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Old Cars

Vol. 52, No. 19 | October 1, 2023 | www.oldcarsweekly.com

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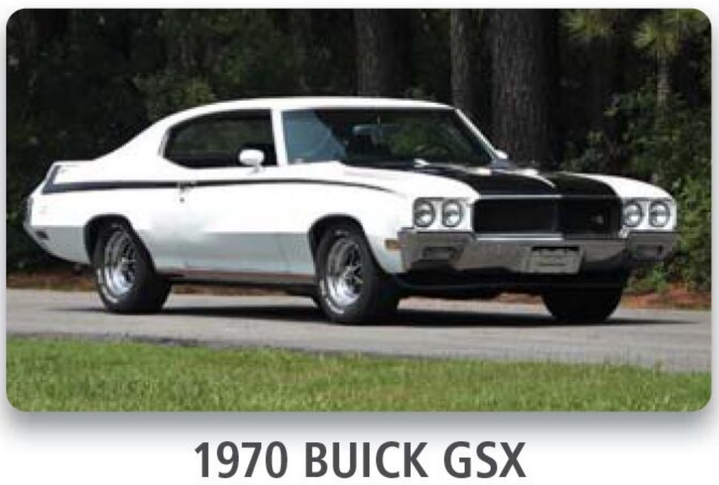

1970 BUICK GSX
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1970 PLYMOUTH ROAD RUNNER
55K Actual Miles, Rotisserie Restored, 383 V-8

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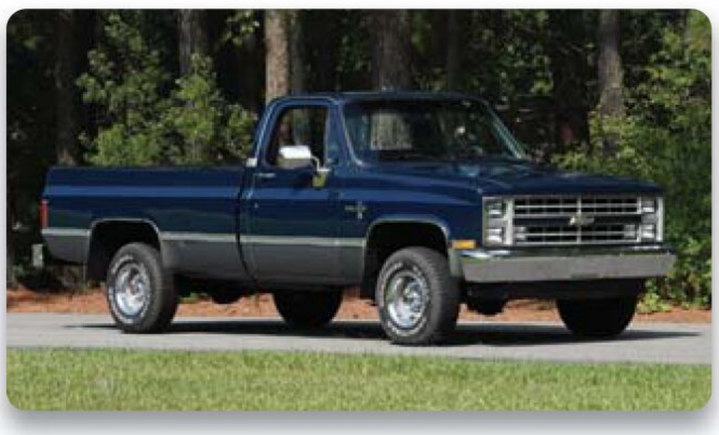
1,451 Actual Miles, Original Paint and Interior, 1 of 861

1979 PONTIAC TRANS AM
54K Actual Miles, All Original, 4-speed



1987 CHEVROLET SILVERADO
1,797 Actual Miles, 1 Owner, 100% Original, 4x4

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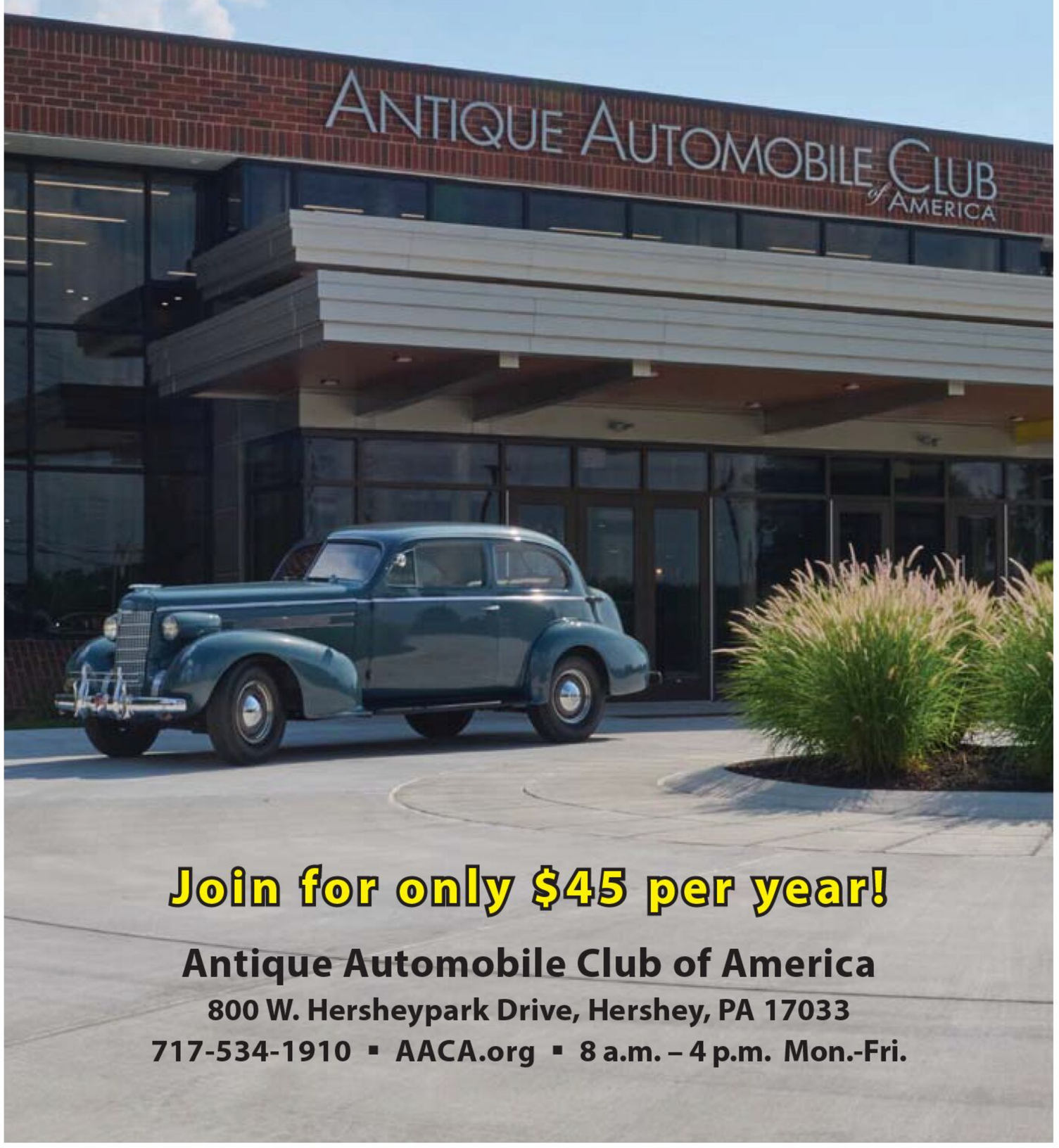

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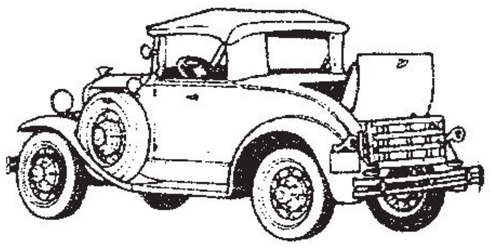

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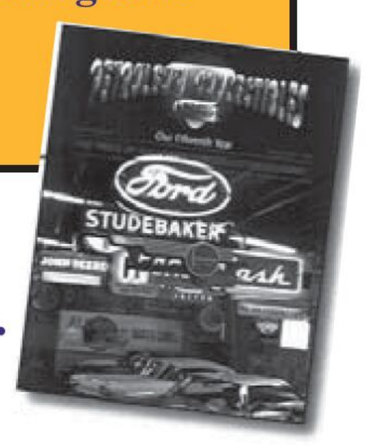

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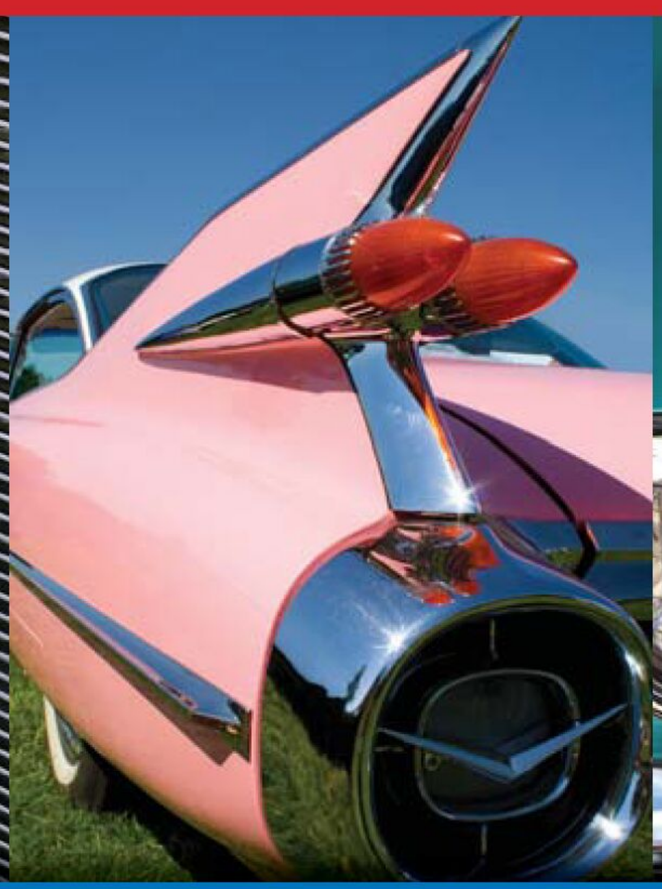

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Remembering 'Gunner'

On Aug. 24, *Old Cars* lost a chunk of its foundation with the death of John A. "Gunner" Gunnell, who was 76 at the time of his passing. It's hard to even type those words on a page, because John was such a driving force that I didn't think he could be stopped, and I truly believed that as long as there was an *Old Cars* publication, there would be a John Gunnell – and vice versa.

I met John in the fall of 2000, when I was called back to Iola, Wis., to interview for the position of *Old Cars* associate editor following my summer internship at Krause Publications, *Old Cars*' parent company. I had interned in the company's toy division that previous summer, and knowing my interest was mainly in cars, the toy division loaned me each Friday afternoon to the *Old Cars* book division where I helped update the "Standard Catalog of Light-Duty Trucks." However, it wasn't until I interviewed for the position at *Old Cars* that I actually met Gunner, who was editor at the time. The only interview question I remember John asking was whether I could tell the difference between a 1932 Ford and a 1932 Chevrolet. I'm not sure if it was my previous internship experience or my far-too-detailed "'32 vs. '32" answer that landed me the job at *Old Cars*, but either way, I was thrilled to be working at my dream job.

Once on the job, I learned that John would soon be transferring to the company's book division and my heart sank. Part of the job's appeal was that I would be working with *the* John Gunnell, whose stories I had been reading for years. I decided I would try to learn as much from John as I could while he continued to work as editor, all the while interviewing for a new editor to take his place. As I watched John work, I was impressed by how he could talk on the phone while writing an article, hunting and pecking at his keyboard with each of his pointer fingers while he listened and spoke to his many hobby contacts. I would come to learn that was just one sign of his need to constantly write.

Of course, John continued to write stories for *Old Cars* once he was officially in the book division – it was as though he couldn't stop writing, nor did he want to. Fortunately, all of John's stories came to me for editing, so although he wasn't my boss, I worked with him almost daily and we became good friends. We'd often meet for lunch to talk cars and business and family. We had lunch just one week before his passing, I already miss that time together.

John's strong work ethic manifested itself in the sheer quantity of stories he wrote; he wrote far more pieces than we were able to fit in an issue of *Old Cars*, so you'll likely continue seeing his byline on the timeless feature stories that he wrote for *Old Cars*. It is John's prolific article and book writing that many people who hadn't yet met him will remember him by. But to those who were lucky enough to know him, it was also his personableness that we'll remember. John loved people as much as he loved cars, and he helped everyone that he could. If someone wanted to break into the automotive industry, or found themselves in need of work, he'd do all he could to help them through his incredibly large network of hobby connections.

I've always strove to be more like John by finding interesting story angles and making more hobby connections for the benefit of *Old Cars* readers. As I work toward that goal, you'll continue to see a little bit of John Gunnell on these pages, even if his byline doesn't lead a story. For that, and everything else he did for hobbyists and the hobby itself, we all owe John our gratitude.

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Sound Your Horn

Spotting a Tucker and Tucker radios

The article by Bob Tomaine on the Tucker 75th anniversary was one of the best-written automotive articles I've read in a long time. It was captivating, to say the least, in all its aspects, from Tucker's legal troubles to the history of the individual cars, both living and dead. It just goes to show that using political influence to injure someone else is not unique to the 21st Century. Great job!

The last Tucker I saw in the flesh was at the Pioneer Auto Museum in Murdo, S.D., some 30 years ago. I wonder what unit number that one was and if it's still there. I haven't been back since.

I'll close with a somewhat humourous side note. The last time I attended Hershey — I think it was 2018 — I came upon a vendor selling a new-in-the-box Tucker radio. I've been particularly fond of NOS Ford parts for a long time. When I saw that NOS Tucker radio, I nearly lost all semblance of sensibility and bought it on the spot, and it was not cheap either! "Here is my one chance to own a piece of a million dollar car!," I told my wife. She gave me one of her famous looks and I reluctantly moved on down the row, still glancing back at that radio every now and then until it was too distant to see. Well, I hadn't gone three rows and here was another NOS Tucker radio in the box! Now I'm totally suspicious that perhaps neither radio was the real deal. I still wonder whether it was a near-impossible coincidence or some kind of scam. To this day, I'd love to know more about Tucker cars and those two Tucker radios!

John Nagel, via email

Editor's note: While poking around the internet, we learned the Tucker you saw at the Pioneer Auto Museum was Tucker #1031, and is associated with Mrs. Tucker. Apparently it was loaned to the museum from 1992-2004.

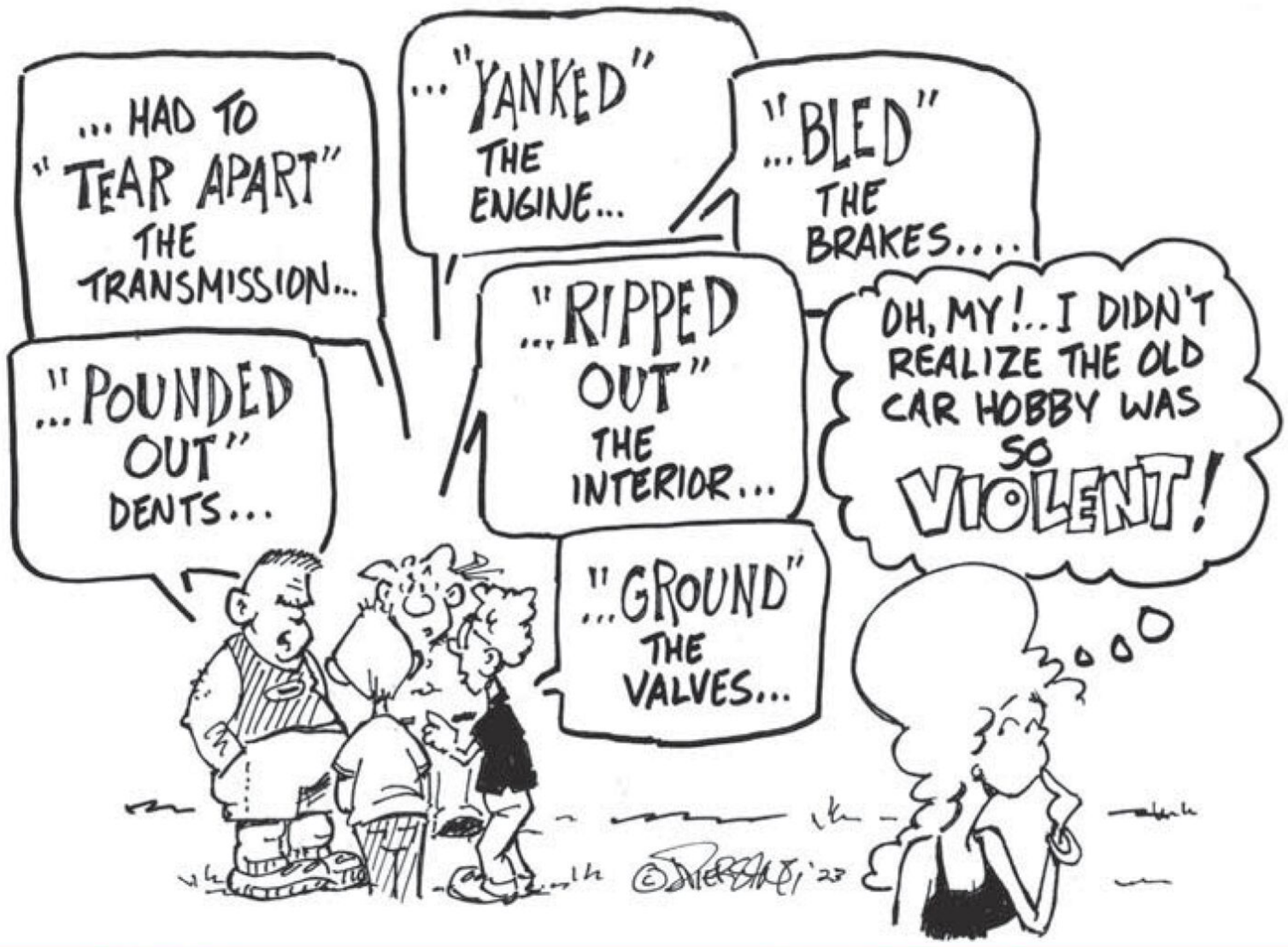
In answer to your question about Tucker radios, it's our understanding that many dealers who signed up for a Tucker distributorship were sent radios while they waited to receive cars. It was a gesture to show dealers that cars were coming, and to help dealers start stocking up on popular accessories that Tucker buyers would presumably want. Of course, the cars never came to most dealers. As a result, there are a fair amount of Tucker radios out there, often in their original boxes since there wasn't a car into which to install them. Since there were many more Tucker radios built than Tucker automobiles, the radios can sometimes be found at some of the very large swap meets/flea markets, such as that hosted by the AACA's Hershey Region Eastern Fall Nationals, just as you experienced. The Tucker radios are quite valuable, and I see one without the box is currently offered on eBay for $1,475.

Reader Wheels

Reader Ron Pilz is the only owner this awesome 1987 Buick Grand National WE4 has ever had. "Bought it brand new in early 1988 at Terry Buick in Poughkeepsie, N.Y.," Pilz notes. "And still have it to this day. I love my Buick."

Otto Mechanic

BY JAY PIERSANTI



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The Scoop

Hobby News & Views

Hershey again set to be center of old car world

HERSHEY, Pa. – The Antique Automobile Club of America (AACA) and the Hershey Region of the AACA will welcome antique and collectible car enthusiasts from all over the world to Hershey for the Eastern Fall Nationals, to be held Oct. 2-6. The show attracts more than 250,000 visitors each year. Attendees will again find a flea market with 9,000 vendor spaces along with well over 1,000 collector cars on display. More than 1,000 cars 25 years old and older will also be up for sale in the popular car corral. The show is open dawn to dusk, Wednesday through Saturday. All events are held on the grounds surrounding Hersheypark and the Giant Center.

The AACA Library will hold extended hours during the week of the Hershey show and be open 8 a.m. to 4 p.m. Monday to Friday. Special displays will feature antique automobile literature, memorabilia and models.

RM Sotheby's Hershey Fall Auction returns to the Hershey Lodge on Wednesday and Thursday. For information on the auction, visit www.RMSothebys.com.

Other annual attractions include:

– The AACA Library yard sale Tuesday from 4 to 7 p.m. behind the National Headquarters.

– The Annual Family Entertainment Talent Show at 7 p.m. Thursday evening in the Music Box Theatre.

– Ladies' Luncheon Friday from noon to 2 p.m. at the Hershey Hotel.

– Judges School on Thursday at 2 p.m. in the Giant Center.

– Junior Display from noon to 2 p.m. Friday in front of the Giant Center.

– AACA judging beginning at 10 a.m. on the show field.

– Friday Awards Banquet at 7 p.m. at the Hershey Lodge and Convention Center.

– A new HR's Back Lot from Oct. 3-6 in the Giant Center parking lot for hot rods and customs 25 years old and older.

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For more information, visit www.hershey.aaca.com.

AACA crowns Zenith Award winner

BETTENDORF, Iowa – The Antique Automobile Club of America (AACA) has selected a 1935 S.S. 1 Airline as its 2023 Zenith Award winner. The Zenith Award recognizes the best automobile restoration for its overall quality, authenticity and rarity. The 19 automobiles that competed for this year's award at the 2023 AACA Grand Nationals in Bettendorf were selected from each of the AACA National shows in 2022.

The 1935 S.S. 1 Airline is owned by Jim and Lisa Hendrix of Chesterfield, Mo. Just 16 S.S.1 Airline saloons are known to exist of the 624 built by S.S. Cars Limited in Coventry, England.

Reader Photo

This cool photo of a cool 1939 Ford was taken at the University of Dayton in Dayton, Ohio, in 1939. The young girls are Ethel Cochran, third from right, and her college friends. Cochran is the mother of *Old Car*s reader Dave Archer, of Lowell, Ohio.

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The Airline is a sporting four-seat, two-door pillarless design of a swept-back streamlined nature. It features luxurious armchair rear seating as directed by company owner William Lyons to mimic his comfortable office chair. In its Aug. 23, 1935, issue, *The Autocar* asserted that the car "... was from the first, and remains, an individual kind of car by reason of the low build, impressive length of bonnet and the sweeping lines of the wings and bodywork."

This car was specially ordered by its original owner, Charles Randolph Whately, of London, with silver paint, light blue interior and scumble faux wood interior trim, commemorating the "Silver Jubilee" celebration of King George V. Factory literature touted "Flowing lines of the utmost simplicity characterize this interpretation of streamlining. Luxurious comfort is assured in a beautifully appointed and roomy interior from which unrestricted vision is afforded by unusually long rear quarter lights [quarter windows]." Equipped with a 2.7-liter six-cylinder engine, the Airline saloon price was roughly $1,800.

©Tom Gibson, AACA

1935 S.S. 1 Airline

The Hendrixes purchased the car, partially complete, just south of Gloucester, England, in 1996, becoming just its fourth owners. They then spent 25 years exhaustively researching every detail before becoming heavily involved in its renewal by Mann's Restoration. It has been documented by the Jaguar Daimler Heritage Trust, and retains its original engine, chassis, commission tag, molded tool tray and RAG carburetors with consecutive serial numbers.

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Wreck of the Week

Emmanuel de Menten shares this photo of the 1957 Ford Sunliner that was his father's first car, which he purchased in Europe during 1958. "The car was crashed in 1963, then went to a junkyard," deMenten said. (It's pictured here after that accident.) "In 1981, my father found the car back and restored it. He held onto the car until he died. The car was much damaged, because he used it as a daily driver for 30 years. It was a Belgian car (produced by Ford Antwerp in Belgium, where there was a Ford factory for the European market)." de Menten said the car had traveled more than 300,000 kilometers in its lifetime with his father.

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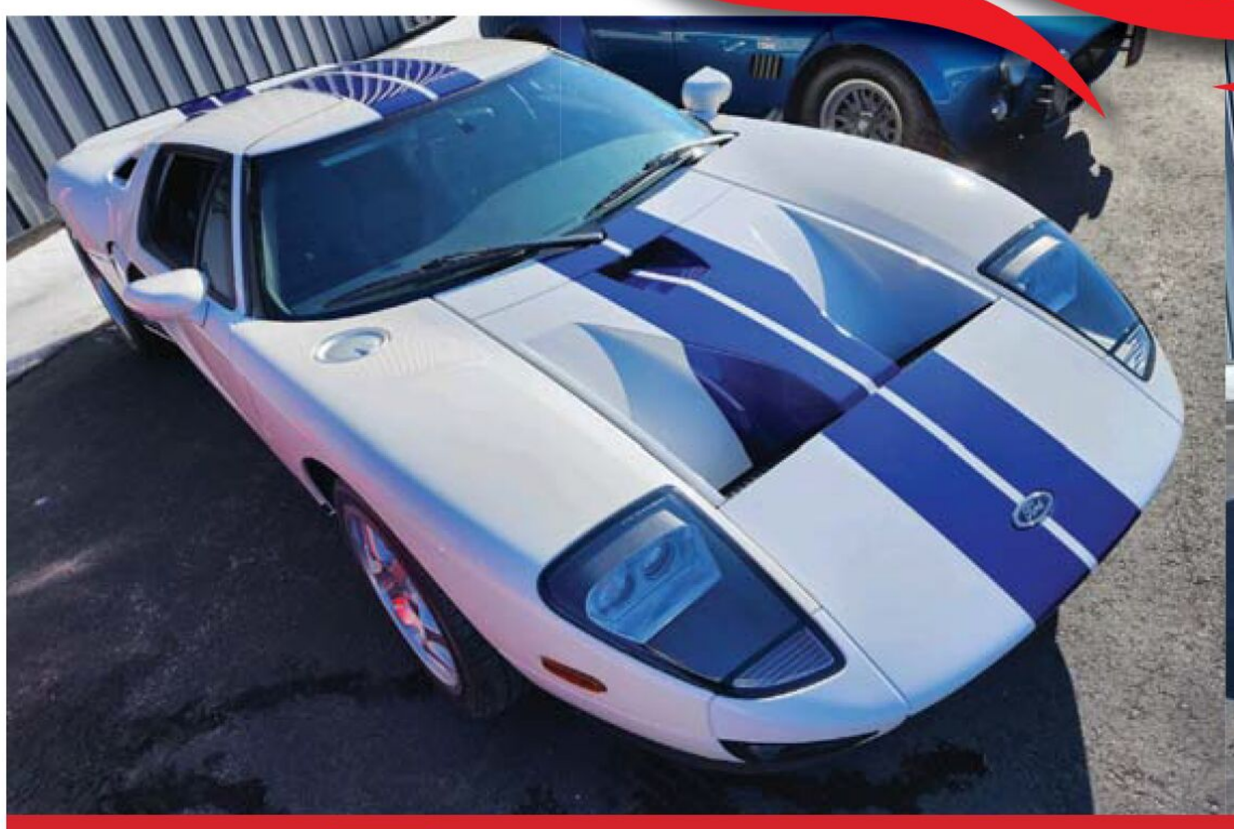

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23 restoration scholarships awarded

GREENWICH, Conn. – The Piston Foundation has announced that 23 Piston Scholarships have been awarded for 2023. This is the second year The Piston Foundation has granted Piston Scholarships to aspiring students who are training for careers in automotive restoration, collection management and vintage motorsports.

The Piston Foundation is a public charity that works for the car enthusiast community, aiming to guide more young people down a successful career path with cars through its scholarship programs. This year, the Piston Foundation saw a significant increase in the quantity and diversity of scholarship applications compared to the initiative's inaugural year in 2022. Twenty-three recipients were chosen from among 130 applicants, in 37 states, attending 27 different schools. There are also six returning scholars, each having been one of the initial 10 to receive an award last year.

"It's not true that young people aren't interested in working in collector car restoration. Our 2023 Piston Scholars are proof," said Piston founder Robert Minnick. "Each of our scholarship recipients is knowledgeable and passionate about classic cars. Our mission is to help them, and other future technicians, get the education and training they need to build their careers."

Piston scholars receive scholarships ranging from $3,750 to $5,000.

"The high cost of technical education can deter people from pursuing these skilled trade careers," added Minnick. "Together, the Foundation and our donors are working to remove that barrier." OC

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SHOW US YOUR WHEELS!!

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

Weathered Wheels

South of Duluth, Minn., facing a busy highway, Steve Isola spotted this 1956 Ford two-door Custom Ranch Wagon. Ford's lineup of wagons that year included the base Ranch Wagon, Custom Ranch Wagon, Parklane Country Sedan and Country Squire. Based on the (missing) side trim holes, this is a Custom Ranch. Wearing a coat of black primer and a gloss black roof, plus old school mags, the wagon is in solid condition, but could use a new interior and some overall reconditioning. If this car could talk, it would surely ask if it could join the families and vacationers driving by on their way to summer adventures. For now, it sits patiently waiting for its owner to take it out for some exercise.

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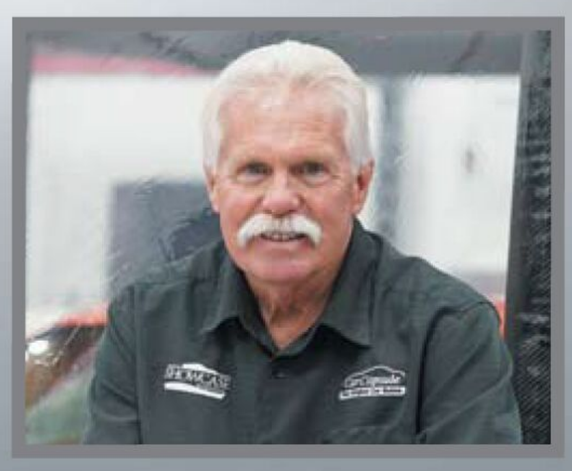

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BY GERALD PERSCHBACHER

Franklin Club hits home run with in-depth history lesson

Air Cooled News recently ran an in-depth study of its favorite brand courtesy of H. H. Franklin Club Historian Roy Canfield. Hopefully, this could be a new trend in the making for other clubs to follow.

The article was simply titled, "Franklin Model Designations and Years," but is masterfully penned as an ultimate, six-page revelation on the brand and surviving models. Annual types, models, and designations from 1902 to 1934 form a quick and well-detailed educational exposé, complete with footnotes and clarity plus enlightening short commentary.

The article dispels the shrouded mystery behind model designations, evolution of offerings, series, models, variant lettering, factory abbreviations, model names and calendar-year insights. The visual of an inner-office note between the factory production team and service managers is a golden enlightenment dated March 1932. The article wends to suggestions, conclusions and a bar chart that reveals the known surviving Franklins by year and up to the total count of 2,370 known – which is a masterful stroke.

The most productive model year for the brand was 1929 – the last big gasp before The Great Depression brought Franklin to its final bow in 1934.

Franklin Club Co-editors Alex Huppe and Jeryl Schriever can take credit for putting the article into print.

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Vintage ad of the week

By M.J. Frumkin

A clever headline and handsome images in this 1981 Mercury station wagon ad emphasized the cars' fashionable — and matching — faux woodgrain. The profiles show a choice of small, medium or large wagons, each offering "improved fuel economy, roomier interiors, and increased cargo capacities."

The Lynx four-door liftgate wagon provided 30 cu. ft. of room behind the front seating. And, with an estimated 42 mpg highway, Mercury proclaimed that the compact Lynx had the highest EPA mileage rating on any wagon ever built in America. And, just like its bigger brothers, Lynx could be ordered with the full-length woodtone bodyside appliqué.

Next up was the intermediate-size Zephyr shown wearing the elegant Villager option's simulated medium-cherry woodtone paneling. Zephyr scored an estimated 34 mpg rating on the highway and held the title of the largest cargo area (43 cu. ft.) of any North American-made wagon in its class. For those seeking full-size transportation, there was the six-passenger Marquis Colony Park wagon furnishing 53 cu. ft. of cargo room, 25 mpg highway and "rich-looking" rosewood-tone bodyside appliqués.

Few people in 1981 could've imagined that, in a few short years, the beloved station wagon would slide in popularity, eclipsed in sales by the public's new-found loves — minivans and SUVs.

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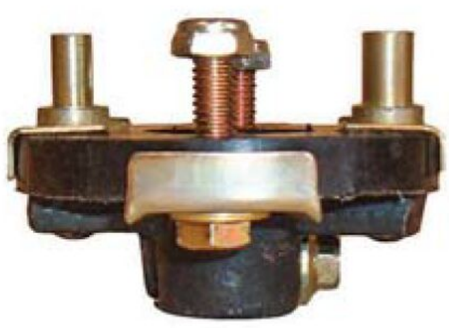

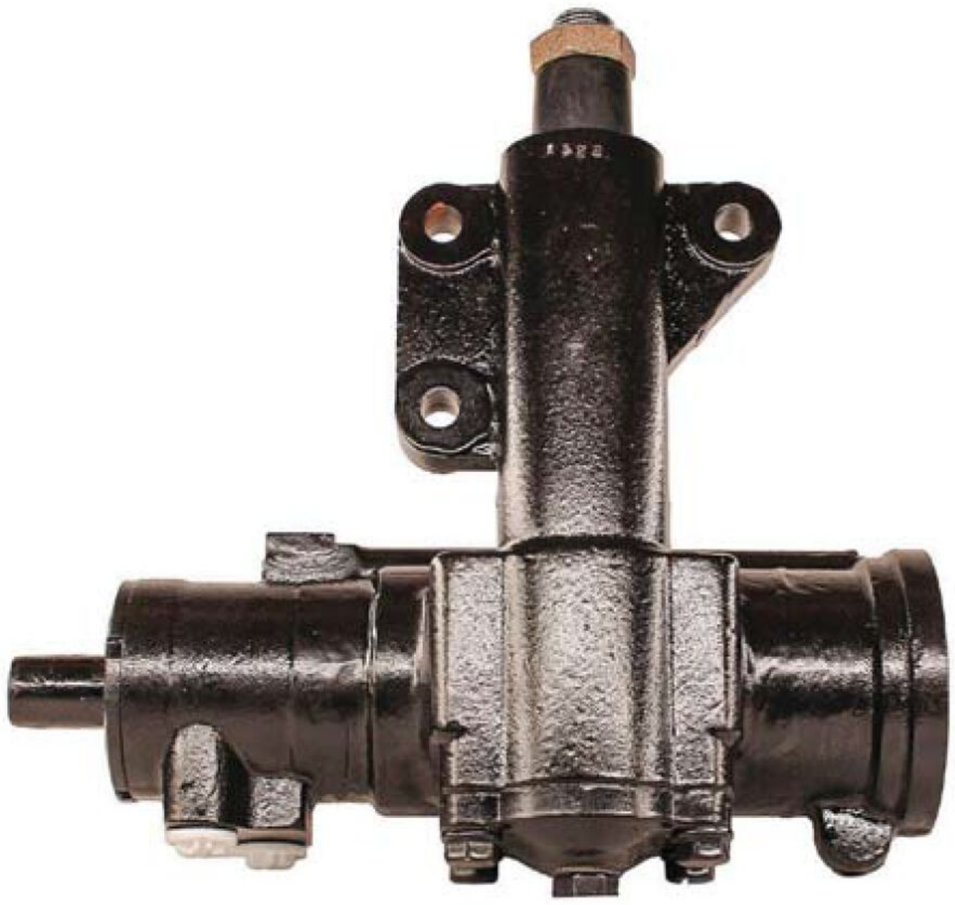

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Q&A

WITH KIT FOSTER

Q. I have a "fat man" steering wheel that has a Ford logo in the center. The round logo disk is heavy, not a hubcap, but as you can see, the logo is proper. The disk fits the center of the steering wheel and has set screws on both sides. I did not think Ford ever made a fat man steering wheel (they were all aftermarket), so I am wondering if this might be one-of-a-kind? Does anyone have any ideas?

Tom Robson, Shawnee, Kan.

A. I agree that Ford Motor Co. is unlikely to have offered such an accessory, let alone manufactured one. That said, there were perhaps thousands of aftermarket items, so that's probably what you have. I've looked through all my Model T resources (Clymer, McCalley, and a Motorbooks compilation of Model T accessories by Gordon Schindler), and I don't find any "fat man" wheels, let alone one identifying a manufacturer.

An internet search, on the other hand, was productive and came up with a 17-inch fold-up wood-rim wheel on eBay that matches yours quite well. Yours appears to have cast spokes, while the eBay wheel has stamped sheet-metal spokes. It does not bear a manufacturer's name or a Ford script.

Being of modest girth and too young to have had hands-on Model T experience, I can't help from personal recollection. I find it amusing, though, that my last two daily drivers (2012 and 2013 model years) have been equipped with automatic-adjusting steering wheels, the "fat man" wheels of the 21st Century. Model T folks, what's your take on Tom's steering wheel?

Q. Regarding the Ampco vapor lubricator (Q&A Aug. 1, 2023): Some years ago, I acquired two of these new in the box. One I installed on a 1950 Buick (it allows Marvel Mystery or other light oil into the intake manifold). This had good results. The other one I installed on a 1972 Eldorado which had about 140,000 miles on it, but was a good, tight original car. It used about a quart of oil in 2,000 miles, typical of the era. A month later, on a 100-mile trip, the oil light came on! The dipstick did not register anything. I was able to stop at a service station and get 3 quarts of oil, so no damage occurred, but I came to the conclusion that the device had helped clean out the carbon that was holding the rings tight. I then had an oil-burner car on my hands.

Christopher John, via email.

A. Thanks for sharing your experience. As they say, your results may vary.

Q. Back when I was in college in the late '50s or early '60s, I bought a 1937 Ford 85-hp "flatback" that had been painted red and silver with a brush. It had three truck clearance lamps below the trunk and would just about kill the engine when you stepped on the brake. It had a South Wind heater [of the type covered in the Aug. 15. Q&A]. In southeast Iowa in the winter, it got cold. Traveling between home and college some 60 miles, the heater worked fine as long as you were in the front seat. It was just like a curtain was thrown up across the back of the front seat. The front seat area was warm and the back seat was like the outdoors.

Bill Gillies, via e-mail.

A. Actually, that was an issue with all cowl-mounted heaters, perhaps to a lesser degree. One remedy was the under-seat heater, offered by a number of GM makes, if I'm not mistaken. Studebaker used them, too. My 1957 Studebaker Commander had one and it was great, warming front- and rear-seat passengers more-or-less evenly. The drawback was that it didn't defrost the windshield, so a small heater coil was mounted on the firewall with an electric fan and ducting to the windshield. My recollection is that the defroster heating coil was a bit under-sized, so windshield fog and ice were problematic. OC

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars Weekly, PO Box 658, Neenah, WI 54957.

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STORY AND PHOTOS BY JIM MOTAVALLI

BRIDGEPORT, Conn._The old brick building in Bridgeport's trendy Black Rock section was a big regional Ford and Lincoln dealership in the 1940s, and it's still hosting old cars, though they're just as likely to be Ferraris and Delahayes as family Fords.

Redline Restorations is a full-service facility that's buying, selling and storing classics, as well as servicing, restoring and preparing them for races. The company's ground-up restorations have won a sheaf of awards from concours events in Greenwich, Newport, Hershey and Amelia Island. Set to open is The Lounge, a private client clubhouse featuring a hand-hammered brass bar, driving simulators, a billiards table and more. There's an upstairs library, too, so you can relax with a bloody mary and a shop manual.

Redline doesn't like titles. Colton Amster founded the Connecticut business in 2003, but it has roots that go back to the late 1950s and the environs of Worcester, Mass., when Amster's father, Bruce, was in charge. "I started out going to the stock car races and driving Offenhauser-powered quarter midget cars when I was 13," Amster said. He's still very hands on in Redline's busy restoration shop, and had an appointment in the paint booth during our visit.

The restoration shop on the lower level is lined with English wheels and other tools for hand-beating fenders and quarter panels. Redline does everything in that basement shop — engine rebuilds, bodywork, interiors — and only farms out the little things, such as the rewinding of starter motors. Stripped to their bare unibodies were a pair of Dodge Chargers, assorted Mustangs, a Buick-powered Apollo, a rotary Mazda and others.

The ground floor is the domain of Jeff Krikau, a Redline partner. If you want to join The Lounge or bargain for Redline's 1967 Ferrari 330 GT (asking price, $280,000), he's the guy you talk

A gorgeous, vintage-race-ready Alfa-Romeo 6C 2500.

1939 Delage D6 saw European race action in-period.

The Apollo was an Italian car with Buick power.

Jeff Krikau at The Lounge's hand-beaten copper bar.

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to. “We’re pretty diverse here,” Krikau said. “We will curate your collection, restore your family heirloom, act as your pit crew for vintage racing, whatever is needed.”

Part of the job is saying no, Krikau said. Since tales of people getting totally upside down on old car transactions are legion, Redline’s job is helping people realize their dreams – or maybe abandon them. “What are you trying to do?” Krikau said. “Do you understand you won’t necessarily be getting your money back? Do you want to go on the show circuit – at what level? Do you want to drive your car regularly? Or is it all about sentimental value – a car you want to hand down to your kids?”

Restoring cars is an international business. Krikau said his biggest client is in Spain, and many European cars are sent to Redline for restoration, then go back to the Old World again. But Fairfield County, Conn., is full of “car guy” hedge fund managers, doctors and high-flying attorneys, and that’s the drop-in trade – and the potential membership for The Lounge, which will open soon.

Directly above the restoration shop is the service area, where a wild assortment of cars were being readied for show season. There was a Daimler limousine (part of a daily-driver fleet) in for upholstery from craftsman Sergio Costa; a six-cylinder MGC having engine work; an MG TD getting kingpins, wheel cylinders and brakes; and a Land Rover 110 getting an LS swap (ditto a Corvette).

Shop manager Robert Colapietro was in a voluble mood. “See that blue Mustang fastback out there?” he said. “We rebuilt the engine, rewired it, put in a Tremec five-speed. But the owner wanted to finish it himself, so he picked it up

A Corvette getting re-powered.

Unrestored Delage D6-11 was found in a barn in France.

1971 Plymouth ’Cuda under restoration.

Ferrari 333 SP competition car was never raced.

Jaguar XJ220 super car.

Maserati’s early 3500 GT.

A Ford GT40 leads a row of exotics in Redline’s showroom.

on the coldest day of the year, without the heater installed, and drove it right into Manhattan. A lot could have gone wrong, but it was fine on the streets of New York for a couple months, and now we have it back."

Redline has plenty of customers who expect old cars to be as reliable as, say, new Toyota Corollas. But a huge percentage of them, even with everything rebuilt, will overheat in stalled traffic. They just weren't made for modern congestion. And that's why that Mustang now has a bigger-than-stock modern radiator. Similar upgrades are sometimes advisable.

The back of the first floor is a vast warehouse with many treasures, some owned by clients and some in Redline's own inventory, which spills out into another building down the road. Most of the cars are shiny and ready for action, but an unrestored six-cylinder 1934 Delage D6-11 two-door sedan (asking price, $90,000) stands out. Though the car looks like all hell and was found apart in a French barn, it's now running nicely, Krikau said. It may be the last unrestored example of its type. The hope is that someone will buy it and let Redline finish the restoration.

As much as the Delage stands out in the garage, it was even more of a magnet at The Hangar, an event held March 4 at the airport close to the Amelia Island concours. Krikau trucked it down along with another Delage, a fully restored (with handmade fenders) French-blue 1939 D6 that compete in-period at the 24 Hours of Le Mans, Grand Prix du Comminges and Mille Miglia. Inquire for the price.

There were eye-watering cars all around, including a row of colorful drift racers, an Alfa-Romeo 6C 2500, a Ford GT40, a Maserati 300s, a Mercedes 190 SL, a Porsche 356 with original paint, a bright-red Pontiac GTO convertible, a Jaguar XJ220, a roped-off and never-raced Ferrari 333 SP competition car, a Mercedes 280SE 3.5 convertible, an Austin-Healey 100M and dozens more.

Redline is a fantasy junction for car guys and gals from the world over. "Living with these cars is an educational experience," Krikau said. "And we're here to help." **OC**

The Mercedes-Benz convertible is a V-8-engined 280SE 3.5.

An MG-TC undergoing service.

Engine work is being performed on this rare six-cylinder MGC.

A Pontiac GTO amongst the warehouse crowd.

Craftsman Sergio Costa working on upholstery.

Jeff Krikau with the unrestored Delage D6-11.

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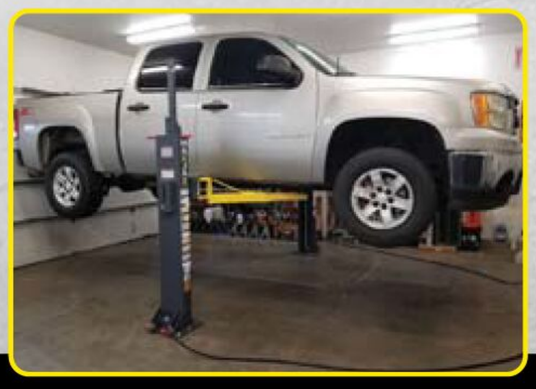

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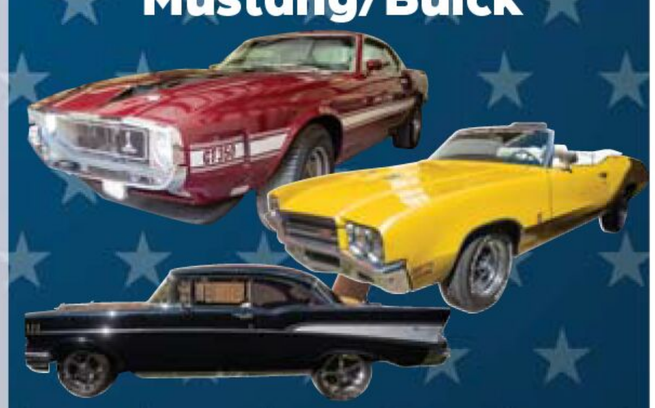

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1964 Catalina restoration was no quick fix

STORY AND PHOTOS BY BRIAN EARNEST

Morrison's Wide-Track 1964 Pontiac Catalina is all about floating down the highway with the top down.

Jon Morrison probably had a few more obstacles than most guys when he decided he wanted to buy and restore a hobby car more than 30 years ago. For starters, he had six kids (and another kid on the way, eventually), a busy full-time job and no real place to do a restoration.

Oh, and he had never restored a car, either.

Somehow, all that didn't scare off the resident of Deerfield, Wis. It took him a while, but he did just fine rescuing his beautiful 1964 Pontiac Catalina convertible.

"We had a one-car garage under our house on the east end of Madison," Morrison recalls. "So I'd get into that garage and work on it whenever I could. We had six kids then and by time I got it done we had our seventh kid! ...I'd come home, have dinner and get the kids through the evening, and go downstairs and stay under the car, under the hood, until 2 or 3 o'clock in the morning in the summertime. I did that for years."

What Morrison did have on his side in those days, however, was that he knew Pontiacs, and he was in the car business. Both of those factors worked to his benefit as he tackled his first restoration.

"Pontiac's in my blood. I had to have a Pontiac. I put the word out, and I was in the business. I was a parts manager at a Pontiac/GMC dealer for many years," he says. "You just get to know people and get to know how to do things, and if you can't, you ask questions and you can get answers. Having an outlet on new-old-stock parts, being in the business, I could get a lot of stuff that was still available at other dealerships around the country."

It was his connections in the local car scene that helped Morrison find the convertible in the first place.

"There was a guy that heard my cry on the north side of Madison ... He got this car as collateral from a buddy of his. His buddy wanted 500 bucks, so he gave this guy the car and the title. He put it in a barn in DeForest [Wis.], and a year and a half went by and the guy never gave him his money back. So I had the word out and I heard I could buy this car for $500. He said, 'I just want my money back and you can have the car. I was going to crush it into a tiny cube and then send a picture to the guy.'"

Morrison says he was looking for a true "fixer-upper" at the time – a car that he could rebuild almost from the ground up. The ragtop Catalina proved to be just the ticket, after he figured out how to get it home.

"Luckily, the guy had a tow truck," Morrison remembered. "[The Catalina] had no brakes, no brake lines, no fuel

The car was originally red with a black Morrokide-material interior, and Morrison stuck with it even if the interior gets hot in the summer with the top down.

tank; the tank was all full of holes, in the trunk. It still had a gas bottle under the hood. The engine ran well, the transmission ran well, and the interior wasn't all chopped up. It was in as good a shape as it could be in. Even though it was rusted and had holes in it, it was pretty solid and all matching. It had the Roto Hydra-Matic transmission, and that was cool. Everything was there, it just needed to be redone.

"We had to tow it to my house and had to put a tire down to stop it when we rolled it into the driveway! Then I pushed it into my garage and that was the start of everything."

A popular Poncho

The Catalina nameplate was first unveiled for 1950 and was originally applied only to hardtop body styles, but eventually became the moniker for the company's popular lineup of base-level offerings. In 1959, the Catalina became its own line of the entry-level base models.

In the early 1960s, the Catalina established itself as a fixture of the Pontiac menu, holding its own behind the top two sellers in the full-sized market, the Chevrolet Impala and Ford's Galaxie 500, and ahead of other competitors such as the Mercury Monterey, Dodge Custom 800 and the Chrysler Newport. Within GM's own ranks, the Catalina generally upstaged models such as the Chevrolet Biscayne and the Buick LeSabre when it came to popularity in showrooms.

For 1964, the Catalinas joined the other Pontiac models in receiving new grilles and taillamp designs. The lineup included a four-door sedan and four-door hardtop, two-door sedan and hardtop, two-door convertible, and six- and nine-passenger station wagons, all affordably priced between $2,806 and $3,311. The four-door sedan was the least expensive and, not surprisingly, the best seller with 84,457 assemblies.

Propulsion came from the 389-cid V-8 that was rated at 235 hp with a manual transmission or 267 hp with the Hydra-Matic. Base 389s drank through two-barrel Rochester carburetors, but were offered with a generous menu of options, including air conditioning, power brakes and seats, luggage carriers, tachometers, and Ventura trim on the hardtops and convertible. A four-speed manual transmission was also optional, as was a four-barrel or

This Catalina is fitted with the standard bench seat and an aftermarket combination console/drink holder, giving Morrison flexibility for carrying some of his seven kids.

For 1964, full-size Pontiacs lost the hoods over their headlamps, which remained stacked, and Catalinas were fitted with a new grille that included three heavy horizontal bars.

The eight-lug wheels were a locally sourced addition during the Catalina's restoration.

Tri-Power, which bumped the output to an estimated 330 hp. For the go-fast crowd, there was also a Tri-Power 421 V-8 that came in 350- and 370-hp versions.

The '64 Catalinas were about an inch longer than the '63s. Trim identification features seen on Catalinas included three-quarter-length side moldings running from the front wheel opening back, "Catalina" front fender scripts and series medallions on the rear fenders.

The convertibles carried a base price of $3,181 and weighed in at 3,825 lbs. Model-year production was reported at 18,693 units. In all, Pontiac built 715,261 cars for the model year, which was good for a solid third-place showing behind Chevrolet and Ford. Catalinas soldiered on and remained a stalwart on GM sales charts through the decade, thanks to the public's belief that the cars were a great bang-for-your-buck choice with styling that aged well and plenty of gusto under the hood.

With six kids and a seventh on the way, Morrison found time to restore his Catalina after his children went to bed.

The perfect Pontiac project

For Morrison, the '64 Catalina ragtop turned out to be the ideal project car. He was a Pontiac loyalist to begin with, and the model's popularity and longevity meant there were ample parts around to restore such a car. And Morrison knew how to get them.

"I would suspect probably two or three years went by with me just putzing with it in the summer time," he says. "Then our dealership had a body shop and this guy named El from our body shop took it on for five summers. I'd take it over there on Thursday nights, and he'd replace any metal that needed to be redone. Of course, Pontiacs rusted around the wheel openings and fender doglegs and stuff. But he replaced whatever it needed, fixed the floor pans, reinforced the rockers ... He had the vision to take it back to factory. We had the same vision."

The pair decided to go with the same red paint color the car was born with and keep the black interior. "It was red and black originally, but the car was so faded out and had a purple fender on it," Morrison said. "We actually took the deck lid and used that to get an exact match on the paint. We painted it in 2000, and it's looked this way for the past 21 [plus] years."

The two-barrel 389-cid V-8 has not been rebuilt and is mated with the Roto Hydra-Matic transmission.

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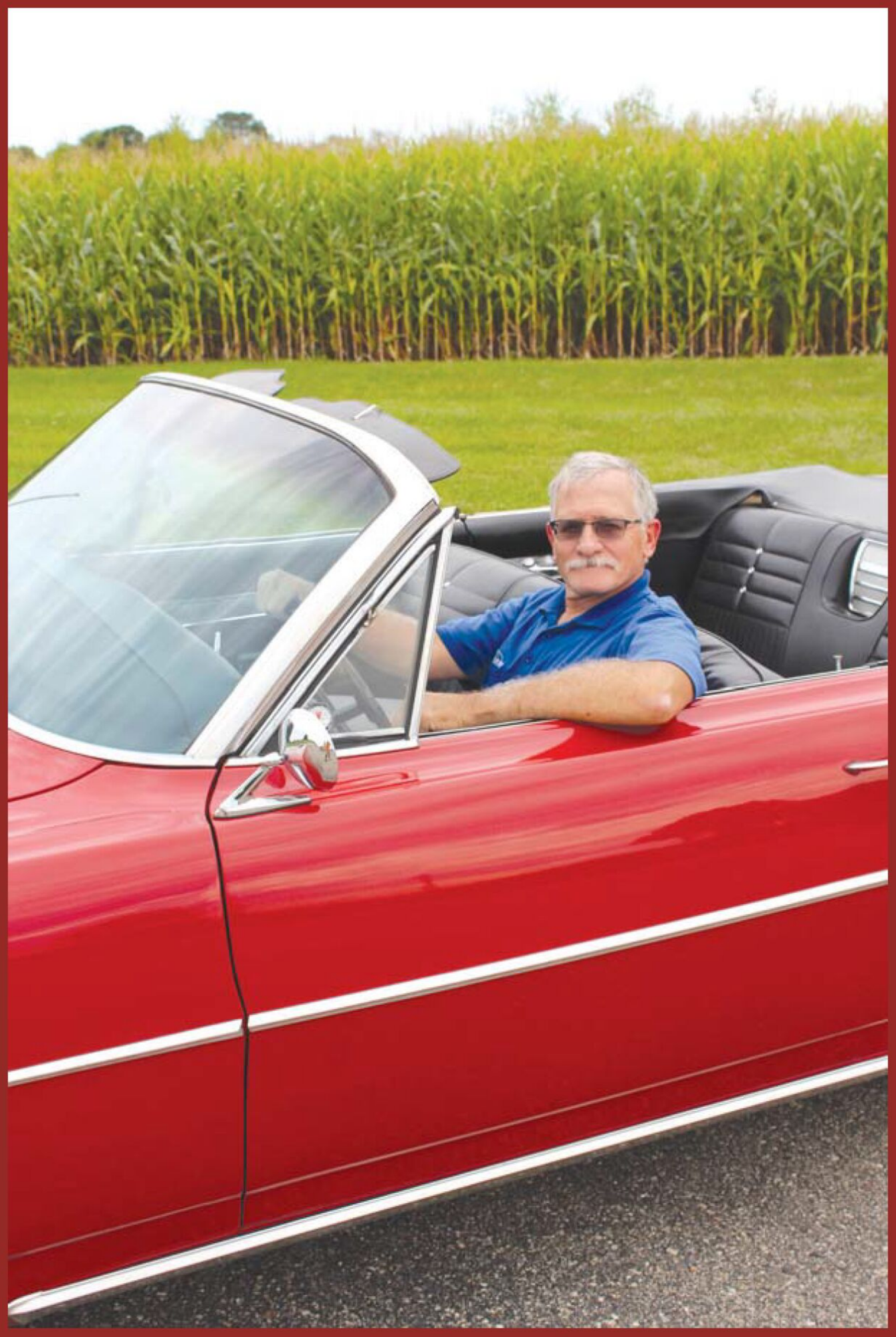

Jon Morrison at the captain's seat of his 1964 Pontiac Catalina convertible.

Checkered Catalina emblems were at home on any 1964 model since the base engine was a 389-cid V-8.

The trunk compartment is spacious and was restored with the spackle paint found on GM products of the era.

Aside from the paint and bodywork, and the convertible top, Morrison tackled most of the restoration himself. Among the tasks were re-doing the seat trim, dash pad and door panels. He was pleased to find a fresh set of eight-lug wheels in town, and found items such as a gas tank, bumpers and grille parts from Vintage Auto in Mountain Home, Idaho.

Morrison added that he never pulled the engine. The original 389 has yet to get a full rebuild, even after 130,000 miles. "It's always run well," he says. "[A rebuild] is something that could be done in the future. We'll see. I actually drove it when we were restoring it," he laughs. "People thought I was crazy, but I had to get in it.

"It really is a smooth-running car. It has still got the Roto Hydra-Matic transmission in it, which is nice. A lot of people pull those out and put 350s in them. You can't squeak the tires, but it is sure smooth going down the road, and it's got plenty of pep for a two-barrel. There's no A/C. It's got power brakes, power steering, manual windows and door locks. It's got the black interior with the bench seat. I didn't have seat belts originally, but we put them in so we can haul kids in the back seat!"

Ironically, having so many kids actually wound up helping Morrison with the car. He ended up with more than a few helpful presents from his brood over the years when they were looking for Christmas, birthday and Father's Day ideas.

"The fun thing about this thing is over the years, when my wife's parents were still alive, my mother-in-law would say, 'OK, give me the list,' and they'd get me whatever parts I needed for the car. The parts were my gifts. And then my kids have chipped in and helped me out. 'Dad, what kind of parts do you want for your car? We'll pay for it.'"

At this point, Morrison has had the car so long and it has provided so many good memories that he can't envision ever selling it. Fittingly, he figures it will wind up with one of his kids. "This one is too close to the family to [ever sell]. It's been with us too long," he says. "I suppose some day, when I die, maybe the kids will fight over it." OC

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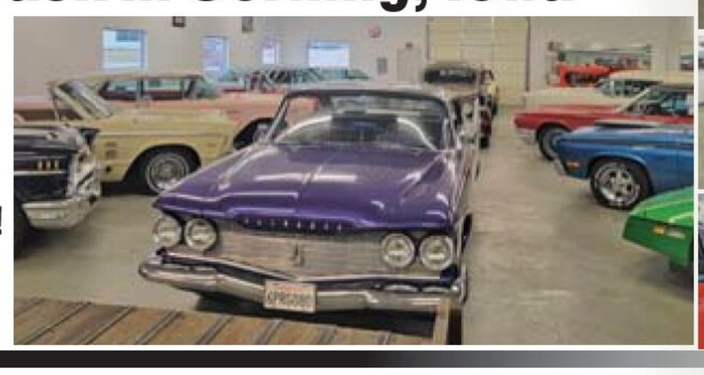

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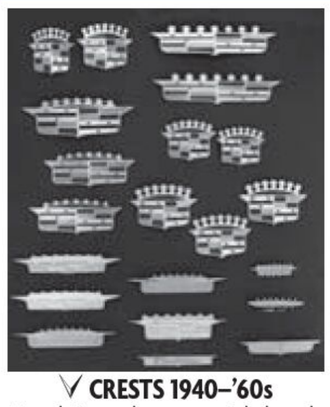

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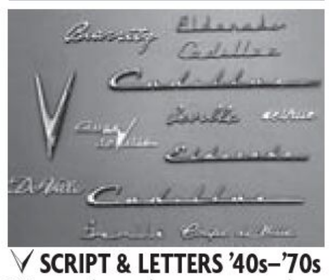

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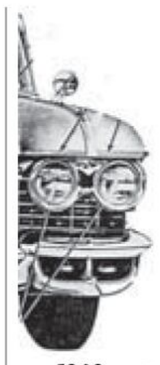

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LINCOLNS in the Poconos

Lincoln meet gathers 20 prewar examples

STORY AND PHOTOS BY BOB TOMAINE

A gathering of Lincoln owners in Pennsylvania was more than just a trip to the Pocono Mountains.

"We have the 2023 Lincoln Owners Club/Lincoln-Zephyr Owners Club Eastern Spring Meet," said Hank Antoniolli, who coordinated the Lincoln Owners Club event at Lukans Resort near Hawley. "We haven't had one since pre-COVID. We now have a museum at Hickory Corners (Michigan), and every August, they have a meet up there, so since then, most of the meets have been up there and we really haven't been able to put one together (for the east)."

He said 24 cars were registered and 20 actually participated, a number greater than he'd expected.

"We have cars that've come from five or six different states," Antoniolli said, "and some of these cars are close to 100 years old ... It's nice to have these cars here, I'll tell you. I think this number of cars is pretty good for this day and age and for these kinds of cars."

1940 Lincoln-Zephyr

"This is the first one we've been to east-wise in a couple of years," said Kevin Fink, whose parents, Paul and Ellen Fink, of Broadview Heights, Ohio, were showing the 1940 Lincoln-Zephyr four-door sedan that Paul bought in 1971. Kevin said that his grandfather had owned a two-door, but sold it in 1968, because it was just too small for his growing family, and then regretted doing so.

"When my dad was a little bit older," Fink said, "He talked his dad into it. 'Well, why don't you get another one?' He bought a four-door so the kids could be in there ... He stuffed all the kids in the back."

Before he was able to stuff them into it, the barn-find car was towed home – it ran, but was towed as a precaution – and he said minor work went on as time allowed. His father and grandfather rebuilt the engine and restored the body, but because his grandfather still didn't have a lot of time to devote to it, the project had slowed while his father was in college. Even so, his father didn't lose interest in the car.

"I think my dad was 31 when his dad passed," Fink said, "and so he was the one who ended up getting the car from his dad. It was kind of the same idea with him. He was traveling a lot for work. I grew up working on it ... Then, of course, I went away to school and so it didn't get a lot of work done."

It did, however, get at least some time out on the road, and he said that the Zephyr began to receive more attention when his father retired. Since then, he explained, the undercarriage was stripped and repainted, the axles and suspension were rebuilt as necessary and dried-out rubber components were replaced, as good mechanical condition is the highest priority. He knows the effort is worthwhile.

"They're really pretty cars," Fink observed. "A lot of the cars of this era had big, swooping fenders, long flowing

OPPOSITE: Joseph Rogers has owned this 1928 Model L seven-passenger sedan since 1969.

ABOVE: The V-8 in Joseph Rogers' 1928 Model L produces 90 hp from 384.8 cubic inches.

back ends, but the '40 and '41 especially I like just because of the curviness and the front grille ... and the V-12 is a cool talking point, too, because those are few and far between."

1938 Lincoln Model K

Manny Konstantinitis of Middletown, N.J., was showing his V-12 Lincoln, a 1938 Model K convertible coupe with its LeBaron custom body.

"I bought it a year and a half ago in pieces," he said, " ... about 95 percent complete."

At the time, he said, the Lincoln was painted burgundy and the leather on its seats was black, but stripping the body as the restoration began revealed the yellow paint that he was able to match. An area of the leather protected by the seat frame showed its original color, and he found a source for the correct replacement.

While the LeBaron body in its yellow is both striking and rare – Konstantinitis said the previous owner's research shows it as one of five – its 414-cid V-12 is every bit as interesting. Completely unrelated to the 292-cid V-12 in Fink's Zephyr, it produces 150 hp while the Zephyr's generates 120 hp.

"The first thing I had to do," Konstantinitis said, "the motor was still in the car, but all apart, so I took the motor out, inspected it, and there were no cracks, so I sent the motor out and had it professionally rebuilt. New pistons, new valves, new rings, (but) the bottom end was still in excellent shape.

"The heads are polished aluminum, so I had a really good set of heads and I had them polished, put them on with new copper head gaskets and that was it."

A spare transmission that had come with the car was installed after being checked out

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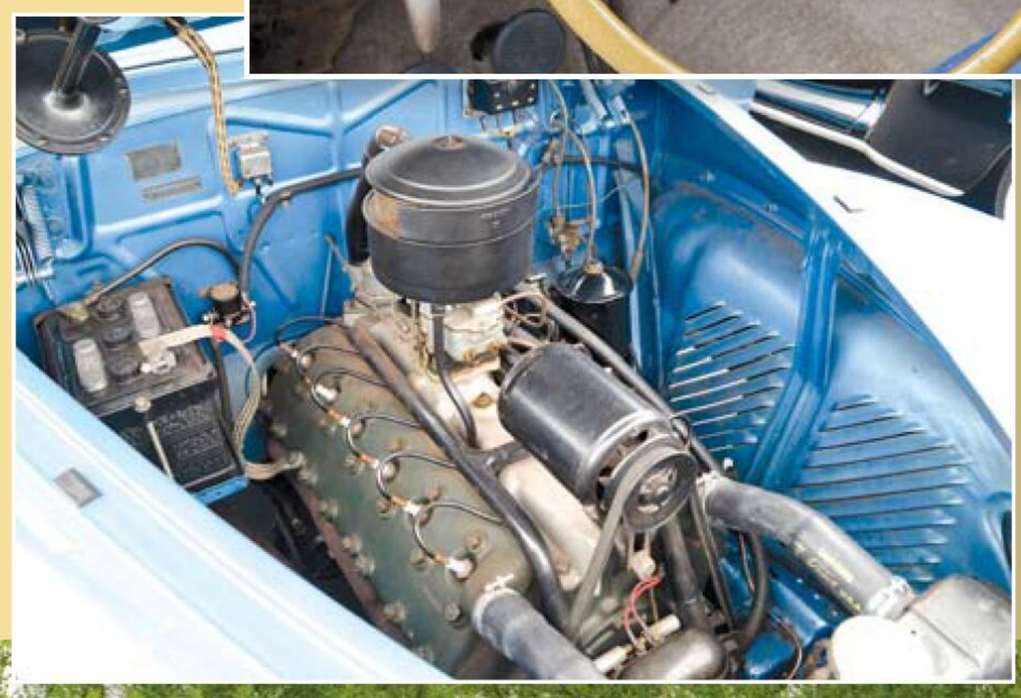
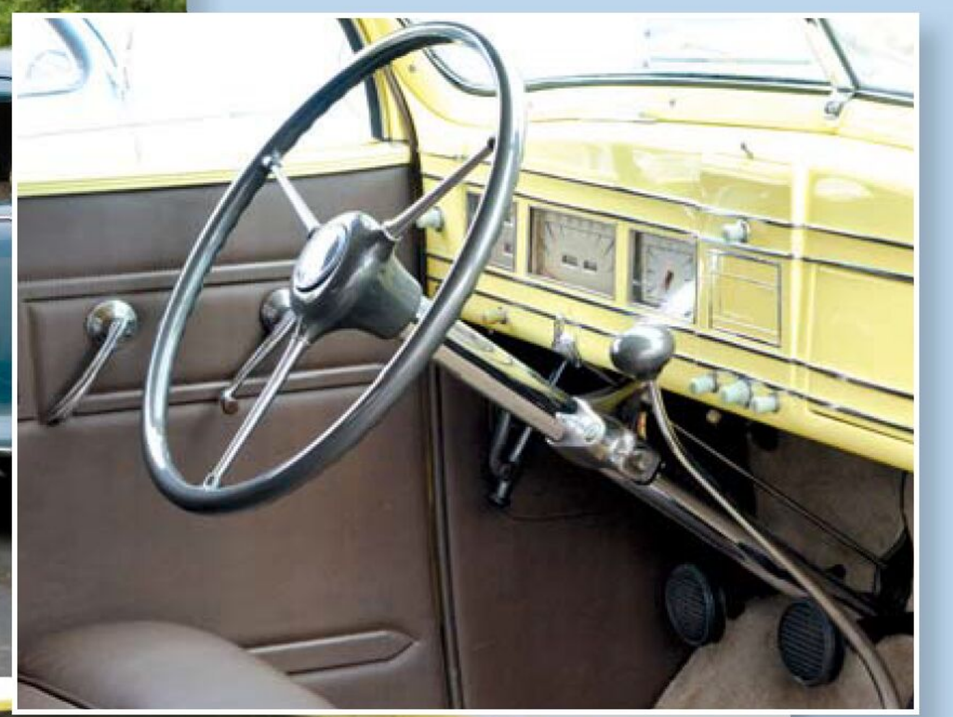
RIGHT TOP: Streamlining even made its way onto the instrument panel of Paul and Ellen Fink's 1940 Lincoln-Zephyr.

RIGHT MIDDLE: Beyond its flathead design and 12 cylinders, the V-12 in Paul and Ellen Fink's Zephyr has little in common with earlier Lincoln V-12s.

RIGHT BOTTOM: Paul and Ellen Fink's streamlined 1940 Zephyr looks smoothly aerodynamic while avoiding the radical qualities of some designs that had appeared over the previous decade.





ABOVE: A car that's impossible to overlook, Manny Konstantinitis' LeBaron-bodied 1938 Model K convertible coupe was restored in less than two years.

RIGHT TOP: From the chromed steering column and shifter to the "Lincoln V-12" identification, the front-seat view of Manny Konstantinitis' Model K is a perfect example of its time.

RIGHT BOTTOM: The 414-cid V-12 in Manny Konstantinitis' Model K generates 150 hp.

and needing only new bearings, but while it was on the bench, he gave it a new clutch and throw-out bearing. New brakes, wiring and exhaust system completed the mechanical work

"I got it done for last October for Hershey," Konstantinitis said, "in the record time of one year and one month. The only time it left my house was to get the upholstery and the top done. Naturally, I sent all the chrome out, the engine I sent out as I told you, and everything else was done in-house.

"It was a lot of work, but it becomes a labor of love. And a little obsession."

Andrea Irby of Raleigh, N.C., understands and recalled the evening in 2014 when her late husband, Cecil, came across an ad for what's now Konstantinitis' Lincoln.

"He wanted to show a Full Classic," she explained, "he wanted to restore a Full Classic. He had a production car that he had done well with, and he was looking around. He hadn't found anything, probably thought he'd end up getting a Packard. He hadn't really found anything he liked, and then he was sitting there in the chair like he did every night and he was flipping through ads looking for parts....

"He screamed from the chair, 'Come here, come here quick, you've got to see this, I found it! I found my car! It's a Lincoln,' and I was like, 'Well, if it's a Lincoln, I know you're going to go for it.' The end of the auction was about 10 days away and the car was close. It was about four hours away in Chantilly, Virginia, and so we went to go and see it."

Its condition seemed fairly good and despite its transmission problems, the test drive went well, so they returned home planning to bid on it. Their bid proved to be the final one before the auction's close, Irby said, but it failed to meet the reserve. Her husband immediately decided he would negotiate, and not long after, the deal was made and the Lincoln was at their home.

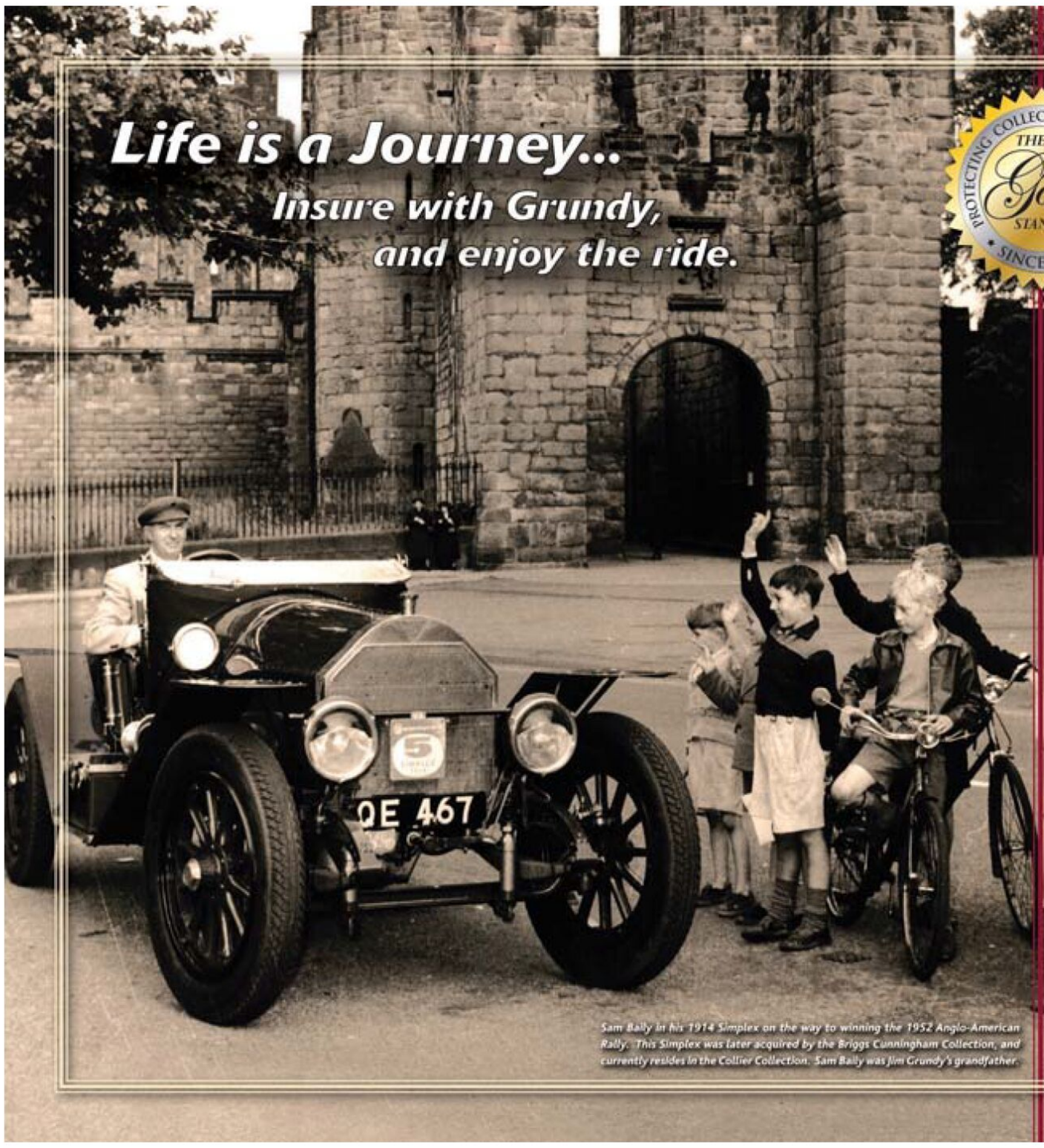
"It had never been abused," Irby said. "It was kind of a loved, used car. Whoever had had it had done this little thing or that little thing to kind of keep it running or going. It'd been painted a couple of times, they had dyed the interior. It wasn't in great shape. The convertible top was not great, you didn't want to try to do too much with it, because it might've come apart. I think that was still the original."

The Lincoln was good enough to be driven on local roads, she recalled, and as they did so, her husband started planning its restoration, accumulating parts and beginning its disassembly.

"He started meticulously taking it apart and labeling everything," Irby said, "and putting car parts everywhere all over the house. On Easter weekend, he took the front fenders and dragged dirt through the house up to the attic. I was like, 'OK, company's coming, you're vacuuming.' But he was very meticulous, labeled everything, built some shelves to put the parts on, so when something happened, I knew where everything was. I knew what was what, so I was in a good spot to either take care of it, restore it, or get it to somebody who could."

Initially, she said, she considered completing the restoration after her husband passed, but ruled that out, because the Lincoln people who might have served as a resource were mostly too far away. She added that the idea of selling it raised another concern.

"The car was in a fragile state," Irby said. "I didn't want anything to happen to the car. At that point, given the way it was, it could've been parted out. People kept telling me, 'Oh, it won't get parted out. It's too rare.' I was like,



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'You know, there are some people out there who might not (see it that way). I have to protect this car....'

"I was actually offered more money from somebody, but I just thought that Manny was the right person. I knew he wouldn't flip it. He asked about my husband's wishes and dreams for the car, and he's honored every single one of them and he didn't have to. It's his car."

The Lincoln, obviously, is now complete, but Konstantinitis confessed that he's not driving it very often. He added, though, that that's going to change.

"Not lately," he explained, "because like I said, I just finished it in October. I have to go back to Hershey in October. I won right off the bat National First and now it's going back for the Senior, so I don't want to drive it too much until I go to Hershey and compete for the Senior."

And after that?

"Oh, yeah," Konstantinitis said, "definitely, definitely. I'm getting old. I've got to use these cars and enjoy them."

1928 Lincoln Model L

Driving his 1928 Model L seven-passenger sedan helped convince Joseph Rogers III of Jeffersonville, Pa., that it was the right car to buy. That his decision was the correct one is proven by how long he's owned it.

"I bought it in 1969," he said. "I had my sons and we were just browsing through Hershey's flea market and we ran across this row of old cars sitting there for sale. There was a nice Hudson sitting next to it. The Lincoln was there, and we looked them both over and we couldn't decide which one we wanted the best, so then we decided, 'Well, let's take the Lincoln for a ride.' The man said we could do that.

"We took it for a ride around the course there at Hershey. You could do that at that time. So I said to the man, 'OK, $4,500 and you'll deliver it.'"

Its condition then was close to what it is now, and Rogers said that after owning it for about a year, he lifted the body and painted and detailed the chassis and fenders before reinstalling it. The Lincoln has needed nothing more than maintenance since then, an impressive feat for a car he said has always been a driver.

"Wherever we went," Rogers said, "we drove it ... It drives easy. It's been reliable. It's been all over, New England, Michigan."

He said that he hadn't had a grand plan to keep the Lincoln for more than a half-century.

"No," he said. "I really didn't pay much attention then. I've always had a Model A, the first car I ever owned and I still have it, a '28 Ford. I keep things. A bad habit.

"No, it just hung along. That's all. Just part of the family."

1931 Lincoln Model K

Steve Babinsky of Springtown, N.J., acquired his 1931 Model K more recently when he inherited it several years ago from the estate of a friend who had passed. Its history, he explained, is unclear.

"A friend of mine looked up the serial number," he said. "It was built as a sport phaeton and at some point, probably in the first year of its life, it was converted to this town car, a transformable, actually, because the quarters go down. The cowl, the front doors, the windshield are all phaeton. The back of the body is a phaeton, the back seat's original and that's phaeton. The center section was built when the car was new.

"I don't know if it was delivered as a phaeton or a coachbuilder bought a phaeton, because it was a cheaper body style and converted it immediately for someone. It came off of Long Island. There's a lot of rich people on Long Island. That's where it lived, so it was probably built for somebody who lived on Long Island."

It had long been sitting before it became his, he said, and was dirty with its radiator plugged by a mouse nest, but it ran well and need only a major tune-up.

"I just kind of went through it, serviced it up," Babinsky said, "and I had it at Pebble Beach last year."

The Lincoln meet was the first time he'd had it out since returning from Pebble Beach and he said it started easily.

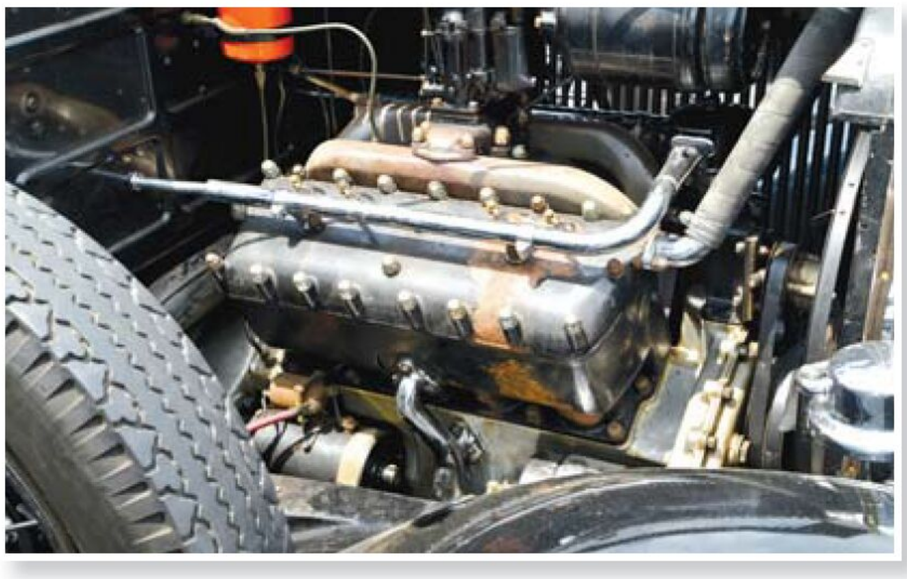
"Any car should start like that if it's tuned up right," he said. "That's the way it started when I started it the other day to get it ready to bring here. It hadn't started in nine months and it just started right up."

Babinsky said he has another 1931 Lincoln, a Murphy dual-cowl phaeton, and while it drives somewhat better, both are interesting cars. He'd known the town car, though, and said he'd always liked it.

"I always thought," he said, "that this car was really cool." OC

LEFT: When Lincoln introduced its Model K for 1931, it continued to use the previous Model L's 384.8-cid V-8, as shown in Steve Babinsky's transformable town car. Horsepower increased by five, bringing it to 95 units.

BELOW: Steve Babinsky's 1931 Model K began life as a phaeton before being converted in-period to a transformable town car.



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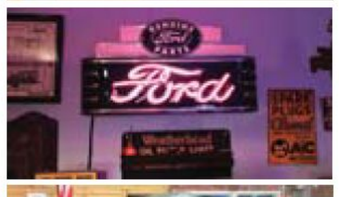

COLLETOR CARS: 1915 Ford Model T Depot Hack, excellent condition, with title, VIN 717845; 1917 Ford Model TT Open Cab Fire Truck, very good condition, with title, VIN SOS278593; 1923 Ford Model T Paddy Wagon, excellent condition, with title, VIN 8728905; 1923 Ford Model T Snowmobile, excellent condition, with title; 1926 Ford Model T Coupe with emergency horns, excellent condition, with title, VIN C7559667; 1926 Ford Model T Dog Catcher, excellent condition, with title, VIN 12937418; 1929 Ford Model A Fuel Delivery Truck, excellent condition, with title, VIN AA621122; 1955 Ford C600 Truck, excellent condition, with title, VIN 18577; 1955 Troy Semi Trailer, excellent condition, with title, VIN 60G541.

GASOLINE MEMORABILIA/SIGNS/ETC: Ford visable gas pump; Red Crown 42" Double Sided Sign with neon; Bennett Clock Face Pump, mdl 90 (905888); Bennett mdl 150 pump with Red Crown Gas Globe (106792; Atlas Tire Sign, 15' tall; Marquette charger; Eco Tire Inflation machine; Atlantic Oil Lubester; 10 gal oil cans; 24" Ford neon sign; Ford gumball machine; Mdl A, T, TT parts; Standard Red Crown pump plate; Red Crown Gas Clock; oil bottles; road maps; 30" Barber's Pole; signage; lots of other rare memorabilia items.

COCA COLA/NEON SIGNS/ETC: Coca Cola 10 cent vending machine, mdl VMC33 (33-44445); 1949 Coca Cola thermometer; Coca Cola Cooler; Coca Cola signs & other memorabilia; Misc Beer Neons; other Coca Cola & antique related items.

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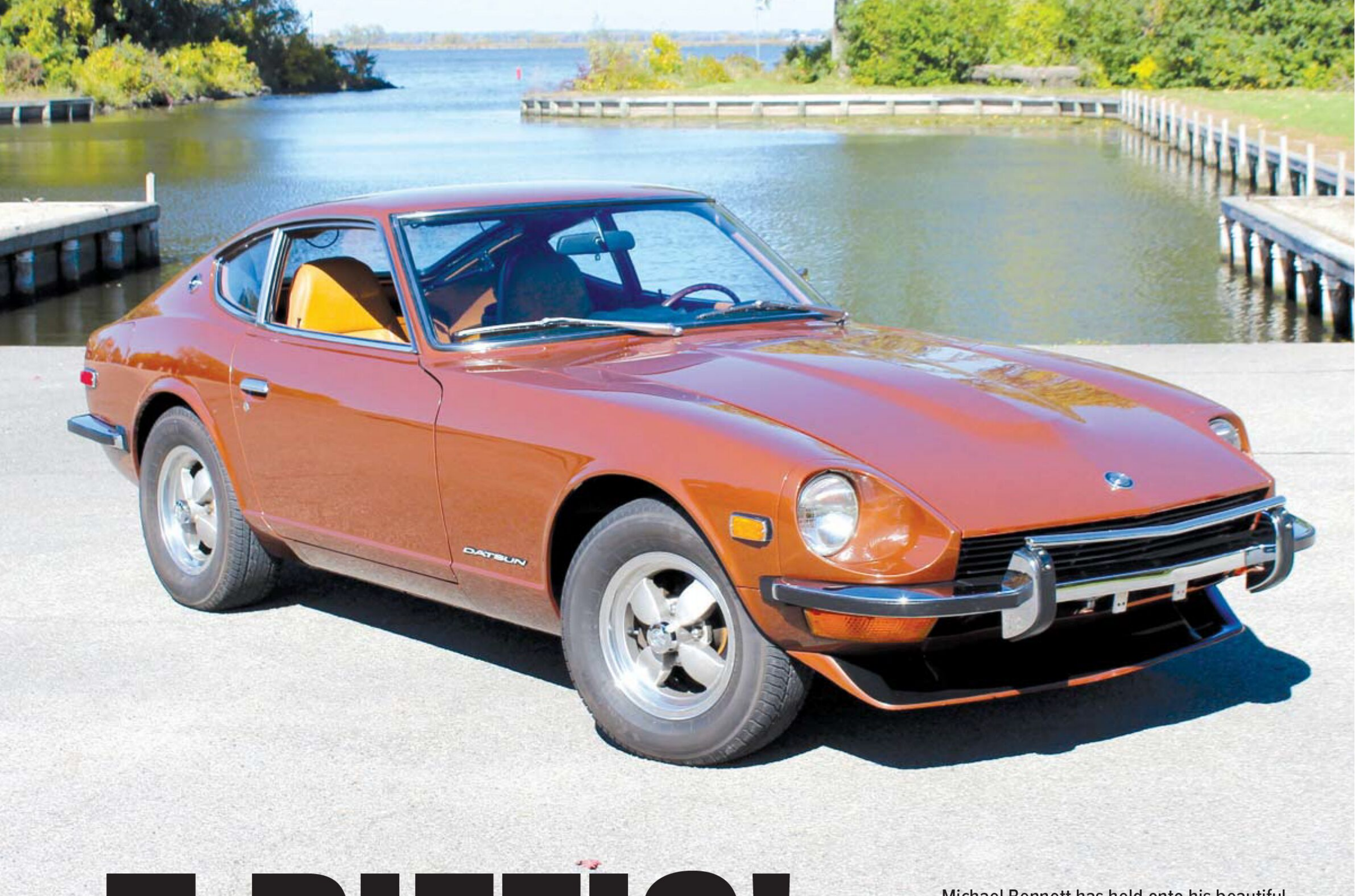


Michael Bennett has held onto his beautiful 1973 Datsun 240Z for 50 years.

Z-RIFFIC!

Stellar 1973 Datsun 240Z has been a one-owner joyride

STORY AND PHOTOS BY BRIAN EARNEST

Michael Bennett didn't get off to the greatest start with his new Datsun 240Z back in 1973.

There certainly wasn't anything wrong with the car. It was awesome then – and it's pretty awesome now. It was dealing with the hardball car dealership and a prickly salesman that turned out to be the biggest challenges.

"When we went to order it and put our down payment on the car, they said it would be like a month or so before it would come in, and they called us a week later and they said, 'Be here by 9 o'clock tomorrow morning with the rest of the payment or it goes to the next person on the list,'" recalls Bennett, a resident of Oshkosh, Wis. The dealer had also demanded that Bennett pay for add-ons that inflated the price of the new Z-car: rust-proofing for $99, a front spoiler for $60, a front bumper over-rider for $30 and Shelby Viper mag wheels for $220. The total bill was a healthy $5,439.50.

And before he got the car off the lot, Bennett got one more piece of unwanted advice from the salesman. "[He] gave me the key and said, 'There's a gas station two blocks down the road, don't go by it.' I said 'What do you mean?' He said, 'There's no gas in it.' At that time a full tank of gas might have been 10 bucks, I don't know. And a salesman wouldn't even pull that out of his pocket. That felt pretty bad, leaving the place the way I was treated, but that was pretty common buying Z-cars back then, because they were all on order and everybody wanted them and it was a seller's market."

Bennett can chuckle about the whole ordeal now, because his 240Z turned out to be a great deal. Michael and his wife Paula are still the proud owners of the Datsun and it still looks fabulous 50 years later. Bennett admits that if he had had a few more dollars in his bank account at the time, he wouldn't have bought the Datsun. The couple had their eyes on a completely different type of car.

"Actually, I wanted to buy the Volvo 1800 ES Sport Wagon – that was the car I was interested in. We drove one of those and then drove the Z-car and the difference in performance was just so incredible, but the thing that kicked us over was the Volvo was $1,000 more and I couldn't get the loan for that!" he laughs.

A 240Z might not have been the most practical choice for a "family car," but the Bennetts have never regretted their decision. Michael still laments driving the Datsun

through that first winter, but after that he retired the snow tires for good. “After that, I got another car to drive in the wintertime,” he says. “I had just graduated from college and that was my only car, so I did drive it that one winter. I really had no problems with it, but I paid the price [in rust] later on.

“But we drove the car all over. We had it as a daily driver. We drove it to California and we drove to New York and coast-to-coast.”

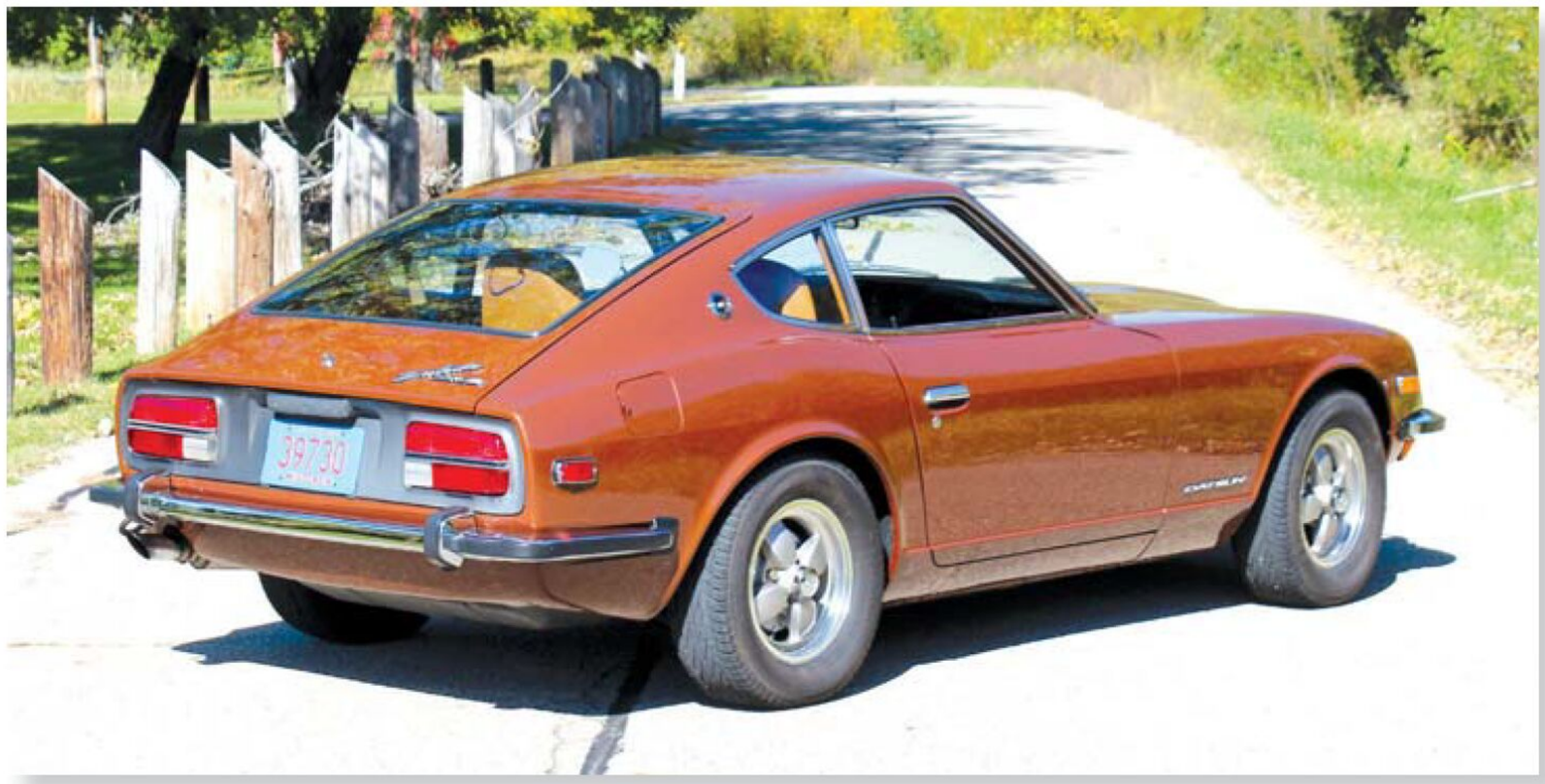
The 240Z rolled up most of the 109,000 miles that are on the odometer in the first 10 years it was on the road. In the late 1980s, Michael said the car was running rough and he decided to put it in mothballs.

“Those 1973 240Zs had what they call the flat-top Hitachi carburetors. They were part of an anti-pollution package that the government mandated, along with some other things, and the car was subject to vapor-lock and the carbs were hard to maintain. That’s when it wasn’t running well. I think that was in about 1988 when we put it in storage for 15 years, maybe 20 years. And when we finally got it out, it was in pretty rough shape. But at that time I decided to put the money in it and have it restored.”

An icon arrives

Billed by Nissan U.S.A. as a “personal two-passenger fast-back” whose “sleek, low lines are complemented by a roomy, luxurious interior,” the 240Z fast-back coupe, the first of the famed Z-cars, was the next step in the progression that began with the Fairlady roadsters a decade earlier. The 2.4-liter (2,323cc), single-overhead-cam six-cylinder engine delivering at least 150 bhp allowed speeds as fast as 125 mph, according to the company. An all-synchro four-speed manual transmission handled the shifting chores. ‘’Four-wheel independent suspension, consisting of coil springs and MacPherson struts, was said to be “designed to meet the requirements of all world

The 2.4-liter six-cylinder gave the early 240Zs exhilarating acceleration and great all-around performance in a time when V-8 muscle cars were losing steam.



Part Porsche, part Jaguar, part Ferrari? The 240Zs seemed to borrow styling cues from all three brands.

Bennett was forced to order the optional Shelby Viper wheels on his 240Z. They remain on the car and give the Datsun a more musclular look than the standard wheels.

The hatchback craze took off in the early 1970s, but the growling 240Z was a far cry from the Pintos and Civics of the day.

markets." The all-steel unibody rode a 90.7-inch wheelbase, with front disc and rear drum brakes.

As for the interior, "flow-through draft-free fresh air system combined with an aerodynamic shape make the car a quiet experience to drive," according to Datsun. Oil pressure, water temperature, fuel and ammeter gauges were recessed in a padded and formed dash. A large speedometer with trip odometer and a tachometer sat directly ahead of the driver. Deep-cushioned vinyl bucket seats with built-in headrests horizontally and vertically adjusted and reclined up to 10 degrees. Standard 240Z equipment included: radial tires, a radio, clock, steering lock, collapsible steering wheel, three-anchor seatbelts, backup lamps, a wood steering wheel and gearshift knob, front/rear bumper overriders, console box, door armrest, driver footrest, glove box with lock, windshield and rear window drip moldings and coat hangers.

Distinct recessed headlamps were set deeply into nacelles, far back from the 240Z's protruding nose. Rectangular parking lamps sat under the headlamps, below the bumper. Front fenders held reflector lenses, just to the rear of the headlamps. The low, wide grille had a pattern of subtle horizontal bars, while the hood had a moderately sized bulge. A small, round insignia went above the grille. Tiny rear quarter windows were used. Three-section taillamps were mounted in rectangular housings.

It may have been a Japanese import, but the 240Z cockpit had a decidedly European look and feel. A driver would feel right at home on the Autobahn.

The new coupe was "Datsun's answer to the high-performance personal car market," developed with the guidance of considerable market research, said Ron Waklefield of *Road & Track*. "We think Datsun has a real winner." That magazine further predicted that "Datsun will establish a market of its own, one which will force other makers to come up with entirely new models to gain a share in it."

The 1971 and '72 model years came with little change in the 240Z, other than a price bump up to $4,106 for 1972 – up from the $3,526 base price of the debut model. There was a slight drop in compression in 1972, and late in the year an emissions equipment mandate cut back on the 240Z's overall performance.

For 1973, the model's fourth and final year, there was again little change, other than all of the cars had the new emissions equipment. The base price also jumped more than $500 – up to $4,695.

The 1973 240Z was not the end of the Z-car by any means. The 260Z debuted the following year, paving the way for the 280Z and 280ZX and 300Zs that followed. The 1973 240Z was, however, the final chapter for a glorious first generation.

Round 2 for a sweet survivor

For all their good qualities, the 240Zs were not known for their longevity and had a fairly high mortality rate. They were often, as the saying goes, "driven hard and put away wet," with many eventually succumbing to high miles, rust, or a combination of both.

The Bennetts' car had quite a few miles, but was still a good candidate to be restored even after its long slumber. "We debated when we took it out of storage whether to sell it or restore it. We probably wouldn't have gotten much of anything for it if we had sold it at that time. So putting the money into it and having it re-done ... It was my first new car, my wife and I, so it's one of those things, you have more emotional ties into it that it's worth it."

The problem was finding somebody to tackle the job who really knew the cars and what he was getting into. The couple found a guy with the same last

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name — no relation — who seemed plenty qualified.

"In Milwaukee [Wis.] there is a guy named Bob Bennett who used to race Z-cars back in the '70s and he's a real expert on those cars," Michael noted. "His business is called Bennett Coachworks and I figured I'd take it to him, because if anyone knew how to restore them properly, he was it. It took a year before I got it back.

"He basically took everything off of the car — the suspension, engine, transmission, everything came off the car. It was all rebuilt or replaced. The rusted parts were properly replaced and it got a new paint job, which was very expensive because that cocoa color is very expensive. The floor pans needed replacement, which was real common with those cars. The frame rails — there is really not a frame — but the supports needed to be re-done. It's very common with those cars back then, and I think the doglegs in front of the rear tires, those were the common rust areas. They cut them out and got the proper patches and did everything properly. There is no Bondo on it or anything."

Fortunately, the interior was still in great shape, although Bennett did replace the seat covers and seat upholstery in front. "They didn't need to be replaced, but they didn't look new anymore so I had those replaced. The carpeting and everything in the interior is original."

Bob Bennett also did some engine work "on the top" of the six-cylinder power plant, but about a year ago the car got some more work to finish the overhaul. "I had the engine and transmission pulled and everything re-done: fuel pump, oil pump, pistons, cam — everything. It's nice now!"

Indeed, the 240Z is as fast and feisty as ever these days, and performs with a hearty growl. Bennett chuckles that he won't be sneaking up on anybody behind the wheel of his Datsun, but he insists it was actually a lot louder when he first got it restored.

"When we first picked the car up it was very loud. My wife and I could not stand it being that loud, so we took it back and they put another muffler and another resonator on it. It was still a little loud, but I accepted it and as I was leaving, the mechanic that worked on the exhaust system came up and whispered in my ear, 'This is the quietest Z-car we've ever let out of our shop!' It was still loud!"

The Bennetts probably won't be heading off on any cross-country runs to the coast anytime soon, but they still thoroughly enjoy breezing down Wisconsin country roads on nice summer days and showing off their Z-car at events like the Iola Car Show, where it was on display this past summer. It's not the plushest or most refined machine on the show field, but its owners prefer it that way.

"It's a sports car. So it's very stiff and there's no power steering, power assisted brakes," Michael notes. "It's kind of a beast to drive, especially around town without power steering. Parallel parking, your forearms can get a little store. But when you are on the road and running everything works just perfectly. It's been a very fun car to own." OC

It's no longer his everyday driver, but Bennett is still having a blast in his 240Z. An extensive restoration has the car looking and driving like new and made the '73 one of the best examples of its breed you'll find anywhere.

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One Man's Meisenhelder

Pennsylvania-built 1919 Meisenhelder Roadster

STORY AND PHOTOS BY AL ROGERS

Roy Mitzel Meisenhelder was born in the borough of Columbia within Lancaster County, Pa., on June 29, 1886, to William Henry and Elizabeth (Kuhl) Meisenhelder. In the years immediately following World War I, he worked as a sheet metal worker at the Pullman Motor Car Co. of York. The Pullman company was one of 17 automobile manufacturers located in the York area, and it was one of the most successful, with approximately 12,000 motorcars built between 1905 to 1917.

When the Pullman Motor Car Co. entered receivership in 1917, Meisenhelder established his own company in York that focused on radiator repair and sheet metal fabrication. During the 1920s, a small number of custom automobiles were built by Meisenhelder using chassis and mechanical components from other automakers with Meisenhelder adding his own styling elements with a faux grille. At least four examples were built using the Paige chassis, one of which is featured here.

A road to customs

Meisenhelder's company was called Roy M. Meisenhelder's Sheet Metal, Auto, and Body Works and was located at 315-317 South Court Avenue. His shop was one block from his home on South Duke, so he could walk to his shop. That shop might have been modest, with South Court Avenue being something of an alley that ends five blocks north at the old courthouse.

A period advertisement for Meisenhelder's business announced, "hammer work a specialty" along with "all kinds of body work on limousine, coupe, and roadster." Also listed on the ad were gas tanks, fenders, hoods, radiator repair and Keystone radiator cores. The ad identifies Meisenhelder as an agent for Keystone in York and Lancaster Counties.

Sometime between the Armistice and '29 stock market crash, Meisenhelder fabricated the roadster to end all roadsters.

According to information acquired from the York County Heritage Trust, Meisenhelder started fabricating custom bodies and parts when he came across a Paige automobile in a junkyard. He stretched its chassis 24 inches and built "a custom one-of-a-kind car body to meet his needs and expectations." Documents from the York County Heritage Trust also state, "He believed in adding all the accessories and enhancements available at the time, one of which was quite unique and ahead of its time. He designed an electric light indicator on the dash panel which would light up when the fuel tank needed refilling."

Also mentioned are "wigwag" taillights, "in-law" seats on the running boards and a radiator shell like that of a Mercedes.

This surviving Meisenhelder wears a roadster body and is known as the Meisenhelder Roadster. It was built atop a Paige Model 6-55 chassis built around 1919. The Paige 6-55 had a 127-inch wheelbase and was powered by a six-cylinder Continental engine. The Meisenhelder Roadster is currently owned by Ted and Mary Stahl who display it in their private automobile collection in St. Claire Shores, Mich.

A Paige foundation

The Paige-Detroit automobile company of Detroit was planning to build a new series to be named the "6-66 Series" that would be equipped with a more potent engine. As Paige moved closer to that goal, it built a prototype speedster. A racing version, driven by Ralph Mulford, set a world speed record in its class of 102.83 mph at Daytona Beach in 1921. Fifty production examples followed starting the following year and were known as the "Daytona Speedster." (The original prototype did not use the "Daytona Speedster" name, only the following 50 production examples.)

The Paige Daytona Speedster body was styled like contemporary Stutz Bearcat and Mercer Raceabout models, and

Roy M. Meisenhelder was a body man who loved accessories, and decked out his roadster with many (if not all) available during the 1920s.

The car is fitted with dual mother-in-law seats.

Daytona Speedsters were advertised as the "world's fastest car."

The Paige 6-66 show car rode on disc wheels, had Westinghouse air springs, a special dashboard layout and a mother-in-law seat, all on a long-wheelbase chassis. Its Continental six-cylinder displaced 331.4 cubic inches and offered approximately 100 hp.

Following the Graham Brothers' acquisition of Paige in 1927, the Paige became the Graham-Paige until the Paige name disappeared completely from Graham cars in 1930.

The Meisenhelder-Paige connection

This Paige-based Meisenhelder Roadster has many similarities to the shorter Paige Daytona Speedster, with both having similar boat-tail speedster bodies, rear-mounted spares, disc wheels, short running boards, squared doors, running board seats and similarly sloping windscreens.

Meisenhelder cast and created several parts for his speedster at his metal fabrication shop in York, including the lanterns, bumper brackets, hubcaps and interior trim rims. He also bestowed upon his Meisenhelder Roadster a custom split windscreen, V-shaped custom radiator and cast-alloy running boards. The car was fitted with three spare tires, one in the back and two mounted directly behind the front wheel on each side. The running board began immediately following the side-mounted spares.

Many of the original casting molds used by Meisenhelder still exist. However, Meisenhelder borrowed German silver headlamps from a Rolls-Royce when building the featured Meisenhelder Roadster.

Data from the Meisenhelder's engine block, and the Paige serial numbers compiled by Olan D. Chiles, reveal the Meisenhelder Roadster indeed started out as a 1919 Paige Model 6-55. The engine is the 29.4-hp six-cylinder Continental 10D.

When it came to building this one-of-a-kind roadster, Meisenhelder didn't mess around. A 1919 Paige Model 6-55 was an expensive car, even when purchased used. Prices for new 1919 Paige 6-55 models started at $2,060 for the Essex touring car model and peaked at $3,330 for the limousine. A $3,330 car might not seem like much today, but consider that a new 1919 Ford Model T touring cost $525.

The prestigious Paige automobile and the company's limited-production 1922 Daytona Speedster appear to

The Meisenhelder Roadster is powered by a Continental 10D six-cylinder engine producing 29.4 hp.

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A polished aluminum instrument panel carries a plethora of gauges. Also note the “fat man” steering wheel, one of the car’s many accessories.

have inspired Meisenhelder’s creation. Clearly the Meisenhelder looks like and resembles a Paige Daytona Speedster, particularly in profile. It is easy to imagine Roy Meisenhelder finding a 1919 Paige sometime in the ’20s and using it as the basis for a Paige Daytona Speedster recreation or clone, with noticeable alterations, of course. Meisenhelder was a true craftsman and he was extraordinarily talented, as the car reflects today.

A path to the present

Fred Rosenmiller was the third owner of the car. He collected York-built automobiles and found the Meisenhelder Roadster in Lebanon, Pa., around 1980. The car was painted white and had been stored in a garage that flooded. He bought the speedster as-is, where-is, from a person with the last name Sherman.

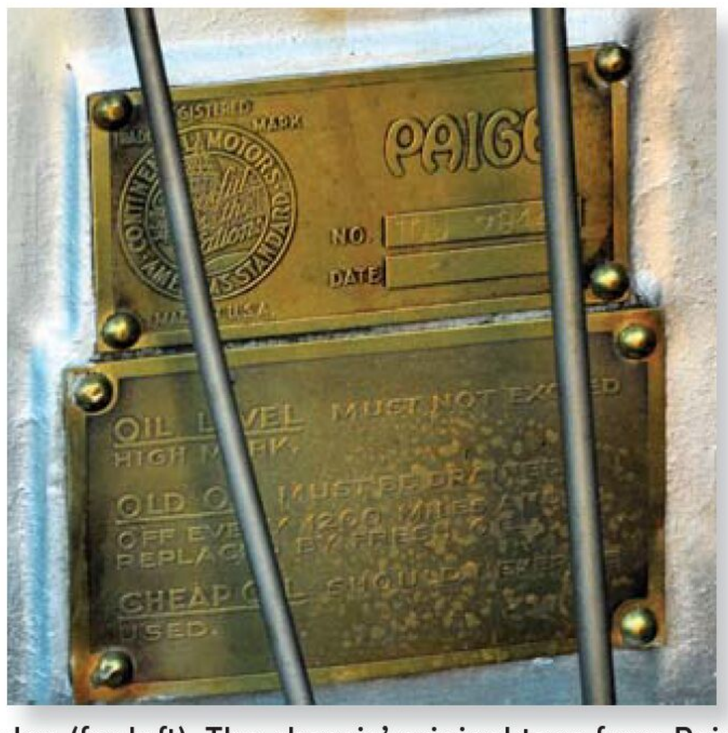
According to records, the Meisenhelder Roadster was actively used in antique car events prior to the flood. It participated in the 1957 Glidden Tour, and even appeared at the AACA’s annual fall meet in Hershey, when the event was still held in the stadium.

The engine sat idle for years, but came back to life with little effort.

During his restoration, Rosenmiller found the fenders to be 6-gauge steel, and he even found the molds that Meisenhelder used to form the interior and body panels for the car!

Maaco Auto Painting and Body Works in Leader Heights, Pa., restored the body and applied a new paint finish for Rosenmiller. The shop came up with a paint formula to match the original blue paint by using a vintage lantern slide discovered by Rosenmiller. Proud of their work, the Maaco shop still displays a portrait of the Meisenhelder Roadster.

It’s not clear how many speedsters



Meisenhelder cast his own parts, including this badge (far left). The chassis’ original tags from Paige were reinstalled by Meisenhelder on his speedster’s firewall (center). The sidemount of the car is fitted with a “wigwag” lamp; note its wheel center says “York” and Meisenhelder’s initials.

Stahl's Automotive Foundation
Clinton Township, MI
www.stahlsauto.com

Meisenhelder built like the Paige-based example featured here. Rosenmiller mentioned having a photograph of a second car parked in front of the local high school. The document located at the historical society stated that, "two cars were completed, however, only one is known to exist today."

"The Standard Catalog of American Cars 1805-1942" maintains that "Meisenhelder's first known automobile creation was in 1919 and based on a Paige; he is documented to have created three more in 1924, but their whereabouts are unknown.

Today, the 1919 Meisenhelder Roadster is an extremely important automobile at the Stahl's Automotive Foundation. The Stahls say most observers can't believe it's 104 years old. In person, it looks like something a modern-day car builder created.

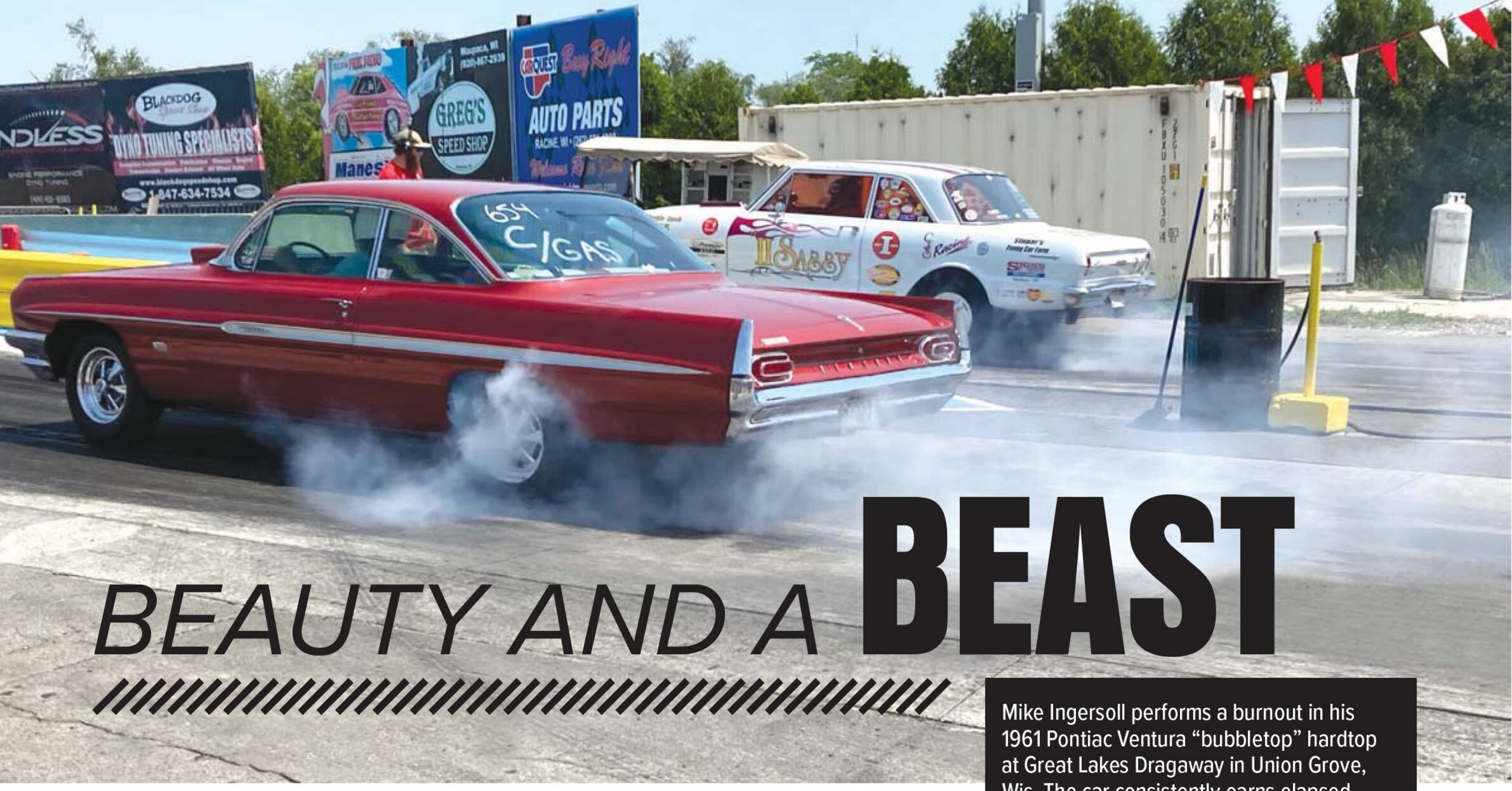
As the saying goes, you have to see it to believe it, and readers are encouraged to visit the Stahl's Automotive Foundation to see the Meisenhelder Roadster and many other unique and incredible vehicles. OC

The Meisenhelder Roadster has a speedster tail and a number of 1920s accessories that are difficult to completely list.

The rear is fitted with dual "wigwag" lamps plus a red-lensed lamp in the rear-mounted spare wheel center.

With the top lowered, the Meisenhelder Roadster looks a bit like a Kissel Gold Bug speedster. Note the collapsed mother-in-law seat on the running board. How many accessories can you count in this photo, between all of the lamps, the rear trunk, the mother-in-law seat, wheel discs and more?

BEAUTY AND A BEAST



Mike Ingersoll performs a burnout in his 1961 Pontiac Ventura "bubbletop" hardtop at Great Lakes Dragaway in Union Grove, Wis. The car consistently earns elapsed times in the 11.90-second range and averages 110-112 mph in the quarter mile.

1961 Pontiac Venture is a street/strip role model

STORY AND PHOTOS BY RON KOWALKE

At first glance, Mike Ingersoll's pristine 1961 Pontiac Ventura "bubbletop" hardtop appears to be the award-winning show car. Seeing it parked in the pit area of Great Lakes Dragaway this past June to compete in the Out-A-Sight vintage drag meet underscores the fact that there's also brawn behind the beauty of this potent Pontiac.

While he readily admits that he's not a serious drag racer, Ingersoll exerts serious effort to compete at vintage drag meets. How else can you explain an 18-hour roundtrip journey from his home in Bucyrus, Kan., to this event in Union Grove, Wis.? Making that long trek hauling his Ventura behind a pickup on an open trailer just adds to the mystique of how the Ventura remains so pristine.

Ingersoll's attention to detailing his Ventura helps to keep the legacy car on the road and the strip. Pontiac built 13,297 Ventura two-door hardtops for 1961, the final year for the model in the Pontiac lineup. In 1962, the Ventura name was relegated to a $118 option package within the Catalina series. It consisted of special upholstery and unique fender badging. A true Ventura model would not return to the lineup until March 11, 1970, when it was re-introduced as the Ventura II, a car based on the Chevrolet Nova that was distinguished from the Chevy by different grille and taillamp treatments.

Ingersoll stressed that his Ventura is totally street legal, fueled by 93-octane pump gas whether on the street or strip. "The chassis is all stock," he added.

"A friend saw (the Ventura) beside a barn in Emporia, Kansas," Ingersoll explained of how he eventually acquired the car. "It was pretty solid, and had 107,000 original miles. My friend started building it into a street/strip project."

After his friend repainted the Ventura, added a roll bar and re-upholstered its interior, the project stalled.

Mike Ingersoll of Bucyrus, Kan., poses with his street/strip 1961 Pontiac Ventura hardtop in the pit area of Great Lakes Dragaway. The Ventura has won awards at car shows as well as being a drag strip regular.

A round-trip, 18-hour journey on an open trailer from Kansas to Illinois/Wisconsin to compete in vintage drag meets is the norm for Mike Ingersoll. He enjoys competing "up north" with his pristine 1961 Pontiac Ventura hardtop.

Ingersoll said he took over ownership of the car in 2009. While it originally was factory equipped with a 389-cid V-8 with the three-two-barrel-carburetor Tri-Power setup, Ingersoll bought the Ventura without a drivetrain.

While the Ventura currently wears 421 badging, Ingersoll said 10 years ago he installed a 400-cid V-8 rescued from a 1968 Pontiac. It's punched out to 461-cid, topped by a high-rise intake manifold supporting dual four-barrel carburetors and mated to a four-speed manual transmission.

With him behind the wheel, Ingersoll said the Ventura's racing weight is 4,260 pounds. He consistently runs elapsed times in the 11.90-second range, which translates to 110-112 mph in the quarter mile.

"It's fast enough to be respectable, but not so fast that you're breaking parts," he noted.

Looking back, Ingersoll said his passion for straight-line racing came early. "When I was 10 years old, my neighbors had a drag car and I went with them (to races). That's how I got the bug."

Admitting to being strictly a Pontiac enthusiast, Ingersoll said that in addition to his Ventura, he also owns

The interior fit of the roll bar inside the Ventura is so precise that the car's back seat is fully functional.

a 1963 Tempest station wagon that's "a lot faster than the Ventura," and a '64 GTO hardtop with Tri-Power and a four-speed manual transmission.

"I have a 30-by-40 building with three garage doors," Ingersoll explained about how he houses his trio of Pontiacs. "My wife said I could have a car for each door. She's supportive of my hobby."

Ingersoll added that he competes in vintage drag races with the Ventura three or four times a year, both in Kansas and farther north in Illinois and Wisconsin. He also drives it to two or three car shows each year, both Pontiac-specific and all-inclusive events.

Asked about upgrading from an open to enclosed trailer to better protect his Ventura on the long hauls north, Ingersoll won't have it. He said his current, more primitive means of trailering earns him credibility among his vintage drag racing brethren.

"It's a badge of honor." OC

RIGHT: To monitor drivetrain function, Ingersoll relies on both a steering column-mounted tach and a cowl-mounted fuel pressure gauge.

BELOW: The Ventura's engine is a 400-cid V-8 salvaged from a 1968 Pontiac. It's punched out to 461 cubic inches and topped with a high-rise intake manifold and dual four-barrel carbs. The engine is mated to a four-speed manual transmission, and this drivetrain package regularly propels the 4,100-pound Pontiac to speeds of 110-112 mph in the quarter mile.

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WITH BOB TOMAINE

An E-M-F with an Air of Mystery

There's something deeply appealing about a car that vanished, not because it was flawed and not because of the market, but because of its builder. In a slightly twisted way, E-M-F Co. is an excellent example.

The layout of bucket seats for four passengers in what looks like a typical five-passenger touring is an unusual idea, and it was not a very successful one for E-M-F.

Swinging from company to company

Barney Everitt, William Metzger and Walter E. Flanders knew what they were doing when they founded E-M-F in 1908, and given their backgrounds, that was no surprise. In a time when what often can only loosely be called "automobiles" were being built in everything from chicken coops and backyards to carriage and machine shops, the three were gaining experience in actual production. Everitt had built bodies for early automakers before striking out on his own with the Wayne; Metzger had sold cars and promoted racing before joining Northern and Cadillac; and Flanders had become a key man at Ford. LeRoy Pelletier — although overlooked in the company name — had also spent time at Ford in advertising and public relations.

The now-merged Northern and Wayne provided startup facilities for the new E-M-F firm, and with the principals' collective background, how could E-M-F do anything but mightily succeed? Seemingly, it was doing just that, as it produced about 8,100 cars through 1909, the year that E-M-F was chosen for a role whose importance is lost on today's average driver, but was tremendously significant at the time.

"As appointed pathfinder for the 5,000-mile Glidden Tour," a May 1909 ad proudly boasted, "the E-M-F Studebaker 30 for the past thirty days has plowed through Wisconsin, Minnesota and Iowa roads, going at times where the farmers would not risk their teams to haul a load. There is a reason for it."

Notice that the car is referred to as the "E-M-F Studebaker 30." The "30" designates the 30-hp engine, but the "Studebaker" part comes from the contract under which Studebaker became E-M-F's distributor. As a long-established wagon-builder, Studebaker had looked at getting into self-propelled vehicles, trying first with a few electrics and then with gas models built by Garford, but when E-M-F appeared on the scene, the Garford connection would soon be severed. Studebaker's ties to E-M-F grew stronger, disagreements over it arose within E-M-F, Everitt and Metzger left, and Flanders and Pelletier — like E-M-F itself — gradually became part of Studebaker.

In those early days, of course, car companies came and went often enough that few of the developments outside of the major firms drew more than momentary notice, but E-M-F hadn't been a small player. In fact, through the end of production in 1912, it built more than 49,000 cars. Between 1909 and 1911, it had been in the top five, and while next to impossible to prove, it's very likely that E-M-F is remembered today only by the knowledgeable because of its fading away under Studebaker.

A mystery E-M-F survivor

"The biggest thing I have," explained Brad Kline, the York, Pa., owner of the E-M-F shown here, "is that an awful lot of people who aren't in the hobby don't know what an E-M-F is, and I have to go through this education process. My wife's heard it so many times that she can tell it."

Kline's E-M-F is both a bit mysterious and somewhat out of the ordinary. He's fairly certain that it was built in 1908 and it's titled as a 1908, but it might actually be a 1909. And then there's the body. He bought the car in 2011 after learning about it from Clay Green, an E-M-F-owner well known in the brass car world.

"Clay said, 'There's a really unusual E-M-F,' " Kline recalled. "'It's a fairly rare model. You might want to take a look at it,' so I thought that was pretty neat. A lot of people have touring cars and this is a double-rumble roadster, four bucket seats.

"What I never understood — you only have four passengers and it costs as much as a touring car that'll give you five passengers, so it must've had a particular need, a niche that it filled for somebody and they bought them."

Or maybe not.

"They didn't make them for very long," Kline continued. "I think they only lasted into part of 1910, so it's kind of a rare bird."

His E-M-F had been restored in 1958 and then toured heavily for a number of years, but although it had

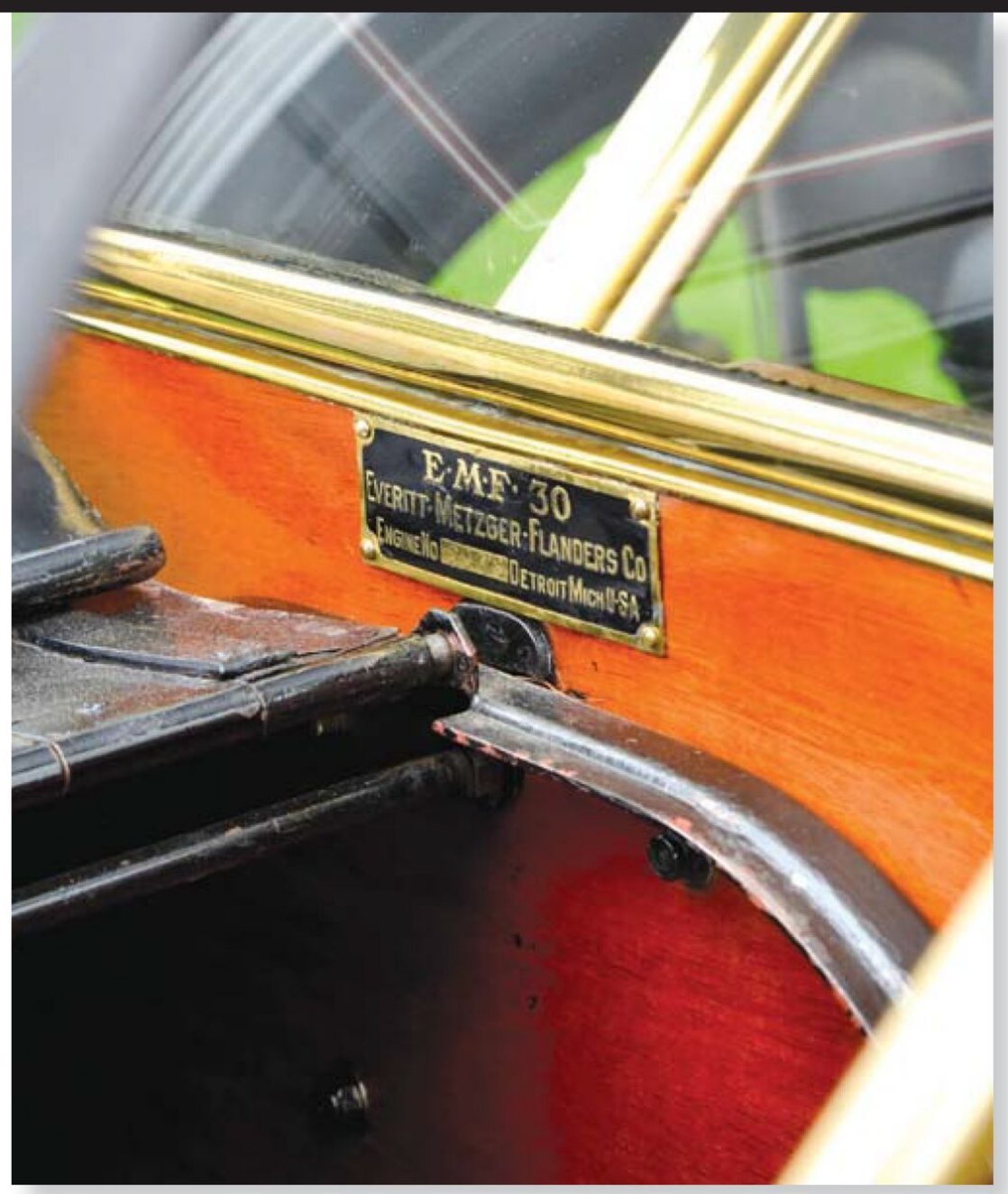
some problems, Kline said that the car was running when he bought it. He worked on its cosmetics, showed it at Hershey for the first time in 2012 and toured with it.

"That's why it has an electric starter," he said on the Hershey show field. "I said, 'I don't want a starter on it because that kind of messes with the originality,' and (Green) said, 'OK, picture this. You're coming up to a busy intersection and you stall it. Your passenger has to get out first, then you get out and you have to crank it and hope you can get it started. Let's put a ring gear on there and put a starter on it.'

"When I'm out here, people don't expect you to hit a button to start it, and so I always crank start it for the enjoyment of the crowd. If I'm in the trailer? The starter."

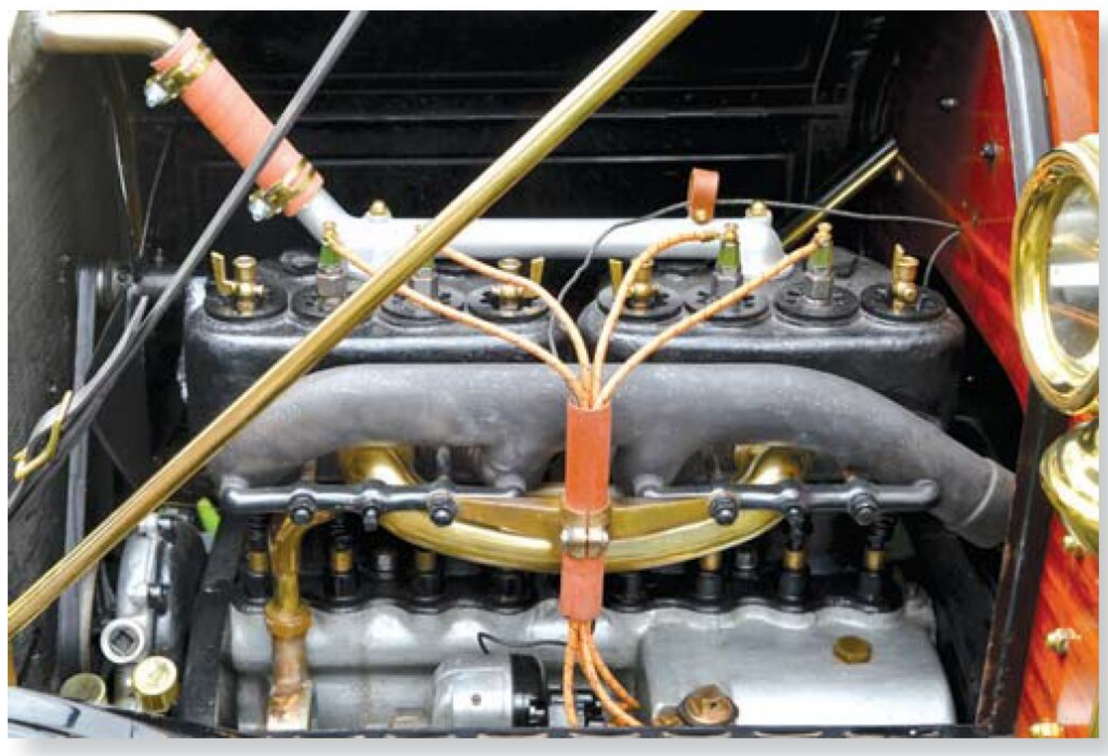
Kline said the E-M-F hasn't toured since 2016, and while he has no reason to believe it's not ready to go again, his 1914 Model T handles that chore today mainly due to its practicality. Breakdowns with a Model T are likely to be far less expensive, he said, and there's little chance – if any – of having to hunt for parts. That's not the same, however, as hiding away the E-M-F to protect it from the world.

"I don't want to act like it's in a capsule somewhere and can't be enjoyed," Kline observed. "That's why I try to get it out to car shows. I love educating the public and so forth. It's just kind of what makes the process complete." OC



In case anyone somehow missed it on the radiator, the "30" was included on the firewall-mounted body tag.

E-M-F was among the manufacturers willing to pay a royalty under the Selden patent, as proven by the rectangular tag. Below it, the round tag shows that the car was a "registered motor vehicle" under the "New York Motor Vehicle Law."



Like many of its contemporaries, the E-M-F's 30-hp four-cylinder could be a display piece all by itself.

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Back to the 50's 2023

Nearly 10,000 customs, hot rods and stockers — Oh my!

STORY AND PHOTOS BY ANGELO VAN BOGART

June in Minnesota means it's Back to the 50's season at the Minnesota State Fairgrounds. This year, host club Minnesota Street Rod Association (MSRA) welcomed 9,824 pre-1965 cars and trucks to the 49th annual event held June 23-25. The vehicle count was down 95 vehicles from 2022, and many attendees credited the stormy weather forecast for the lower number, but the rain was limited to short stints on the otherwise sunny Friday and Saturday of the event. Sunday, however, was essentially a wash-out.

In case looking at nearly 10,000 pre-Mustang stockers, street rods and customs wasn't enough, the MSRA offers many vending areas for crafts and well-recognized commercial automotive vendors, a dizzying amount of state fair food vendors and many activities to get kids involved in the hobby. There were free model kits offered to children and a space to build them, a kids' world with rides and its Kids Pedal Tractor Pull. New this year was the Classic Car Marketplace, an indoor place for owner-to-owner car sales. This marketplace welcomed vehicles newer than 1964, and notable offerings included a 1969 Chevrolet Impala four-door hardtop with original documentation showing it was originally built with its 427-cid V-8. Celebrities such as YouTuber Dylan McCool were also on-hand to meet fans.

Next year, the MSRA will celebrate the 50th anniversary of its famed Back to the 50's event, and it's expected to be even bigger in light of the momentous occasion. Start planning to attend now by going online to msrabacktothe50s.com.

Ford Motor Co.'s top two-doors from its Ford and Mercury brands in 1956 were represented bumper to bumper by this Bermuda Blue and Colonial White Ford Crown Victoria and Carousel Red and Classic White Mercury Montclair coupe two-door hardtop.

The 1929 Nash owned by Dan and Sally Warden shows the handsome curves of the Seaman-bodied Nash coupes of the era.

Lowered stance and custom wire wheels utilizing period Dodge hubcaps are just a couple subtle indications this 1934 Dodge coupe owned by Al Aaseby has been rodded.

1920s Style for a 1920s Price

It was a warm summer afternoon and my wife and I were mingling with the best of them. The occasion was a 1920s-themed party, and everyone was dressed to the nines. Parked on the manse's circular driveway was a beautiful classic convertible. It was here that I got the idea for our new 1920s Retrograde Watch.

Never ones to miss an opportunity, we carefully steadied our glasses of bubbly and climbed into the car's long front seat. Among the many opulent features on display was a series of dashboard dials that accentuated the car's lavish aura. One of those dials inspired our 1920s Retrograde Watch, a genuinely unique timepiece that marries timeless style with modern technology.

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Look closely and you'll see this mildly customized 1957 Chevrolet Bel Air has lost its rear upper longitudinal side trim to give it the same look as the pre-production Two-Ten Series pictured in the 1957 Chevrolet brochure.

Detroit car companies kept a close eye on their competitors in the 1950s, even with names. While Chevy had the mid-line Delray in '57, Ford offered the Del Rio that year, although the Del Rio was a top-line two-door wagon slated to compete against the expensive Bel Air Nomad.

A slammed Model A Ford coupe slithering through the Minnesota State Fairgrounds appeared to be a masterful blend of a modern "rat rod" that was refined with traditional hot rod elements.

CCCA Full Classics can also be found sprinkled throughout the fairgrounds during the MSRA's Back to the 50's event. This 1933 Pierce-Arrow V-12 apparently has a unique body by coachbuilder LeBaron, and its owner said it was originally part of a Pierce-Arrow show display.

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Customized 1938 Alfa Romeo originally started life as a four-door and has since been modified into a sporty two-door. Among its many modifications is GM LS3 “motorvation.”

Allen Lofald drove his 1962 Chrysler 300 Sport to the fairgrounds from Wisconsin. The Chrysler represented the first year that the 300 series was offered in a high-performance “Letter Car” or a regular-performance “Sport” version.

Custom Pontiac fastback from the early 1950s sports a top chop, dropped stance and custom grille with Larry Watson-style scallop paint job.

Sporting a perfect amount of patina, this 1960 or ‘61 GMC shortbox sits low on custom wheels incorporating OEM hubcaps.

Square-headlamped 1939 Plymouth coupe shows manufacturers’ headlamp flexibility before sealed-beam lamps were used industry-wide in 1940.

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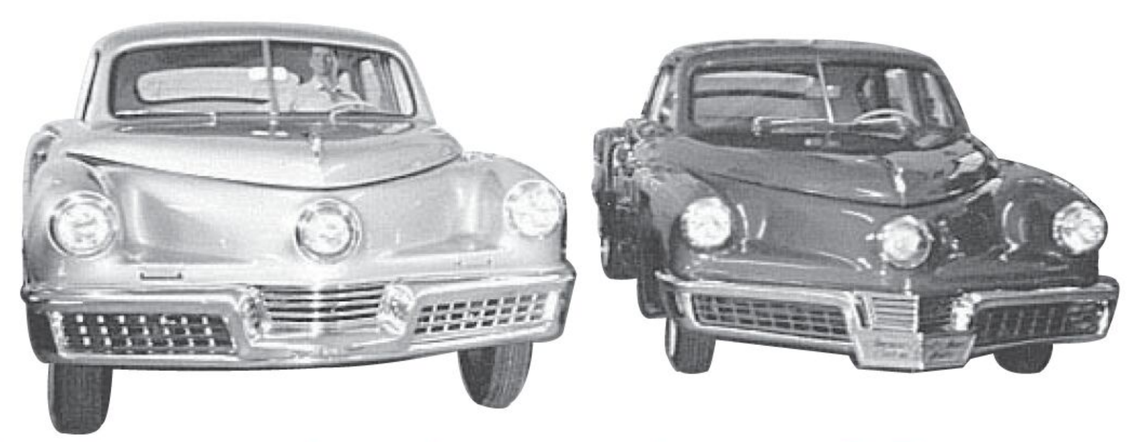

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STORY AND PHOTOS BY RODNEY KEMERER

The Sleeping Packard

Editor's note: Rodney Kemerer's "Tales From the Garage" column appeared for many years in *Garage Style Magazine*. This is his first column for *Old Cars*, and the staff is proud to welcome Rodney and his contributions.

In this "Tales From the Garage," we stumble upon a "Sleeping Beauty" resting peacefully for 62 years and waiting for that automotive kiss to open her eyes.

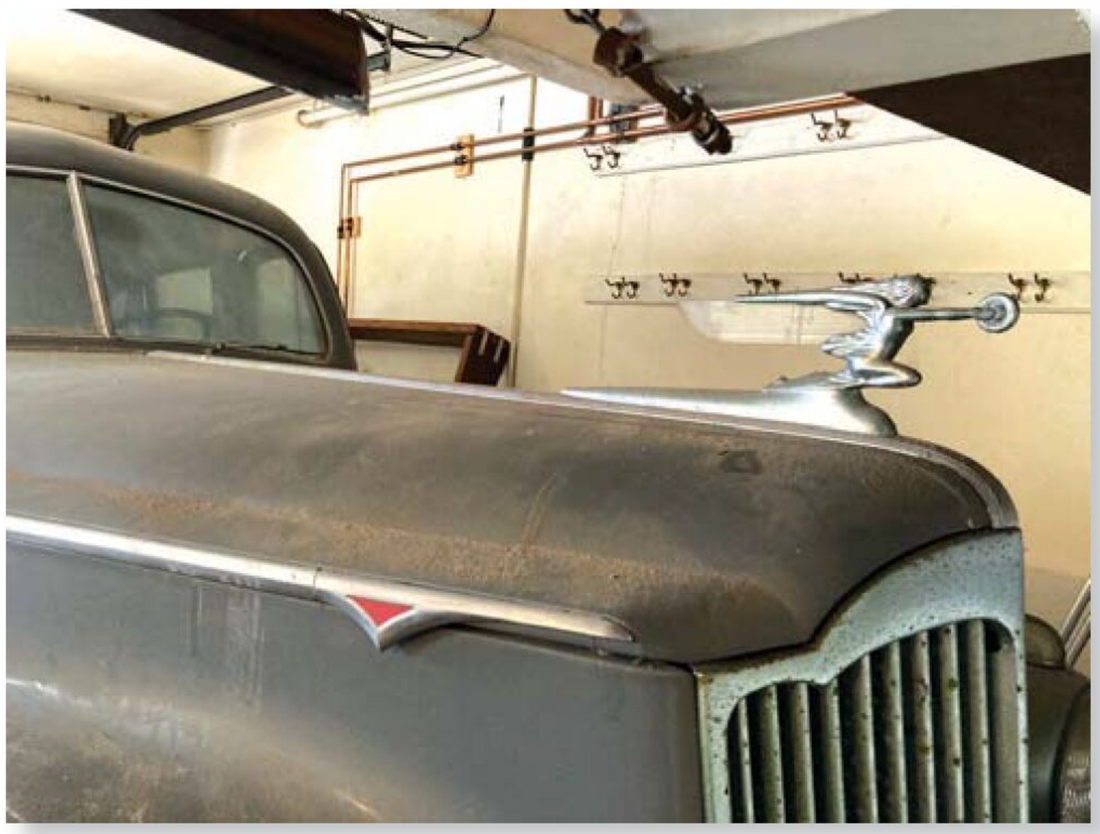
Let's turn back a few pages to the fall of 1940. Packard, having struggled through the Great Depression with weak luxury car sales, introduced a lower-priced model wearing the famous nameplate. The Model 110 was a less-opulent six-cylinder Packard for 1940 and 1941. That first year saw more than 62,000 new smiling Packard Model 110 owners driving out of the dealership.

The 1940 Packard 110 as recently found in a Los Angeles garage.

This particular Packard caught the attention of a Los Angeles surgeon who had an eye for practicality and a desire for something more refined. The Model 110 was the perfect solution. Nothing fancy: no radio, just four doors and that fabulous wheel-holding goddess pointing the way at the end of a forever hood.

It was a daily driver for the good doctor from home to office to hospital and, given the time period, some long-forgotten house calls. From the day of purchase in 1940 until the year our doctor could not heal himself, the Packard saved others by transporting him on his weekly rounds.

Some time in 1961, the doctor pulled the Packard into his garage for the last time. Most likely, even he did not know it was for the last time. He turned off the ignition and closed the door. The car closed its eyes and fell fast asleep. For 62 years.

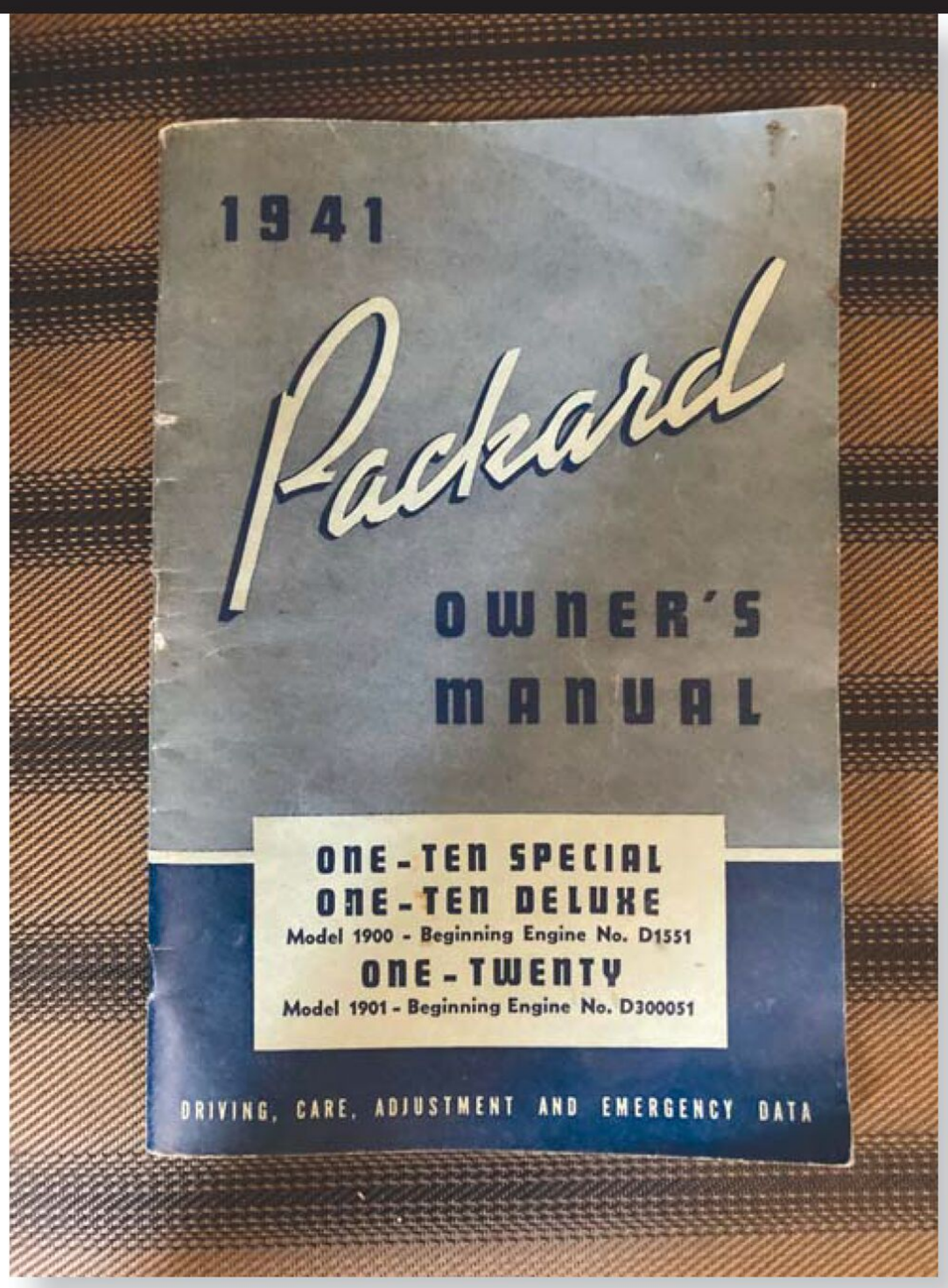


The Packard retains all of its trim, including its stalled "Goddess of Speed" hood ornament looking ready to lead the road again one day.

The doctor's house and all of its contents sat vacant and undisturbed for many of these years, the car all but forgotten, tucked away in the last of three garage bays. Time marches on and suddenly the family realized it was time to actually deal with the house and the 90 years of accumulated history.

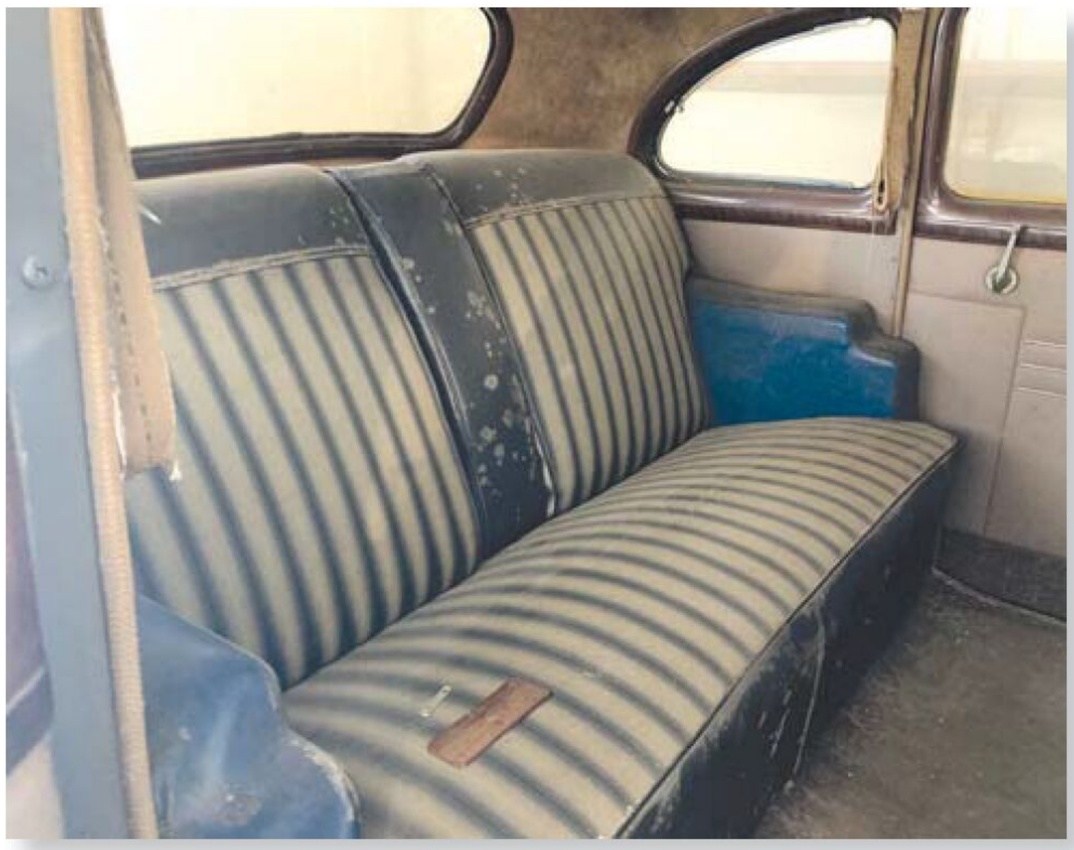
My phone occasionally rings with calls like this. Someone knows someone who knows someone who knows me.

Even the clear extension remains on the Packard's hood ornament. Note dust on the hood.



The owner's manual for the good doctor's Packard remains in the car.

Plastic on the instrument panel shows the effects of time. Note absence of a radio.



Rear seat looks as though it received minimal use.

"He likes old cars, call him." You do not have to ask twice. Within a few hours, I was standing in the garage, staring at Sleeping Beauty. The rarity of the story — one owner, secure dry storage — overshadowed the rather plain spec of the car itself. Complete and dry, nothing taken apart in failed attempted repairs. The trunk was not full of "parts."

One owner, 63,000 miles and an uncreased owner's manual sitting on the front seat, its story waiting to be told.

The family had no idea what to do and looked to me for guidance. I offered to take photos and spread the word to my

The six-cylinder appears as though it could be fired up for the next house call.

community of car guys, knowing that "six degrees of separation" to find a "Packard Guy" could not be that difficult.

More than six decades is a long time to wait for the awakening kiss, but I feel certain that our beauty will wake up soon and "The Goddess of Speed" will fly down the road again and, who knows, perhaps she has more lives to save. OC

Want more "Garage Tales?" Rodney Kemerer's new book "Tales From the Garage" is an illustrated collection of his best essays and will be available in the fall of 2023 from Amazon Books.

Learn more at TalesFromtheGarage.com.

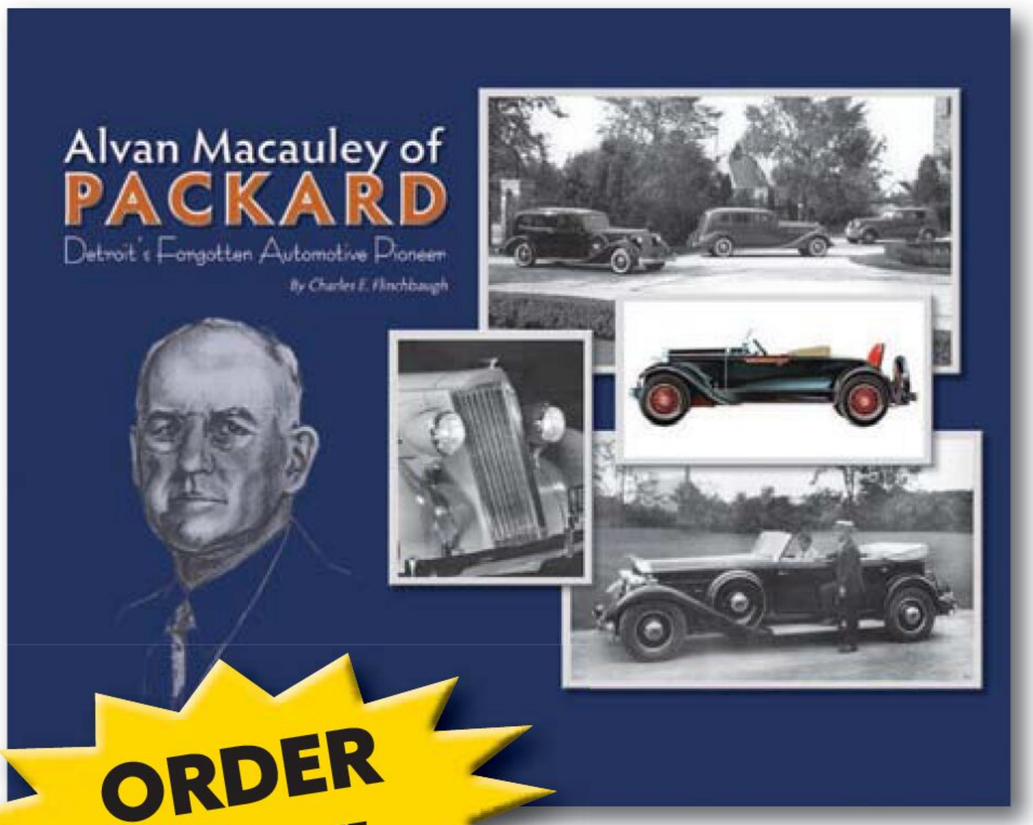
The whitewall tires are decades old, but still hold air.

The Packard's "110" designation appears on the hood sides.

The odometer is believed to reflect the Packard's actual mileage.

ALVAN MACAULEY OF PACKARD

Detroit's Forgotten Automotive Pioneer



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By Charles E. Flinchbaugh

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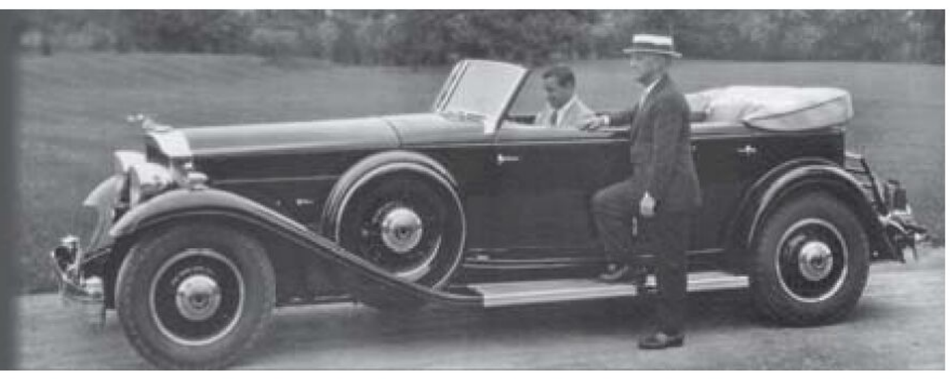

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The top sale at the mostly Chevy and GMC pickup auction was...a Ford Mustang. Namely, this 1970 Boss 302. It was all online bidding that got it to an eye-opening sale at $82,500.

Ford muscle, GM trucks star at Brandjord sale

B. Mitchell Carlson reporting

BOTTINEAU, N.D. – Wally Brandjord is the definitive car guy. He bougHT his first car when he was 13 years old. From that point, he started forming a mental checklist of cars he wanted to own. He eventually became successful enough to start gathering cars on that checklist – and that also included trucks. Specifically, 1973 through 1987 GM "Square Body" pickups. For decades, they were as common as dirt in his native North Dakota, and about as cheap.

He eventually partnered in ownership of the Chevrolet dealership in Bottineau, where he had room in the out-buildings to store his budding collection. Brandjord decided to have Yvette VanDerBrink of VanDerBrink Auctions sell off the fleet on July 22.

The 83 vehicles lined up at Drive Chevrolet, where the auction was conducted, were mostly of the GM persuasion, yet Bottineau liked a lot of different vehicles. There was representation of all domestic ligHT-truck makers from the 1970s and 1980s. Indeed, there were just as many Ford trucks as Internationals. However, Chevrolet and GMC trucks were dominant. Of the 44 "Square Bodies" on the docket – over half of the auction – 32 were Chevys, a dozen were GMCs, and 11 were from 1980.

Among these were some very desirable variants – such as Chevy Sport Trucks, plus GMC Gentleman Jim, Beau James, and a 1980 Indy Pace Truck. Other big parts of the collection were automatic transmission-equipped vehicles (about half a dozen of the overall total had a clutch pedal) and license plates from West Coast states. Brandjord liked to pick up pickups from the Pacific Coast, from Washington State down through California.

Starting off a few minutes past the appointed 10 a.m. VanDerBrink got the ball rolling with the first car, a 1986 Buick wagon. While billed as a Chevy pickup auction, 15 lots later, the high sale proved to be a Ford muscle car – namely, the 1970 Mustang Boss 302. While the engine in the car was a replacement, the original block was included with the car.

The otherwise largely original driver-grade Pony Car opened with a pre-bid online from Proxibid (VanDerBrink's online auction provider) at $60,000. While it took a bit for the bidding to pick up, another online bid was cast, and from there it was more than five minutes of online bids being placed while the crowd onsite watched it all end at $82,500 – quite strong for a weak No. 3-condition driver.

At least a Chevy was the second-highest sale, but somewhat unexpectedly, it was the 1957 Bel Air wagon. With a newer 350cid V-8 under the hood, its $42,000 price tag proves that the patina look is still in vogue.

The No. 3 seller was a 1971 GMC K2500 pickup. Three-quarter-ton pickups from the 1970s are the hottest vehicles in the market now, and this one hammered sold at an even $40,000. The highest-selling "Square Body" was a factory big-block 1986 Chevy Silverado K-30 tonner pickup. Selling at $30,000 (tying for the fifth-highest sale with a 14,000-mile 1989 Pontiac Firebird Trans Am T-top), it was also one of the few stick-shifts in the sale.

For those of us with shallow pockets, the least amount of money for a vehicle was $3,000. That got you either a 1989 Dodge Ramcharger or a 1989 Chevrolet G-20 Chevy Van.

When all was said and done, the 83 vehicles generated $1.163 million in sales, for an average of $14,012 per lot.

As for a "Pick of the Sale," my love of station wagons made me choose that first car offered – a 1986 Buick LeSabre Estate Wagon. With a clean look without the usual wood-grained applique, this clean, stock, Olds 307-powered wagon should make for a nice cruiser and occasional hauler for a very reasonable, if not downrigHT cheap, $3,750. OC

During the latter half of the 1970s, the industry was big on "customization" and bold graphics. Chevrolet's bid for that market was its Chevy Sport pickups, such as this 1976 C-10 Stepside, which hammered to a $19,000 sale here.

One of the rarer limited-edition GMC pickups of the 1970s was the 1975 Beau James, a follow-up of the 1974 Gentleman Jim. The Brandjord collection had examples of both, with two Beau James. This one, in the best condition of the two, found a new home for $11,500 from an online bidder.

Largely ignored for decades, or at least markedly undervalued and underappreciated, 1970s three-quarter-ton and one-ton pickups have become the hottest things in the market. Part of it is that those who want a tough 4x4 realize this was an era of heavy-duty, over-built drivelines before fuel economy and downsizing came into vogue. As such, it's not too much of a surprise that this 1971 GMC Custom K1500 4x4 pickup, sporting a competent older driver-grade restoration, was the third-highest sale of the auction, at $40,000.

VANDERBRINK ACTIONS
WALLY BRANDJORD SALE

July 22, 2023
Bottineau, N.D.
All 83 cars declared sold
Buyer's premiums of 5-percent for on-site bidders and 10 percent for Proxibid.com bidders not included below
B. Mitchell Carlson reporting

	Price/Cond	
1984 Buick Grand Nat 2d cpe S/R (sunroof)	**$23,000**	4
1986 Buick Le Sabre Estate 4d sta wag	**$3,750**	3
1957 Chevrolet Bel Air 4d Sta wag NOM 350cid V8/AT	**$42,000**	3
1968 Chevrolet Cus C-10 2d 1/2T PU 396cid/AT	**$6,000**	4
1969 Chevrolet Chevelle SS-396 2d HT	**$17,500**	4
1971 Chevrolet Cheyenne C-10 2d 1/2T PU mod/swb/402cid/AT	**$25,000**	3
1972 Chevrolet Cus K-10 2d 1/2T PU 307cid V8/AT	**$8,250**	4
1972 Chevrolet Monte Carlo 2d HT	**$18,500**	3
1975 Chevrolet Cheyenne K-5 Blazer 2d 4x4 SUV mod/350cid/AT	**$28,000**	3
1976 Chevrolet Scottsdale C-10 2d 1/2T PU swb (short wheelbase) stepside/350cid V8/AT	**$19,000**	3
1976 Chevrolet Scottsdale K-10 2d 1/2T PU swb stepside/Sport Trk	**$10,000**	4
1977 Chevrolet Monte Carlo 2d cpe	**$12,500**	3
1978 Chevrolet Cheyenne K-5 Blazer 2d 4x4 SUV 400cid/AT	**$13,500**	4
1978 Chevrolet Cheyenne C-5 Blazer 2d SUV 350cid/AT	**$7,500**	3
1979 Chevrolet Camaro Z-28 2d cpe	**$16,500**	3
1979 Chevrolet Scottsdale C-10 2d 1/2T PU swb/Sport/ 350cid/ 4spd.	**$9,000**	4
1979 Chevrolet Silverado K-10 2d 1/2T PU 400cid/AT	**$28,000**	3
1979 Chevrolet Silverado K-10 2d 1/2T PU swb/350cid V8/AT	**$7,500**	3
1979 Chevrolet Silverado K-20 2d 3/4T PU Camper Spl/ 400cid/AT/AC	**$7,000**	3
1979 Chevrolet Silverado K-10 2d 1/2T PU Trailering Spl/400cid/AT	**$6,500**	4
1979 Chevrolet Silverado C-10 2d 1/2T PU Big-10 Pkg/350cid/AT	**$4,500**	3
1980 Chevrolet Cheyenne C-10 2d 1/2T PU	**$20,500**	3
1980 Chevrolet Scottsdale K-20 2d 3/4T PU 350cid/AT/AC	**$11,500**	3
1980 Chevrolet Scottsdale K-10 2d 1/2T PU swb stepside/ Sport Trk	**$7,500**	4
1980 Chevrolet Silverado K-20 2d 3/4T Stake 400cid/AT	**$16,500**	3
1980 Chevrolet Silverado K-10 Suburban 4d 1/2T wag 350cid/AT/barn doors	**$12,000**	3
1980 Chevrolet Silverado K-5 Blazer 2d 4x4 SUV NOM 350cid V8/AT	**$11,000**	3
1980 Chevrolet Silverado K-5 Blazer 2d 4x4 SUV	**$8,500**	4
1980 Chevrolet Silverado K-10 Suburban 4d 1/2T wag 350cid/AT	**$6,500**	3
1980 Chevrolet Silverado C-30 4d 1t Drw PU Camper Spl/ 454cid/4spd	**$6,500**	3
1983 Chevrolet Silverado K-10 2d 1/2T PU swb stepside/5.7l V8	**$18,500**	3
1983 Chevrolet Silverado C-10 2d 1/2T PU 5.0l/AT	**$4,500**	4
1984 Chevrolet Silverado K-5 Blazer 2d 4x4 SUV 5.7l/AT/mod	**$11,500**	3
1985 Chevrolet Scottsdale K-30 2d 1t Stake 5.7l/AT	**$9,000**	4
1985 Chevrolet Silverado K-30 4d 1t dually PU Camper Spl/ 6.2l diesel/AT	**$21500**	3
1985 Chevrolet Silverado K-10 2d 1/2T PU swb/5.7l/AT	**$17,500**	3
1985 Chevrolet Silverado K-5 Blazer 2d 4x4 SUV 5.0l/AT	**$17,000**	3
1986 Chevrolet Silverado K-30 2d 1T PU 7.4l/4-Spd	**$30,000**	3
1987 Chevrolet Chevy Van G-20 5 1/2T Van Waldoch/ 5.0L V8/AT	**$7,000**	3
1987 Chevrolet Silverado K-20 2d 3/4T PU Camper Spl/ 5.7L EFI/AT/AC	**$22,000**	3
1987 Chevrolet Silverado C-10 2d 1/2T PU 5.0L/AT/ aftmkt topper	**$16,500**	3
1987 Chevrolet Silverado C-30 2d 1T PU Camper Spl/ 454cid/AT	**$12,000**	4
1987 Chevrolet Silverado K-20 2d 3/4T PU 5.7l/AT	**$11,000**	4
1989 Chevrolet Chevy Van G-20 5d 1/2T Van Gladiator/5.7L V8/AT	**$3,000**	3
1989 Chevrolet Silverado C-3500 2d Ambulance Road Ranger/7.4L/AT	**$7,500**	3
1990 Chevrolet Silverado C-1500 2d 1/2T PU 43k mi/5.7l/AT	**$7,500**	3
1998 Chevrolet Cheyenne C-3500 2d 1T dually PU 8.2L Vortec/AT	**$7,000**	4
1989 Dodge Ramcharger LE 2d 4x4 SUV	**$3,000**	4
2005 Dodge Ram 1500 Rumble Bee 2d 1/2T PU	**$9,500**	3
1970 Ford Mustang Boss 302 2d fbk.	**$82,500**	3
1971 Ford Bronco 2d 4x4 SUV 302cid/3spd	**$37,000**	3
1979 Ford Bronco XLT Ranger 2d 4x4 SUV 351cid/AT	**$15,000**	3
1988 Ford Bronco Eddie Bauer 2d 4x4 SUV 5.0L/AT	**$5,000**	4
1993 Ford Bronco Eddie Bauer 2d 4x4 SUV 5.7L/AT	**$9,500**	3
1993 Ford Xlt F-250 2d 3/4T PU 4x4 Ext Cab/7.5L/AT	**$10,000**	3
1971 GMC Cus K1500 2d 1/2T PU NOM 350cid V8/AT	**$40,000**	3
1971 GMC Cus Jimmy 2d 4x4 SUV 350cid/AT	**$5,500**	4
1972 GMC Cus K2500 2d 3/4T PU 350cid/4spd	**$4,500**	4
1973 GMC High Sierra Jimmy 2d 4x4 SUV 350cid/AT	**$12,500**	4
1974 GMC Sierra Cl 1500 2d 1/2T PU Gentleman Jim/ 350cid/AT	**$16,000**	3
1975 GMC Sierra Cl 1500 2d 1/2T PU Beau James Pkg/ 350cid/AT	**$11,500**	3
1975 GMC Sierra Cl C-1500 2d 1/2T PU Beau James Pkg/ 454cid/AT	**$6,000**	4
1976 GMC Sierra Cl 1500 2d 1/2T PU 350cid/AT	**$6,500**	3
1977 GMC Sierra Grande K-25 2d 1/2T PU swb/400cid/AT	**$6,500**	4
1978 GMC High Sierra Jimmy 2d 4x4 SUV 350cid/AT	**$13,500**	3
1978 GMC High Sierra Jimmy 2d 4x4 SUV Canadian market	**$12,000**	3
1979 GMC Sierra Cl C-15 Suburban 4d 1/2T wag 454cid/ AT/rear AC.	**$7,000**	3
1980 GMC Sierra CL 1500 2d 1/2T PU Indy pace truck	**$25,500**	3
1980 GMC Sierra CL 1500 2d 1/2T PU Heavy Half Pkg/ 350cid/AT	**$7,000**	3
1987 GMC Sierra Cl C1500 Suburban 4d 1/2T wag 5.7l/AT	**$7,750**	3
1969 International Travelall 1000 4d 4x4 SUV 304cid/AT	**$6,500**	4
1970 International Cus 1000 2d 1/2T PU swb/345cid/AT/AC	**$7,500**	4
1974 International Travelall 100 4d 4x4 SUV 345cid/AT	**$8,250**	4
1979 International Scout II 2d 4x4 PU 345cid/AT	**$14,500**	3
1980 International Scout II Rallye 2d 4x4 SUV 345cid/AT	**$16,000**	4
1966 Lincoln Cont 4d Conv	**$8,500**	5
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1976 Pontiac Firebird T/A 2d cpe	**$4,000**	4
1978 Pontiac Firebird T/A 2d cpe	**$21,000**	3
1984 Pontiac Fiero Indy Pace Car 2d cpe 4spd	**$8,000**	3
1989 Pontiac Firebird T/A 2d T-Top fbk 20th Anniv Ed/ 14k mi.	**$30,000**	3
1989 Pontiac Firebird T/A 2d fbk Canadian Race Pkg/ LT1/5spd/17k km	**$18,500**	2
2000 Pontiac Firebird T/A 2d conv WS6	**$15,500**	3

Remembering John Gunnell

Former *OC* editor, publisher and continuing contributor dead at 76

STORY AND PHOTOS BY *OLD CARS* STAFF

Renowned automotive journalist and historian John. A. "Gunner" Gunnell, of Iola, Wis., died suddenly following a medical procedure on Aug. 24 in Marshfield, Wis. He was 76.

Gunnell grew up in Staten Island, N.Y., and despite moving to Iola in 1978 with his young family packed into a '53 Pontiac to join the *Old Cars* staff as its technical editor, he never lost his New York accent. The move to rural Iola, with a population of about 1,000 people, didn't seem to phase the adventurous Gunnell, who flourished in his new role in a place where the automobile was a necessity rather than a hinderance.

Although an untrained journalist – he had previously been a baby food salesman in The Big Apple – Gunnell initially developed his writing craft by serving as the first editor of the Pontiac-Oakland Club International's *Smoke Signals* publication. It was from Gunnell's experience with the POCI that *Old Cars*' founder, Chet Krause, and Terry Boyce, then the *Old Cars* editor, hired Gunnell and brought him into the Krause Publications fold.

Soon after Gunnell joined *Old Cars*, which became *Old Cars Weekly* almost immediately after Gunnell's arrival, the publication spun off its pricing section into the separate publication *Old Cars Price Guide*, and Gunnell was charged with editing it. Just four short years later, Gunnell had risen to the position of senior editor of *Old Cars Weekly*, then publisher in 1991, by completely embracing what had become his dream job. On press junkets and at car shows and auctions, Gunnell regularly rubbed elbows with legendary hobby heavy hitters – Barry Meguiar, Craig Jackson of Barrett-Jackson, Dean Kruse, Richie Clyne, Briggs Cunningham, Don Williams, Henry Austin Clark, Jr. and scores of others – many of whom became his friends. Nearly any time a hobby legend was named, Gunnell could recall an interesting personal experience he shared with that person. It was from these experiences that Gunnell's true gift to the hobby really shined: through his prolific writing, Gunnell took what insight and news he learned from the famous or the everyday hobbyist and regularly shared it with the world in printed form. In each issue of *Old Cars Weekly* – and there were many given its frequent publishing schedule – Gunnell's byline could be seen on multiple articles, and was absent on many others that he ghost wrote. Even in retirement, Gunnell continued to write, saying, "Two articles a day keeps the bill collectors away." While the second part of that statement was a joke, the first part was true, and represented the minimum number of articles he would write each day. At the time of his passing, there were thousands of published articles capped by his byline

John Gunnell with automotive TV celebrity Courtney Hansen at the 2016 Iola Car Show.

John Gunnell with his companion of 28 years, automotive writer Linda Clark (left), and Iola Car Show celebrity guest Jo Coddington, at the 2018 Iola Old Car Show.

in not only *Old Cars Weekly* and *Old Cars*, but *For Vettes Only*, *Wheels of Time*, *Ol Skool Rodz*, *Car Kulture Deluxe*, *Smoke Signals*, *Turning Wheels*, *Collectible Automobile* and many others.

The incredible number of articles penned by Gunnell becomes even more impressive when placed in the context of his additional professional accomplishments. Between writing articles, Gunnell was usually authoring another automotive book, with Pontiacs his particular spe-

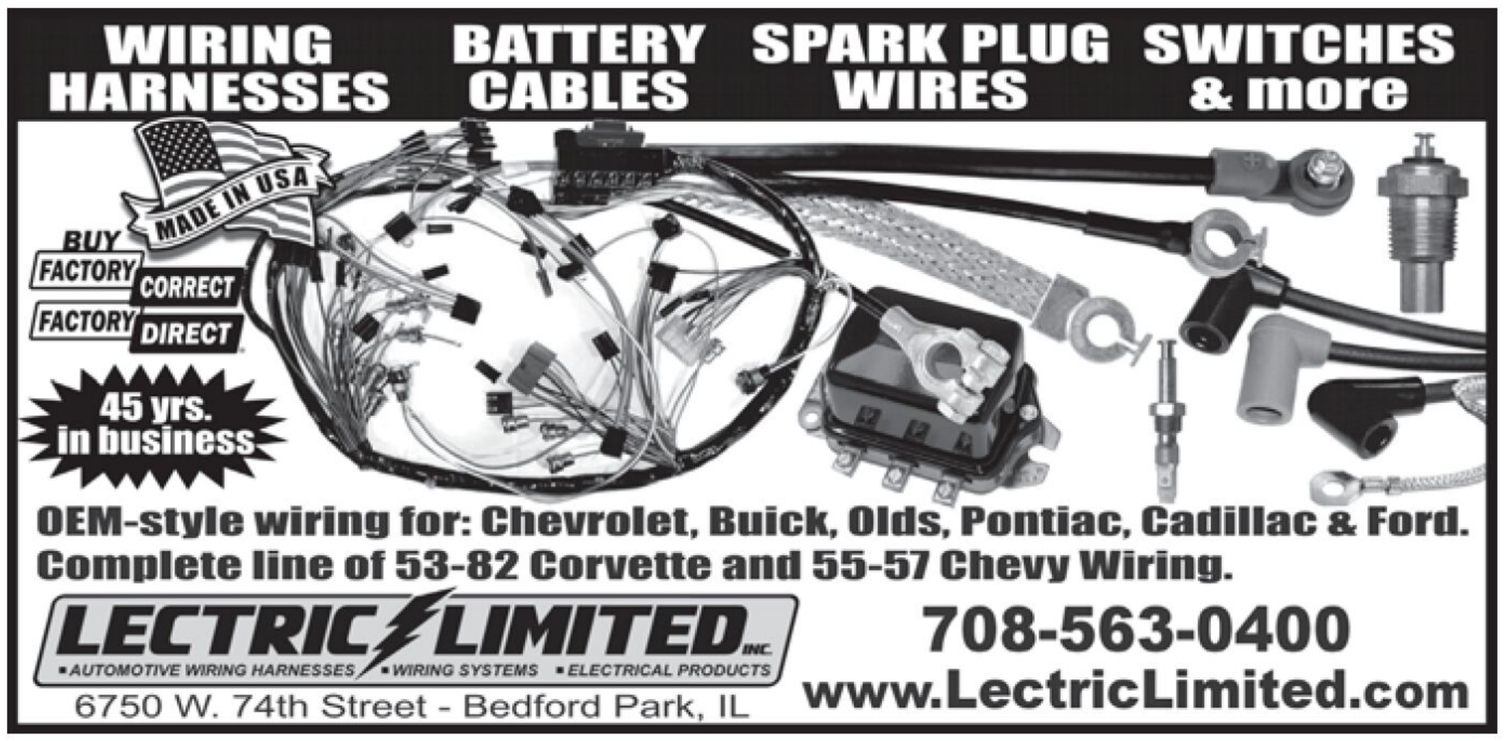
cialty. The books that seemed to bring Gunnell the most amount of pride were "Chevrolet Pickups 1946-1972" from Motorbooks, "75 Years of Pontiac: The Official History" from Krause Publications, "75 Years of Pontiac Oakland" from Crestline Publishing, "GMC: The First 100 Years" from Krause Publications and his many books in Krause Publications' Standard Catalog series. His recent book, "The Complete Book of Classic Volkswagens," was even published in several languages. These titles represent just a few of the dozens of books that Gunnell authored or edited in about five decades of writing.

In order to transition into a book editing position in 2001 under the same roof at Krause Publications, Gunnell officially left his full-time editor position at *Old Cars Weekly*, passing the torch onto Keith Mathiowetz, whom he brought on as editor, and Angelo Van Bogart, whom Gunnell hired as associate editor. However, Gunnell continued to write articles for *Old Cars Weekly* and subsequently *Old Cars* from across the office building, and only increased his article writing beginning around 2005, when he officially retired from editing at F+W Media, which had purchased Krause Publications in 2002. At the time of his passing, *Old Cars* had dozens of articles submitted by Gunnell waiting to be published.

A prolific workaholic in every sense, Gunnell not only wrote multiple stories a day, he was an EMT for the Iola Fire and Ambulance Squad while serving as editor of *Old Cars Weekly*. In recent years, he was making use of his Fine Arts degree and had locally sold several of his paintings.

While Gunnell will best be remembered by the world for the countless friends and contacts he made in the automotive hobby, always his ultimate goal was to provide for his children, grandchildren and great-grandchildren, whom he dearly loved; he was just fortunate to do so in a career that he loved and for which he held great passion.

A celebration of life was to be held Sept. 1 at the Iola Old Car Show Activity Center, with visitors expected to bring their old cars and trucks as part of a car show, since "John never could pass up a car show," the family said. They asked memorials be made to the American Heart Association in his name. OC



FUTURE NOW

The 1956 *Astra-Gnome* concept

STORY BY MICHAEL PETTI; PHOTOS BY JUNE VALENTINE

Side view shows the extensive fluted aluminum panels.

The "dream merchants" of Detroit were working overtime during the 1950s by building a plethora of far-out concept cars, and American Motors wanted to get in on the action. It put its styling director, Ed Anderson, to work creating an advance-design show car to attract the public's attention at the 1956 New York Auto Show.

The trouble was that Anderson was a practical guy who had no use for pie-in-the-sky ideas. He believed advance technologies would render futuristic designs useless. As an example, someone from 1905 could design a 1930s teardrop car with Conestoga wagon wheels, as the designer in 1905 would be unaware of the progress in tire technologies 25 years later.

Since Anderson and his staff were said to be busy, AMC brass turned to well-known independent industrial designer Richard Arbib for help with designing a concept car. As art director for the International Motor Sports Show, he drew dream cars for the program covers. In addition, Arbib created futuristic car designs for Vedol Motor Oil ads. This futuristic visionary pushed the envelope in design, and for American Motors he developed a futuristic automobile design said to be for the year 2000. This spacey design was dubbed the "*Astra-Gnome*."

In creating the *Astra-Gnome* design, Arbib delivered a startlingly different look that literally stopped people in their tracks at the auto show.

Arbib is said to have tried to create the feel of time travel in his design. Very noticeable in the *Astra-Gnome* was its acrylic bubble roof that electronically opened and closed to allow walk-in entry and exit. This bubble top also provided unobtrusive views in any direction. The enclosed cocoon also furnished an audible chamber for the radio and record player. One has to wonder what Gogi Grant's 1956 tune "The Wayward Wind" would sound like inside the *Astra-Gnome*'s bubble.

The husky front fender of the *Astra-Gnome* leaned forward before curving down and inward. Up front, four headlamps were equally distanced from each other. Two diminutive fins housed taillamps at the rear while a massive central tailfin was high enough for hanging laundry. With fluted and anodized aluminum side panels that blended colors, this vehicle was no wallflower. Like AMC's contemporary Metropolitan, upon which the *Astra-Gnome* was based, the wheels were entombed by the body to suggest it could be a hovercraft.

The *Astra-Gnome*'s center console contained the instrument panel. A beautiful Hamilton celestial time zone clock was perched on top of the console,

Four headlamps grace the front of the Metropolitan *Astra-Gnome* designed by Richard Arbib.

and below it was a large circular speedometer. (Incidentally, Arbib also designed a very modern wristwatch design for Hamilton that debuted in 1957 as the first battery-powered watch). Both of the *Astra-Gnome*'s kick panels had pockets that stored fitted luggage.

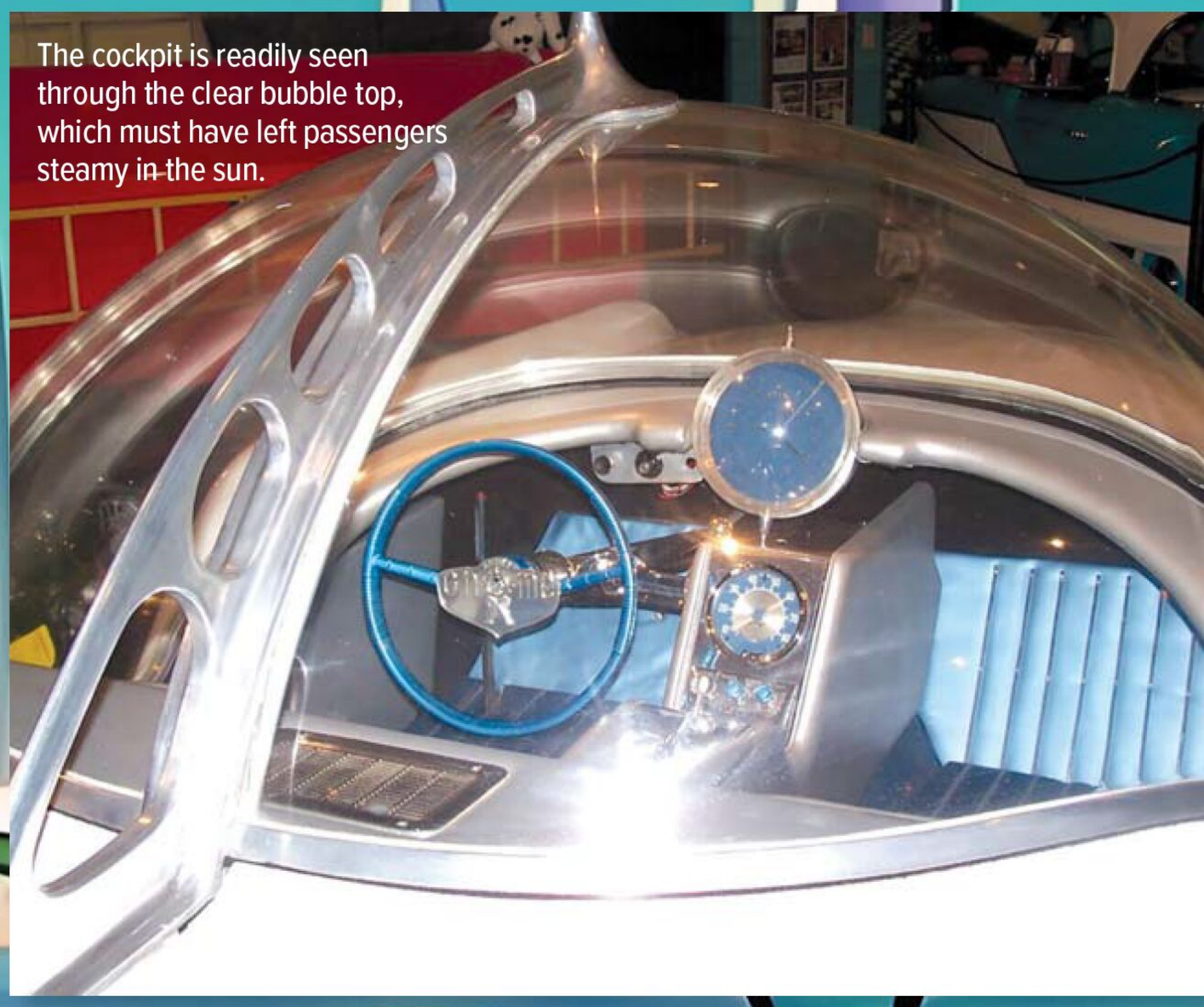
To move Arbib's *Astra-Gnome* design from two dimensions to three, American Motors used a 1955 Metropolitan chassis. While Arbib kept the Met's wheelbase of 85 inches in his design, he increased the car's width from 5 feet, 2 inches to 6 feet, and the length by a foot (from 12-1/2 feet to 13-1/2 feet). This was an increase of 25 percent, yet the total weight was still only 2,000 pounds – about 150 pounds more than a production Metropolitan.

The *Astra-Gnome* concept vehicle was no push mobile; it used the Met's 42-hp, four-cylinder powerplant and could be driven!

American Motors originally wanted to call this dream car the "Metro-Gnome," but International-Harvester already had rights to the Metro name, so Arbib came up with the name "*Astra-Gnome*." The car debuted at the New York Auto Show on April 28, 1956, and appeared on the cover of *Newsweek* for Sept. 3, 1956.

After the show, the car was displayed at AMC dealerships and then used by Alcoa Aluminum. The marketing firm that owned the *Astra-Gnome* then stored the concept vehicle on the top floor of a parking garage where the company built offices around it. Jimmy Valentine, founder of the Metropolitan Pit Stop, hunted down the *Astra-Gnome*, bought it and restored it to display at his business.

Met Pit Stop
5324 Laurel Canyon Blvd.
Valley Village, CA 91607
818-769-1515
metpitstop.com



The cockpit is readily seen through the clear bubble top, which must have left passengers steamy in the sun.

PARTS & PROJECTS

Cherry pickings at Amarillo salvage yard

STORY AND PHOTOS BY LEROY DRITTLER

When I arrived at Cherry Avenue Auto Parts on a very warm September morning in 2022, there was not a hint of a breeze. The salvage yard's access lanes were open and free of vegetation, but the areas between older vehicles were overgrown with tall grass and weeds. Immediately after entering the weedy area, I was engulfed by a cloud of hungry mosquitos. About that time, I realized I had forgotten to put on my wide-brim hat, so I hightailed it back to my car to retrieve the hat. After retrieving the hat to appease my dermatologist, I checked with the office to see if the staff had bug spray, and they did to save the day.

An hour or so later, the strong west Texas wind picked up and grounded the mosquitos.

Having been opened by Lonnie Ferril in 1964, the staff of Cherry Avenue Auto Parts is well aware of Mother Nature's influence in the yard. Mr. Ferril retired in 2005, and now the yard is run by his son, Byron Ferril, who oversees four employees. The company has expanded to include a 24-hour wrecker service.

At the time of my visit, the yard was being reorganized by moving the older vehicles to the back of the yard. Thieves had been cutting the fence and stealing parts off of the newer trucks, which were parked at the rear of the yard, so those trucks were being moved to the front. Not long before our visit, Byron said the fence was cut again and aluminum wheels were stolen and sold to a recycler across town. There was video footage of the theft, but despite this evidence, Byron says the case was dropped because of a technicality. As a result of this experience, Byron says he has become very discouraged.

The yard covers 23 acres and has approximately 3,000 vehicles with approximately 1,800 oldies. The oldest vehicle I noticed during my visit was a Model T body. Twice a year, a portable crusher crushes stripped vehicles in the yard. Unescorted browsing is allowed, and customers can remove parts. Bigger items, such as engines and transmissions, will be removed by yard personnel. Byron says they do not ship parts or vehicles.

The acquisition of older vehicles has slowed to a trickle, so older car inventory continues to dwindle. Locked in a side yard are about 25 restorable antique vehicles that are for sale only as complete units. Most yard owners store vehicles that they intend to keep, and Byron is among them. One of the vehicles in the side yard is a 1964 Chevy pickup that Byron's grandfather bought new in Elk City, Okla., which Byron says it will never be sold.

The yard can be visited Monday through Friday from 8 a.m. to 5:30 p.m. and Saturdays from 8 a.m. to 3:30 p.m. Make sure to be prepared for bugs and sun, and to call ahead to confirm the yard is open before traveling. OC

Cherry Avenue Auto Parts
309 W. Cherry Avenue, Amarillo, TX 79108
806-383-7859

Pontiac touted its new ’61 Tempest as the only new car with a front engine and a rear transmission, which gave the car a perfect 50-50 weight distribution. This one has been in the yard for a while, but still offers parts.

Good parts and pieces — including the right side of the waterfall grille — remain on this 1976 Chrysler New Yorker Brougham coupe.

You can get a glimpse of the remaining third seat in this 1977 Dodge Monaco nine-passenger wagon through the open rear gate. The rear gate is decent, and the car has driver-quality taillamp lenses.

Available as complete units are a 1950 Ford sedan and a Metropolitan. They are in a locked side yard where parts hunters do not have access.

A restorable 1951 Plymouth Concord three-passenger business coupe is available for purchase.

For sale only as a complete car, this 1939 Oldsmobile has a 1967 license plate showing it was on the road for 28 years. For license plate collectors, there are several plates from the 1950s and 1960s still on vehicles throughout the yard.

Byron said this 1957 Studebaker Commander Provincial wagon is very rusty, but would make someone an excellent parts car. The keys are in the ignition.

In the side lot are several Corvairs. From left are a 1960 four-door, a 1961 coupe and a 1963 coupe.

This 1940 Ford two-door body is for sale. It was last licensed in 1965. Nearby, in the bushes, is what looks to be a Model T shell. There are also several complete Mustangs in this side yard.

Cherry Avenue has Metropolitans available for parts plus these two for sale as complete units. Metropolitans were sold in the United States from 1953 to 1961. The Met on the left doesn't have a trunk lid, so it's pre-'59; the other Met has a trunk lid. Both still have their rear spare tires mounted.

This 1953 Ford Customline six-passenger Club Coupe is equipped with the $184 optional Ford-O-Matic automatic transmission.

Fix a flat or two, and you might be able to jump in and drive home this 1982 Dodge 150 Royal SE with factory air conditioning. The keys are in it, and at one time, it was the daily driver of Byron's dad, who founded the yard. It is now for sale.

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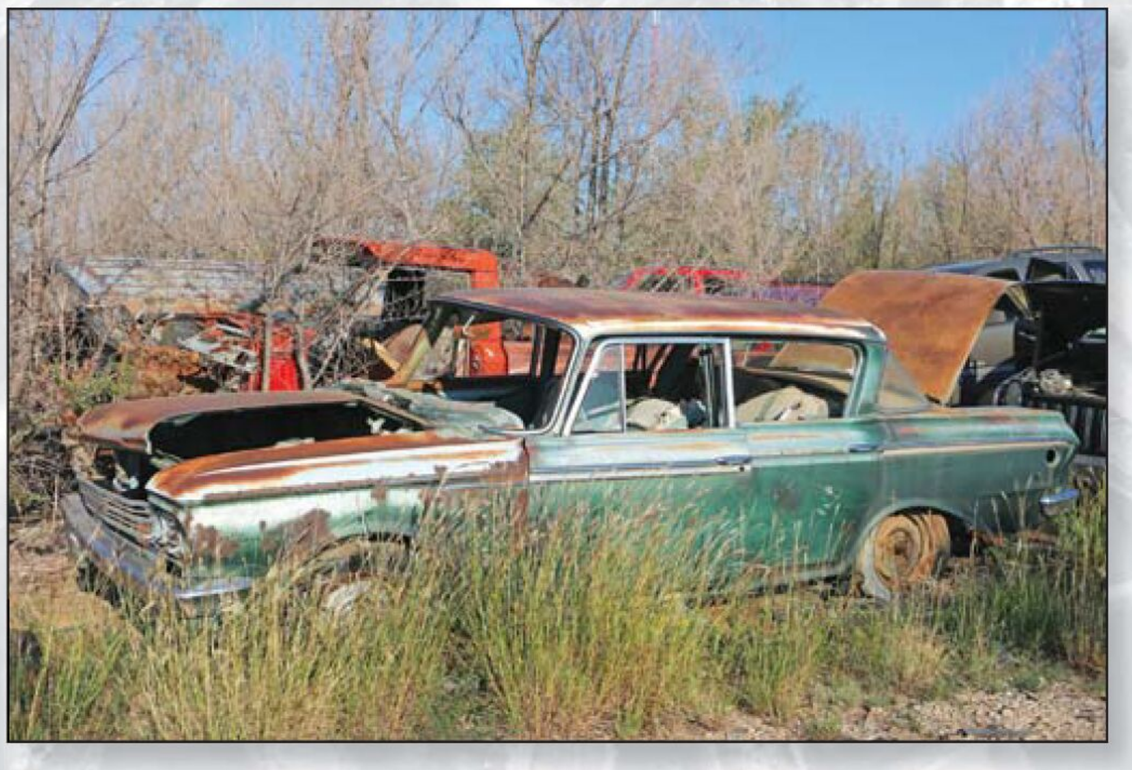
971-233-9000 www.tbirdparts.com

This ’72 International Travelall is available for parts removal. There are several IHC vehicles in the yard.



To a Rambler lover, this Classic sedan painted Frost White over Aqua Mist Metallic with an aqua interior must have been a beautiful car when it was unloaded at the AMC dealer’s lot in 1962. If you need AMC parts, Cherry Avenue has a good inventory of all models.

It’s bright yellow and it’s a Checker, so it was likely a taxi cab before it was relegated to the salvage yard.

This ’53 Buick hardtop coupe has been heavily picked over, but there are trim parts left including a good dash grille.

Dodge Rampage trucks were made from 1982 to 1984 with 37,401 produced. This 2.2-liter model is loaded with scrap, and you might have to cut a tree or two to get the doors open.

You would be noticed if drove this ’55 Buick Special down the street. Someone added an over-cab pickup truck camper to it.

Another Rambler that is available for parts removal is this 1960 Cross Country station wagon.

The engine has been removed from this 1974 Chevy Vega Estate Kammback wagon. There is also a ’74 Vega GT wagon parked nearby.

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Cherry Avenue has a large Camaro section that includes this ’79 Sport Coupe.

Lots of good parts are still on this 1961 Oldsmobile Super 88. Plus, there are also several mid-size Cutlasses in the nearby Olds section.

This second-year ’74 Omega Coupe was found in the Olds section. Omegas were also available in hatchback form and as a four-door sedan.

Recently pulled out of brush and weeds are a 1963 Ford Fairlane and a 1964 Mercury with the Breezeway roof.

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 21-23 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 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.japaneseclassiccarshow.com

Oct 21 CA, Chico. Chico Concours car show. Butte Creek Country Club / driving range - 175 Estates Dr. 10am-4pm, www.chicoconcours.com, facebook, www.facebook.com/events/771188780854119, concourschico@gmail.com

CONNECTICUT

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

GEORGIA

Oct 1 GA, Covington. 30th Annual Cars of the Past Covington Car Show. 1124 Clark Street. 8am-4pm, 770-678-5087 covingtoncarshow@rotarycovington.org, www.rotarycovington.org

ILLINOIS

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 Rd. 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.uniqueeventsshows.com

IOWA

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

MICHIGAN

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 23 MA, Weston. Weston Antique and Classic Car Show - 26th Year. 11 Town House Road, 8am-3 pm, www.westoncarshow.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 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 17 MO, St. Louis. 44th Annual Swap Meet & Car Show. Chesterfield Mall Parking Lot. 314-605-0225, www.hccmo.com

Sep 24, MO, Saint Charles. Oktoberfest Car Show. Boone's Lick Rd & South Main Street, 9am. to 4pm. Registration until 12 noon. Stock vehicles only. irstcapitolclassics@yahoo.com or 636-928-8672

Sep 30 MO, Jefferson City. 54th Annual Old Cars Rond Up & Show. Intersection of Dunklin and Broadway Street. 8am-3pm. Registration 8-10am. Tom 573-533-1294, https://midmooldcar.club

NEW JERSEY

Sep 14 NJ, Holmdel. Texas Roadhouse Car Show. 2105 State Hwy. 35. 4-8pm. 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, streetmonkey999@gmail.com

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

Sept 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 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. Brookhaven Town Hall - 1 Independence Hill. 9am-3pm. 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 annual car show benefiting Alzheimer's. 30 Platinum Court. 9am-3pm. 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 17-22 SC/NC. 19th Annual Hot Rod Drag Week 2023. Darlington Dragway, Rockingham Dragway, Bristol Dragway, Carolina Dragway. www.motortrend.com/events/hot-rod-drag-week/

Oct 21 NC, Moorhead City. 50th Anniversary Auto Show. AACA Moorhead City Chapter. Otis Landing on Shepard Street. 8:30am-2:30pm. tyson.pat@gmail.com, jules4524@yahoo.com

OHIO

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

OKLAHOMA

Oct 19-21 OK,Chickasha. 2023 Fall Swap Meet. 712 East Choctaw Ave. www.chickashaautoswapmeet.com

PENNSYLVANIA

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. 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

TENNESSEE

Oct 13-15 TN, Chattanooga. Chattanooga Motorcar Festival. www.chattanoogamotorcar.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

Oct 7 TX, Katy. "HCKaty 2nd Annual Fall Car Show" – Cruise-in for a Cause. Holy Covenant United Methodist Church-22111 Morton Ranch Road. Registration 8am, men@hckaty.org, 281-579-120

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 16 VA, Manassas., 47th Edgar Rohr Memorial, Manasseh MasonicLodge #182, 9810 Cockrell Road. ,http://bullrunaaca.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

CHICKASHA
SWAP MEET
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Oct 15 VA, Richmond. Richmond's 33rd BOPC Show, sponsored by the Old Dominion Chapter, POCI. Haley Buick-GMC Airport - 5500 S. Laburnum Ave. Open to all Buicks, Olds, Pontiacs, & GMC Trucks. www.olddominionpoci.org or contact Mike Abernathy 804-328-1419, bigchf2011@gmail.com

WISCONSIN

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. Ariens 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, mfhistory@yahoo.com, 262-347-3901

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

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

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

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

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

Sep 23 WI, Kewaunee. Zoobilee Car Show Bruemmer Park E4280 Hwy F 8A-2PM

Sep 23 WI, Green Bay. Hemp4Heros CS Ft Howard Mem Pk 1350 N Military Ave. 8am-2pm

Sep 24 WI, Dunbar. 2nd Annual Car, Truck and Motorcycle, Brat Fry. Richard's of Dunbar - W11466 Highway 8 Dunbar. 9am-3pm. 920-838 1835

Sep 29 WI, Appleton. License to Cruise FCE Center College Ave. 6-9pm.

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

Sep 30 WI, Peshtigo. Historical Days Car Show Badger Park 10am-4pm

Oct 1 WI, Shawn. HarvestFest Flea-Mkt & Car Show County Fairgrounds, 7am-4pm

Oct 7 WI, Bowler. Cars & Handlebars. NorthStar Casino-W12180 Hwy A 9am-3pm

Oct 7 WI, Bellevue. Banana Peeler PLAV-186 Rat/Hot Rod Show . Lily Lake Rd. 10am-2pm

Oct 8 WI, Waukesha. Scale Auto Hobby & Toy Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshows.com/shows-1/scale-auto-hobby-%26-toy-show-

Oct 14 WI, Readfield. Hunters Sports Bar Car Show, Hwy 96 @ Hwy W, Readfield 10am-2pm

Oct 15 WI, Sturgeon Bay. All European Coffee & Classics, Yacht Club in Sturgeon Bay 9-11am

Oct 22 WI, Waukesha. Brew City Advertising Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshows.com

AUCTIONS

SEPTEMBER

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.saratogamotorcarauction.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 Collison. 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. Wayne 9210-295-2644, Heather 920-240-9185, www.yodersold.com

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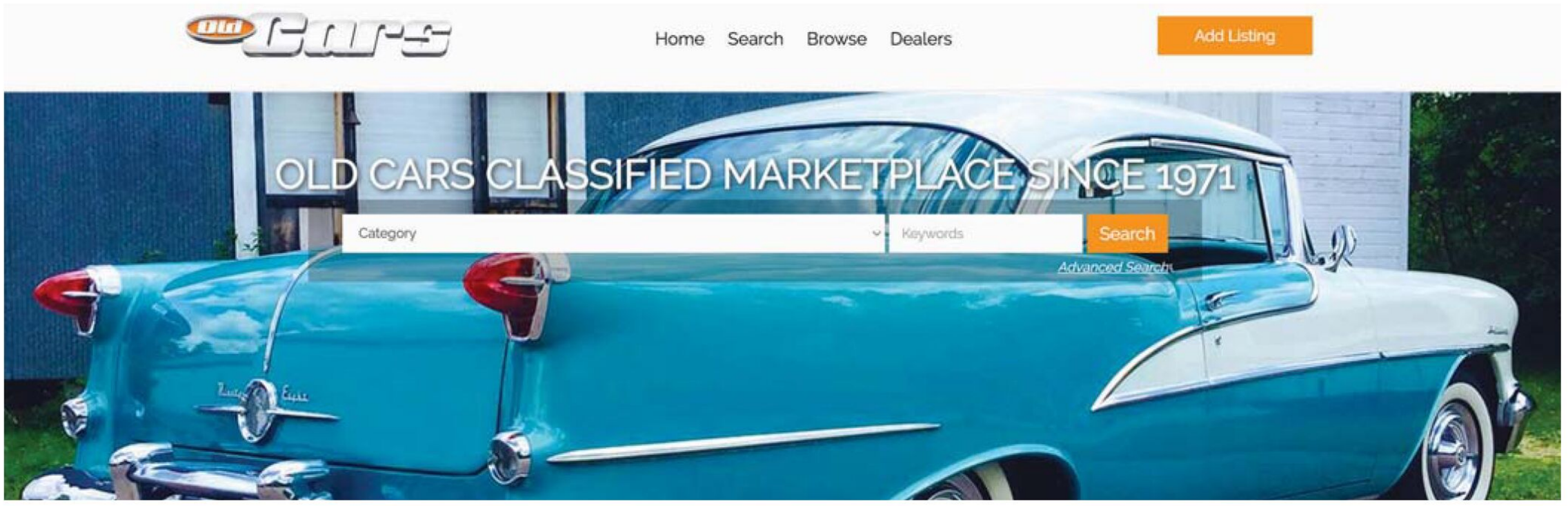

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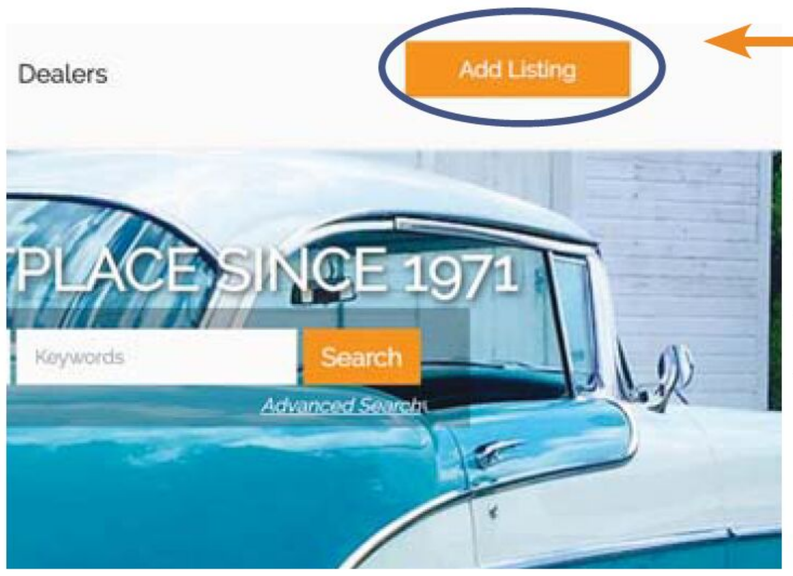

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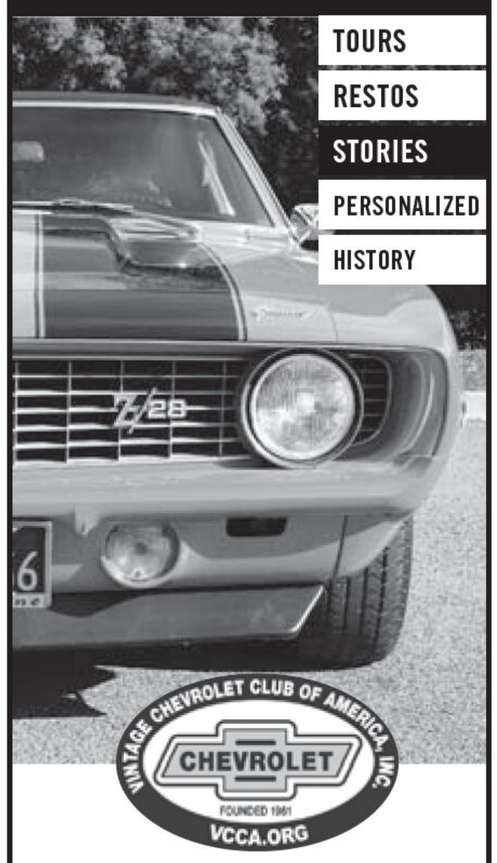

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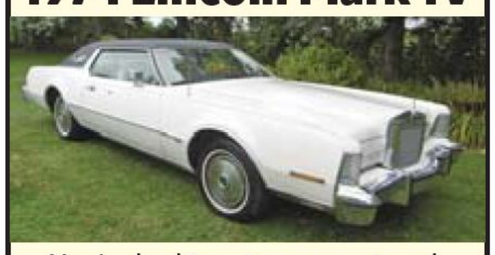

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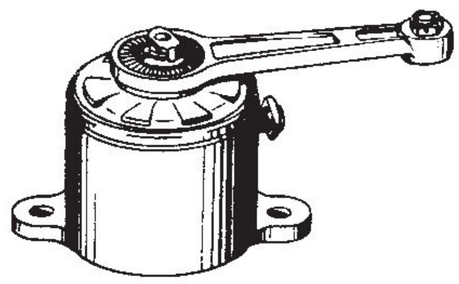

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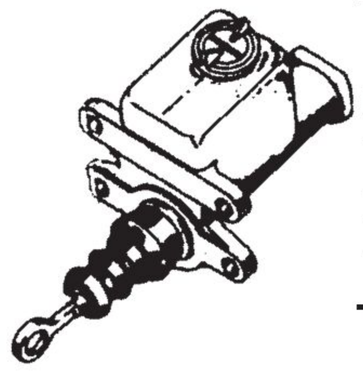

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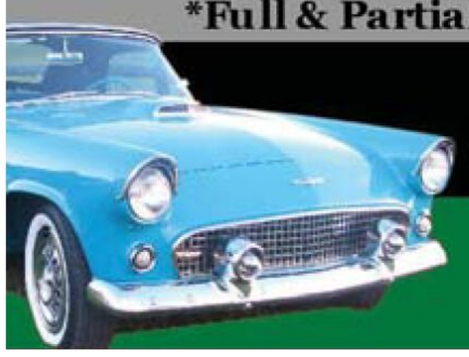

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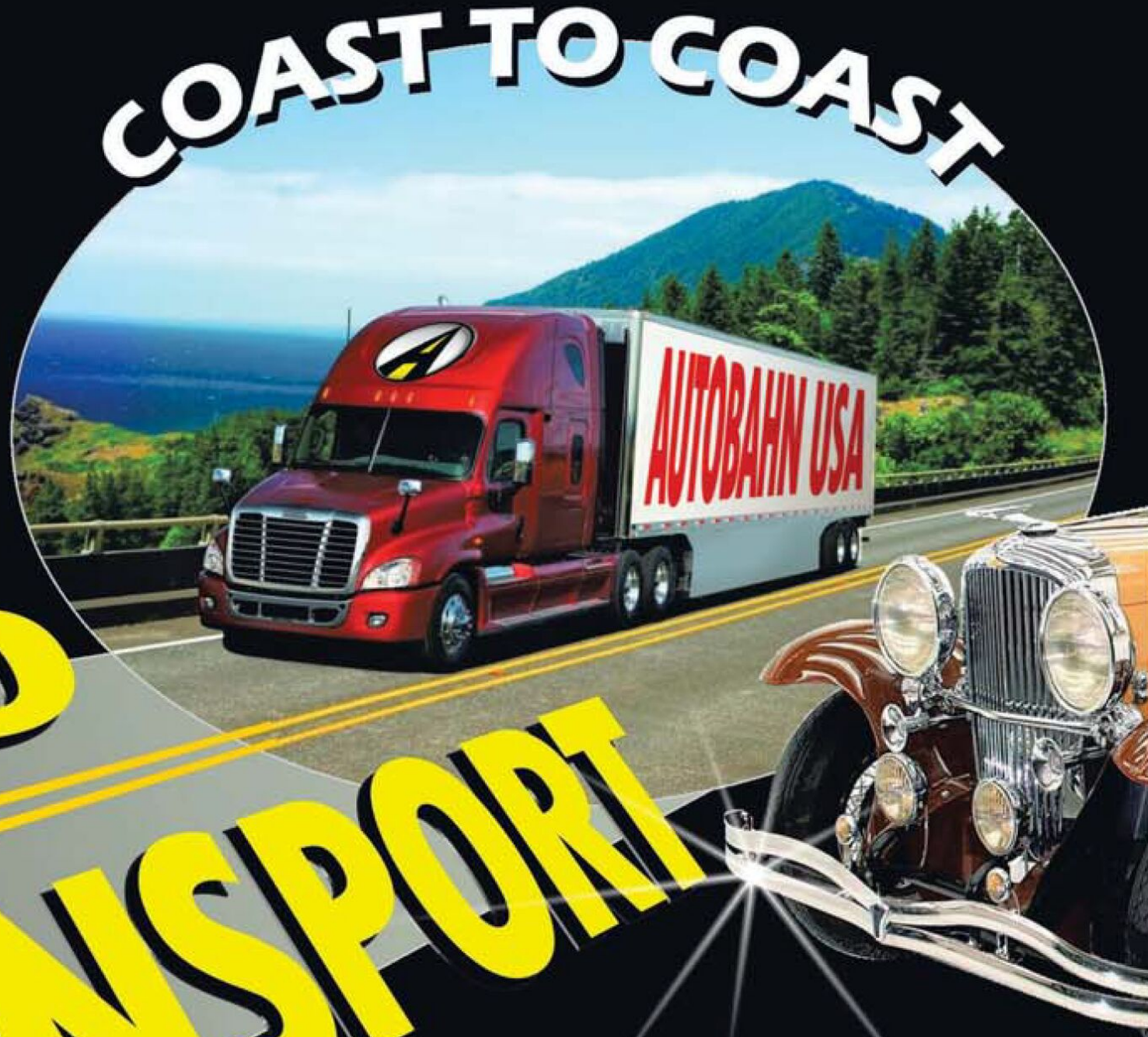

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