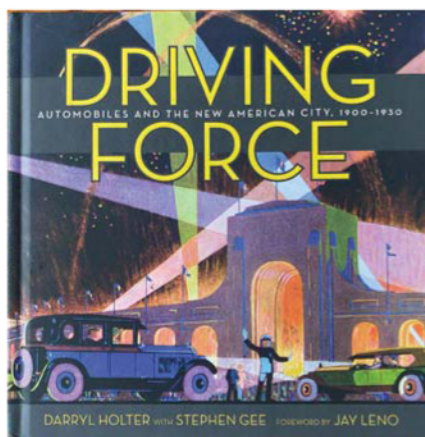
a really good environment. "Several years ago, we had problems with the showers — people were getting cold showers and we just couldn't get them fixed before the show. That really cost us some people. Some people left because of a bad experience, and now we have a new group of people discovering the show and enjoying the show and we're seeing new families starting this as a new tradition."

The staff of the Iola Car Show is already gearing up for next year's event, which will be the 52nd annual. While the staff is still working out the specific details, the general theme for the 2024 event will be muscle cars. Watch for show updates at www.iolaoldcarshow.com.

Until then, the Iola Car Show is hosting The Rally, a cruise on Sept. 16 from the Iola Car Show grounds to the Menominee Casino Resort. Learn more at the car show's website or call 715-445-4000.

The *Old Cars* staff was at the 2023 Iola Car Show photographing many show cars and trucks for upcoming articles, so keep your eyes on these pages for highlighted feature vehicles. **OC**





Driving Force: Automobiles and the New American City, 1900-1930

Darryl Holter and Stephen Gee bring to print a story that is somehow overlooked in the history of the automobile: the incredibly important role of the automobile dealership. Holter is uniquely poised to tell this story: an historian by schooling and career and then an automobile dealer by trade, he was thrust into the world of car sales when he took over the famous Felix Chevrolet, Los Angeles' oldest automobile dealership. It was through his work at Felix Chevrolet that he was offered the archives of the California New Car Dealers Association that provided first-hand information of how early California car dealers, particularly in Los Angeles, marketed, sold and then serviced the automobiles cranked out by manufacturers. This information and more provided an outline of chapters for "Driving Force," each of which focuses on Los Angeles car sales from 1900-1930.

As Los Angeles had America's strongest appetite for automobiles, LA dealers' innovations spread throughout the industry, making "Driving Force" relevant to all automobile enthusiasts. The book's 150 vintage photos illustrating Los Angeles during the dawn of the automotive age — including LA auto shows, dealerships and more — are equally intriguing to all.

Jay Leno provided a foreword that leads off chapters covering the dealers, LA's automobile rows and retail facilities, selling new cars on credit and used cars, servicing cars and automobile shows.

To order the 224-page hardcover book "Driving Force" for \$50 from publisher Angel City Press, go to www.angelcitypress.com or call 310-395-9982.

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1950 New Yorker

STORY AND PHOTOS BY AL ROGERS

The late Robert Huelsman and his son Tom combined their mechanical know-how to transform a low-mileage 1950 Chrysler New Yorker into a mechanically sound, better-than-new stunner.

In the fall of 2002, Robert Huelsman discovered an original, low-mileage 1950 Chrysler New Yorker four-door sedan in the car corral of Fall Carlisle. The seller had recently purchased the car from the Cumberland, Md., estate of the original owner. The New Yorker had clearly been well cared for over the years, but the building in which

the car was stored for decades had an old-style heating system that operated on fuel oil. Over the years, the heater caused the New Yorker's door seals and other rubber components to dry out and deteriorate beyond repair. Although it had been appreciated, there were other signs that time had taken its toll on the New Yorker, making it the perfect example for a body-off-frame restoration in order to make it like new again.

Upon spotting the New Yorker, Robert approached the seller about buying it. According to Tom, Robert's

son, "Another person tried to buy it before my father knew it was for sale, but he couldn't come up with the funds to do it. The [seller] made the statement, 'The first person who comes up with the asking price, gets it.' My father overheard the conversation and heard the seller's bold statement. Dad approached the seller, reached into his pocket, handed him all the money he had, and asked him to give him a couple hours to come up with the rest of the money he was asking for.

"My father also told the seller, 'If I don't show up with the rest of the



money in two hours, you can keep the money I have already given you.’

“The seller agreed, and a short time later, well before the two-hour deadline, Dad had the rest of the money [and] he was the new owner of the ’50 New Yorker.”

Once Robert secured the New Yorker, he was left with just one problem — how to get his surprise purchase home.

“My father didn’t intend to buy a car at the Carlisle event, and wasn’t prepared to take it home at that moment,” Tom recalled. “After making the purchase, he asked a police officer who

was standing nearby if he knew someone who would let him store it until he could get back to Ohio, grab his truck and trailer, then make the trip back to Carlisle, Pennsylvania, to retrieve it. The police officer said, ‘Sure, you can store the New Yorker at my place.’”

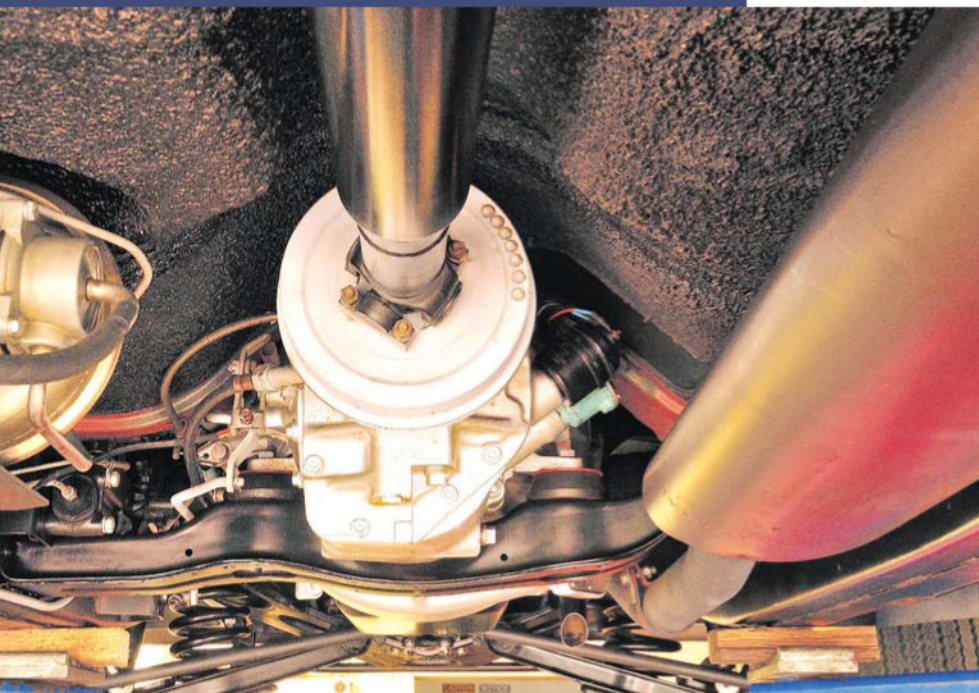
A New Yorker state of mind

While his 1950 Chrysler New Yorker purchase appeared to be an impulse buy, Robert had long wanted to own such a car. In his youth, he caught sight of a 1950 Chrysler New Yorker as it drove past him while he was working at his shop in

Chickasaw, Ohio, and immediately took a liking to it. He hit the books and read up on the car, its eight-cylinder engine and its mechanical drivetrain. After seeing one in person and educating himself on its engine and transmission, he told himself, “One day I’d like to own one.”

Developing a mechanical bend

In 1967, Robert Huelsman purchased Huelsman’s Garage from his father, Charles, and years later named it “Huelsman Automotive.” Back in 1927, Charles started Huelsman’s Garage in a lean-to structure that was attached to the



Even the Prestomatic Fluid Drive transmission case was restored to show standards, along with the rest of the chassis and engine.



For 1950, Chrysler squared off its cars' rear fenders and lowered the taillamps to the ends of the fenders.



In the last year for Chrysler's straight-eight engine, it produced 135 bhp and had 270 lb.-ft. of torque.

overhang of a local blacksmith's garage. Over the years, the business evolved, the size of the building expanded and Charles added a business partner. That arrangement lasted until 1947, when Charles bought his partner's share of the business and went solo. Twenty years later, Charles was ready for retirement and offered the business to Robert, who agreed to take it over from his father.

Robert learned much of his trade while serving in the United States Air Force where he was a highly skilled mechanic. He later passed his mechanical knowledge onto his two sons, Tom and John. Tom joined Huelsman Automotive in 1974 and John joined four years later. Under their father's mentorship, they built Huelsman Automotive into a team of highly skilled technicians. It's a family-driven operation that now includes Tom's son, Kyle, who joined the team in 2001, and John's son, Brian, who joined the team in 2005. Under the watchful eye of owners Tom and John, and with encouragement from Robert, who continued to work at the shop during the transition, Huelsman Automotive continued to grow. It is regarded as a highly successful, four-generation business that's a fixture within the community.

A long wait to restoration

More than a decade ago, I met Robert and his wife, Marlene, along with their son, Tom, and his wife, Kathy, at the Motor Muster Car Show at Greenfield Village in Dearborn, Mich., where they were debuting their freshly restored 1959 Chevrolet Impala Sport Sedan (*Old Cars Weekly*, May 21, 2015). During the Impala photoshoot, Robert mentioned the restoration of their 1950 Chrysler New Yorker was in the works, and I asked him to call me when its restoration was completed. Years later, Tom called me to ask if I wanted to see the finished '50 New Yorker. Not long after, I was heading south from Michigan on I-75 to Chickasaw, and once there, Tom told me more about the restoration process and how he and his father worked together for more than a decade on the New Yorker, doing most of the work themselves.

Tom then led me to a garage adjacent to the Huelsman Automotive facility, and when we walked through the front door, I was greeted by a smiling Robert dressed in dark-blue coveralls standing next to the shiny 1950 Chrysler New Yorker. He'd been finishing up some

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Big or Small... We Welcome All!



As part of its commitment to comfort, Chrysler ensured its New Yorker interior not only provided ample space, but a great level of plushness. Note the pleasant blue colors and its many details, such as the chrome-plated handles on the front seat back, and how the striped upholstery on the armrest matches the seat material.



The chrome plating on the speaker cover, radio face and glove box door across the passenger side of the instrument panel is also original.



While the Huelsmans undertook a complete restoration of the Chrysler, the interior was so well-preserved that only the carpet and seat material needed to be replaced.

last-minute details before my arrival.

When it came time to restore the 1950 Chrysler New Yorker four-door sedan, Robert and Tom approached the project as an opportunity to work on something classic while showcasing each of their talents. Robert's area of expertise was rebuilding engines. He took great pride in his work and passed that ethic onto Tom. Both Robert and Tom have an exceptional eye for detail, which I knew from the '59 Impala photoshoot. And their New Yorker looked just as beautiful as it did when it was new, just like their previously restored Impala.

A Chrysler for comfort

In 1950, Chrysler was in the second model year of its first postwar redesign and had a not new engine in the works, but that engine — the Hemi — wouldn't be available until the next year. Until it would become Chrysler's focus, the company relied on its reputation for solid quality, riding comfort and proven inline L-head engines (the 250.6-cid six-cylinder in the Chrysler Royal and Windsor series and the 325.5-cid eight-cylinder in the Saratoga, New Yorker, Imperial and wood-trimmed Town and Country). Factory features such as "Hydra-Lizer" double-acting shock absorbers, "Cycle-bonded" brake linings and "Prestomatic Fluid Drive" transmissions made Chrysler automobiles safe and comfortable to drive, and gave the company buzz words to use when advertising them.

Chryslers might have lacked the more-adventurous styling of some of the competing automobiles of the time, but Chrysler still had plenty to boast. Thanks to company president K.T. Keller, Chrysler interior layouts focused on generous headroom (enough to wear a hat), chair-height seats and other creature comforts.

"A car of comfort, class, that's the New Yorker," wrote *Motor Trend* Editor Walt Woron after road testing a 1950 four-door sedan during a private press preview of the 1950 Chrysler.

The six-cylinder Windsor four-door sedan on the 125.5-inch wheelbase was the overall sales leader for Chrysler in 1950 with 78,199 sold. Placing a distant second in sales was the eight-cylinder New Yorker four-door, which rode the model's 131.5-inch wheelbase and sold 22,633 examples. The New Yorker series also included a club coupe, convertible, station wagon, Town and Country convertible and a Newport

two-door hardtop that debuted midway through the 1950 model year. The four-door Chrysler New Yorker four-sedan like the Huelsman car was tagged with a base price of \$2,758, and with 22,633 built, it was the most popular New Yorker body type of the total 29,335 New Yorkers produced for the 1950 model year.

The 1950 Chrysler core bodies and chassis were largely the same as in 1949, when the company introduced its first completely new automobile design after World War II. There were many new design features to distinguish the 1950 model, however. For 1950, the front grille became simpler, but was still bold by industry standards. The taillamps were placed lower on the newly squared-off rear fenders to add a sense of greater length, and the rear window was enlarged to give the rear seat occupants a larger view while allowing more light into the interior.

Under the hood, the “Spitfire” eight-cylinder engine — with its 3.25-inch bore and 4.88-inch stroke — was rated at 135 bhp at 3,400 rpm and 270 lb.-ft. of torque at 1,600 revs.

“It was not noted for its amazing head snapping or amazing acceleration,” noted Worn in his review. The 1950 Chrysler’s lack of tire burning or put-you-against-the-seat-back acceleration really wasn’t the fault of the engine. The Prestomatic Fluid Drive functioned like a four-speed semi-automatic transmission that eased into gear with smoothness and convenience, and without the snappy shifts.

Motor Trend was able to finesse the gearbox between the high and low ranges during their testing process at the track. Acceleration was clocked at 20 seconds from 0-to-60 mph, with their best time getting down to 22.3 seconds in the quarter-mile. Fuel economy was 11.34 mpg in city driving, but improved to the mid-teens during steady highway driving.

Worn reported that he found the New Yorker maneuverable for its size, with “positive stopping” from the vacuum-boosted brakes.

A New Yorker stands tall

Today, the Huelsmans’ Newport Blue 1950 Chrysler New Yorker four-door sedan performs as well as Worn’s test car did back in 1950, and it looks just as good. The paint finish is flawless, the body panels are laser straight and the blue cloth interior is eye-catching. We’ve witnessed the crowds that the car draws wherever



Flight-inspired hood ornaments were all the rage among luxury manufacturers in 1950.



The underside of the 1950 Chrysler New Yorker looks as good as its top side.

it goes, and many are impressed that the car retains much of its original factory-installed interior with only the carpet and seat material replaced.

The New Yorker’s restoration was completed by 2014, so Robert had several years to enjoy the car and the fruit of his labor before he passed away on July 25, 2022, at the age of 90. He was a member of the Chickasaw Volunteer Fire Department, the National De Soto Club, the Chrysler Restorers Club, and the Mopar Village Car Club. No doubt many of his fellow club members were impressed with his dedication for the hobby, and toward the restoration of this 1950 New Yorker that his family continues to cherish. **OC**



Taillamps were moved to the rear of the more squared-off 1950 Chrysler fenders, which added a greater look of length.



Good times keep rolling at Branson Auction

B. MITCHELL CARLSON REPORTING

BRANSON, Mo. — For 46 years, Jim and Kathy Cox have been conducting The Branson Auction in its namesake town in southern Missouri. Over that time, they've seen a number of changes, but one thing that's remained the same is that they've been congenial hosts for a rather enjoyable collector car auction. Their spring 2023 edition, held April 21-22, was no exception.

The sole speed bump was a robust thunderstorm that swept through the Branson area on the afternoon before the auction, but after that, there was lovely (albeit somewhat chilly) weather for the duration of both auction days. As the Branson Convention Center is only large enough to hold the Saturday consignments, and tightly parked in there at that, the Friday cars were largely parked just outside before being staged to cross the block in the convention center's ballroom.

After all of Friday's and Saturday's cars had crossed the auction block, the high sale among them all was a 1934 Auburn 850Y convertible sedan. The ACD Club-certified car hammered home a final bid of \$86,000 — more than enough to sell. On the opposite end of the spectrum, a 1998 Mercedes-Benz 500SL with issues stated for the top mechanism, was the lowest sale at \$1,750. Between them, 138 of the 204 automotive consignments were declared on the block to have found new homes.

Since the Branson area is a vacation destination, there are a host of things to do outside of the auction. If cars aren't your spouse's thing, there's plenty to do and see apart from the auction. Along those lines, this auction does not go very late into the day — generally each day's docket is completed by around 5 p.m. That way, those who do attend the auction can easily change gears and attend one of the host of evening shows. This is one of several facets that has kept buyers and sellers returning for 46 years. And they'll return once again on Oct. 20-21st for the fall edition of The Branson Auction.

Following are some representative examples of cars that sold:

1964 Plymouth Barracuda

2-dr fastback; **Condition #3, sold for \$9,500.** Aftermarket fiberglass hood with large scoop. Fitted with a 1970s E-body rear spoiler. Light polishing swirls on the non-stock repaint. Average-grade replating to most major chrome pieces. Engine bay is rather unkempt. Non-stock air cleaner and flex-fit radiator hoses. Seats were redone several decades ago on the cheap, now showing some seam splitting and heavier wear on the piping. Heaviest steering wheel paint wear is at the 12 o'clock position. SunPro tachometer clamped to the steering column at 12 o'clock. Stock AM radio, but modern

speakers cut into the front kick panels and rear parcel shelf. Aftermarket alloy wheels and radial tires. Hardly a Valiant effort to make this first-year Barracuda into a custom car, but at least they kept the (largely) stock 273 V-8, instead of stuffing a big-block into it.

1934 Auburn model 850Y Phaeton



4-dr convertible sedan, **Condition #2, sold for \$86,000.** The high sale of the auction. An Auburn Cord Duesenberg Club Category 1-certified car, but when it was last restored, it was given an unauthentic red paint job (albeit a rather good quality one). The chrome is starting to lose some of its sheen. Equipped with dual sidemount spare tires with

steel covers and Startix system. Older engine repaint, with the block showing some chipping and lifting from fuel. Aftermarket electrical kill switch near the starter. Minimal top weathering. Like-new red leather interior. Fully restored dashboard and gauges. Modern gauges below the left side of the dashboard and turn signal controller on the steering column. Before crossing the block, I figured that it should sell at about \$100,000. The reserve was lifted at \$81,000 and had several follow-on bids from there. With very little touch-up work, this top sale could do a little better at a more of a catalog auction. Still, it earned the top sale here.

1950 Hudson Super 6

4-dr sedan; **Condition #4, sold for \$6,400.** Claimed that the 41,731 miles on the odometer are actual from new. If true, they weren't careful miles or it wasn't cared for when not driven. Old low-quality enamel repaint, with some panels cracking and paint falling off in sheets. One of the few times I've seen a car buffed and it looks worse, as it intermittently burned through the top paint layer, and the residue wasn't even cleaned off. Various pieces of trim are missing, with mounting holes and unfaded paint showing where it was missing. All glass has some level of delamination. Optional overdrive unit and push-button AM radio. Seats are in pretty good condition with no tears or splits, yet the matching door panels have heavier water staining. New body mounts visible in the engine bay. Half of the motor is all surface rust; the other half is mostly dull paint with rust. Cataloged

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as a Wasp, but that didn't exist in 1950, and for this money, someone got stung.

1952 Studebaker Champion Starlight

2-dr hardtop; **Condition #4, sold for \$4,750.** When old car fans think of a Starlight hardtop, usually the all-new "Raymond Loewy" 1953s pop into their mind. However, this example is from the first year of a Stude hardtop, which was



also the first to use the Starlight moniker. Old masked-off repaint, which is getting dull. Left front wheel well arch has a couple of dents. Crack in the right side of the windshield, with delamination around it. All chrome is dull and pitted, except the freshly re-plated rear bumper. All stainless moderately to heavily scuffed. Serial number tag is missing. Period accessory seat covers, which look like they were painted primer gray at one time and are torn more on the passenger side than the driver side. Old engine repaint is now quite dirty. Reprint of the original order form (the supplier of the form showed a later 10-digit phone number with area code) shows the car was originally shipped to Colorado Springs, Colo., with optional Hill Holder. Overall, a bit pricey for something that really needs a full restoration, but on the other hand, this is not an easy car to find in any condition.

1966 GMC Series 4000

3-ton flatbed truck, **Condition #3, sold for \$4,000.** Our "Pick of the Sale." Sure, a mid-sized truck with a 212-inch wheelbase and 22-foot bed may not be the best choice if you have only a typical garage stall to park a collector car, but for someone with the room, this had to be the buy of the day. Used for most of its existence by an implement dealer, this GMC is powered by a diesel engine feeding a 5-speed transmission. Not the engine some would assume it to be – a two-

cycle Detroit Diesel from GMC's fellow corporate division – but a GMC unique Toro-Flow. While co-developed with GMC's gas V6es, the Toro-Flow isn't just a diesel version of the gas engine, ala Olds 350-cd V-8 turned 5.7L diesel, but specifically developed as a diesel (even if it did share the same 351 and 478 displacement as the larger two gas V6es). This flatbed has the larger of the two engines. Most tended to get swapped out due to head gasket issues, so this one is somewhat unique for still being intact. While the truck has some older rust repair under the repaint, which should be



addressed, this deserves to be refreshed and taken to a vintage truck event – or serve as a car hauler that everyone will pay more attention to than what's on the back. It also shows why we like The Branson Auction – it's diverse enough that you never really know what will show up.

1978 Lincoln Continental Town Coupe

2-dr coupe; **Condition #3, sold for \$12,000.** Optional 460-cid V-8 and cast-aluminum "turbine" wheels. Wears a better-quality trim-off base/clear repaint (since the only Lincolns with base/clear paint technology in 1978 were the Diamond Jubilee Mark Vs and the Versailles). Excellent vinyl for the landau roof. Original chrome and alloy trim are start-



ing to mute somewhat. Good door fit, but rattles a bit when latched. Recent interior reconditioning, with some embedded soiling in the carpet. At best, someone sprayed a hose over the engine a few years ago. 1978 was the first year that the 400-cid engine was made standard (having been made the only choice for California the year before). However, the 460 remained an option for one more year – and it was a very popular option in the other 49 states. Having bought a '78

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Town Car that was a little more worn than this for a tenth of what this one sold for, it shows that even these big beasts — for years all but ignored by serious collectors, making them cheap for those of us who like them — they are no longer cheap. Like just about everything.

1986 Chevrolet Blazer M1009 CUCV



2-dr 4x4 MPV, **Condition #3, sold for \$8,500.** It didn't seem like it was a few years before the pandemic that another M1009 — in better condition and more authentic — crossed this very block and sold for \$2,300. Since I drove these when I was in the U.S. Air Force, yeah, I'm kicking myself for not getting that one back then, since this price is now the new normal for what our example here brought. While stated that it has a 6.5-liter Diesel V-8, it looks for all the world like the factory-original 6.2L. Lousy door fit and overall feel of the bodywork feels downright light and tinny compared to the typical Squarebody GM of the era — or the M1028A2 I drove less than a month earlier. Homemade camo repaint, but comes off as a bit too glossy — especially the chemical-resistant paint these had when new from GM. Fantasy instructional markings in vinyl. Moderate-to-heavy front seat wear, but no tears or rips. Slight suspension lift. Sold at no reserve.

1966 Chevrolet C-10 Custom



2-dr 1/2-ton pickup, **Condition #3, sold for \$17,000.** Good quality repaint in modern base/clear maroon. Re-plated bumpers, reproduction grille and older buff-out of the body side trim. LED headlamps. Good door fit. Non-stock black velvet-like upholstery expertly fitted onto the stock bench seat. Electronic retro-looking radio feeding speakers that are fitted into modern molded kick panels made for them. Modern carpeting. Repowered by a Gen-III 350 V-8 with 4-barrel induction and tube headers. Transmission is a 4-speed 700R4,

despite a period Powerglide column shift quadrant. 1980s GM truck Rallye wheels with radials. Retaining a generally stock look on the outside, the customized Custom had little problem surpassing the \$15,000 reserve.

1966 Ford Ranchero



2-dr coupe pickup, **Condition #3, sold for \$13,500.** Powered by a 1970s 302-cid V-8 backed by the original column-shift C4 automatic. Several repaints, all approximate to the original Wimbledon White. The original black bench seat was ditched for Ford bucket seats from this era (Mustang or Bronco) and a custom center console. Dull interior plastic trim. Wiring hanging below the dashboard. Solid door fit. Early-1960s-style T-Bird Special 302 engine call-out badges added to the fenders. Helpers on the rear leaf springs. Rusty non-stock dual exhaust system. While a bit rough around the edges, this Ranchero does look pretty solid, selling in short order to a dealer.

1962 Chevrolet Corvair 95



6-dr cargo van; **Condition #3, sold for \$18,000.** Although it was not hammered sold at \$15,000 while on the block, the auctioneer interrupted the following car on the block by stating that a deal was done on the van and it sold. As such, we present it here. The repaint looks pretty decent from the top side. However, the stock truck 80-hp engine is coated with plenty of overspray and is missing the lower engine cooling ducts (more often than not, removed by folks from warmer climates who incorrectly think they cause overheating).

Powerglide automatic feeding a 3.89-ratio differential. Modern 14-inch Torque-Thrust wheels on radials. New seat upholstery with an incorrect pattern. Rear compartment in a surfing motif. Title in transit.

1952 Cadillac Fleetwood

4-dr sedan; **Condition #3, sold for \$18,500.** The story on this car is that the consignor's now-late father bought it from the original owner in 2003, then had some restorative work done on it. If it wears the original paint, it's pretty good; if it's a two-decade-old repaint, it's pretty bad. Solid bank-vault door fit that would embarrass a Mercedes-Benz S-class. Some bumper components were re-plated, but the rest of the brightwork is original and OK. Seats were redone in modern synthetic fabrics in a pattern that isn't authentic. Good original door panels. Optional power windows.

I've certainly heard this story enough times: dad has a car he cherishes, but the offspring want nothing to do with



it when he dies and only see dollar bills. They got their wish, as it got a lot more dollar bills than most here expected. A decent driver, but bought well enough.

The Branson Auction

Branson, MO

April 21-23

138 of 204 vehicles declared sold

67.6% sell-through rate

10% buyer's premium not included in results below

B. Mitchell Carlson reporting

Price/Cond

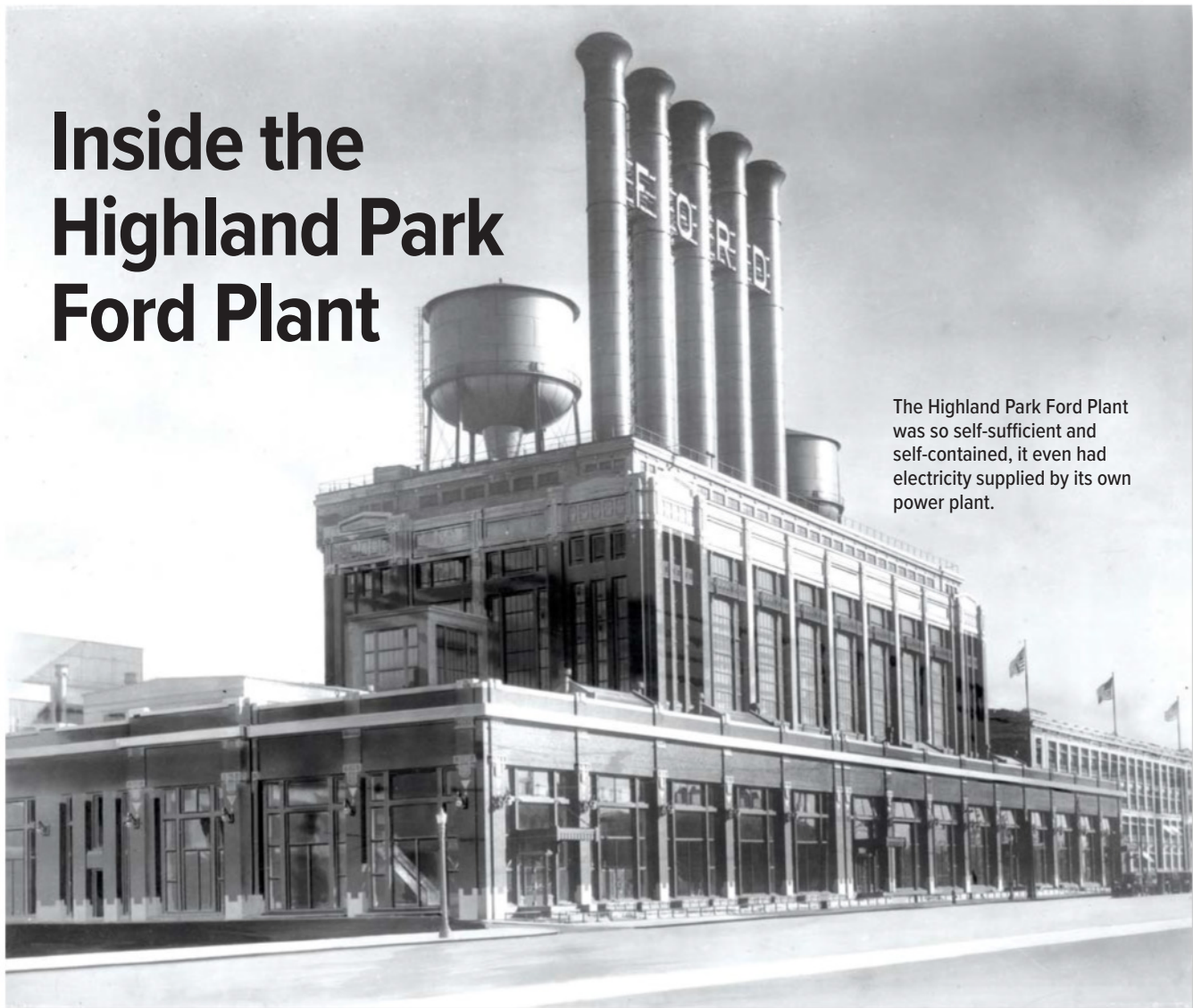
1934 Auburn 850 Y Phaeton 4d phae DSM	\$86,000	2
1991 Alfa Romeo Spider 2000 2d conv	\$6,500	3
1967 Amphicar 770 2d conv	\$62,000	3
2003 BMW Z4 2.5i 2d conv	\$4,500	3
1983 Buick Riv 2d HT	\$7,750	3
1952 Cadillac Fleetwood 4d sed	\$18,500	3
1969 Cadillac Eldo 2d HT	\$14,750	3
2002 Cadillac Dev 4d sed	\$2,800	3
2009 Cadillac XLR-V 2d conv	\$43,500	3
2010 Cadillac CTS 4d sed	\$4,900	3
1926 Chevrolet Superior 2d sed	\$5,250	4
1939 Chevrolet Master 2d sed rod	\$48,500	2
1939 Chevrolet Master Deluxe 2d sed rod	\$21,000	3
1942 Chevrolet Styleline 2d cpe rod	\$18,500	3
1956 Chevrolet Bel Air 2d conv mod	\$37,500	3
1959 Chevrolet Apache 31 2d 1/2T PU 6cyl	\$24,250	3
1962 Chevrolet Corvair 95 Corvan 6 Van	\$18,000	3
1962 Chevrolet Chevy II Nova 2d conv 6cyl/AT	\$27,250	3
1963 Chevrolet Corvair 95 Rampside 2d 1/2T PU	\$16,500	3
1964 Chevrolet C10 2d 1/2T PU mod	\$12,750	4
1964 Chevrolet Impala SS 2d HT mod	\$52,000	2
1966 Chevrolet C-10 2d 1/2T PU NOM 350cid/AT	\$17,000	3
1967 Chevrolet Chevelle SS-396 2d HT	\$47,500	2
1969 Chevrolet C-10 2d 1/2T PU mod	\$12,500	3
1969 Chevrolet Nova 2d sed mod	\$49,000	2
1970 Chevrolet Corvette 2d conv 454cid/4spd	\$43,000	2
1976 Chevrolet C-10 2d 1/2T PU mod	\$5,100	3
1977 Chevrolet C-10 2d 1/2T PU SWB	\$17,000	3
1978 Chevrolet Camaro 2d cpe mod	\$13,000	3
1979 Chevrolet Camaro Z/28 2d cpe	\$20,500	2
1980 Chevrolet Corvette 2d T-Top cpe	\$13,500	3
1984 Chevrolet Corvette 2d cpe	\$5,400	3
1984 Chevrolet K-10 Scottsdale 2d 1/2T PU 4x4	\$18,250	3
1986 Chevrolet M1009 2d 4x4 SUV military spec	\$8,500	4
1986 Chevrolet El Camino 2d cpe PU	\$6,500	3
1987 Chevrolet Corvette Callaway 2d conv	\$21,500	3
1987 Chevrolet Monte Carlo SS 2d cpe 15K Mi	\$25,500	2
1990 Chevrolet 1500 Silverado 4d 1/2T PU Ext Cab	\$9,500	3
1991 Chevrolet Camaro RS 2d conv	\$4,250	3

1992 Chevrolet Camaro RS 2d fbk	\$9,900	3
1993 Chevrolet C10 Silverado 2d 1/2T PU	\$14,000	3
1993 Chevrolet Corvette 2d cpe	\$14,500	3
1994 Chevrolet S-10 Blazer 2d 4x4 SUV	\$4,000	3
1997 Chevrolet 1500 Silverado 2d 1/2T PU Ext Cab	\$9,500	3
1997 Chevrolet Silverado 2d 1/2T PU mod	\$7,200	3
1998 Chevrolet Corvette 2d cpe mod	\$17,500	3
1998 Chevrolet Corvette 2d conv	\$10,000	3
2000 Chevrolet Corvette 2d conv	\$19,500	3
2001 Chevrolet Camaro Z/28 2d fbk 42k mi	\$12,250	3
2006 Chevrolet Monte Carlo SS 2d cpe	\$5,750	3
2008 Chevrolet HHR 2d sed del	\$8,000	3
2013 Chevrolet Camaro Hot Wheels Ed 2d cpe	\$33,250	2
2006 Chrysler 300C 4d sed mod	\$8,750	3
1967 Dodge Coronet 500 2d HT 318cid/AT	\$23,000	3
1970 Dodge Challenger 2d HT NOM 440cid	\$38,000	3
1981 Dodge D100 Adventurer 2d 1/2T PU	\$14,250	3
1930 Ford A Del 2d rds	\$24,500	3
1931 Ford A 2d 5W cpe rod	\$36,000	2
1933 Ford 46 2d PU rds NOM 221cid V8	\$23,250	2
1936 Ford V8 2d 1/2T PU	\$17,000	3
1939 Ford Del 2d cpe rod	\$40,250	3
1941 Ford Sup Del 2d cpe	\$23,000	3
1950 Ford Cus 2d cpe mod	\$17,500	3
1950 Ford Cus 2d conv	\$35,000	3
1956 Ford Fairlane Crown Vic 2d cpe	\$49,500	2
1963 Ford Galaxie 2d sed 406cid/405hp/4spd	\$33,000	3
1965 Ford Mustang 2d conv resto-mod	\$50,000	2
1966 Ford F-250 2d 3/4T PU mod	\$37,500	3
1966 Ford Mustang 2d HT 289cid/200hp/3spd	\$20,000	3
1966 Ford Ranchero 2d cpe PU NOM 302cid	\$13,500	3
1966 Ford T-Bird Landau 2d HT	\$11,250	3
1968 Ford Mustang 2d HT 6cyl/AT	\$10,250	3
1989 Ford Mustang LX 2d fbk 4cyl/AT	\$4,300	3
1992 Ford F250 XLT 2d 1/2T PU Sup Cab/7.5L V8	\$14,250	3
1995 Ford Bronco Eddie Bauer 2d 4x4 SUV	\$15,000	3
1996 Ford Bronco XLT Nite Pkg 2d 4x4 SUV	\$15,500	3
2000 Ford Mustang GT 2d fbk mod	\$26,000	3
2000 Ford Ranger XLT 2d 4x4 PU 4.0L V6	\$5,100	3
2001 Ford Cobra 2d conv	\$9,000	3
2002 Ford T-Bird 2d conv, 2 Tops	\$15,000	3
2002 Ford T-Bird 2d conv, 2 Tops	\$14,500	3
2003 Ford SVT Cobra 2d Fbk mod	\$16,500	2
2005 Ford T-Bird 2d conv, soft top only	\$17,500	3
2008 Ford Mustang Bullitt 2d fbk	\$13,250	3
2013 Ford Mustang GT 2d fbk Roush RS2	\$41,000	2
1966 GMC 4000 2d 3T flatbed D478 Diesel V6	\$4,000	3
1985 GMC 1500 Sierra CL 2d 1/2T PU NOM 5.7L V8	\$19,500	3
1994 GMC 1500 Sierra 2d 1/2T PU	\$9,250	3
1998 GMC 1500 Sierra SLE 2d 1/2T PU 4x4 Ext Cab	\$17,500	3
2003 GMC Yukon 4d 4x4 SUV	\$8,800	4
2008 GMC Sierra 4d 1/2T PU	\$8,750	3
1950 Hudson Sup 6 4d sed OD	\$6,400	4
2003 Hummer H2 4d 4x4 SUV	\$32,000	3
2003 Hummer H2 4d 4x4 SUV	\$28,000	3
2006 Hummer H2 4d 4x4 PU	\$19,000	3
1998 Jaguar XK8 2d conv	\$5,650	3
1978 Jeep DJ-4 2d Van	\$4,300	3
1989 Jeep Wrangler Laredo 2d 4x4 SUV 5.7L Hemi	\$20,000	3
2006 Land Rover LR3 4d 4x4 SUV	\$4,250	3
1978 Lincoln Cont Town Cpe 2d cpe	\$12,000	3
2006 Lincoln LS 4d sed	\$3,900	3
1978 Mercedes-Benz 450 SL 2d conv 2 tops	\$8,000	3
1980 Mercedes-Benz 450 SL 2d conv 2 tops	\$5,250	4
1987 Mercedes-Benz 420 SEL 4d sed	\$3,100	3
1998 Mercedes-Benz 500SL 2d conv 2 tops	\$1,750	4
1999 Mercedes-Benz SL500 2d conv	\$7,000	3
2001 Mercedes-Benz CL600 2d cpe	\$9,100	3
2001 Mercedes-Benz SLK320 2d conv	\$17,000	3
2002 Mercedes-Benz SL500 2d conv	\$5,250	4
2003 Mercedes-Benz G500 4d 4x4 SUV	\$30,000	3
2004 Mercedes-Benz SL55 AMG 2d conv	\$28,500	3
2004 Mercedes-Benz SL55 AMG 2d conv	\$17,500	3
2004 Mercedes-Benz SL55 AMG 2d conv	\$15,500	3
2004 Nissan 350Z 2d conv	\$17,000	3
2006 Nissan 350Z 2d conv	\$7,000	3
1950 Oldsmobile 88 2d sed mod	\$7,750	3
1990 Oldsmobile Custom Cruiser 4d sta wag	\$12,000	3
1964 Plymouth Barracuda 2d bkb mod	\$9,500	3
1999 Plymouth Prowler 2d conv	\$34,500	3
1968 Pontiac GTO 2d HT	\$31,500	3
1970 Pontiac Grand Prix SJ 2d HT	\$27,250	3
1999 Pontiac Firebird T/A 2d conv	\$23,500	3
2000 Pontiac Sunfire GT 2d conv	\$6,800	3
1985 Porsche 944 2d fbk SR	\$8,750	3
2004 Porsche Cayenne 4d 4x4 SUV	\$4,000	3
2014 Porsche Cayman 2d cpe	\$36,500	3
2004 Saab Model 9-3 turbo 2d conv	\$2,700	3
2009 Smart Passion 2d cpe	\$5,000	3
1952 Studebaker Champion Starliner 2d HT	\$4,750	4
1994 Suzuki Samurai JL 2d 4x4 SUV mod	\$12,000	3
2012 Toyota Tundra T-Force 4d 1/2T PU	\$18,250	3
1980 Triumph TR8 2d conv 35K mi	\$8,000	3
1947 Willys CJ-A Open 4x4 SUV repl M38/Charity	\$10,000	3
1951 Willys Jeep CJ-3a Open 4x4 SUV	\$14,750	3
1951 Willys 2d 4x4 PU mod	\$18,750	4



Inside the Highland Park Ford Plant

The Highland Park Ford Plant was so self-sufficient and self-contained, it even had electricity supplied by its own power plant.



All photos courtesy of Ford Motor Company.

In Ford Motor Co.'s early years, it faced the need for quick expansion, and the greater manufacturing capabilities required by the strong demand for its automobiles. It all began with humble beginnings at the Mack Avenue Plant in Detroit, then grew to Ford's first purpose-built assembly facility, the Piquette Avenue Plant, also in Detroit. As those first Model Ts starting rolling out of the three-story Piquette plant's doors in the fall of 1908, orders were pouring in so fast that it was impossible to keep up with demand in what quickly became cramped quarters. Ford soon turned to the talents of architect Albert Kahn, who was charged with

designing the spacious and efficient new Highland Park Ford Plant in Highland Park, Mich., where full production of the "Tin Lizzie" could be accomplished. In the early fall of 1910, the dream came to life and Ford was able to meet customer demand by producing more than 1,000 cars a day at Highland Park!

The Highland Park Ford Plant was more than just an assembly plant. There, Kahn created the latest in office design with plenty of room for executives, accounting, production control and engineering. This massive facility also had its own power plant, a foundry and, of course, room for the moving production line. Through the innova-

tive use of using windows rather than walls for the sides of the plant, as well as plenty of skylights, workers during the day could easily see what they were doing and help meet those production schedules. The spacious and well-laid-out assembly line also reduced the time required to build a Model T from 728 minutes to just 93 minutes, start to finish. This savings in time reduced Ford's costs and allowed the company to drop the cars' prices by 50 percent between 1912 and 1916.

In the late 1910s, work on the massive new Ford River Rouge complex had begun in nearby Dearborn. This facility would eclipse any other car maker's assembly plant. There, Ford

Motor Co. could go from raw materials to completed vehicles in one centralized location, and all under Ford's direct control. One of the first vehicles to be produced at "The Rouge," as it became known, was the famous Fordson tractor that would gain as much fame in the agricultural world as Ford's Model T had in the motor-vehicle trade. As more of the Rouge complex was completed, it was decided that passenger car and truck production would work better at this larger facility. During the latter part of the 1920s, Ford moved car production to The Rouge and shifted other sub-assembly production work (such as trim components) to Highland Park. The last United States-built Fordson tractor would leave The Rouge in 1928, while production continued on these machines in Ford's Cork, Ireland, and Dagenham, London, plants through the end of World War II.

Back in Dearborn, Henry Ford was developing a completely new small tractor design, one that would revolutionize the industry. Working with Harry Ferguson, whose new three-point Duplex Hitch system was perfectly suited for this new machine, the new Ford 9N tractor was born out of Highland Park. This combination of two companies working together would usher in a new era for agriculture in America and the world, and would make the two companies powerhouses in a field that both Ferguson and Ford had wished to help from their earliest days.

Powered by a Ford-designed 120-cid four-cylinder engine, the 9N was rated for 22 hp at 1,500 rpm and provided plenty of torque to power the little machine, as well as to energize the hydraulic equipment required to operate the numerous Ferguson-designed attachments. One of Ford's most important innovations was to cast the cylinder block, crankcase and flywheel housing as one piece. Using removable sleeves for the cylinders would be a money saver for future maintenance, too. Fuel was delivered from the tank mounted above the engine to the sealed updraft carburetor via gravity. Keeping the engine cool were water jackets designed around



Assembled from the ground up, Ford tractors were solid and well built; part of that solid reputation came from the tractors' unique combination crankcase, block and housing units.

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Assembly line techniques were honed by Ford at the Highland Park plant, illustrated here with major components for the 2N tractor being delivered via conveyor system.



Parts for tractors were shipped to the factory pre-painted and ready for installation, as shown by these fenders for the 2N tractor.



Soft trim assemblies were part of the Highland Park production schedule. Here, skilled craftsmen assembly a late-1940s Ford convertible top.

each cylinder to provide even expansion and cooling, a lesson learned from passenger car production.

The Ford 9N tractor, as with many other Ford products, saw running changes, such as the alteration in 1941 of the radiator grille bars going from a horizontal design to a more efficient vertical style. Other little items included the use of hinged fuel and radiator caps that replaced the snap-on styles used in the first year.

In 1942, the improved "2N" models were released, which incorporated many of the improvements seen during the 9N's production run, as well as additional improvements to steering, much-needed electrical system updates, and replacement of a one-piece axle-and-hub assembly with a two-piece unit, which was a direct response to complaints about breakage in the field under heavy loads.

Another benefit for both tractors came from the Funk Aviation Corp. of Coffeyville, Kan. It offered conversion kits to upgrade these tractors to either Ford's inline L-head six-cylinder engine or the famous Flathead V-8. As with the Model T, other aftermarket companies jumped on the component bandwagon, offering power-take-off units for everything from buzz saws to post-hole diggers to mill-wheels. To make life a bit more comfortable in inclement weather, the Fort Wayne, Ind.-based Tokheim Oil Tank and Pump Co. created an enclosed cabin to be mounted to these popular tractors. Supplier Gledhill Road Machinery created a complete road-roller setup using the versatile Ford machines as its heartbeat.

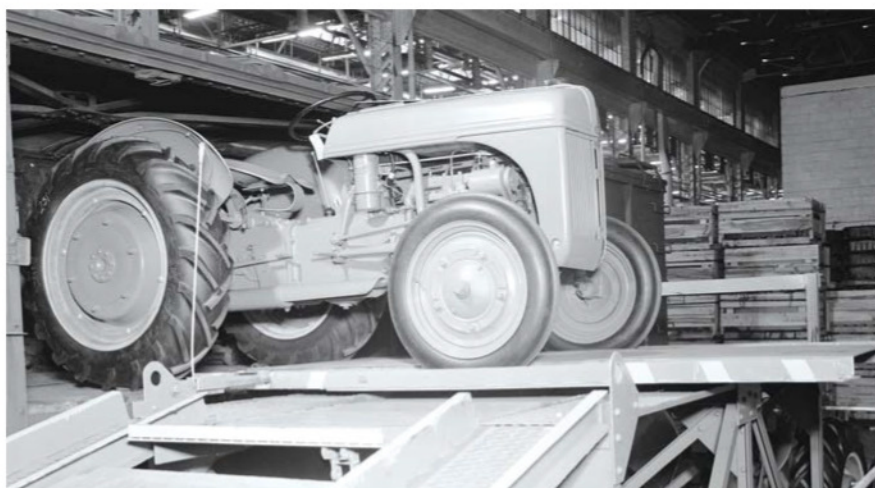
In 1946, with new leadership at Ford, the Ford-Ferguson agreement was dissolved. In July 1947, the 8N tractor line was introduced as a greatly improved version of the 2N. Along with it a new line of farming equipment produced and manufactured by Ford Motor Co. and sold under the new "Dearborn" brand was introduced. (Ferguson would go on to create its own version of the 8N tractor and market it as the TO-20, eventually merging with another firm to form the Massey-Ferguson Co.)

The new 8N was very well received and kept the assembly lines rolling at Highland Park. This new 8N was at home not only on the farm, but in thousands of other light industrial applications, making Ford's Tractor Division a very profitable organization. Further improvements continued with the release of the Model NAA, which was marketed during Ford's Golden Jubilee in 1953. Along with this model, the Dearborn line of accessories expanded to include scoops, spreaders, saws, blades, loaders, rakes, mowers and many other useful tools, all powered by Ford tractors.

Ford Motor Co. introduced the "Hundred" series in 1955, which offered four different lines ranging from light to heavy duty. In the 1970s, Ford sold off its tractor division, but Highland Park continued to play an important role with Ford. Ford truck production had started there in the early 1950s and included everything from pickups to bus chassis to large commercial rigs. Also taking place at the massive facility from the 1930s to the 1960s was the construction of soft trim assemblies for other Ford assembly plants across the nation.

Highland Park was one of the largest automotive concerns and a proud member of the Ford family of fine factories. By the 1970s, the Highland Park facility had grown to 20 structures with more than 3 million square feet of space. Called the "Crystal Palace of Detroit" due to Kahn's extensive use of windows to provide natural lighting, it was a monument to "form meeting a needed function." Highland Park was the true birthplace of the moving assembly line and, at one point, more than 70,000 people were employed by Ford at this facility alone.

In 1981, Ford sold the Highland Park plant, but to this day, it continues to lease several buildings for parts storage and some long-range developmental work. An historic part of Detroit, and Ford's long history, it is a treasure trove of automotive history. **OC**



Customers eagerly awaiting delivery of the new 2N Ford tractors.



After completion, many of the 2N tractors were loaded onto rail cars for both military and civilian customers.

PARTS &

L & M Auto of Colorado

STORY AND PHOTOS BY LEROY DRITTLER

More than 50 years ago, in Colorado's San Luis Valley, LeRoy and Rosalie Martinez founded L & M Auto. In the beginning, it was just a body shop; LeRoy did the bodywork, and Rosalie did the bookkeeping. From that original body shop, the couple has expanded to several businesses that include a salvage yard, towing service and used car lot. All the businesses except the used car lot are located on Road 8 South in Alamosa, Colo. Today, their son, Jeff, runs the businesses. Juan Rodriguez is the salvage yard manager and has been with L & M Auto since 2004, so he knows the yard well.

Rodriguez said the salvage yard covers about 50 acres and has approximately 3,000 vehicles. There are 300 or so "classics" grouped in their own section. The dry climate has been kind to old vehicles, and while there is plenty of surface rust, most frames and body panels are solid. In this area, annual precipitation averages just 7-10 inches, which has helped the metal remain in relatively good condition.

If you're looking for old International parts, L & M has a large selection of Scouts and pickups. There were also several big International trucks during our visit. We didn't count the Corvairs in stock, but it seemed like every time we turned around, another was nestled in the brush. We only saw three or four "Tri-Five"

Chevys, yet there are several full-size AMC vehicles in the yard. The Cadillac inventory appeared light, but the yard did have an interesting (but rough) '67 Cadillac made into an El Camino-type pickup truck. The import car selection is minimal, but there are a few Volkswagens and at least one Porsche.

According to L & M's Facebook page, visitors are encouraged to walk the yard. It suggests visitors look for parts for non-automotive uses, such as man-cave decorations and furnishings. (Other salvage owners have reported that many customers are buying old vehicle parts for decorative purposes.) On the business's Facebook page are examples of auto parts that have been re-purposed into couches, beds, bookcases, light fixtures and more. Indeed, doors and vehicle noses make great wall-hangings, and wheel covers can make great clocks. An old hulk makes great yard art or flower-garden art that can be decorated according to the season, and an old rusty and decrepit vehicle parked in front of a business with the business name on it will get noticed and perhaps bring in new customers.

Un-escorted browsing is allowed, and visitors can remove parts. Rodriguez says the business will ship parts to anywhere in the United States. The salvage yard also sells new and used tires and will mount them for customers.

The yard is open Monday through Friday from 8 a.m. to noon and 1 p.m. to 5 p.m., and Saturday from 8 a.m. to noon.

More Info
L & M Auto Salvage
8425 Road 8 South
Alamosa, CO 81101
719-589-9205

PROJECTS



This 1950 Chrysler Windsor has its interior, complete with gauge cluster and radio. It also has a good trunk lid.

A very nice and complete International KB-6 looks ready to go back to work.



The engine, transmission and all instrument panel components are gone from this 1971 Jeep pickup, but the sliding rear window is intact.



1.



2.



3.



4.



5.



6.



7.



1. In October 1959, Chevrolet introduced the unconventional Corvair four-door sedan, and it wasn't until January 1960 that two-door coupes became available. This example is a 1960 Standard Series made in Willow Run, Mich.
2. The top-selling AMC vehicle in 1964 was this Emperor Gold Metallic Rambler 660 six-cylinder sedan. A complete car, it has matching gold cloth seats.
3. Both of these Econoline vans are first-year '61 models, and both have their front seats. On the left is a Panel Van model that boasts carpeted inside walls. On the right is a Station Bus with multiple windows. Both have engines. A third Econoline is parked nearby.
4. This 1966 Chevy Bel Air coupe is missing its engine and transmission. This two-door sedan body style is rarely seen at car shows and has become quite desirable.
5. Other than missing the front and rear bumpers, this 1949 Chevrolet Deluxe is basically complete. It was Chevy's best seller in 1949.
6. This 1961 Ford Styleside "Unibody" pickup with an 8-foot bed was evidently used as a push truck before it was retired. It has a heavy-duty steel front bumper.
7. The interior parts are gone, as are the trunk lid and driver's door from this 1949-'50 Nash sedan. The hood and left rear door are of decent quality.
8. Parts hunters have stripped a lot of parts from this 1937 Pontiac Deluxe Six sedan. The driver-side front fender and both rear doors are available.

8.



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10.



9. The best-selling Olds in 1947 was this mid-line Dynamic Seventy Series four-door sedan. The missing front clip has exposed its six-cylinder engine, but it has a good rear passenger door and a repairable driver's door.

10. L & M is a great place to shop for International truck parts. There are a lot of examples of the marque, including this Scout and Travelall.

11. Discontinued after 1962, this final-year '62 Dodge Lancer GT is rusty, but has good trim parts, good rear glass and a good trunk lid.

12. Many instrument parts remain on this 1947 Oldsmobile. It is equipped with Hydra-Matic Drive and a straight-eight engine. The front bumper is decent and would make a good core.

13. What an awesome parts car this 1956 Hudson Hornet remains. Almost everything is there except for wheels, front doors and the continental kit tire cover.

14. The dry climate has been good to this GM grain truck. The cab is solid, and the hood is present (it has been removed and placed on the ground behind it).



15. Hiding in the brush, good parts are remaining on this pair of 1952 Studebaker four-door sedans.



16. If you're looking for a good 1960 Pontiac grille, this Catalina has it.

17. All Dodge Polaras built in 1968 had V-8 engines. This example also boasts the desirable \$311 factory air conditioning option.

18. There are two 1966-'67 Dodge Chargers in the yard. This Charger has been heavily parted, but still has a good trunk lid.



19.



20.



21.



22.



23.



24.



19. Oldsmobile offered six body styles in 1959, including this two-door coupe. This old Olds has rust issues, but some good parts remain.
20. Even though it has been heavily parted, the very good grille on the 1960 Olds Super 88 remains intact.
21. Vandals entered the yard a couple of years ago and smashed 100 vehicle windows. The doors are good on this Corvair coupe, but the vandals got to this car's glass.
22. In 1961, the Falcon line changed very little, but did have a new convex grille. Station wagons were available as two-doors or, like this parts car, four-doors.
23. This 1973 Lincoln Continental two-door hardtop has trim pieces and other parts available.
24. The doors look fairly good on this 1966 Pontiac Tempest Custom four-door hardtop, but the interior is gone.

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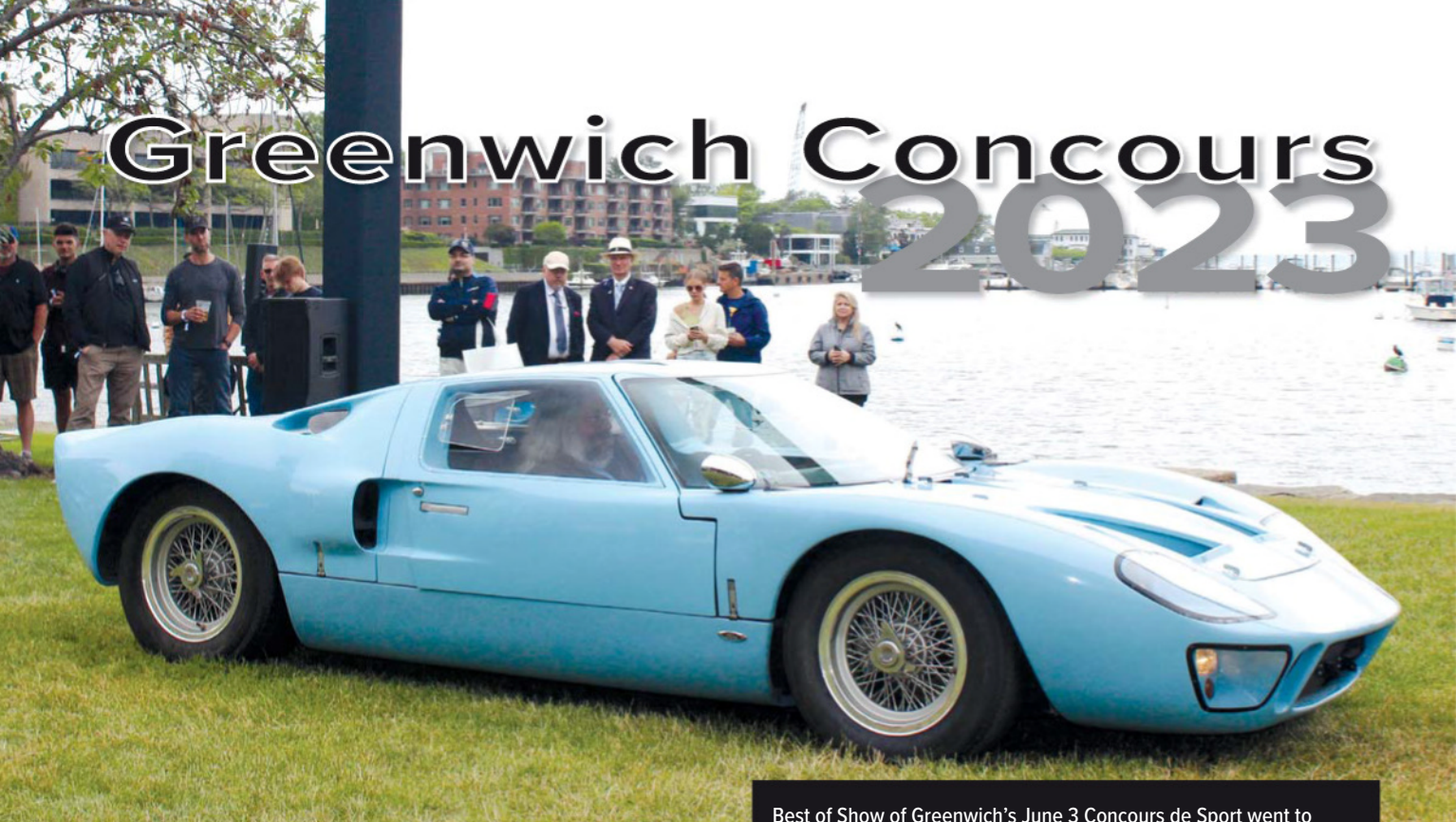
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Greenwich Concours 2023



Best of Show of Greenwich's June 3 Concours de Sport went to Benjamin Levy of Andover, Mass., for this never-raced 1965 Ford GT40 Mk I built for Ford Motor Co. promotional purposes without the usual "Gurney bubble" added for helmet room.

Two days of classics at the harbor

STORY AND PHOTOS BY GREGG D. MERKSAMER

The 2023 Greenwich Concours, staged for the 27th time in Roger Sherman Baldwin Park beside the affluent Connecticut city's harbor, was held on June 3-4. This year marked the third edition of the event hosted by Hagerty Insurance, which continues to put its stamp on the affair while also

maintaining many of the attractions and traditions of the 1996-2019 shows organized by husband-and-wife co-founders Bruce and Genia Wennerström and, later on, their daughter-in-law Mary. The Wennerström family's deep roots in Greenwich and the surrounding towns ensured their endeavor was enthusiasti-

cally supported from the very beginning by area businesses, municipal officials, car owners and spectators.

"These events only work because people like you come out," 2023 Greenwich Concours Chair and Hagerty Insurance CEO McKeel Hagerty acknowledged in his Sunday morning speech to the show

The Pinin Farina-bodied 1937 Alfa Romeo 8C 2900 B cabriolet that earned Lawrence Auriana Best of Show at the June 4 Greenwich Concours d'Elegance was originally a cycle-fendered racer used by Piero Dusio, who would sire the iconic Cisitalia automobile after World War II, to place third in the 1938 Mille Miglia and win the 1938 Stelvio Hill Climb. Its current body was fitted just before title was transferred to Piero's son, Carlo Dusio, in January 1940, after which the car had five subsequent Italian owners. It spent a decade in Switzerland before coming Stateside in 1959. Though its original twin-supercharged, double-overhead-cam straight-eight had been replaced by a Chrysler inline six at some point, a correct engine was secured by the time renowned British restorer Tony Merrick completed work on the car for Terry Cohn in 1992. Auriana became its current owner after Cohn's collection was auctioned by Bonhams in 2002.





People's Choice at the June 3 Greenwich Concours de Sport went to Joe Raia of Garfield, N.J., for this wildly customized 1922 Ford Model T dump truck that worked for his family's sand and stone business from 1950 to 1990, and was brush-painted red by his father to keep it from rusting. It's now powered by a 454-cid Chevy big-block fitting offshore race boat headers Joe bought from a junkyard for \$35 each. The gear shift is a golf putter topped with a giant skull that Joe has had since he was 18 years old.

field, stressing, "If we didn't have good relationships with the people in this city, it wouldn't take place."

Hagerty's biggest change for 2023 was its re-branding of Saturday's show as an inaugural Greenwich Concours de Sport celebrating, for example, the legendary racers that competed at Lime Rock Park in the upstate Berkshire Hills; rip-roaring homologation specials conceived for 1980s European rallies; 1990s Japanese Domestic Market (JDM) performance icons that can now be owned by Americans thanks to the DOT's "25-year rule;" and celebrity-owned cars such as Elvis Presley's 1971 Stutz Blackhawk and John Lennon's 1972 Chrysler Town & Country station wagon. Classes at Sunday's more-traditional Concours d'Elegance showcased, among other things, early-20th Century steam cars; 1930s Classics bodied by East Coast coachbuilders; 1940s Woody Wagons; pre-and-post World War II Alfa Romeos; Ghia-bodied Chrysler dream cars from the 1950s; and 1960s through early-'70s muscle machines. The high-impact colors of the featured muscle cars were a welcome rebuttal to the silver, gray and taupe paint jobs today's car buyers inexplicably prefer, perhaps because they don't know better.

Exhibits closest to the water were two-day affairs devoted to historic hot rods from Ross Myers' Boyertown, Pa.-based 3 Dog Garage and the cars of 2023 Grand Marshal Wayne Carini, who is a Greenwich Concours "regular," as his F40 Motorsports enterprise is headquartered just an hour to the northeast in Portland, Conn.



The 2023 Greenwich Concours de Sport would not have been complete without a class for cars raced at Lime Rock Park in the nearby Connecticut Berkshires. This teenage spectator was obviously thrilled to take the wheel of Warwick, R.I., entrant Kevin Clemens' 1956 Jabro Mark 1, which fitted a 750cc Crosley four to compete affordably in the HMOD class that started in the 1960s and was small enough to try passes where larger race cars couldn't (inside corners, for example).



Top honoree in the "Driven by Celebrity" Class at the June 3 Greenwich Concours de Sport was this Virgil Exner-styled 1971 Stutz Blackhawk shown by Robert Kerekes of Whippany, N.J. The Blackhawk was the first of three purchased by Elvis Presley (who also leased a 4th), and reportedly appears in the last known photos of "The King" driving through the gates of Graceland a few hours prior to his 1977 passing. This Masons Black beauty, touting a V-shaped windshield and a black leather interior trimmed with burl walnut and 24-karat gold, was also the first production Blackhawk built around Pontiac Grand Prix mechanicals by Carrozzeria Padane of Modena, Italy.



Media Choice at the June 3 Greenwich Concours de Sport went to Hank Gioiella of Darien, Conn., for this 1972 Chrysler Town & Country originally ordered woodgrain-delete by John Lennon. Various dings and dents accumulated over 57,114 miles — and a driver's seat cushion mended with tape — testified to regular Manhattan usage between the ex-Beatle's apartment at The Dakota and his Chelsea recording studio or Long Island estate. Gioiella thought the ashtray he'd just discovered in the third-row seat's storage well "was just a piece of chrome trim until I cleaned it yesterday."



LeBaron bodied only 12 Lincoln Series K V-12s as two-passenger coupes during the 1938 model year, and Wayne Carini's example whispers "businessman's hot rod" thanks to its deep blue paint, black leather top and "blackwall" tires that actually sport subtle silver striping just like the Fords that Wayne's father, Robert, ran when he co-founded the Model A Restorers Club (MARC). When I told Wayne this was my favorite car in his dedicated 2023 Greenwich Concours display, he replied, "That's why it's in the middle."



Mary Wennerström, in conference with her husband Leif and daughter Christa, decided The Founders' Award at the 2023 Greenwich Concours d'Elegance should go to Linda & Paul Gould's 1954 De Soto *Adventurer II* concept car. Even if this Giovanni Savonuzzi design had a tremendous footprint for a two-seater, it sure looked racy thanks to its semi-skirted wire wheels, "after-burner" taillamps and fastback roofline fitting a retractable rear window.



The "Muscle Cars in High-Impact Colors" class at the 2023 Greenwich Concours d'Elegance was a welcome retort to the dreadfully dull silver, grey and taupe paint jobs that dominate today. This Bittersweet Orange 1970 AMC Rebel Machine was brought all the way from Buffalo Grove, Ill., by Terry Weiner, who attributed his Kenosha bias to how he's a Chicago Cubs fan who likes rooting for the underdog. "This sat in a Joliet, Illinois, garage for 30 years until the owner needed space to restore the Javelin AMX he drove in high school," he recalled, still thankful "this was a complete car. I wouldn't (try to restore) an AMC if I didn't have all the parts to make it right."

Hagerty's interest in "saving driving and car culture for future generations" and making the concours more family-friendly, meanwhile, spurred its continued offering of the Hagerty Youth Judging Program for 8-14 year olds and first-come, first-served ride-and-drive experiences where more than 360 people ultimately took to the wheel of a 1957 Cadillac Fleetwood Sixty Special, 1963 Lincoln Continental convertible, 1967 Chevrolet Camaro, 1967 Pontiac GTO, 1971 Ford Bronco or 2018 Porsche 911. By the time the 2023 Greenwich Concours festivities concluded Sunday afternoon, more than 10,000 attendees had passed through the gates and \$15,000 had been pledged to local non-profits, while the 62 awards presented to various entered cars reflected how many members of the 63-strong judging team continued to be expert enthusiasts affiliated with the Madison Avenue Sports Car Driving & Chowder Society, also founded by the Wennerströms. **OC**

GREENWICH CONCOURS 2023



Sherborn, Mass., residents Roger & Sally Demler paid just \$1,500 to purchase this 1950 Ferrari 195 Inter back in 1965. It's notably the oldest Ghia-bodied Ferrari extant, and the couple spent decades "dragging it through one move after another" before its restoration was finally underway at Peter Markowski's RPM shop in Vergennes, Vt., in 2014. A three-way swap involving two other early-Ferrari owners in California and Ohio reunited this car with its original 2.3-litre V-12 engine (serial #87), which is topped with a handsome T-branch air cleaner to lower the hood line.

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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

SHOWS

ARKANSAS

Sep 3, 2023 AR, Morrilton. 21st Annual MidSouth Eco-line Meet. Museum of Automobiles & Petit Jean State Park Steve Noland 501-278-7531, 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, www.museumofautos.com

CALIFORNIA

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., www.earlybirdsthunderbirdclub.com

Sep 28-Oct 1 CA, Salinas. Porsche Rennsport Reunion 7. WeatherTech Raceway. www.porscherennsportreunion.com

Sep 30 CA, Paramount. Hynes D.E.S. Hot Rod and Bike Show. Hynes D.E.S. Portuguese Hall, 7812 Alondra Blvd. 8am-2pm. Eric at HynesCarShow@yahoo.com

Oct 7 CA, Perris. Rods and Rails Classic Car & Motorcycle Show. Southern California Railway Museum. 9am-3pm. Bit.ly/perriscivicrec, www.cityofperris.org

Oct 7 CA, Long Beach. 18th Annual Japanese Car Show. Marina Green Park - 386E. Shoreline Drive. 9am-3pm. www.japaneseclassicarshow.com

CONNECTICUT

Oct 1 CT, Middletown. Middlesex County Historical Society's 37th Annual Car Show & Flea Market, Palmer Field. 8:30am to 1:30pm. 860-346-0746, mchs@wesleyan.edu

IDAHO

Sep 9 ID, Juliaetta. Juliaetta Blackberry Festival and Car Show. Juliaetta Centennial Park, Highway 3, 8am-4pm. www.facebook.com/carshowblackberryfestivaljuliaetta, juliaetta.community@gmail.com

ILLINOIS

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

Sep 16 IL, Peoria. WTVP 3rd Annual Roundo Car Event. WTVP 1710 W. Detweiller Dr., 11:30am-3:30pm. www.wtvp.org/events/event-2023-roundo/

Sep 24 IL, Wheaton. 82nd Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds. - 2015 W. Manchester St. 9am. 630-969-1847

Sep 30 IL, Joliet. Annual Orphan Car Show, hosted by Illinois Valley Olds Club. Croatian Cultural Club, 1503 Clement St. 10am-3pm. 815-258-9987 or Bob35072@AOL.com

Oct 15 IL, Countryside. Countryside Collectors Classic Show. Park Place of Countryside - 6200 Joliet Road. www.uniqueeventsshow.com/shows-1/countryside-collectors-classic-show-

IOWA

Sep 10 IA, Des Moines. Des Moines Concours d'Elegance. www.desmoinesconcours.com

Oct 15 IA, Monticello. 39th annual Fall Auto Parts Swap Meet and Cars For Sale Corral. 7:30am-1pm. Fairgrounds Parking lot, 700 North Maple Street. 319-465-5119.

MARYLAND

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

MASSACHUSETTS

Sep 9 MA, Ashland. Kiddie-Fenwal Car Show. 400 Main Street. Peter 508-881-4610, pkpk77@yahoo.com, 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

Sep 23 MA, Weston. Weston Antique and Classic Car Show - 26th Year. 11 Town House Road, 8am-3 pm, www.westoncarshow.com

Sep 24 MA, Waltham. Motorhead's Car Club Classic Car Show. Gore Place, 52 Gore Street. 7am-2:30pm. www.motorheadscarclub.net

MICHIGAN

Sep 9 MI, Hickory Corners. Ultimate Truck Show. Gilmore Car Museum. 269-671-5089, www.gilmorecarmuseum.org

Sep 10-14 MI, Saginaw. 14th Annual Classic Car Gathering. Johnsons Pumpkin Farm - 4715 N Portsmouth Rd. 11am-3pm. Roy 989-798-1274, erin@johnsonssgiantpumpkins.com

Sep 15-16 MI, Hickory Corners. Ford Model A Days. Gilmore Car Museum. 269-671-5089, www.gilmorecarmuseum.org

Sep 16 MI, Detroit. RADwood Detroit. www.radwood.com/schedule

Sep 17 MI, Flint. Sloan Museum Golden Memories Show. 1221 E. Kearsley. 9am-4pm, 50 years old or older original vehicles. 810-577-6926 Devin

Sep 22-24 MI, Hickory Corners. Cadillac Fall Festival. Gilmore Car Museum. www.eventbrite.com/e/2023-cadillac-fall-festival-tickets-633548128507

Oct 14 MI, Hickory Corners. Deutsche Marques Oktoberfest. Fall colors, German cars, food, beer and music. Gilmore Car

Museum. www.GilmoreCarMuseum.org, call (269) 671-5089 or email info@gilmorecarmuseum.org.

MINNESOTA

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

MISSISSIPPI

Oct 1-8 MS, Biloxi. 27th Annual Cruisin' the Coast Car Show. Mississippi Coast Coliseum & Convention Center - 2350 Beach Blvd. 504-264-2277, www.vicariauction.com

MISSOURI

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, [Facebook.com/groups/thsalumnicarshow](https://www.facebook.com/groups/thsalumnicarshow)

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

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

NEW JERSEY

Sep 8 NJ, Ridgewood. Ridgewood Chamber of Commerce-Car Show. Downtown area around the park. 5-9pm. info@ridgewoodchamber.com, www.experienceridgewood.com, 201-445-2600 Joan Groome

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NEW JERSEY

Sep 2 NJ, Whiting. Vintage Automobile Museum of NJ Annual Car Show. Carmona-Blen Home for Funerals - 66 Lacey Road. Bill Coon 732-383-0835, buckeyebillnj@gmail.com

Sep 8 NJ, Ridgewood. Ridgewood Chamber of Commerce-Car Show. Downtown area around the park. 5-9pm. info@ridgewoodchamber.com, 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

Sep 14 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. Admission FREE. Dan Danielson 732-671-4947, Eric Friedman 908-448-8646

Sep 17 NJ, Garfield. Our Lady of Mount Virgin Church Car & Motorcycle Show. Saddle Brook New Municipal Complex - 55 Mayhill Street. 9am-3pm. 862-571-8814, streetmon-key999@gmail.com

Sep 23 NJ, Toms River. 18th Annual Antique Automobile Show & Vendor Fair. Rose Garden Nursing and Rehabilitation Center - 1579 Old Freehold Road. 11am-3pm. Craft Vendors Kevin Bassinder 732-505-4477 Car Show/Vend KBActivities@aol.com

Sep 24 NJ, Oakland. 39th Annual "The Oakland Show", Car Show/Cruise, 250 Ramapo Valley Road, 11am-4pm, Rick Lepre, rlepre@barrandbarr.com.

NEW YORK

Sep 10 NY, Wampsville. Mohican Model A Club will hold their 62nd Antique Car Show - Car Corral 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, Bill Ziesentiz. 315-853-6485, 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 Remembrance 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

Sep 16 NY, Ronkonkoma. The Fabulous 50s&60s Nostalgia Car Club Knights of Columbus Council 17159 annual Car Show benefiting the St. Elizabeth Ann Seton Church. 800 Portion Road, 9am-3pm. Robert 406-9374, Frank 631-402-2798, Dan 631-631-672-6182, Arthur 631-463-4983

Sep 24 NY, Farmingville. The Fabulous 50s&60s Nostalgia Car Club is presenting the Port Jefferson Lions annual Car Show benefiting Guide Dogs for the Blind. Brookhaven Town Hall - 1 Independence Hill. 9:00am-3:00pm. Rick 631-680-7212, Frank 631-402-2798, Dan 631-631-672-6182, Arthur 631-463-4983

Oct 8 NY, Medford. The Fabulous 50s&60s Nostalgia Car Club is presenting Penn's "LET THE GOOD TIMES ROLL" annual Car Show benefiting Alzheimer's. 30 Platinum Court. 9:00am-3:00pm. Robert 631-484-2807, Frank 631-402-2798, Dan 631-631-672-6182, Arthur 631-463-4983

Oct 14 NY, Stony Brook. 19th Vintage European Sports Car and Motorcycle display. Community Church - Christian Ave. noon-4pm, open to all pre-1984 European cars and motorcycles, 631-751-1097

NORTH CAROLINA

Sep 4 NC, Matthews. Auto Reunion & Motorcycle Show. 2120 Matthews Station St. 8am-2pm. 704-847-3649, 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

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

Sep 1-2 OH, Springfield. Cars & Parts Springfield Swap Meet & Car Show. Clark Co. Fairgrounds. 937-376-0111, 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 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.

Oct 14 OH, Delaware. Performance Charity Car Show. 7am-4pm. Jeff Brashares 614-361-7299, www.performancecharitycarshow.com

PENNSYLVANIA

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 215-752-0484, C) 215-820-3276 or movin'onkruzers@inbox.com, www.movinonkruzers.com

Sep 9 PA, White Haven. White Haven 2nd Annual Car Show. Lehigh Park. 9am-3pm. www.whitehavenchamber.com

Sep 17 PA, Quakertown. Cars for a Cause. Downtown at Juniper and Front Street, registration 7:30am, show 9am. richard@thorntonmusclecars.com

Sep 27-Oct 1 PA, Carlisle. Fall Carlisle. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Sep 30 PA, Ivyland. 10th Annual "Tony's Place Car Show", 1297 Greeley Ave. (@ Bristol Rd) 9am-3pm, Bobbi 215-752-0484, (C) 215-820-3276 or Joe Ameci 215-354-0875, movin'onkruzers@inbox.com, www.movinonkruzers.com

Oct 14 PA, Richeyville. Saint James and Saint Katharine Drexel Parishes' Classic Car and Foliage Tour. 2-7pm. RSVP: jhirst@stjameswashpa.org or 724-225-1425 x 402 ask for Deacon Jeff

SOUTH CAROLINA

Sep 17-22 SC, Hartsville. 19th Annual Hot Rod Drag Week 2023. Darlington Dragway, Rockingham Dragway, Bristol Dragway, Carolina Dragway. www.motortrend.com/events/hot-rod-drag-week/

TENNESSEE

Oct 13-15 TN, Chattanooga. Chattanooga Motorcar Festival. www.chattanooga-motorcar.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/ Randy Thorne 509-388-1929, eothorneiii@yahoo.com

VERMONT

Oct 15 VT, Middlebury. Car Show & Fall Festival, hosted by the Addison County Chamber of Commerce and the Better Middlebury Partnership. www.addisoncounty.com/middleburycarfest

VIRGINIA

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

Sep 16, VA, Manassas. 47th Edgar Rohr Memorial, Manasseh Masonic Lodge #182, 9810 Cockrell Road. ,http://bullrunaa.org/

Sep 30 VA, Petersburg. 23rd Annual Southern Knights Cruisers Veterans Car & Bike Show. Richard Bland College Campus - 11301 Johnson Road. 8am-5pm. www.southernknightscruisers.com

Oct 15 VA, Richmond. Richmond's 33rd BOPC Show, sponsored by the Old Dominion Chapter, POCl. Haley Buick-GMC



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WISCONSIN

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 Derrick Hottenstine 920-284-6938 varsityglfr2@gmail.com Dick Boneske 920-450-1040 bocoogto@charter.net

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, 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. www.sdcmeet.com, steve.kanter13@gmail.com

Sep 15-17 WI, Elkhart Lake. Arians Art on Wheels Vintage Weekend featuring VSCDA. Road America. 800-365-7223, 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, mfnhistory@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

AUCTIONS

SEPTEMBER

Sep 2 MT, Billings. 11th Annual Montana Classic Car Auction. Metra Park Expo Center. 9am, Classic Car Auction Group <https://www.classiccarauction.us/>

Sep 2-3 UK, Hampshire. The Beaulieu Sale. bonhams.com

Sep 6-9 IA, Anamosa. John Parham Estate Collection. National Motorcycle Museum. www.mecum.com

Sep 8-9 IN, Evansville. Fall Wolfe's Collector Car & Memorabilia Auction Event. 2229 South Kentucky Ave. 812-425-4576. www.wolfesaa.com/

Sep 9-10 UK, Chickester. The Goodwood Revival Sale. 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

Sep 16 WI, Lena. Yoap's Auction Gallery Sale. 6234 Duane Road. 10am. Yoap & Soap Auction & Real Estate 620-604-1704, www.yoapandyoap.com

Sep 16 KS, Kansas City. Gigantic Auction. 315 S 118th. 10am Owner: Eddie Alterman, Sebree Auction LLC 816-223-9235 www.kansasauctions.net/sebree, lynnesebree@yahoo.com

Sep 16-17 ID, Rathdrum. Roy Langlitz (aka "Rob Carter") collection sale. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Sep 20-23 TX, Dallas. Mecum Dallas Sale. www.mecum.com

Sep 23 IA, Corning. The Sorenson Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

Sep 22-23 NY, Saratoga Springs. 7th Annual Saratoga Motorcar Auction. 518-401-5180, www.saratogamotorcar-auction.org

Sep 28-29 PA, Carlisle. Fall Carlisle Collector Car Auction. Carlisle Fairgrounds - 1000 Bryn Mawr Road. 717-243-7855, www.carlisleevents.com

Sep 28-30 LA, New Orleans. Barrett-Jackson's Inaugural New Orleans Auction. New Orleans Ernest N. Morial Convention Center. www.barrett-jackson.com, or call 480-421-6694.

Sep 29 RI, Newport. The Audrain Concours Auction. bonhams.com

Sep 30 IA, Corning. The Sorenson Collection. Live and Onsite. 605-201-7005, 507-673-2517, www.vanderbrinkauctions.com

OCTOBER

Oct 5-7 IN, Indianapolis. Mecum Indy Fall Special Sale. www.mecum.com

Oct 5-7 MS, Biloxi. Vicari's 26th Annual Cruisin' the Coast Auction. Mississippi Coast Coliseum & Convention Center - 2350 Beach Blvd. 504-264-2277, www.vicariauction.com

Oct 8-9 Belgium, Knokke-Heist. The Zoute Sale. bonhams.com

Oct 13-14 MN, Winona. Remlinger Classic, Antique and Collector Car Auction. Dave 507-450-3173, Jim 507-254-0227, www.remlingerauctions.com

Oct 13-14 TN, Chattanooga. Chattanooga Motorcar Festival Auction. Chattanooga Convention Center - One Carter Plaza. Gates open at 8am. www.mecum.com

Oct 14 MO, Excelsior Springs. Collector Cars! Bob's Collision. 3010 E. State Route 10. 605-201-7005, 507-673-2517, www.vanderbrinkauctions.com

Oct 14-15 UK, Stafford. The Autumn Sale, Stafford, UK Motorcycles. bonhams.com

Oct 24 WI, Wautoma. W Yoder ONLINE ONLY Classic Car Auction. 6pm CST. Wayne 920-295-2644, Heather 920-240-9185, www.yodersold.com



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Ghibli, Mistral,
3500GT, Bora,
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WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

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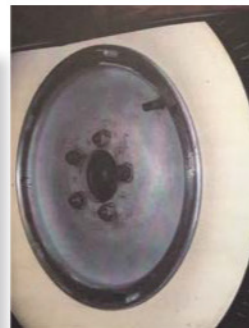


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SOUND YOUR HORN, from page 12



Upon removal of the wheels, I found that the front brakes were a version of the Kinmont Safe Stop Disc Brake. They looked similar to the brakes on the Harry Miller-equipped, rear-engined Gulf Special that was entered the 1941 Indy 500.

Both the brakes and wheels were most likely the result of Preston being involved with the racing fraternity and wanting each to be a part of his new car.

Hopefully, one of the "experts" can give us some insight on those two advanced-for-the-time items.

Photos attached are of both unique features plus a cut-away drawing I did of the disc brake assembly. **OC**



Stan Smith, Oak Hall, Pa.

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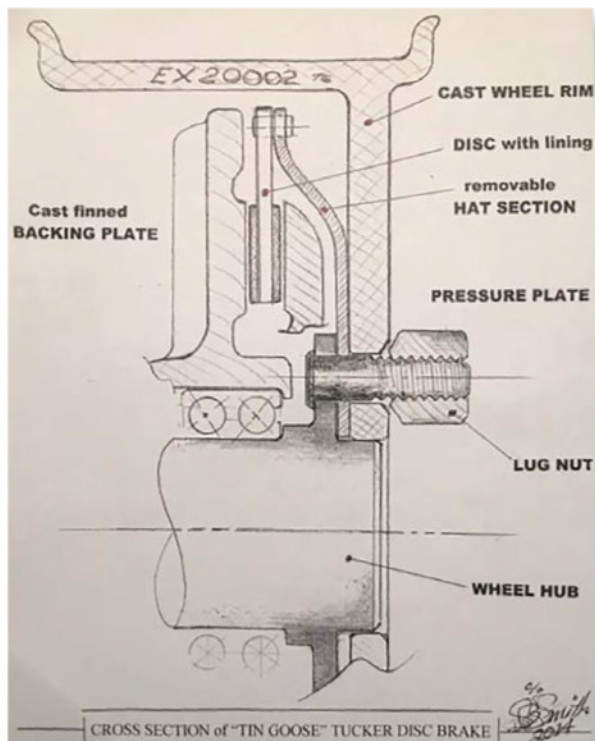
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