

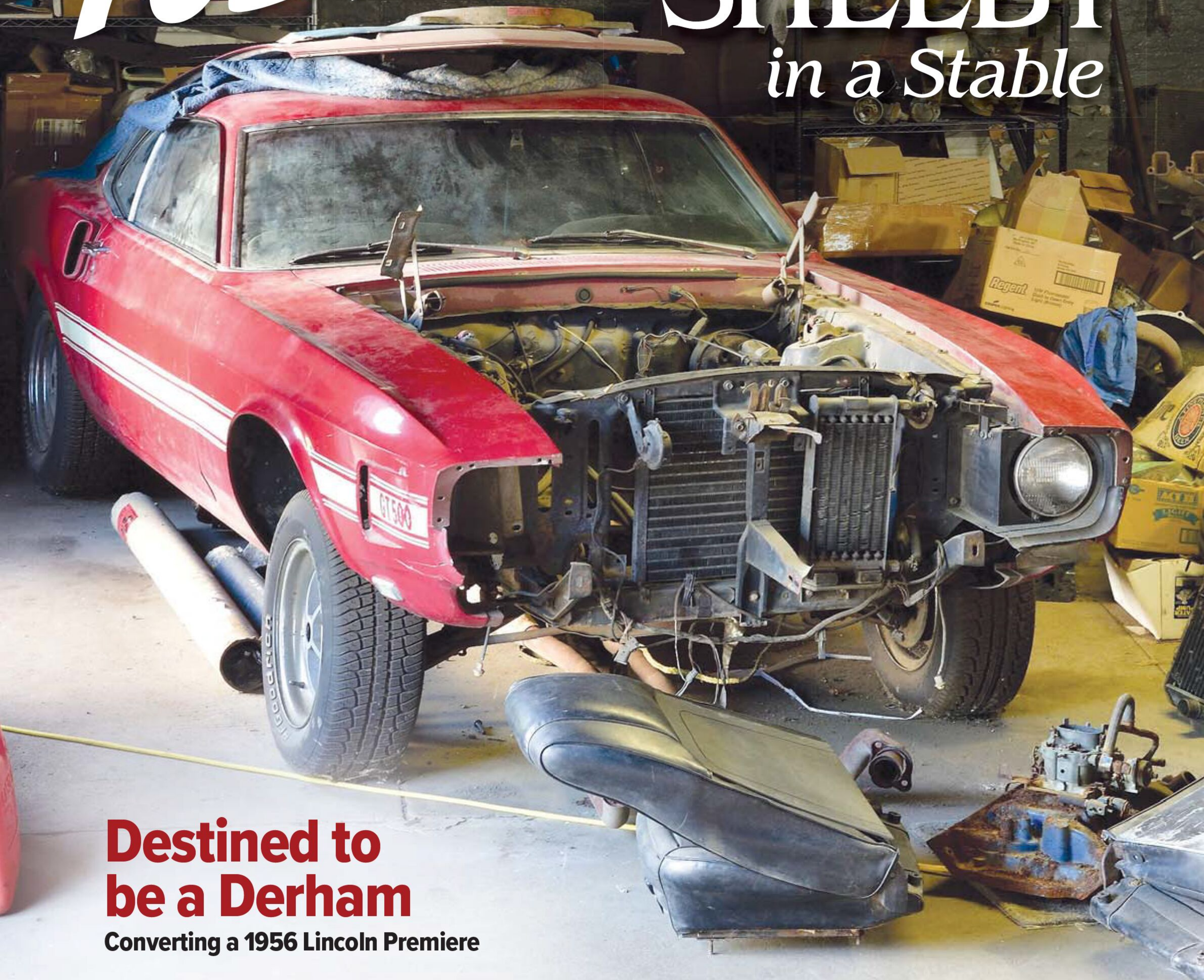
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'A' Homecoming

Even though *Old Cars*' headquarters are no longer in Iola, Wis., the publication maintains its ties to the village of approximately 1,200 people and its giant annual Iola Car Show. I often find myself in the rural central-Wisconsin hamlet to meet up with former *Old Cars* staffers, car show staff and even some previous managers of the publication and its original parent company. One of them is Cliff Mishler, *Old Cars* founder Chet Krause's right-hand man who was instrumental in starting the Iola Old Car Show in 1972 and getting *Old Cars* off the ground when it was founded the previous year. It was on a recent visit to Iola that Cliff shared some exciting news related to the history of Ford Motor Co., *Old Cars*, the Iola Car Show and the village of Iola.

The first new car to be sold in Waupaca County, the county in which Iola lies, was also one of the first products of the Ford Motor Co. — the 605th Ford product, to be exact. This 1903 Ford Model A runabout was one of about 1,700 built, and years after its original sale, it was eventually traded to the local Ford garage in the city of Waupaca. When Oscar Weisman purchased that Ford garage in 1927, the 1903 Model A was part of the purchase. Weisman kept the Ford until 1972, when the late Krause was finally able to purchase it from him. Within a few years of adding the 1903 Ford Model A to his growing collection, Krause had Milt Colden of Clintonville (also in Waupaca County) restore it.

The restored first-year Ford Motor Co. vehicle was subsequently displayed at a 1978 luncheon in Milwaukee celebrating the 75th anniversary of the Ford Motor Co. — probably the first time it ever left Waupaca County — and was an Iola Old Car Show attraction for the next 30 years. It also made occasional appearances on the pages of *Old Cars Weekly* (as it was known then) and its parent company's books, including those in the Krause Publications "Standard Catalog" series. When Krause dispersed his collection at auction in 2006, the Ford Model A was sold to the Antique Car Museum of Iowa in Coralville where it's been displayed ever since. The Model A's sale to the Iowa museum marked the first time in more than 100 years that the early Ford was owned outside Waupaca County.

Now, about 17 years after its sale to the Antique Car Museum of Iowa, the Ford Model A is coming home. Under Mishler's supervision, the Iola Historical Society has purchased the Ford Model A and plans to put it on regular display. The 1903 Ford Model A will again be parked in the county where it was originally purchased 120 years earlier.

Fans of first-year Fords can catch a glimpse of this historic Model A on its home turf at the Iola Historical Society's 2023 Taste of Norway and Lost Arts Fair on Saturday, Oct. 7. The event is scheduled for 10:00 a.m. to 2:00 p.m. at the Iola Historic Village located at 210 Depot Street, two blocks west of North Main Street in downtown Iola.

The Iola Historical Society is still working on funding for the last portion of its purchase of the 1903 Ford Model A. If you'd like to help, write to: 205 Depot St #1, Iola, WI 54945 or call 715-445-4652.



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John Gunnell's personal impact

I read with sadness the passing of John Gunnell. I never met him face to face, but he changed my life. I got out of college in the early 1980s not knowing what to do. My mother was crippled with rheumatoid arthritis and I had to take care of her, so I needed a job that I could do from home. I tried writing and got many rejection slips, until I wrote what I knew about classic cars. I sent an article to John Gunnell at *Old Cars Price Guide*, and to my surprise, I was mailed a copy of the magazine containing my article about early Camaro Z28s and how to spot a real one. I tried another article and it was not that up to publication's standard, but John cared enough to edit it and send it back to me to show me how what I should do. That started a lifelong job of being an automotive journalist for different magazines, and then to book contracts and eventually starting my own publishing company. For someone who I never met face to face, John sure had a lasting impact on my life.

My prayers go out to his family and friends. He will be missed.

Paul A. Herd, PAH Publishing, Monett, Mo.

Fuelie cross flags or no cross flags?

Old Cars keeps getting better and better while some of the competitive publications are deteriorating. Keep up the good work!

However, the fuel-injected 1958 Chevrolet Impala pictured in the Mecum Auction coverage in the Sept. 1, 2023 issue is not missing its front fender flags. They were not used on Impalas or Nomads that year. Apparently, Chevy did not want to be redun-

dant, as both of these models already carried crossed flags on their quarter panels. I believe the Bel Air, Biscayne and Delray models did include the flags, if equipped with fuel injection.

Bob Stark, Land O' Lakes, Fla.

Editor's note: We replied to Mr. Stark that the basis for our statement came from a period image of a near-new 1958 Impala Sport Coupe with the front-fender cross flags and "fuel injection" scripts. He thoughtfully replied with the following (if anyone can add to the conversation, we welcome your comments):

I do remember seeing [fuel-injected Chevys] without the flags, as I am an 83-year-old Chevy fan that grew up in the Motor City during that era. I also have an original dealer parts catalog that lists the flags (part number 3767507 used on '57 Chevy Passenger, '57-'60 Corvette and '58 Chevy passenger cars except Sedan Delivery, Impala and Nomad).

Two things are possible to explain period photos with cross flags on fuel-injected 1950s Impalas. Even back then, owners would add ornamentation to their cars (I recall seeing Cadillac owners placing the crest on front fenders, above the Cadillac script, looking like a factory install), and since Chevrolet had many assembly plants, it is possible not every one adhered to the factory assembly manual. Back in the day, we witnessed many vehicles delivered to dealers with mistakes, even different left- and right-side emblems and trim.

I didn't start working for Chevrolet until 1961, but do remember some fuel-injected '59 Impala four-door sedans running around the GM Tech Center. That would truly be a rare car today, and those emblems (3759115 left side and 3759116 right side) were unique to 1959, the last year for the mechanical fuel injection system in Chevrolet passenger cars.

Reader Wheels



Old Cars reader Charles Seawrite says he bought this awesome 1970 Chevelle for his wife, Sue, in 2003. "It was a solid driver, but needed, lots of TLC," he says. "I freshened the engine and transmission, and installed a Positraction unit with 3.73 gears in the rear end. I installed four-wheel power disc brakes and lowered it. A good friend painted it, and another helped with the interior. We go to car shows locally, and have driven it 135 miles for the Mother Road Route 66 car show in Springfield, Ill."



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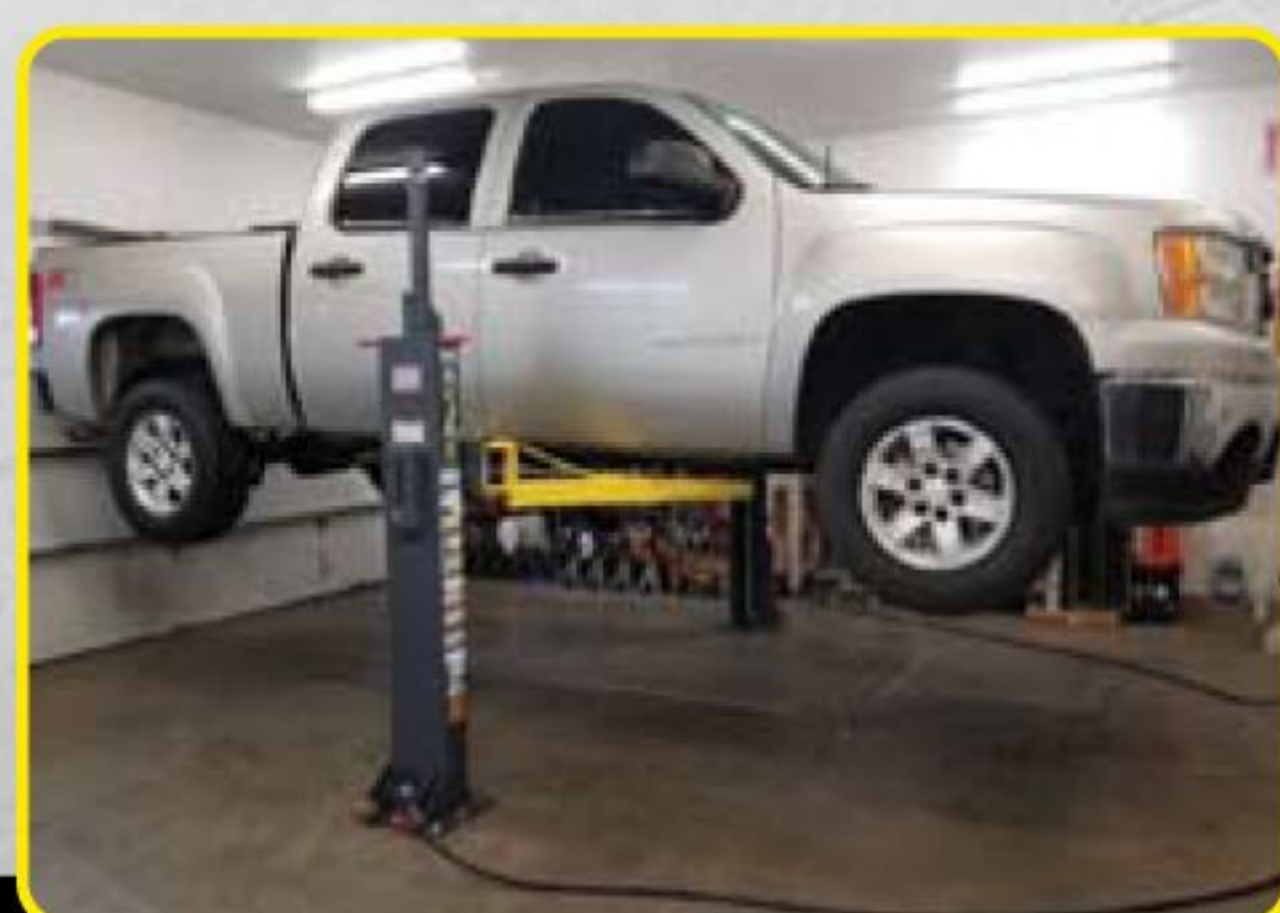
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The Scoop



Hobby News & Views

Collections to headline Bonhams Newport sale

NEWPORT, R.I. — Twenty-two no-reserve cars from the Estate of James Messenger will headline the Bonhams Cars Audrain Concours Auction Sept. 29 in Newport. The 55 total offerings in the sale showcase an array of European, British and American classics.

Topping the list of consignments is a 1960 Mercedes-Benz 300SL Roadster (chassis 002689) with its original, numbers-matching engine.

Other highlights from the Messenger collection include:

— A 1960 Aston Martin DB4, one of 349 Series 2 cars produced, with a fascinating history dating back to 1958 when it was delivered new to England's J.W.A. Stamper.

— Porsche 911 Carrera RS 2.7, with tangerine paintwork and black Carrera stripes. A rare Carrera RS converted to "Lightweight" specifications by the highly regarded Porsche racing and restoration specialist David Morse of Morspeed in California.

— A 1958 Porsche 356A T2 1600 Speedster, one of just 522 built that year.

Another noteworthy collection offered in the sale is from the estate of Andrew W. Edmonds. The Massachusetts collector was an avid participant in The Classic Car Club of America and took great pride in his collection, especially his rare V-16 Cadillacs. The auction will present a 1931

Cadillac V-16 All Weather Phaeton and a 1940 Cadillac V-16 Convertible Sedan.

For more information, visit www.BonhamsCars.com.

Gilmore festival to celebrate German cars

HICKORY CORNERS, Mich. — The Gilmore Museum has a series of weekend events for car lovers again this fall, concluding with the Deutsche Marques Oktoberfest on Saturday, Oct. 14. The event celebrates cars of German heritage and features The German Car Color Tour beginning at 9:30 a.m. A costume contest will have trophies for best traditional-dressed gentleman, lady and child. For show information, visit www.GilmoreCarMuseum.org, or call 269-671-5089.

Barrett-Jackson set for first New Orleans sale

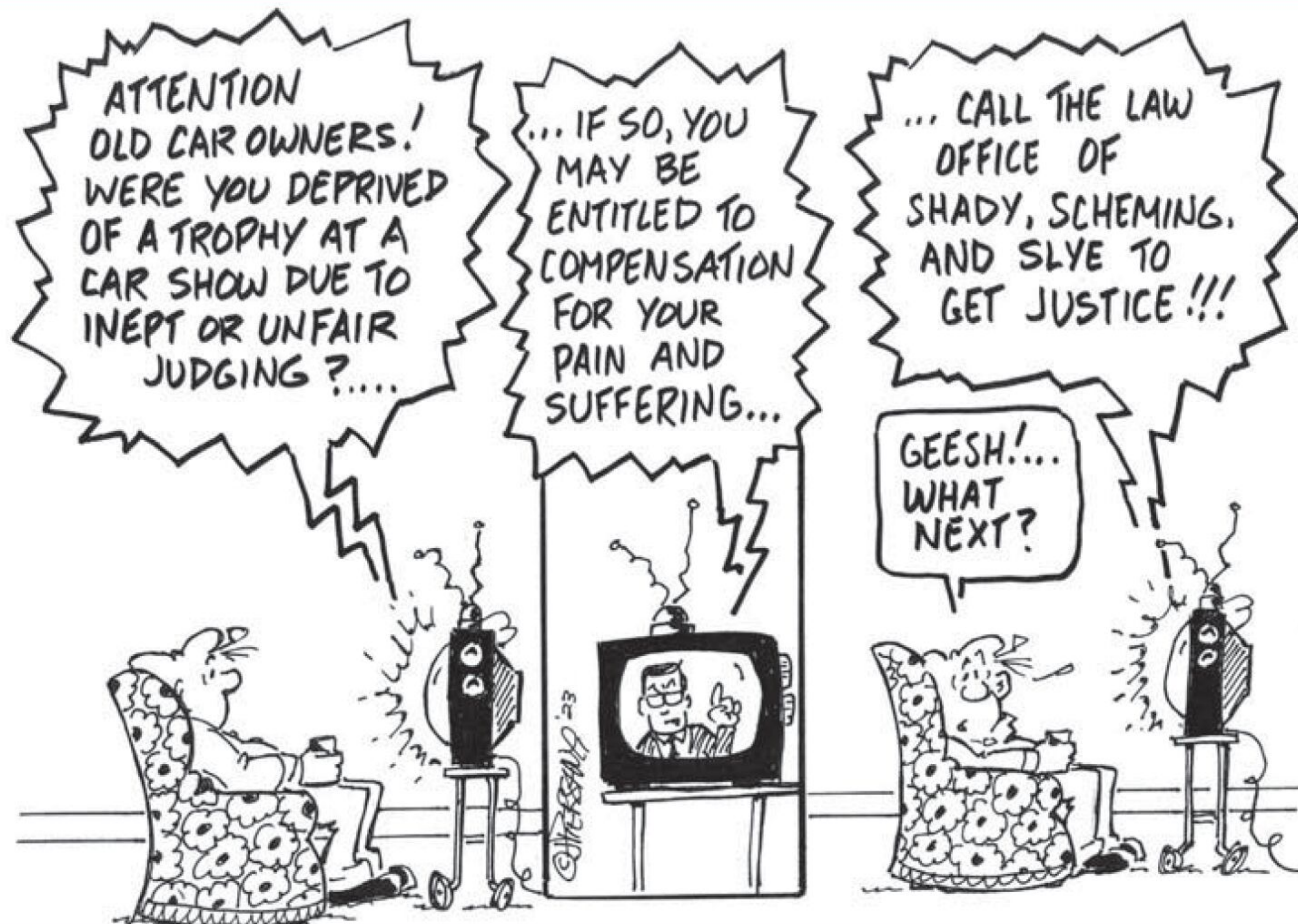
NEW ORLEANS — Barrett-Jackson will bring out a docket filled with supercars and other collectible vehicles for its inaugural New Orleans Auction, to be held Sept. 28-30 at the Ernest N. Morial Convention Center.

Modern performance vehicles crossing the block in New Orleans include a 2005 Ford GT Hennessey 1000 that is modified by Hennessey Performance Engineering with custom twin 67mm turbos combined with the factory supercharger to produce approximately 1,000 hp. This supercar is painted in red with factory-painted white stripes and GT1000 vinyl side stripes. Another show-stopper will be a 2020 Lamborghini



Reader Photo

Steve Facemire shares this old photo of his family's 1954 Hudson Jet "in the midst of moving us from Columbus, Ohio, to Bradenton, Fla., in the summer of 1954. Purchased new from Cunningham Motors in Sutton, W.Va., the car was originally solid black, but in hopes of keeping the car somewhat cooler in the Florida sun, dad insisted on having the top and wheels painted a light-cream color. The young man on the right is my 4-year-old brother, Mike and, just shy of 8, that's me on the left."



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Huracan LP640-4 EVO powered by a V10 engine paired with a 7-speed dual clutch transmission. It is finished in Verde Mantis and features a forged carbon-fiber rear spoiler, side skirts, air inlets, mirror covers and front splitter. Modern performance also comes with a 2024 GMC Hummer EV SUV Edition 1 VIN 001 — the very first 2024 Hummer EV SUV off the production line.

An assortment of 1960s convertibles will be also among the coveted rides in New Orleans. Included are a black 1966 Lincoln Continental custom convertible, and a 1963 Ford Thunderbird roadster with a 390 Thunderbird Hi-Po engine with three Holley two-barrel carburetors producing 340 hp.

The golden era of muscle cars will be well represented with collectibles such as a custom 1970 Chevrolet Chevelle convertible that is the recipient of a no-expense-spared restoration. A custom 1967 Pontiac Firebird coupe known as “The Essence of 1967” is powered by a 450-hp LS2 engine paired with an automatic transmission.

For more information, visit www.barrett-jackson.com.

Corvettes featured on Fall Carlisle Auction menu

CARLISLE, PA. — The Fall Carlisle Collector Car Auction scheduled for Sept. 28-29 will feature more than 400 consignments. Highlighting the sale will be three Corvettes that will be sure to attract plenty of bidding.

The 1954 Corvette on the menu is a survivor car with only 50,000 miles on the clock. It has a new soft top and new chrome, but remains highly original. It is one of only 3,640 1954 Corvettes built and is being sold publicly for the first time.

The 1955 Corvette on the docket is painted Harvest Gold color — a rare color among the 700 Corvettes built in 1955. It has scored a 99.3 in NCRS Top Flight rankings and received an NCRS Performance Verification, the Dunton Award, the Bloomington Gold certification and the Gold Spinner Award.



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Wreck of the Week

This 1956 Ford Customline two-door with 173-hp 272-cid V-8 was completely demolished. There doesn't seem to be anything unusual about this particular stretch of highway that claimed the life of the Ford driver, but it has been the scene of several fatalities. This night, high speed was no doubt responsible for the Ford's intrusion into the opposite lane and slamming into the truck seen in the background by the broken utility pole. Note the rear of the Packard ambulance at the far left of photo.



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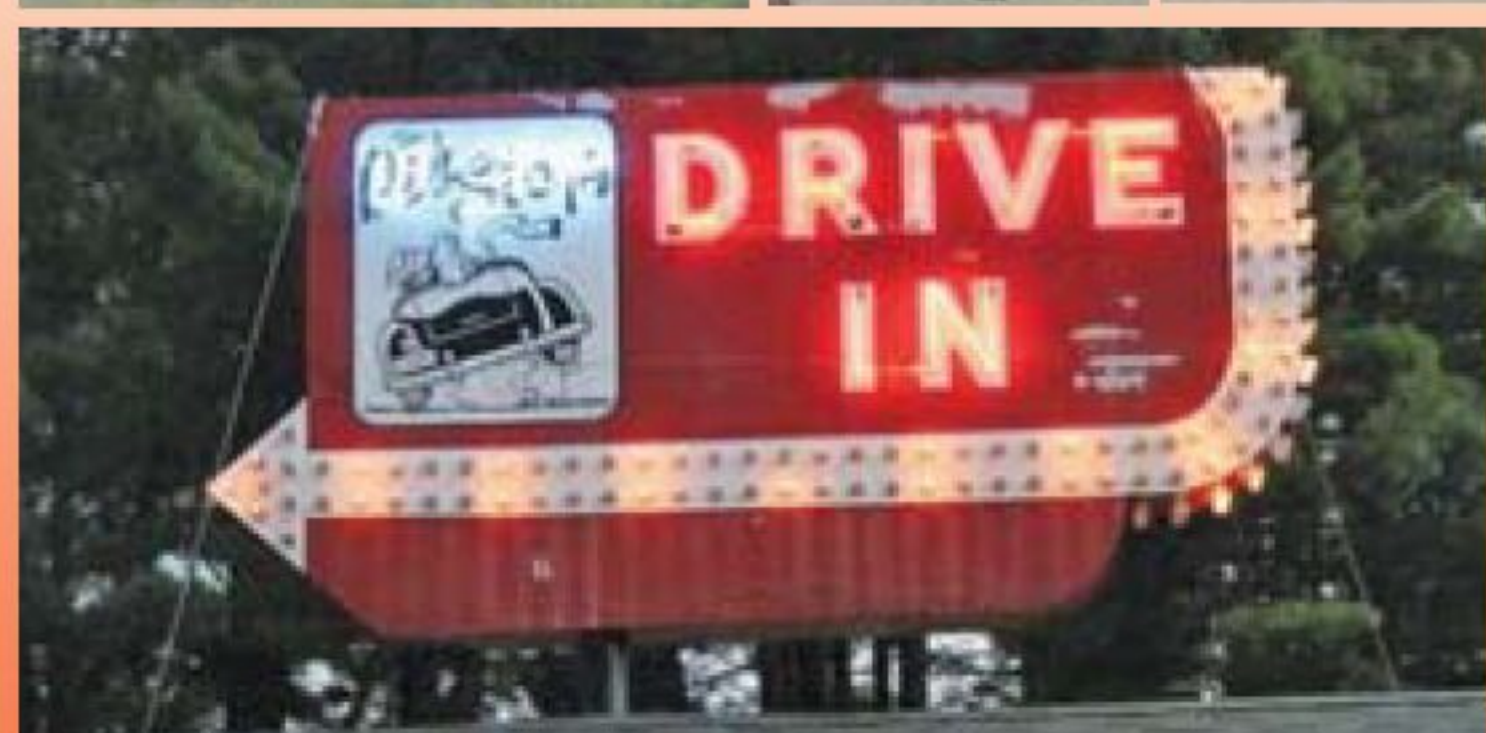
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Three new members added to Corvette Hall of Fame

BOWLING GREEN, Ky. – The Corvette Hall of Fame inducted its members of the class of 2023 on Sept. 2. The new three-person class included John Amgwert, Dan Binks and David Wickman.

John Amgwert was a founding member of the National Corvette Restorers Society and served for 25 years as the editor of *The Corvette Restorer* magazine. His work building a technical library ultimately resulted in what would become the National Corvette Museum.

Binks retired as a crew chief with Corvette Racing. For nearly two decades, starting in 2002, Binks was a key member of the Corvette Racing team. He was a part of more than 100 victories, including multiple wins at the 24 Hours of Le Mans, 24 Hours of Daytona and 12 Hours of Sebring. At his Brighton, Mich., shop, he still prepares and restores race cars and builds engines.

Wickman served as GM Vehicle Performance Manager of the Milford Proving Grounds. He was assigned to work as the test engineer for the launch of the C4 Corvette. He held multiple other roles while helping develop the C5 Z06, C6 and C7 platforms. **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

The Iola Car Show folks in Wisconsin are helping sell off some old relics that were resting next door to the car show grounds on the old Kriewaldt Salvage property.

One of the more colorful rusty hulks pulled from the woods is this circa-1962 Chevrolet Suburban. There isn't much left on this rusty old hulk, but maybe it has some value as a donor vehicle. With the collector truck market really hopping these days, a restored one of these babies would definitely be a hot ticket! Learn more about the Iola Car Show's ongoing sales of Kriewaldt salvage vehicles at www.iolaoldcarshow.com.





Cross Flags shines while waving the Chevy banner

Since 1983, owners of full-size Chevrolets from the mid 1960s have enjoyed reading club news and information about their beloved 1965-'66 Chevys in *Cross Flags* (Jeff Butz, editor, 920-490-9248). Among the still-active early members of the 1965-1966 Full Size Chevrolet Club are 19 stalwarts that avidly recall the club's early days, now a good 40 years since being founded.

At 89 years of age, New Jersey's Larry Corson, member #37, is one of those proud early-timers.

As often is the case, Corson bounced down the road in a 1963 Chevy SS, opting to succeed that one with a 1965 version. Being his main means of transportation, he eventually retired the '65 in 1980. The Chevy reclined for two decades in storage, awaiting a rebuild of its 396 and automatic. Carb work followed, as did the addition of power brakes ("It always seemed to me that they were needed," he recalled). Then followed a new

exhaust system, radiator and suspension work. Interior appointments were improved, too, then a repaint.

"To say I'm a Chevy person would be putting it mildly," he added in a recent article appearing in *Cross Flags*. But he does not recall ever taking his 1955 SS to a show. He used a 1941 Chevy for that task.

Many times drivers stick with their favorite brand. So did Corson. His first set of wheels was a 1939 business coupe bought in 1950 for \$95 (yes, it was a Chevy). He upped to a new 1953 Two-Ten four-door, later sat at the wheel of a 1955 sedan, soon after

another a Two-Ten sedan, and then the 1963 of earlier note. For a time he added a 1948 and 1950. Currently, he sits at the wheel of his 1996 half-ton pick-up with a quarter-million miles. He remains joyfully addicted.

www.1965-66fullsizechevroletclub.com



Vintage ad of the week

By M.J. Frumkin

Sometimes a gritty black-and-white photograph captures adrenaline-anxious moments better than color images.

The featured motorsport ad from 1970 is a fine example.

Depicted in the AMC pit during an SCCA Trans Am race is a stop-action shot of legendary driver and future Indy 500 winner Mark Donohue. The image shows him entering the opened driver's side window, on the brink of returning the modified Javelin back into the race.

Directly behind Donohue is a crew worker holding a dump can container upside down, adding fuel to the car's empty tank. Completing the dramatic scene are team members mounting fresh tires.

The headline, "From zero to Donohue in 3.1 years," referred to AMC offering nothing sporty in 1967, then introducing Javelin

From zero to Donohue in 3.1 years.

In 1967 we had nothing sporty to offer. Then in 1968 we introduced the Javelin, our first sporty car. Quicker than you can say "specially prepared and modified" we shipped the Javelin off to the races, where in Trans Am events it did itself, and us, proud. 1969 saw an expansion of our embryonic racing program when Jim Paschal drove a Javelin to victories in 5 NASCAR GT events and also won the Northern Tour Championship. Now it's 1970, and our ambitions to win in Trans

Am are stronger than ever. We've signed Mark Donohue and Roger Penske, the top driver-manager team in road racing, to a three-year contract. Together they've won two consecutive Trans Am championships. And, of course, we're hoping they'll make it three straight. At this point, Donohue's ready and his Javelin's ready. You'll notice, when you see it, something in the rear that wasn't there before: a spoiler specially designed by Donohue.

But you don't have to wait to see it on Donohue's Javelin, because you can see it on your own. We're offering a limited number of Javelin SST's with the Donohue designed spoiler. And we're offering a not-so-limited number of regular Javelins which also have a lot of interesting possibilities. Javelins with optional 360 engines. Or 390's. With standard vinyl upholstery trim for the high-back buckets. Or optional corduroy. Even leather. A Ram-Air induction system. Mag style wheels.

Fat tires. Dual exhausts. Power front discs. Conso shift automatic or a 4-speed with a Hurst shifter and big tach to keep tabs. And some other very intriguing optional etcetera. The point is: if you're going to buy a sporty car, buy one that's going places.

American Motors
Javelin



for 1968 and winning five 1969 NASCAR GT events. AMC hoped for similar wins on the 1970 Trans Am circuit by signing driver Donohue and team owner Roger Penske to a three-year contract.

Records show that in 1970, Donohue piloted the Javelin to three Trans Am victories, and seven more in 1971.



Q. We recently watched the movie *It's a Mad, Mad, Mad, Mad World* from 1963. It's one of those all-star-cast, madcap kind of movies. There are numerous cars featured prominently, most of them MoPars from the late 1950s and early '60s. I think a good portion of them were Dodge Darts. My question is: Has anyone ever tried to track down any of these cars to see if they still exist? I'm not really a MoPar man, but I can appreciate any car that's my type or not. I would love to see an article on this movie and the cars involved.

David Yohr, CPC, Green Bay, Wis.

A. I must confess that I had never seen *It's a Mad, Mad....* back in the day. I know it has a fan following, casting, as it does, about every comic actor from the 1960s: Spencer Tracy, Milton Berle, Sid Caesar, Buddy Hackett, Ethel Merman, Mickey Rooney, Dick Shawn, Phil Silvers, Terry-Thomas and Jonathan Winters, not to mention cameos by the likes of Don Knotts, Jerry Lewis and The Three Stooges. The plot concerns a stash of stolen money and the group's quest to find it and figure out what to do with it ... but you're asking about the cars.

I have a slim tolerance for slapstick humor, so I embarked on what I consider a forensic examination of *Mad, Mad...* I found a free streaming version with subtitles on YouTube, so I turned off the sound and paced myself through the two-and-half-hour flick.

It opens with a chase of sorts in the California mountains, as a 1957 Ford Victoria overtakes a 1955 Ford C600 box truck, a red VW convertible, a 1962 Plymouth station wagon and a '62 Imperial convertible, before running off the road and landing upside down with the driver thrown clear. He blurts out the location of the money and dies. The rest of the movie puts the cast in all sorts of improbable situations; sorry no spoilers here.

From my notes on the cars I see 1960 and '62 Chevrolets, a 1960 Ford Falcon, a 1958 Cadillac ambulance, a 1950s Willys station wagon, a 1947-'48 Ford convertible, a Dodge Power Wagon, a 1959 Oldsmobile, a '56 Ford convertible, a 1960 Ford wagon, a Triumph sports car, a Metropolitan, a 1962 Plymouth police car, a Corvette, a 1953 Plymouth, a 1955 Oldsmobile, two 1959 Plymouth taxis, a '56 Mercury wagon, and a couple of what I call "big mouth Dodges," the

1962 models. Darts and Polaras looked much alike then, so I'm not sure of their ID. There's even a Studebaker Lark station wagon.

I found myself trying to figure out how the car scenes were filmed, whether on the road or on a studio lot with simulated backgrounds and movement. As it happens, I had a brief gig recently as an extra in a train scene for a feature being filmed nearby. The rail car in which we were supposed to be riding was stationary, so we had to jiggle a little bit to simulate the rocking of the train. I picked up a similar feint in *Mad, Mad...* in the driving shots, the "twitching" of steering wheels in a random fashion, and backgrounds that were clearly imposed on footage that had been shot against a "green screen" background. One obvious tell-tale involved the Willys station wagon. During the whole scene, meant to be on the road, the shift lever was pointing upward, as it would be for second or reverse.

Back in the day, it used to annoy me that, both in films and on television, the "car sounds" were always the same. Didn't they know, I wondered, that not all cars sound alike? V-8 cars don't sound like sixes; Ford starters don't sound like Chevys. Probably every reader of *Old Cars* recognizes the distinctive sound of the starter on a 1960s MoPar make, nicknamed the "Hamtramck hummingbird."

You ask whether any of the *Mad-Mad* cars survive. Almost certainly those involved in crash scenes were scrapped. Those that made it out alive may have gone back to their owners, who are likely to have been movie car rental agencies (yes, that's a thing. I have a couple of friends in that business).

The cars may not survive, but there are plenty of out-takes from the film on the internet. Just search for "Mad Mad Mad Mad cars." **OC**

To submit questions to Kit Foster, e-mail oldcars@aimmedia.com

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An Indie with Ties to the NSA?

Some of the most interesting vehicles in the automotive world can be found only after drilling down through layers and layers of categories and subcategories to reach those rarely seen by the general public.

Like the Gasporter.

Those who actually have seen a Gasporter in operation probably don't remember the experience, because they probably didn't notice it. After all, a vehicle designed to fuel small aircraft at less-than-major terminals generally doesn't draw a lot of attention, especially when it's only 130 inches long. For comparison, a 1976 Oldsmobile 98 rides a wheelbase measuring 127 inches, and if that doesn't make a sufficiently clear comparison, consider that the Gasporter weighs 1,400 lbs. while that Olds 98 Regency sedan weighs 4,820 lbs.

Roots in Crosley

Obviously, the Gasporter isn't based on an Oldsmobile 98. Under that simple rounded-box body beats the heart of a Crosley — “the new, sturdy Crosley truck chassis,” to be precise. Crosley did, indeed, build trucks, and much like Chevy's El Camino or Ford's Ranchero, they're based on passenger



Even with nothing nearby to provide a sense of scale, it's unlikely that anyone would take the Crosley-based Gasporter to be anything but a very small vehicle.

cars. Modifications to make the Crosley chassis suitable for the Gasporter appear to be relatively minor.

“It has more springs than a pickup,” said Jared Cohen, whose Gasporter is shown here, “and it looks like the back's a bit shorter. I think they cut a little off the back of the pickup frame.”



The engine is identical to that used in the Crosley passenger car and truck. Moving the weight of the Gasporter, a driver and a 200-gallon load of fuel might have unreasonably challenged the engine.

He said there's no way to accurately date the vehicle, but he believes his was built between 1948 and 1950. It was delivered to Los Angeles County and was still in California when he found it in 2021 and had it shipped to his Pennsylvania home. The Gasporter was running (“for the two miles a year that it gets, it runs well”) and retained all of the fueling equipment, but its body needed plenty of help.

The sheet metal extending from the tank downward along the sides, and at rear, was damaged badly enough that it had to be remade, and Cohen's theory that the Gasporter had backed into something substantial is supported by the fact that the rear bumper was missing. That was fabricated, too, as were the hood panels and the grille, the latter having started out as a grille on a school bus and is admittedly not correct for the Gasporter.

On the plus side, the drivetrain is all Crosley, and although Cohen knows something about that from the more conventional Crosleys he owns, it's not identical in Gasporter form.

“The transmission is a Crosley transmission,” he explained, “but they pinned the rail for second and third so

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The Gasporter is basic, to put it mildly, and probably worked well in its intended primary role of fueling small aircraft.

you couldn't shift into it. You can only use reverse and first, but the previous owner pulled the cover and put a cover from a car on it, so you have second and third in this one, which you could never use anyway, so it was pointless."

The Gasporter's factory-set governor limited the speed to 9 mph, but the vehicle's stand-up driving is another reason why the upper gears are unnecessary. Cohen said the previous owner eliminated the clutch-brake pedal and separated the two functions, a change that actually makes driving more difficult. Cohen built a seat that duplicates the originally optional one, but added that, like the reinforced hood area, the seat might have been thought of as a place to perch oneself while fueling aircraft.

"You can kind of sit on it and drive it," he said, "but I kind of lean against it ... No, it's not nice to drive."

A new ERA

It's not surprising that he said "they didn't make that many of them" as it's a specialized vehicle aimed at a limited market, but dig into the Gasporter's history and the unexpected quickly emerges from the fact that it was a product of Engineering Research Associates, Inc. (ERA) in St. Paul, Minn. From that name, it almost looks like a generic consulting firm handling anything from the design of wastewater treatment plants to supervising the construction of railroad signal systems, but the old cliché is true and looks can be deceiving.

ERA had its start after World War II and, greatly oversimplified, was

established to prevent the breakup and loss of the teams that had helped the U.S. Navy to break the Axis powers' codes and thus read enemy messages. An unclassified National Security Agency document notes that ERA "published a book summarizing the status of electronic digital computing technology as of 1950, one of the earliest publications of its kind," a statement that supports a claim to the company's having played a leading role in the development of computers.

Private funding had initially helped ERA along, and classified projects enabled it to grow before being acquired by Remington Rand, which was itself later acquired by Sperry Corp. to become Sperry Rand. What had been E.R.A. became the basis of the company's UNIVAC Division, and after that, the division or those associated with it led to such premier names as Unisys, Control Data and Cray which, in turn, led to the establishment of even further technical companies.

It's hard to say just where the Gasporter fit into all of that. It might have begun as some engineering humor doodled on a napkin at lunch, or it might have been the perfect cover story for an obviously large facility that had to at least appear to be producing something.

What seems at least fairly certain is that the Gasporter is all but forgotten in ERA's celebrated history. When the contributions of ERA to the world of computers was recognized with installation of a memorial plaque earlier this year, the ceremony was held at 1902 Minnehaha Avenue West in St. Paul. The site was the company's home, but the Gasporter that hailed from there didn't make it onto the plaque. **OC**



The Gasporter still has all of the equipment needed to pump fuel, although it hasn't been tested.



The grille isn't correct — the original has louvers rather than slots — but it works. And where do you find another?

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Roger Hansen, Jr.'s Brass Era baby is his gorgeous 1912 Model T Ford, a redesigned machine which marked a big step forward in T development at Ford.

Timely T

Sweet 1912 Ford
is just the right
ride for a
rookie restorer

STORY AND PHOTOS BY BRIAN EARNEST

Roger Hansen, Jr. never expected his first attempt to restore an old car would be easy. But he figured starting on a Model T Ford might be a little less challenging than some of his other options.

The Appleton, Wis., resident was right on both counts: doing a meticulous remake of his lovely 1912 T was, indeed, not particularly easy, but he is still convinced it wasn't nearly as tough as something more modern — and less primitive.

"A gentleman I just talked to probably had it right. He said, 'It's just like a lawn mower. Give it gas and a spark and it will go.' There's really not that much to it," Hansen says.

Still, Hansen was determined to do the best job he could and try to do the wonderful survivor T justice, so he took his

time ... which turned out to be about four years. He began tearing down the car in 2019, and finally got to the last of the major work — having the wood-spoke wheels rebuilt — in 2022.

Between those steps was a lot of learning, researching and networking with other old-car folks.

"When I lived in New Jersey, I had a bunch of buddies and we always hung out; just a crazy group of guys, and they all did something different. But they all collected cars," Hansen said. "I was talking to them and told them I wanted to get one, and I found this one and asked their opinion and went ahead and bought it from a guy out in Colorado. Basically.... he had gotten it running, but that was about it."

“When I first got it, my wife and I would drive around in it a lot, but it was not very reliable. Sometimes it would start, but there was always something going wrong with it and it was in pretty rough shape. She finally said, ‘I’m not going to ride in it again until it’s pretty.’”

That was all the inspiration Hansen needed to take the plunge and start trying to make the old Ford look and drive like new again. He was buoyed by the notion that his 1912 Ford was worthy of such efforts seeing as it had survived more than 70 years sitting in a dealership showroom – most likely without ever moving under its own power. It seemed like a car just waiting for the right guy to come along and give it a second life.

“When we moved to Appleton, I started taking it apart, and next thing you know, it was just a pile of nuts and bolts on the floor,” he recalls. “My wife came home one day and the garage was just littered with nuts and bolts and parts. ‘She’s like, ‘Are you going to put that all back together?’ And I just said, ‘I hope so.’”

“I used to work on my cars when I was young, and I’d get the old Haynes manuals and fix little stuff here and there ... With this, I didn’t rally want all that electronic stuff to deal with. That is another headache to trouble shoot. I figured this is pretty basic. This is going to be the easiest thing to do.”

1912: A TRANSITION YEAR AT FORD

Model T historians have come to the conclusions that no verifiable production figures exist for the 1912 model year cars, but the consensus is that Hansen’s car was one of between 67,000 and about 70,000 that were assembled that year. They could be ordered as a five-passenger touring, torpedo runabout, two-person commercial roadster, seven-passenger town car, two-passenger delivery car, two-passenger coupe or just as a chassis. Prices started at \$590 for the torpedo runabout and commercial roadster, and topped out at \$900 for the seven-passenger town car.

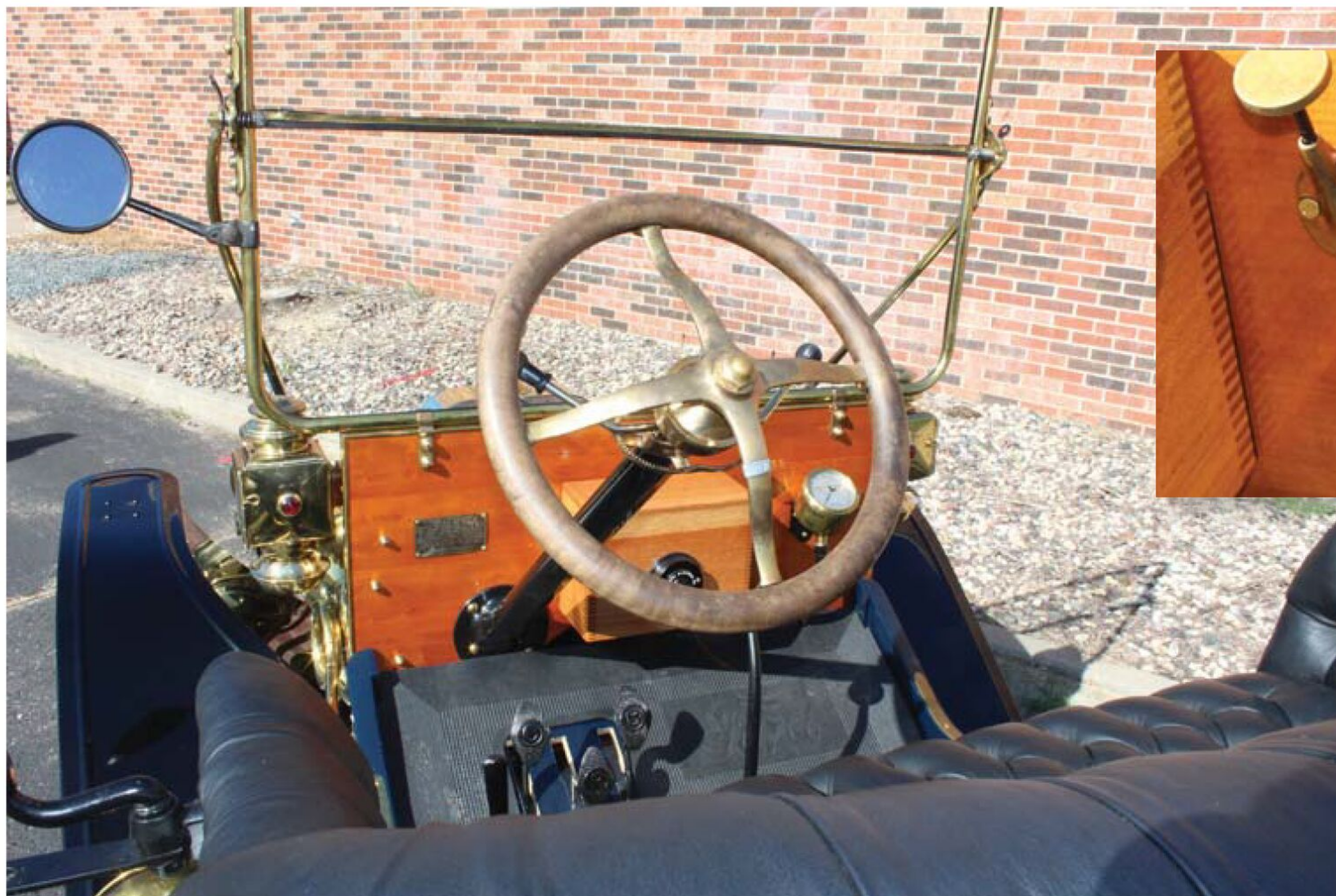
By late 1911, Ford began adding “fore” doors, which enclosed the front compartment. These were removable, and many have been lost over the years. The metal side panels of the touring were now relatively smooth from top to bottom, eliminating the “step” under the seats which marked the 1911s.

The two-piece firewall remained, with the front door sections dropped down to the level of the firewall. Later, the firewall was changed to the one-piece design, and the fore doors no longer dipped in front.

The redesigned 1912s had smooth body sides, rear-opening rear doors and a top-support strap which now hooked to the windshield. There is a confusing number of variations in the bodies, and it wasn’t long before the 1913 bodies began



The addition of “fore” doors to the front compartment of tourings was big news at Ford in 1912, but cars built early in the model-year production run still had the open sides in front, as on previous tourings.



Every piece on this Model T has been replaced or restored to a very high standard. One of the pieces that was added during the restoration was a new Stewart speedometer. This one reads 381 miles.

showing up in cars built later in 1912, adding even more confusion for history buffs to unravel.

One thing that didn't change much was the engine. The same basic L-head 176.6-cid four-cylinder continued to chug along, propelling the T through a planetary transmission with two forward speeds and one reverse gear. The cars used a multiple-disc clutch and torque tube drive with a straight bevel rear axle. The brakes were the same contracting band style on the transmission. The hand brake slowed the rear wheels while the foot brake stopped the driveshaft. Standard equipment included a speedometer, three oil lamps (two on the sides and one on the tail), headlamps, horn, a top and a top boot.

Even though the production timeline remains a bit sketchy, 1912 is considered a transition year when Ford took a leap forward into the future. The new three-door style continued until mid 1925, when the new "Improved Fords" for 1926 were introduced.

MILES OF SMILES

As far as he knows, Hansen is the fourth owner of his 1912 touring. The previous owner had left the Ford "as is" for the most part, cleaning it up some and getting it drivable. Hansen had much higher hopes for the car.

"It was my first try, so I went and reconditioned everything I could," he says. "I got replacements for things worn

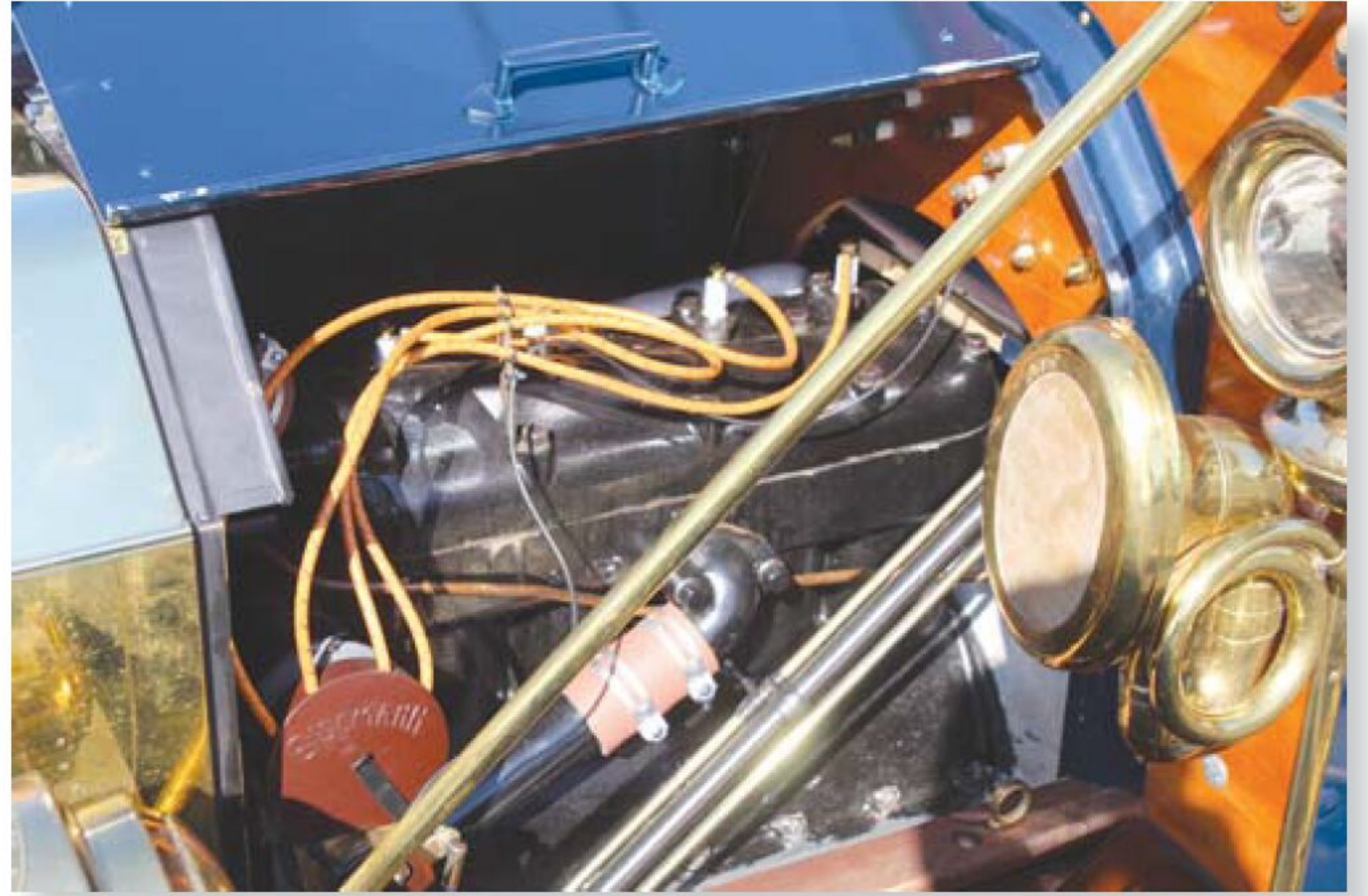


The pillowy pleat-and-button upholstery makes the back seat an inviting spot. Upholstery in the open cars was generally leather, but leatherette material was used on some cars built later in the model year. RIGHT: Even if you can't peg this Ford as a 1912, all the shiny accoutrements give it away as a Brass Era T, which means it was built between 1908 and 1916.





A view from behind shows the Ruxtall two-speed axle that was a popular aftermarket upgrade for Model Ts, along with the K-W Road Smoothers that have been added to help dampen the ride.



Unless someone was trying to turn it into a hot rod, every Model T had the same basic 177-cid, side-valve inline four-cylinder engine that changed relatively little over the T's run from 1908-1927.

too badly. I went over every little nut and bolt and bushing. The engine, the rear end, the whole thing. I wanted to make sure I had everything safe, and I got everything all back together and redone.”

Luckily, he had one car buddy who was willing to tackle the engine rebuild, “and he basically just stripped the whole thing bare and made it look like it was brand new.” He found another local shop near his home that painted the body, “and did the timbers and the running boards and some of that stuff for me. The dash and the rest of the paint and the frame and the axles, I did myself. It’s pretty fun. I learned a lot and saw where I’d made mistakes, and I tried to go back and fix them. But now it runs and drives like a dream.”

Hansen farmed out the upholstery work to a small shop in California, and turned to an Amish craftsman in Ohio for help refurbishing the wheels.

“One thing about the Model T, they made thousands of accessories back in the day, and I put on a couple different accessories,” Hansen notes. “One of them is the speedometer, and the other is these road smoothers, they are kind of like an accessory shock absorber. There is a bunch of different brands out there, and they work pretty well!”

“The magneto on it, that’s an accessory, but it was already there when I got it. I have an accessory ‘ah-ooo-gah’ horn, and they didn’t come with mirrors. I put that on. I also put the Moto-Meter on there, that’s not standard. And the step plates are not standard.”

Of course, getting an early Model T operational and looking good is one thing. Getting adept at crank-starting it and

learning how to drive a 100-plus-year-old car is another.

“We kind of laugh about it [getting stolen] — it’s only a hand crank. ... If you don’t know how to start it, you’re never going to get it [running],” he jokes. “And driving it, well, you don’t have any type of spark advance, so you have to use the levers on the steering column, and your throttle is on the steering column. And the pedals, you have three different pedals, and the one on the left controls your low

speed and your high speed, and there’s a brake pedal and a reverse pedal. You have to kind of figure it all out!”

One thing Hansen is certain about, he more than met his wife’s hopes to make the Ford “pretty.” The brass, paint, woodwork and upholstery all shine like new. And the “ah-ooo-gah” horn bellows loud and proud.

It all makes the

Hansens’ Model T a big attention-getter when it turns up at events like the Iola Car Show in Wisconsin, where Hansen displayed it this past July.

“I think I’ll hang onto it. I don’t think anybody’s going to be able to offer me what I put into it, so I might as well keep it and have fun with it,” he jokes. “We took it in a parade for the first time this year and it was a lot of fun. We got there a little late and we were at the end of the line — the very last vehicle in the parade. And everybody loved it and somebody came up and said, ‘You’ve got the best car here!’ So it’s been a lot of fun.

“I like taking it to shows and letting people see something they don’t normally get to see.... We drive it around and if somebody wants a ride in it, I’ll crank it up and take them out for a ride. It’s fun to let other people experience a car like this.” **OC**



FAMILY FORD



The Taft family's 1935 Ford is a De Luxe Tudor Touring Sedan (trunkback) with a body by Briggs. Terry Taft's uncle bought the car new at a base price of \$595 before options. De Luxe equipment included the chromed grille, horns and windshield frame and more. BELOW: Terry Taft's first buck on the Ford.

A lifetime with the family 1935 Ford De Luxe Tudor

STORY BY ANGELO VAN BOGART; PHOTOS BY MORGAN TAFT

Throughout all of his 77 years, one thing has remained constant in Terry Taft's life — this now-88-year-old 1935 Ford De Luxe Tudor.

"My uncle bought the car new in '35, and my folks bought it from him in '37," said Taft. Like his 1935 Ford, Taft has lived in Necedah, Wis., his whole life.

Taft says his uncle worked for a creamery and used an early-1930s truck to pick up milk, making this '35 Ford his personal car. When his uncle was ready for a new car two years after purchasing the 1935 Ford new from a dealer in or around Necedah, he sold the Tudor to Taft's parents.

"He bought a new car — it was a coupe — and my folks needed a car," Taft recalled. "They started a family and needed a larger car, and this '35 was the only car my parents had until 1956, and so it got used extensively.

"I was born in 1946 and I certainly remember, since I could start remembering, I could remember the car always."

Taft's father was the postmaster in Necedah, and so the Ford took him downtown each day there was mail delivery. It was at a young age



DEC • 61 •

that Taft developed an appreciation for the purr of a Ford Flathead V-8.

"I always remember the sound of the motor. I can remember my dad starting it up — he'd get up at 5 o'clock to meet the train for the mail, and I remember hearing that car start up. It had a sound of its own."

By the time Taft was born, the Ford had been in daily use for more than a decade, yet the old car still left him with fond memories of riding in it with his two older sisters — even during the cold Wisconsin winters.

"There were three kids in the family, and we all sat in that back seat," he recalled. "It had an add-on aftermarket gas heater, and that wasn't sufficient to provide a lot of heat in that car in the winter. We kids had a big quilt in the back seat, and we'd bundle up in that quilt in the back seat to keep warm."

"The cars back then didn't have tremendous defrost ventilation, and I can remember my father had a large wool-like mitt and he'd rub the steam off the windshield as we traveled down the road."

Since the 1935 Ford was the sole family car until 1956, when Taft's parents added a 1952 Ford sedan to the driveway, it took them everywhere they went: on hunting trips, to work, to the grocery store and even on distant vacations. And even after the 1952 Ford purchase, the 1935 Ford continued its daily chores.

"Boy, my mother drove that car a lot," Taft said. "She'd take us to the doctor, dentist, out of town visiting relatives in Tomah and Wisconsin Rapids. We doctored in Mauston and New Lisbon and Marshfield, and I remember my mother driving that to Marshfield," a distance from Necedah of about 50 miles.



A young Terry Taft with his father, older sisters and the family dog standing in front of their 1935 Ford Tudor.

Taft's father didn't use the Ford quite as gently as his mother.

"There's a picture of a buck on the fender — that's how my dad used the car," Taft said. "I can remember going with my father in the spring of each year, when the little chicks would come in in large cardboard boxes, and he'd deliver those chicks in a big box in the back seat and I'd deliver them with him. [The chicks] couldn't sit in the office long. Once they came in, he'd deliver them."

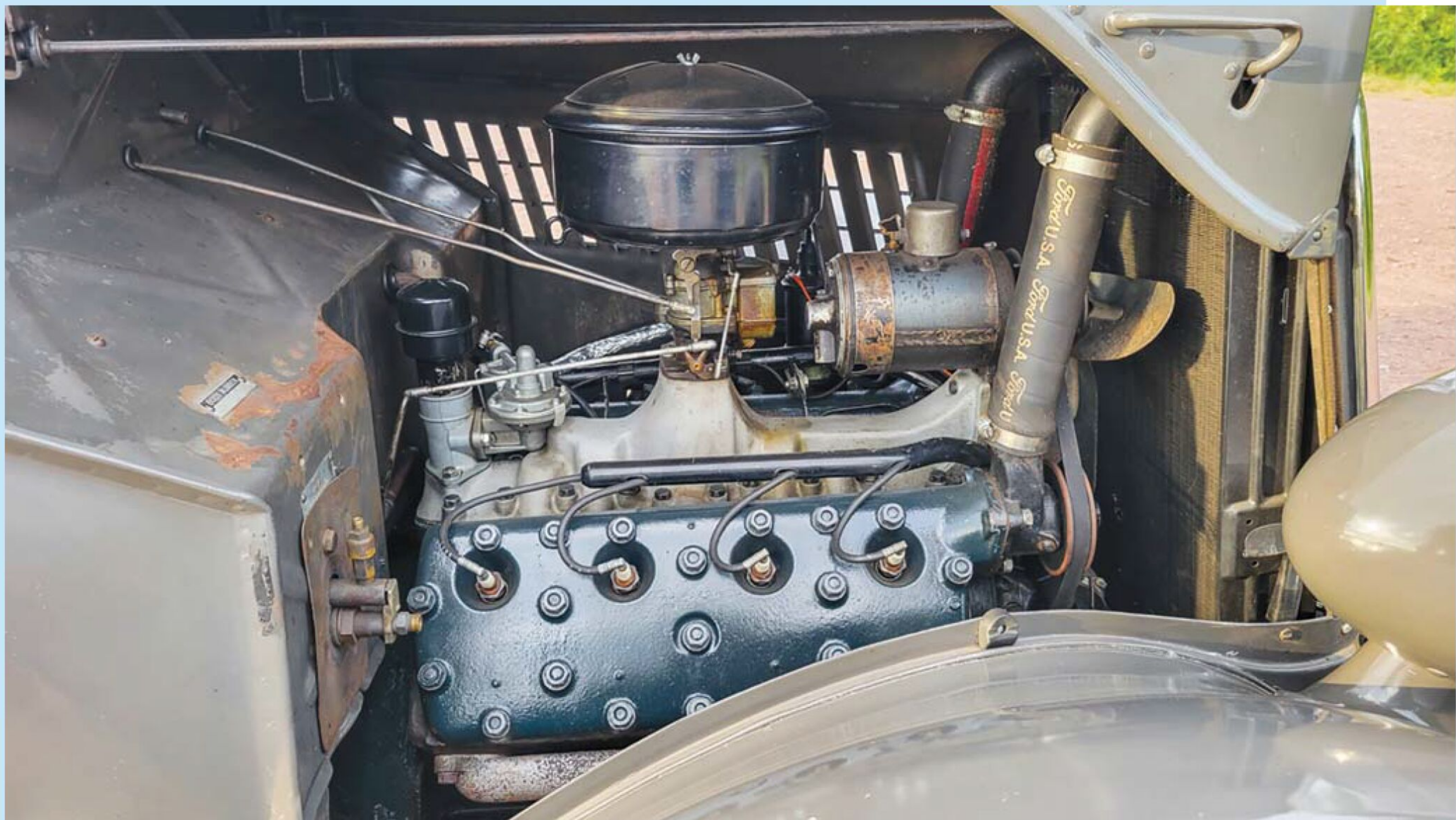
For about three decades, the 1935 Ford was a fixture in front of the Necedah post office, and as it aged and went from used car to collector car, it began to garner his father more and more attention.

"He'd park it on the main street, Highway 80, and many people remember that car sat there year after year," Taft said. "He had people inquire about buying it. I can distinctly remember one — I don't know why this guy wanted to buy it — he had a Ford station wagon, a '50, '51, with [wood]. He wanted to trade for my dad's car and my dad wouldn't do it. The fellow followed my dad home to the house and my dad wouldn't do it."

Taft's father had clearly cared for the Ford all those years. When a tree fell on the roof, he had the dent repaired and the car repainted. He kept it running well enough through the years that he entrusted it when the



The Tafts' '35 didn't live a sheltered life. It's pictured here beneath a pile of snow in February 1959.



For 1935, the famous Ford Flathead V-8 was good for 85 hp at 3,800 rpm.



Lock for the rear spare is cleverly hidden behind an oval Ford emblem.

time came to teach each of his three children how to drive. After the younger Taft obtained his license in 1962, he used either the '35 or the '52 Ford when he needed a car, depending on what was available at the moment. By the time he graduated in 1964, Taft had bought his own car, a 1957 Chevy, and his dad continued to commute to the post office in the 1935 Ford. It wasn't until his father's retirement in the late 1960s that the 1935 Ford was finally given a break.

"Around '68, '69, the car kind of got parked," Taft said. "My dad was retired, and I remember we blocked it up and took the tires off in spring and then in '74, I took possession of it and then I started to run it."

By the mid 1970s, the 1935 Ford had become not just an antique, but a family heirloom. Taft's father offered the car to his children, but when his sisters declined the opportunity to purchase the car, Taft became its next owner. Despite daily year-round use in Wisconsin, the Ford remained solid. It even continues to wear the enamel paint it received in the early 1950s when the tree damage was repaired. However, Taft has seen fit to improve the car's condition as it becomes warranted.

"I see to it that everything works on it," Taft says. "Everything works on it but the odometer. The gauges work, the motor works good, the transmission works good. I did put new glass in it, because the original got distorted... so I had to do something with that. And then the interior was very ragged, wore down from us kids slipping between the seat and the post. I bit the bullet and pursued recovering the interior. My sister-in-law (Bernadette Froehlich) helped me do that. But it's never had an off-frame restoration, nothing like that at all."



Terry Taft recalls that the Ford's heater (lower right) didn't work very well, so he and his sisters had to bundle up beneath a quilt in the car's rear seat during winter travels. The left front armrest was a standard feature on the De Luxe Tudor in 1935.

The Ford's front bumper pushed many things while Taft's father owned it, so he said that it's been re-plated, but the rest of the chrome remains original. Even with more than 100,000 miles of estimated use, the generator remains original, the car retains its mechanical brakes and the original engine has only been freshened up. When it comes to mechanical upkeep, Taft has received assistance from gentlemen who were experienced enough to remember working on Flatheads when they were new or nearly new.

Jim Sauter, Taft's late neighbor, was an expert when it came to Flathead Ford V-8s, and Taft says he often went to him for advice or additional help with keeping the Ford running at its peak. Sauter was also able to provide assistance when it came time to put a new roof insert on the 1935 Ford.

"That top is not leather, it's like a vinyl material, and the old top got all cracked up; it was falling apart," Taft said. "I couldn't have it out in the rain, it would leak, so I had to do something and I replaced that top, and boy, that was a job. Jim Sauter, he helped me, and it took the two of us a full eight hours to take it off and put a new top on."

Today, the old Ford continues to receive regular use, but only by taking Taft and his wife, Judy, and their children, Joseph and Morgan, to car shows around central Wisconsin. Taft says 45-50 mph is a good cruising speed, but he drove it 50-55 mph to the 2023 Iola Car Show with no problems. For added safety while cruising, he says he's

installed LED taillamps and turn signals from fellow Early Ford V-8 Club of America member Ken Check (w6ski@comcast.net), which greatly improve the car's visibility on the road.

At the Iola Car Show, Taft displayed several of the car's original tools and black-and-white photos of the car from his family album. He says many people stop to see the car and look at the old photos of it, but most want to remember hearing that sound Taft has been listening to since he as a kid. He obliges by turning the ignition key and pressing the car's starter button.

"I am amazed at how many fellows love the Flathead eight, especially at Iola," Taft said. "I said to my wife, 'I must have started that motor a dozen times.' My wife said, 'More like 30.' Folks want to hear a Flathead motor run — they haven't heard a Flathead motor run in 50 years. They start talking to me about the motor and ask if they can hear it run. It runs really good, just quite and nice, and these old timers, they start reminiscing. You don't see a lot of Flatheads anymore."

Taft has no plans to ever part with his family heirloom, and since his children often accompany him to car shows, there's a good chance its image may continue to be added to the family photo albums. Regardless, Taft has only one regret from all his years with the Ford — he never asked his uncle, who passed away in 1971, or his late father, exactly where the Ford was originally purchased.

"One thing we don't know, and I don't know how to pursue, is where the car was purchased new," Taft says. "People talk to us, and they want to know where the car was purchased new. And I don't know." **OC**



Taft said the upholstery has had to be replaced due to the family's decades-long use of the Ford. Note the rear carpet and front rubber mat, plus the divided front seat, of the De Luxe Tudor Touring Sedan.

Special SHELBY *in a Stable*

1969 Shelby GT500 Pilot Test Car Discovered

STORY AND PHOTOS BY AL ROGERS

Back in 2018, I received a phone call from Jason Billups of Billups Classic Cars in Colcord, Okla. Billups started the conversation with, “I found it.”

“You found what?” I asked.

“Little Red.”

A few weeks later, Billups, Todd Hollar and I were en route to a diner in the Dallas-Fort Worth area to meet with Terry Seale, “Little Red’s” owner. The goal of meeting Seale for breakfast at the diner wasn’t just to fill our bellies, but to become acquainted with

him and possibly see the car that may very well be the elusive red 1967 Shelby Mustang coupe known in the Shelby community as “Little Red,” and more formally identified as the 1967 Shelby GT500 EXP coupe.

Apparently we’d been spreading butter on more than just our toast and toward the end of our meal, Seale invited us to see his red Mustang coupe. Until that day in 2018, Seale hadn’t allowed any outsiders to see the weathered Mustang parked in a field on his aunt’s property. Seale suspected

his Mustang was a Shelby, but couldn’t prove it without expert help. That’s where Billups entered the picture.

About 30 minutes into Billups’ verification process, he reached the conclusion that the serial number “7R01S133947” stamped into the car’s driver-side fender apron was indeed that of “Little Red,” the 1967 Shelby GT500 coupe prototype that many thought had been lost forever. My Sony HDR video camera and Nikon D700 were about to be a part of the process of documenting this important part of Shelby history.



Billups is considered an expert restorer of Shelby Mustangs. His knowledge of Shelby history puts him in a select group of specialists within the Shelby Mustang community. He restored his first Shelby, a Brittany Blue 1967 GT500, in 2005. Since then, he and his team at Billups Classic Cars have restored more than 50 Shelbys, including the 1967 GT500 EXP coupe known as “Little Red” and its “brother,” the 1968 GT500 EXP coupe with serial number 8F02S104288 known as “The Green Hornet.” The preproduction 1969

Shelby GT500 convertible, which Billups Classic Cars also restored, was the cover car of the May 24, 2018, issue of *Old Cars*. That 1969 Shelby GT500 pre-production car, known by the last four digits of its serial number (#2336), and the 1969 Shelby GT500 featured here (known as #0029, the last four digits of its serial number), originated from the same stable, as both are rare Ford and Shelby Engineering Test Cars.

Finding another pilot Shelby

During most of 2018 and 2019, I filmed, photographed and otherwise

documented the restoration process of “The Green Hornet” and “Little Red” Shelby GT500 coupe prototypes at Billups Classic Cars. When Billups called me in August 2023 to say he was going to Grand Rapids, Mich., to inspect what he suspected was a 1969 Shelby GT500 Ford Engineering Pilot Test Car, I was on standby to begin repeating the visual documentation process of another important Shelby. Billups’ first follow-up phone call to me came the evening after he traveled to Grand Rapids to meet with the Knoll family. Billups had spent hours



How the 1969 Shelby GT500 Ford Engineering Pilot Test Car looked when I arrived to document its removal process. The late Kurt Knoll, the car's longtime owner, had accumulated a large assortment of parts with the intent of one day restoring the car.

methodically inspecting their Shelby in its 38-year resting place within the historic brewery where recently deceased owner Kurt Knoll had stowed the car after buying it in 1985. At the conclusion of our phone conversation, Billups asked, "Can you meet me here next week to film, photograph and document the discovery and process of me pulling out the Shelby for a trip to its new home in Broken Arrow, Oklahoma? The family decided to sell it and through me, Ken Timmons reached an agreement with the family (Kathy Knoll, Ken Knoll and Kolleen Bruinooge) to buy the Shelby. Casey Kelly and I will be there next Tuesday to pick it and the parts that go with it up. Can you make it?"

"I'll be there," I responded.

A scholarly Shelby

Montcalm Community College in Sidney, Mich., had received red Shelby GT500 fastback #0029 as a donation from Shelby Automotive in 1969. The Shelby had served as an educational vehicle within the college's automotive education department until 1985. Its early-production serial number indicates it may have been a prototype for the 1969 model year. Montcalm Community College sold the Shelby at public auction in 1985 to raise funds

for its automotive department. Kurt Knoll caught wind of it being for sale and showed up at the auction, bought it and left with his dream car.

The Ford Motor Co.'s Pilot Plant in Allen Park, Mich., where special non-assembly-line automobiles are constructed, originally produced the car as a Candyapple Red '69 Mustang GT SportsRoof. From there, it was transported a very short distance to Shelby Automotive's Michigan location where it received the GT500 styling and perfor-

mance treatment. Shelby Automotive transformed it into a GT500 by plucking its S-Code 390-cid engine and replacing it with an R-Code 428-cid Cobra Jet engine. In addition, its factory four-speed manual transmission was replaced with a C6 automatic transmission. The factory air-conditioning system remained on the car when it became a Shelby GT500. According to information received from Ford Motor Co., Shelby #0029 is one of two 1969 Shelbys to have been built at the Pilot Plant and equipped with the factory



Lowell Otter saw the 1969 Shelby GT500 months before we arrived to inspect it in August 2023, and at Otter's first visit, there were parts stuffed in the engine compartment and interior and atop the obscured car. Most of these parts had been removed from the car by our visit.

S-code 390-cid engine, manual four-speed transmission and air conditioning. The GT500 was further equipped with a factory AM/FM radio, fold-down rear seat, tilt steering wheel and Deluxe interior. The car's Marti Report confirms these features and further states the car was an introductory show unit to be delivered to Ford Motor Co.'s Allen Park facility, and its listed factory order type code of 480000 confirms it was destined for delivery to Shelby.

The second 1969 Shelby pilot car, 9S02S100026 (aka #0026), has an earlier VIN, but was likely produced at the Pilot Plant in conjunction with 9S02S100029. It's believed to survive in Australia.

Ford Motor Co. Pilot Plant History

The Ford Pilot Plant facility, located at 17000 Oakwood Boulevard in Allen Park, Mich., was opened in the summer of 1956 as the original location for the newly created Continental Division, where all Continental Mark II cars were assembled. It was renamed the Edsel Division Headquarters until 1959, when the Edsel automobile was discontinued. The facility later became Ford Motor Co.'s New Model Programs Development Center, where new models continue to be tested and developed. The role of the Pilot Plant is to test the manufacture of new products for the first time. There, employees document the steps and procedures of manufacture before assembly-line production begins at another Ford Motor Co. factory. The Ford Pilot Plant can manufacture several vehicles at one time; products are moved from station to station on mobile carriages until the process is complete.

During my 27-year career at Ford Motor Co.'s Wixom Assembly Plant, I had interactions with the Pilot Plant and visited it numerous times. As a manager at Wixom, I was required to make occasional trips to the Pilot Plant facility with other managers and team members prior to the launch of the DEW-98 Lincoln LS. These in-person meetings to the facility were referred to as "fit and finish meetings," as part of the company's continuous improvement initiative. These meetings allowed engineers, suppliers,

vendors, technicians, supervisors, managers and others from the team to get a firsthand look at the new product(s) in a controlled environment without disrupting the normal production-line process at other assembly plants. The Pilot Plant was instrumental in allowing the team to have a hands-on approach at how newly designed components fit and the process to build a new automobile, such as the



Hours were spent going through the inventory of parts Kurt Knoll had accumulated for the restoration of his 1969 Shelby GT500. Lowell Otter and Jason Billups identified each part and stored it for future use.

Lincoln LS we were building at the Wixom Assembly Plant.

One pilot leads to another

Back in 2016, Billups and his Billups Classic Cars team successfully unveiled the black 1969 Shelby GT500 convertible Ford Engineering Test Car with serial number 9F03Q102336 at the Muscle Car and Corvette Nationals (MCACN) in Rosemont, Ill. During the

event, a person approached Billups and showed him an old Polaroid picture of a 1969 Shelby GT500. The car was buried under boxes and other debris that concealed it from anyone who might pass through the building where it was stowed. The person presented the picture and said, "I know the whereabouts of this '69 Shelby GT500 and it might be related to the one you and your team unveiled at MCACN."

Upon seeing the Polaroid, Billups' curiosity was piqued. Once back home and settled into his office, Billups began researching this intriguing '69 Shelby GT500. He came across the name Kurt Knoll as the owner of 1969 Shelby GT500 "9S02S100029," and using the internet and other resources, he found a phone number for Knoll in Grand Rapids.

In early 2017, Billups and Knoll spoke for the first time. They had four conversations over several years, and each time they talked about the GT500 and its potentially

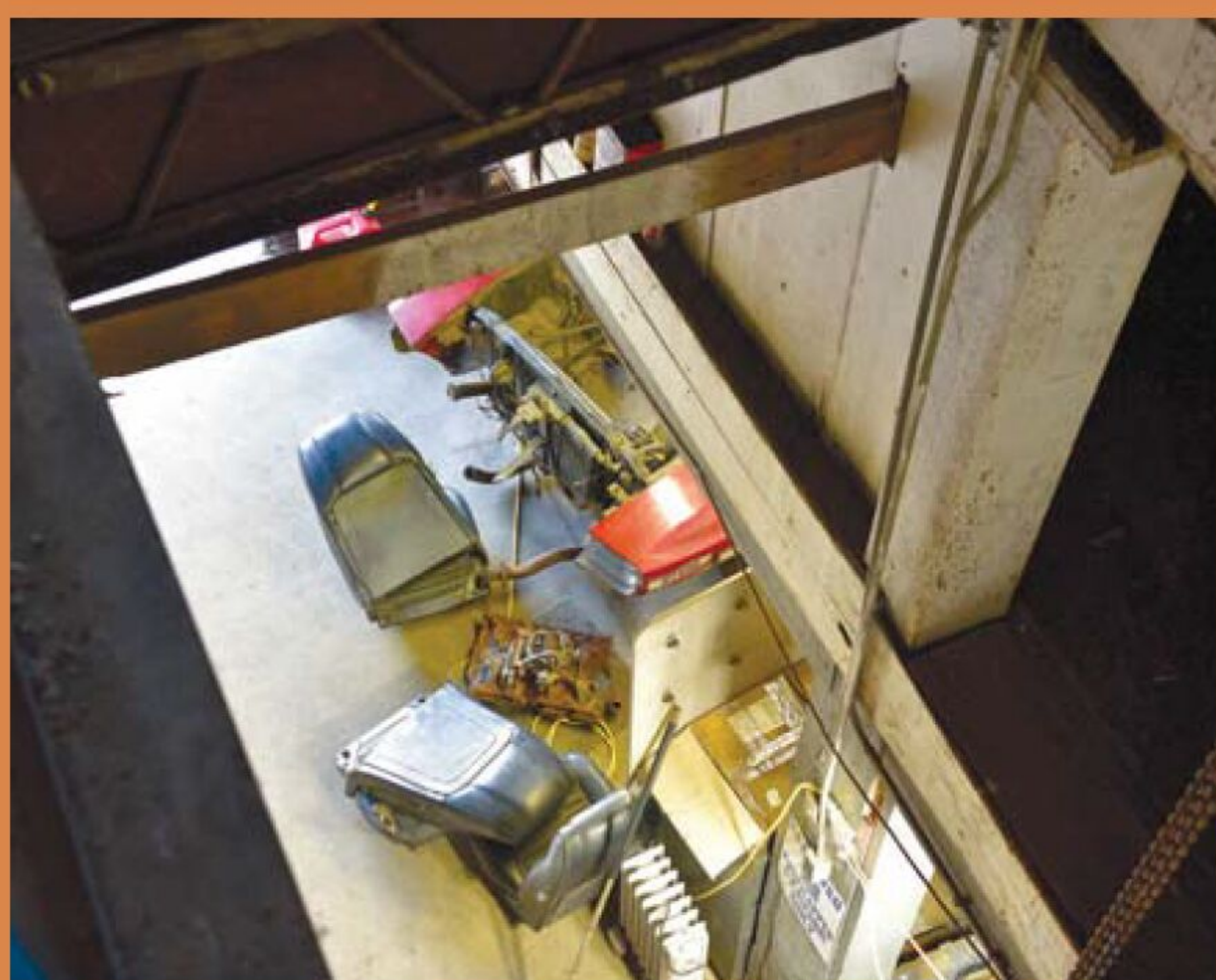
unique place in Shelby history. At no time did they discuss the possibility of a sale, and Knoll never indicated the GT500 was for sale. He did indicate a plan to restore the car, and that he'd been acquiring parts to make that happen. Billups hoped to one day get an invite from Knoll to inspect the car in person, but it turns out very few people had ever seen the car during Knoll's ownership, let alone sat in it.



The interior had been cleared out before our visit in August 2023. Photos from earlier in the year showed the Shelby GT500's Deluxe interior stuffed with boxes of parts. Pictured here on the seat are some of the many documents Knoll had for his very special Shelby.



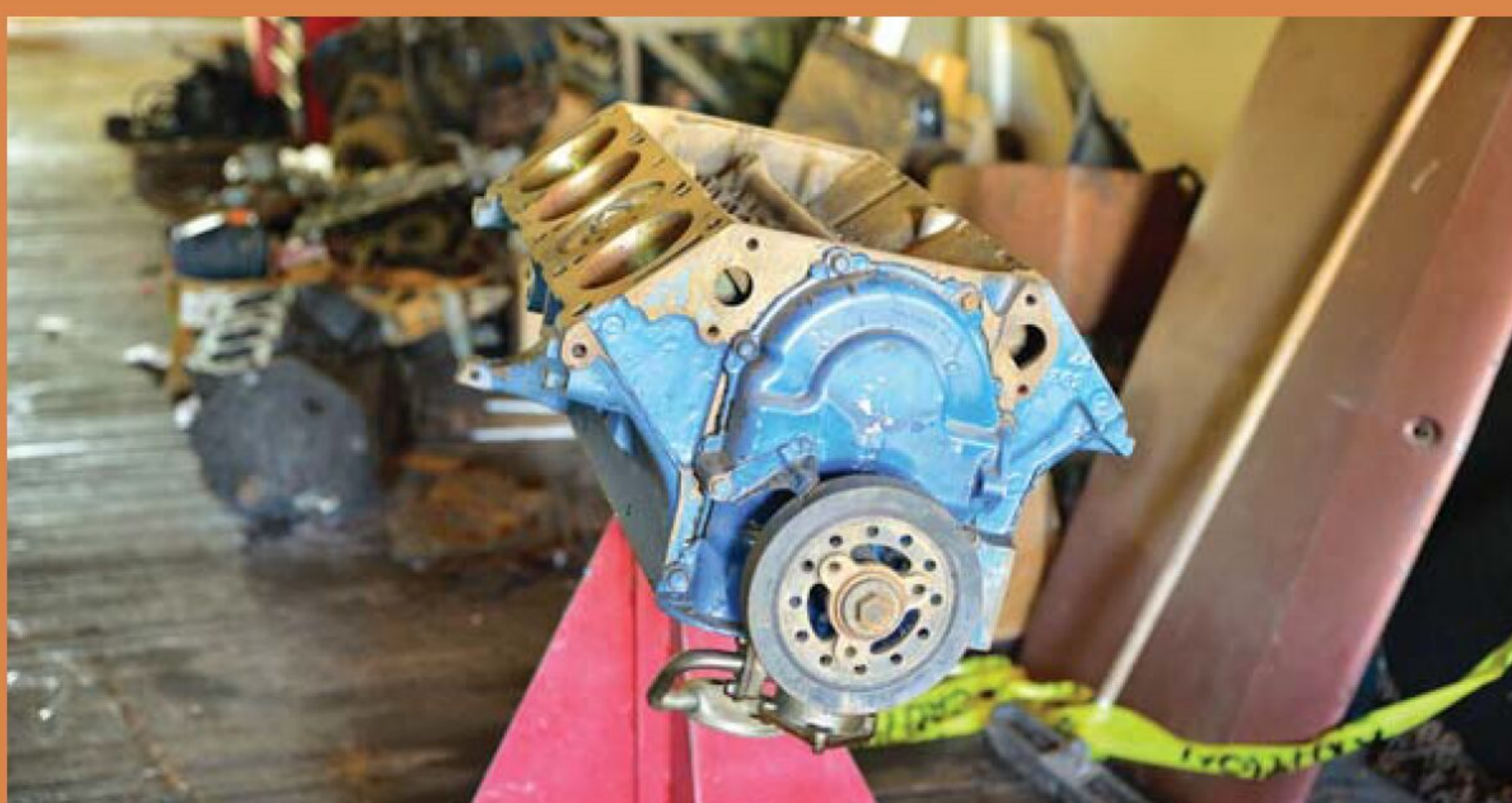
TOP: The old brewery and stable buildings in which the 1969 Shelby GT500 had been stored since 1985, when Kurt Knoll bought both the car and the buildings.



MIDDLE LEFT: A view down the brewery stable's trap door through which the 1969 Shelby GT500's engine had once been raised, and was then lowered through in 2023.



MIDDLE RIGHT: The buried 1969 Shelby GT500 as it appeared until early in 2023.



BOTTOM: The 428 engine that Shelby Automotive installed in the GT500 during the car's conversion into a Ford Engineering Pilot Test Car. The engine was stored on the stable's second floor for safe keeping.

Knoll's younger sister, Kolleen Bruinooge, happened to be at their father's house the day Knoll rolled up in the red Shelby after buying it in 1985.

"I asked if I could sit in it," she recently recalled. "Kurt pointed to the passenger-side front seat, told me to get in — 'But don't touch anything.' I got in, sat in the seat, looked everything over, then got out. And I didn't touch

anything. It was the only time I was ever allowed to sit in the car. It breaks my heart that he never had a chance to put it back together. That car was his baby."

Unfortunately, Knoll passed away in 2022 and the Shelby remained partially disassembled and sitting in the same old brewery building that he acquired several months after his 1985 purchase of the car.

A stable for a thoroughbred

In 1866, Peter Weirich opened Valley City Brewery in Grand Rapids, Mich., and operated it out of a 70-x-60-foot building three-and-half-stories high with a 54-x-78-foot wing. It was connected to another building that served as an icehouse and stable. The stable sheltered the horses that pulled wagons transporting beer products from the

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brewery. It seemed only fitting that a thoroughbred Shelby would be stored in this stable.

After walking through the icehouse during the recent discovery and removal process of the Shelby GT500, it became clear the blocks of ice and hay bales would have been stored on the second level, then lowered down to the main floor from an overhead trap door. This same opening was used to lower the Shelby's 428-cid engine block from the second floor during the car's removal process. Apparently Knoll had stored the engine block and many other parts for the Shelby on the second floor for safe keeping.

Knoll received formal automotive mechanic's training at Grand Rapids Junior College and used his skill to open Grand Center Automotive at what had been Valley City Brewery. As a young boy, he and his father, Ken Knoll, Sr., took a liking to go-cart racing. Knoll was a locally successful go-cart racer and earned many wins on the track. His love for gas-powered racing go-carts carried over to high-performance automobiles with Ford Mustangs, Shelybs being his favorite type. Knoll owned a Grabber Blue '71 Mach 1, and his family recalls it was his favorite until the Shelby finally came along and "Kurt had his dream car," his sister recalls.

A Shelby's next step

Much of the credit for Jason Billups being asked to see the GT500 and validating its Shelby authenticity goes to Lowell Otter, the owner of a 1967 Shelby GT500 prototype. After hearing about the passing of Knoll in 2022, Otter reached out to the Knoll family. In February, he was allowed to see the 1969 GT500, and the family entrusted him to help assess it and everything within the building where it had been sitting for the past 38 years.

Knoll's siblings asked Otter if he knew of anyone with the professional expertise to evaluate the GT500 and go through all the parts. His response to them was, "Yes, I'd recommend calling Jason Billups and seeing what it would take to get him to come here to see the Shelby in person." Acting on behalf of the Knoll family, Otter contacted Billups, and not long after, Billups was on a flight to Grand Rapids.



TOP: The 1969 Shelby GT500 pictured inside Montcalm Community College in Sidney, Mich., where it served as an educational tool.
BOTTOM: Lowell Otter (left) and Jason Billups with the 1969 Shelby GT500 Ford Engineering Pilot Test Car.



LEFT: 11-year-old Alex Lamb, a friend to the Knoll family, especially Kurt Knoll. Lamb and his father, Michael, spent many hours with Knoll at the brewery until Knoll's passing in 2022.

BELOW: Shelby emblem on car's sail panel.



During the evaluation process, the Knolls mentioned they were going to sell the Shelby GT500 and asked if Billups could tell them what it was worth. He told them what he thought they could get for it and then added, "I might know someone who will give you what I quoted you." Billups contacted Ken Timmons and a deal was struck.

The current plan for the '69 Shelby GT500 is to leave it as found. From Nov. 18-19 of this year, it will be part of the barn find display at MCACN (www.mcacn.com). After MCACN, it will return to Billups Classic Cars and undergo a rotisserie restoration. Once the restoration is completed, Billups and Timmons would like it to return to MCACN for one of the show's official post-restoration unveilings, with the Knoll family taking part in the process.

I plan to follow the restoration and happenings related to this historic 1969 Shelby GT500 Ford Engineering Pilot Test Car, including its possible MCACN unveiling. A cover story in *Old Cars* will follow the completion of the restoration, and that story will highlight all the unique features of this pilot car as they are uncovered during the restoration process. Stay tuned! **OC**



Five-spoke Shelby wheels show signs of slight corrosion from long-term storage.



Door panels remain in excellent condition.

The late Kurt Knoll's family members say good-bye to the 1969 Shelby GT500. They are (from left to right) Joe Bruinooge, Ken Knoll, Kolleen Bruinooge, Amy Levandoski and Kathy Knoll.



SOLD ON AN EDSSEL



It was impossible to mistake for any other car in 1958, and advertising claimed that “the Edsel look is here to stay – and 1959 cars will prove it!”

1958 Citation is just what Edsel fan sought

STORY AND PHOTOS BY BOB TOMAINE

As Edsels go, Kurt Hirschberg's 1958 Citation is one of the lucky ones, thanks to a series of owners who never allowed it to deteriorate.

“A friend of mine who deals in Edsel parts,” Hirschberg explained, “knew that I'd always had a love for a big-series two-door hardtop. He said, ‘Do you still want one? A friend of mine's widow is selling one.’ Of course, it was halfway across the country, and so I had to rely on some friends in the club to go and look at the car. There was a little bit of a vetting process of her checking me out.”

He had a credibility advantage when it came to the widow's investigation. Hirschberg was already restoring a 1958 Ranger, the smaller Edsel that, along with the Pacer, shared its platform with '58 Ford cars. The Edsel Citation and Corsair shared a platform with the larger '58 Mercury, and when Hirschberg passed her test, he had his “big-series two-door hardtop” and learned about the previous owners.

“They bought the car in 1959 as a one-year-old used car,” he said. “In 1965, they decided they wanted a new

LTD. They sold the car to a local kid in town who worked at the grocery store. Every time they went into town, he'd say, ‘Gee, I wish I'd never sold that car.’ They would go to the grocery store and

say, ‘Kid, do you want to sell that car? We want to buy it back.’

“So two years later, one fall evening in 1967, the car pulls up to the house. His girlfriend's pregnant – two days



Kurt Hirschberg's 1958 Edsel Citation is well-equipped, to say the least. Besides the Teletouch buttons in the center of the steering wheel, the dash includes a tachometer and the Speed Warning Light. Operated by the small dial below the odometer, the Speed Warning Light system turned the drum speedometer to red when the car's speed exceeded the selected maximum.



While the Edsel's E-475 V-8 is named for its torque, the most interesting item under the hood might be the small green can above the air cleaner's snorkel. It's holding "Chassis Lubricant specially compounded for application with Edsel Lubricator." Advertising explained that it "lets you lubricate your car as you drive."

later, she gave birth — they needed money, so they sold the car and it never left. He passed away, she kept the car for another 10 years and then sold it to me."

The fact that the Edsel was in Beloit, Wis., and Hirschberg is in Whippany, N.J., explains why he relied on friends to look over the Edsel before he bought it. The thought of flying out and driving it home did more than merely cross his mind, he recalled, but in the end, he opted for the less-risky approach and had it shipped. As it turned out, the less-risky approach was also the smart approach.

"It got to my house, we unloaded it, got it down in my driveway," Hirschberg said, "and I ended up saving one of the tires that were on the car. They were Sears wide whitewalls, but 'Sears' not in a block print. It had 'Sears' written as a script, the logo they stopped using in 1967. So the tires on the car were that old.

"You could let all the air out and they would not go flat. The rubber was petrified. They would never have made it from Wisconsin. Never."

That might make the Edsel's condition sound worse than it was, but he explained that the seller had kept the car running after her husband's passing by taking it for a drive about once a month. While that was successful in warding off major problems, the Edsel still needed attention when it reached New Jersey. Hirschberg spoke of flushing the engine and working on both the power windows and the power seat, the latter providing an unexpected twist.

"The seat covers went on in August of 1959," he said, "and actually, when I took the seat apart to rebuild the power



Plastic seat covers installed in 1959 remain in amazingly good condition and have successfully protected the seats for more than six decades.

seat, one of their kids' crayons was melted fast in between the cushions on the plastic. The plastic did its job."

The previous owner's decision to install the covers in 1959 and leave them in place — along with his buying the Edsel back after having sold it — illustrates how much he liked the car. It also goes a long way toward explaining its condition. Hirschberg said that about half of its paint is original and that the only replacement in the interior is the carpet. It's protected by period plastic mats, but he added those.



“Citation” script on the leading edge of the front fender.

“They had an original set of Edsel mats in there in black,” he said, “and I didn’t like the black, so I carefully rolled them up and packed them away.”

The ‘wrong’ car is now just right

Some might not see why an Edsel would be worth going through the trouble of straightening out problems, let alone shipping it 1,000 miles, given that

fairly or unfairly, the car has come to symbolize failure. *Time* magazine called the Edsel “a classic case of the wrong car for the wrong market at the wrong time,” laying the responsibility on factors that had little to do with the car itself.

Ford Motor Co. had created the Edsel as part of its plan to match General Motors’ fairly smooth progression from Chevrolet to Cadillac. GM’s

thinking was that, as a customer’s buying power grew over time, he’d be able to buy increasingly upscale cars with no need to leave the GM family. It worked for General Motors and therefore should work for Ford, but the Edsel was researched to death and much changed between the time the Edsel was conceived and the day it went on sale.

“There were so many things,” Hirschberg observed, “bad marketing, bad timing.”

The bad timing was that the Edsel arrived as a recession was getting underway, but it’s difficult to imagine



The outrageous tailfins of the time never found their way to the Edsel, although the overall look was as flashy as any.

that, even in the best of times, the Edsel could have lived up to the marketing hype surrounding it.

An ad appearing before the new model's introduction described "a covered car cruising smoothly along out-of-the-way country roads" in Minnesota or "roaring wide-open through the sand and mesquite" in the Arizona desert, all with the mysterious vehicle generating questions as to what kind of car it was and the answer being "Edsel is the kind." The ad explained that Edsels had been in testing for more than a year, "chalking up miles. Miles of pavement and no pavement. Of mud and slush. Of mountain and flatland. Of sub-tropic heat and sub-zero cold. Not thousands of miles. Hundreds of thousands."

The Edsel, it promised, would be "one of the best-tested, best-proved cars in automobiling history" when it hit the showrooms, and "that time is not far off." The big day was Sept. 4, 1957, and another ad assured readers that they would see "what can be done when you start from scratch to build not a copy of existing cars — not a compromise — but an original. You're going to find a lot of other things are different — and better — in the Edsel automobile."

Admittedly, the 1958 Edsel's front-end styling is a love-it-or-hate-it design, and although it's only fair to say that some of its contemporaries wore looks at least as interesting, the Edsel really was different. Its "sturdy vertical impact ring" remains its signature feature, even though it was toned down for 1959 and became a simple split grille on the final version for 1960. Many other features disappeared after the first year, but fortunately for Hirschberg, his Citation is loaded.

An excellently excessive Edsel

"It has everything," he said. "It has the tach, the clock, the Lubricator which automatically lubricates the front end at the touch of a button, the automatic electric trunk release with another electric pushbutton on the dash. Beneath the speedometer, there's another little knob that has a series of numbers on it. You dial it to the speed you don't want to exceed and when you hit that speed, the spinning-drum speedometer glows red to tell you that you're driving too fast, which is very good with the 410 E475 engine. It's a lot of

fun. You can get into a lot of trouble. It's more power than you'll ever need."

The "E475" designation represents torque, but the 410-cid V-8 generates a commendable 345 hp. It also includes what Hirschberg agreed might be the most complicated low-oil reminder ever designed.

"If you go down the dipstick," he explained, "there's a tiny pinhole at the point of one-quart low. The viscosity of the oil seals the hole and when the oil drops a quart low, it creates a vacuum leak, closes a circuit and a little light

comes on on the dash to tell you to check your oil, because you're a quart low."

By comparison, the standard Teletouch pushbuttons in the steering wheel's center for selecting transmission ranges seem restrained, and the optional power windows, power seat and signal-seeking radio become everyday features. Add all of it together, though, and the result explains the appeal the Citation holds for Hirschberg.

"The beauty of especially the '58 Citations," he said, "is that they're the epitome of '50s excess." **OC**




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Whether on the roof pillar (lower right), the rear side trim (right) or even the outside mirror (left), stylized versions of the front vertical impact ring show just how much Edsel's designers loved it.



Destined to be a DERHAM

1956 Lincoln Premiere finally converted to a formal sedan

STORY BY ANGELO VAN BOGART



Plans for this 1956 Lincoln to undergo the Derham padded top treatment were found in its glovebox.

Gene Epstein's 14,000-mile 1956 Lincoln Premiere had been a beautiful example of just how a time-capsule mid-century car should look and drive, but in his estimation, it wasn't quite finished.

"I had seen photographs of a '56 Derham Continental Mark II, and one of Charlie's employees told me there were original sketches for this car to be a Derham sedan, too," said Epstein, whose friend, Charlie Cawley, had previously owned the Premiere. (Cawley was the famed car hobbyist who founded the banking institution MBNA.)

Coincidentally, Epstein acquired that 1956 Continental Mark II with a custom Derham-fitted padded top 18 years after seeing photographs of it and then restored it. In the meantime, he also acquired the 1956 Premiere from Cawley. With the experience of restoring that Derham Continental Mark II under his belt, Epstein felt it was appropriate to make the 1956 Premiere



The padded top adds significantly more privacy to the Lincoln's rear seat passengers.

what it was destined to be by adding the Derham-style top that the original owner intended for it.

A 1956 Lincoln Premiere four-door sedan was an expensive car when new — \$4,601 without options, and about \$14 more than that year's Cadillac Sixty Special sedan — so original buyers were usually a "someone" on a local (if not national) level. Epstein's Premiere is

believed to have been originally purchased by a someone who could not only afford to buy a new 1956 Lincoln, but could also pay the additional expense of having a coachbuilder such as Derham modify it with personal touches.

"This 1956 Premiere belonged to the Heinz family," Epstein said. "It was John Heinz's car, of the Heinz family — H.J. Heinz (he went by John Heinz). We



LEFT: The stunning original interior of the 1956 Lincoln Premiere was preserved throughout the top conversion.

BELOW: Gene Epstein's 1956 Continental Mark II, the restoration of which made him familiar with Derham's top installation methods. Note the Continental's side quarter windows are covered by the Derham padded top.

figured it had to be the family car, because he was 18 years old at the time. That would be incredible for a kid who was 18 to have a Lincoln, but do you think it would be unusual that a kid... who came from the Heinz family, would have difficulty buying a car like that? So it was either the father's car or the family car or the kid's car."

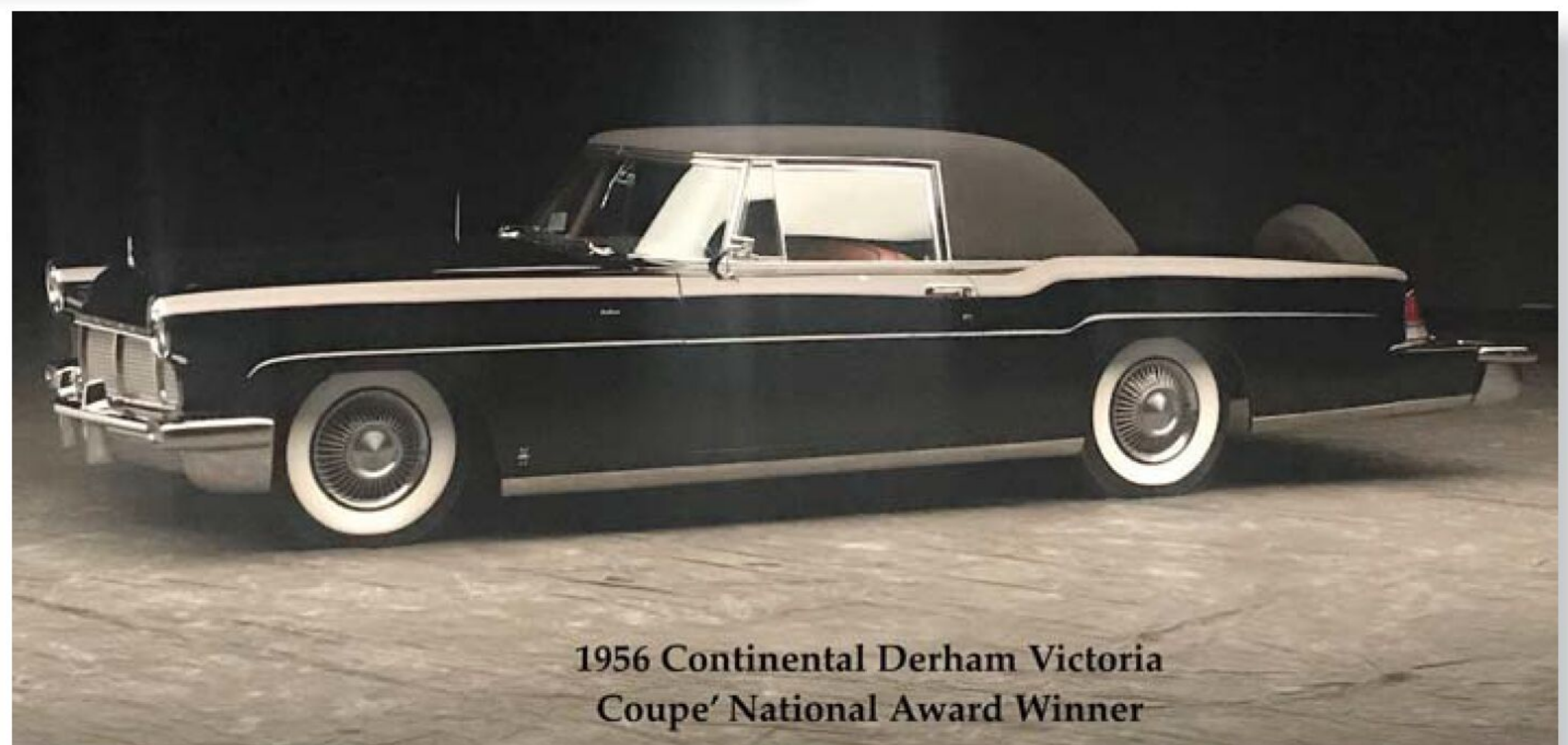
When Heinz and his Premiere split isn't known. However, Heinz went on to become a U.S. senator from Pennsylvania, serving from 1977 until his untimely death in a plane crash in 1991. The Premiere eventually landed at a collector car dealership where Epstein's friend, Charlie Cawley, bought it in 1997 as a new-looking car.

"Charlie Cawley, he had a collection of about 200 automobiles," Epstein recalled. "He always wanted low-mileage cars and loved Lincolns. He bought this car with 11,000 miles on it from a dealer in Virginia."

Epstein said that, when Cawley bought the car, the glovebox was full of documentation, including the plans for this Premiere to receive a padded top by Derham.

"When [Cawley] had that car detailed, they threw that out, but he didn't care because he just liked the ride of the car," Epstein said. "I said to [the detailer], 'Why would you throw the documents away?' He said, 'Charlie wanted a clean glove compartment and a clean trunk, and Charlie didn't want a rattle in it.' And I was the same way."

Epstein and Cawley regularly traded cars back and forth, and Epstein actually bought this 1956 Lincoln Premiere from Cawley



1956 Continental Derham Victoria Coupe' National Award Winner

twice, the second and last purchase getting sealed in 2000. At the time of Epstein's second purchase, the car remained an excellent original down to its paint, upholstery, trim and mechanicals.

"What intrigued me more than anything was the history of the car belonging to H.J. Heinz, and besides that, one of Charlie's employees told me that this car was destined to be a Derham sedan," Epstein said. "It also had low mileage, it had provenance and then on top of it, one of the employees told me was there were the plans for this to be a Derham in the glove compartment."

Due diligence to a Derham

Having owned and restored that 1956 Continental Mark II fitted with a custom padded top by Derham — one of the Rosemont, Pa., coachbuilder's specialties during the 1950s — Epstein became very familiar with the company's conversions. Although the original plans were lost, one of the detailers who worked for Cawley well remembered



The first step to installing the Derham-style top on the 1956 Premiere was removing the back window and its trim and fitting a new rear window frame.



Once the location of the smaller rear window was determined, framework to support the new rear window and padded top could be constructed in the car's original curved rear window opening.



The rear window frame, taken from a 1936 Ford, was nearly identical in size, proportion and shape to rear window frames used by Derham in the 1950s.



With the window frame in place, metal panels could be affixed to the framework to support the forthcoming padded top.



The new metal panels over the framework in the window cavity were made as smooth as the rest of the car's roof in preparation for the padded top.



Landau padded material fitted over the entire roof.

the plans found in the Premiere's glovebox and could compare them to the Derham 1956 Continental photographs. From that man's recollections, plus the roof of Epstein's Continental Mark II and surviving cars with Derham roof treatments, Epstein extrapolated a Derham-style roof treatment for his Premiere. Such roof treatments added a formal look and privacy to automobiles, along with an exclusive custom touch.

"What the fellow (who worked for Cawley) said was Derham had planned a small window in the back — this was in the sketches that he had seen — that he said looked like a 'hot rod window.' Well, that's a privacy window. 'And the doors didn't have little quarter vent windows in the back.' Well, '56 and '57 Lincolns had a vent window in the back beside the back door. The sketches did not have that in it.

"So I started sketching out what this thing would look like, and I sent it to an artist that I know and asked, 'Can you show me this thing with a small window in the back and the vent windows removed?' and he sent me back something where the roof looked squared off, and I said, 'Keep the exact roof lines.' He looked up Derham cars that were done from the '30s to the late '50s and some concept drawings for Lincolns... from that, he sent me back just the outline with the back window blanked in and I said, 'That's the look.'"

From that point, Epstein worked with a sheet metal shop to fulfill what he saw as Derham's and Heinz's original plan. Under Epstein's direction, the Premiere began to receive the Derham-style top that was originally intended for it.

Work to fit the Derham-style top on the low-mileage and original Premiere began by removing its rear roof trim and backlight and rear-most side windows, then fitting a framework in the cavities left by the extracted glass. Epstein said that, on cars that originally received a similar roof treatment, the framework was crafted by Derham in metal and wood, but for this project, only aircraft-grade metal tubing was used to brace the metal (instead of wood) panels. To frame the Premiere's new smaller and more private rear window, Epstein recalled that a 1936 Ford rear window garnish molding was used, because it was very close in size, shape and proportion to other rear window frames used by Derham during the mid 1950s.

Once the metal framework and panels were in place, original-type Landau padded material was laid over the entire roof. Over that, black Stayfast German fabric completed the conversion on the outside to Derham standards.

Epstein is careful to explain that his Premiere may now look like an original Derham-modified 1956 Lincoln, though it's not one — but there's a big hook.

"We did what was planned for the car sometime in the '50s," Epstein says. "I don't want to pass it off as being an original Derham, but it was from Derham's plan that we did this, and it just wound up beautiful."

The Derham-esque roof with a smaller rear window required material to be added to the inside of the passenger compartment, where the car's original rear window had been filled in. Epstein was able to source more original headliner material from SMS Auto Fabrics. Since the headliner had to come out of the car to complete its transformation, Epstein chose to add air conditioning to cool the black Premiere during hot summer days.

"The car did not originally have air conditioning in it — very few cars did in the '50s," Epstein said. "We got '56 Lincoln ceiling roof vents, but I had the fellow that added the air conditioning go one step further. After we had the air conditioning unit put in the trunk and the compressor installed underneath the hood, we wanted the air to come out the ceiling, as Derham had done. So we had constructed new roof vents going under the headliner to the back, which means we had to get new headliner bows.

"We put a modern compressor in there, because the original compressor really didn't have enough... air pressure to really make it very cold in front. On most [air-conditioned 1950s cars], it was cold in the rear seat, but there wasn't enough power to move the air forward. So we threw [aside] the original H&H unit made in Wisconsin and went with a whole new modern unit. I just drove the car when it was 92 degrees out and it was nice and comfortable in front."



The Landau padding was covered with original-type Stayfast German fabric on the Premiere's roof.



An image of the original Derham-topped 1956 Continental Mark II (above) for comparison to the new Derham-type top on the 1956 Lincoln Premiere (above left). Note the dual longitudinal top seams and oval rear window on each car.

Not just a looker, but a driver

Epstein says it took two years to have the Derham and air-conditioning conversions completed from his shop, where the craftsmen he selected did their work. Now that the Premiere is done and at its full original potential, he plans to put it to work by using it to replace his 14-year-old, 200,000-mile daily driver, and even his new ultra-luxury car.

"This '56 Premiere, there's nothing like it," he says. "I wanted to get something that was gorgeous and comfortable. I took my wife for a ride in it two weeks ago and I asked, 'What do you think of this car?' She said, 'It rides smoother than our new Maybach!' It's just a great car. I love it, and she does, too." **OC**

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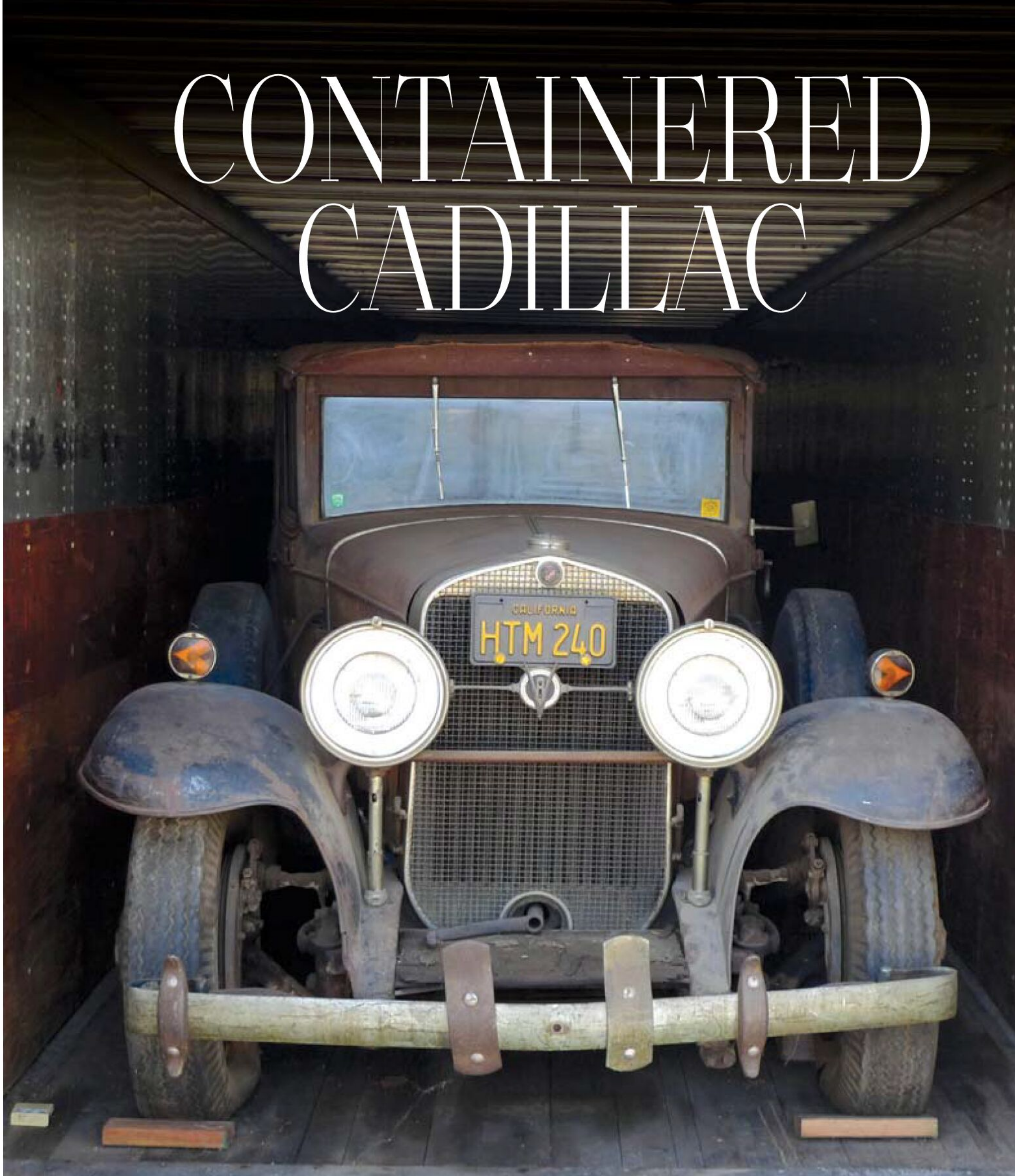
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**STORY AND PHOTOS
BY ROTTEN RODNEY
BAUMAN**



Locked inside a deep, dark, dank shipping container, there's a 1931 Cadillac Series 355 V-8 with a story worth telling. Since the old container must be relocated, this could be the time to tell it. We'll be working for this reveal — the container won't be easily opened, as it's settled and sunken over time.

About a full day into this endeavor, the container doors are finally opened. With sunlight streaming in, we see push-bar bumper guards affixed to the old Cad's original front bumper. Original headlamps are retrofitted with six-volt sealed beams, and front fenders are topped by vintage truck-type turn signal assemblies.

At the old Cad's opposite end, the original bumper is beefed-up for towing with various hitch combinations, making

it job-ready. Flanked by dual jerry cans, the trunk is a well-used tool chest. The car is now backseat-delete, apparently to accommodate larger equipment.

From the overall looks of things, this V-8 Town Sedan is outfitted as a work truck of sorts. Come to find out, our initial assumption is good.

Born Jan. 1 of 1890 in Gunnison, Utah, Edwin P. Whiting was a mechanic by trade. In 1919, he made his move to settle in Riverside, Calif. There he went right to work at the now-defunct Glenwood Mission Garage. Soon after, however, Mr. Whiting began in business for himself.

Preferring to work outdoors, Mr. Whiting maintained irrigation equipment throughout a fairly large area of southern California. From 1943 onward, maintaining irrigation sys-

tems was this car's primary purpose. My dad remembers Mr. Whiting regularly driving the Cadillac down 8th Street in Riverside, past our old family business, during the '40s, attesting to its working status.

This time-capsule Cadillac was last driven in 1969. Intact and as-parked with its original operator's manual and keys, it's not exactly low-mileage. The telltale throttle pedal backs that conclusion. Take a look. The pedal's lower-left quarter is completely worn away.

When the aforementioned shipping container assumes its new position, our seldom-seen subject will be rolled back inside. It might be nice if the retired work truck of sorts could go on to be preserved and appreciated for all it's done for Mr. Whiting. On the other hand, it's a '31 Cadillac worthy of restoration. **OC**

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LEFT: First sight of the 1931 Cadillac when uncovered in its container.



RIGHT: Preparing the Cadillac to see daylight, if but only for a brief moment.



LEFT: V-8 engine displaces 353 cubic inches and appears complete and ready to someday produce its factory 95-hp rating once more.



RIGHT: Finally basking in the California sun again.



LEFT: Despite years of use, trunk remains, as does a jerry can from its working days.



RIGHT: Gauges remain in place and appear ready to make their move.



LEFT: A chain and flatbed truck's winch retrieve the '31 Cadillac from its long slumber.



RIGHT: There's serious wear to the pedals, indicating this car's long and useful life.

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

ARIZONA

Oct 14 AZ, Phoenix. RADwood Phoenix. <https://www.radwood.com/schedule>

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. perriscivicrec.com, 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

Nov 11 CA, Los Angeles. RADwood California. www.radwood.com/schedule

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

FLORIDA

Sep 30 FL, Alachua. FCA D&S Classic Car Show. The O'Steen's Barn, 16811 County Road 241. Open to all cars, motorcycles, and trucks; registration is from 8:30am-10:30am with awards at 1:30pm, Sarajo O'Steen at 352-318-4810. D&S Classic Cars (northcentralfca.org)

Nov 19 FL, Lakewood Ranch. Mustang Club of West Florida's 31st Annual Ponies Under the Palms Mustang and Ford Show. Main Street. Check-in 8-10am. www.mustangclubofwestcentralflorida.com, Tracey 920-944-8137, trabin2137@gmail.com Online registration www.eventbrite.com/e/2023-ponies-under-the-palms-tickets-677598384007?aff=oddtcreator

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

Nov 17-19 GA, Moultrie. 33rd Annual Fall Moultrie Automotive Swap Meet. Spence Field. Fri. & Sat. 8am-6pm, Sun. 9am-4pm. Jerry Kelley 229-896-2150

ILLINOIS

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 1 IL, Northbrook. 23rd Annual Classic Northbrook CARavan & Car Show. Part of Historical Society's 45th Annual Shermerfest. CARavan starts 10:30 am at North Suburban YMCA; Car Show noon 4 pm at Village Green Park. www.northbrookhistory.org, classicnorthbrook@gmail.com, 847-498-2319.

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.

MICHIGAN

Sep 30 MI, Benton Harbor. AEP Car Show. 2425 Meadowbrook RD. 11am-2pm.

Oct 14 MI, Hickory Corners. Deutsche Marques Oktoberfest featuring German cars. Gilmore Car Museum. www.GilmoreCarMuseum.org, call 269-671-5089 or email info@gilmorecarmuseum.org

Nov 25 MI, Kalamazoo. Kalamazoo Fall Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. www.uniqueeventsshows.com/shows/1/kalamazoo-antique-%26-collectible-toy-show--

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

Oct 13-14 MS, Ridgeland. 16th Annual Euro Fest. All-European automobile and motorcycle show. Renaissance at Colony Park. www.euro-fest.net/?/ridgeland

MISSOURI

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, www.midmooldcar.club

NEW HAMPSHIRE

Sep 30 NH, Moultonborough. Castle Car Show. Castle in the Clouds, 10am-2pm, www.castleinthecLOUDS.org/event/car-show-2023/

NEW YORK

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

Oct 17-20 NY, Sarasota Springs. Road & Track Hudson Quattrocento Roadtrip. www.experiences.roadandtrack.com/hudson-quattrocento-2023?utm_source=Email_HQ_Saratoga&utm_medium=Email_HQ_Saratoga&utm_campaign=Email_HQ_Saratoga

NORTH CAROLINA

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

Countryside, Illinois
Sunday, Oct. 15th Admission \$8
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OKLAHOMA

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

OREGON

Nov 18 OR, Albany. The Enduring A's Chapter of MAFCA's annual Albany Indoor Swap Meet. Linn County Fair/Expo Center. Opens at 8 am. Automotive swap meet (cars, car parts, reproduction vendors, memorabilia). Glen Osborn 541-928-1218, albanyswapmeet@comcast.net

PENNSYLVANIA

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 3-6 PA, Hershey. AACA Eastern Fall Meet "Fall Hershey". www.hershey.aaca.com/wp-content/uploads/sites/3/2023/08/2023_Hershey_Fall_Meet.pdf

Oct 8 PA, Downingtown. 19th Annual All Oldsmobile Fall Show. Kerr Park. 9am-3pm. hosted by the Delaware Valley Oldsmobile Club, chapter of the Oldsmobile Club of America. www.delvaloldclub.com/DVOCfallshow2023.pdf

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.chattanoogaamotorcar.com

TEXAS

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

Oct 15 VA, Richmond. Richmond's 33rd BOPC Show, sponsored by the Old Dominion Chapter, POCl. Haley Buick-GMC 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 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 23 IA, Corning. The Sorenson Collection. www.vanderbrinkauctions.com, 605-201-7005, 507-673-2517

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

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

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

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

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

Sep 30 OH, Ft. Loramie. Muncy & Associates Automotive Auction. 3077 Kaiser Road. 937-687-1919, www.muncysells.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 20-21 MO, Branson. The Branson Auction. Branson Convention Center. 800-335-3063, www.bransonauction.com

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

Oct 28 TN, Nashville. 58th Semi-Annual Music City Classic. Held at Thoroughbred Auto Auction. George Eber 615-496-2277, www.southernclassicauction.com

NOVEMBER

Nov 2-4 NC, Greensboro. GAA Classic Car Auction. 301 Norwalk Street. 855-862-2257. www.gaaclassiccars.com/

Nov 3 UK, London. The Golden Age of Motoring Sale. bonhams.com

Nov 4 OH, Wooster. Richard & Mary Lou Taylor Lifetime Collection Absolute Auction. RES Yard - 375 Fry Road. 10am. 833-SOLD-RES, www.RES.bid



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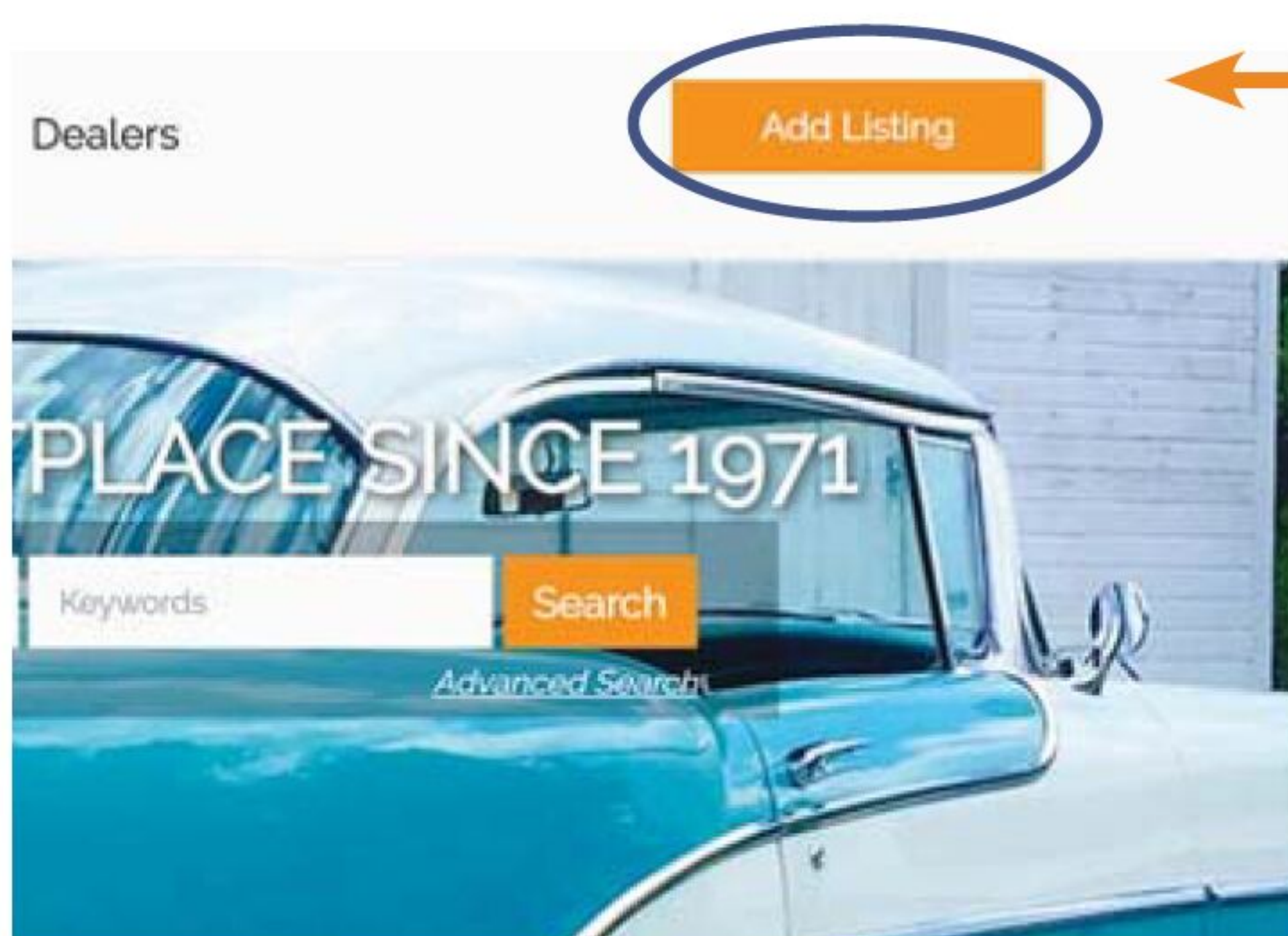
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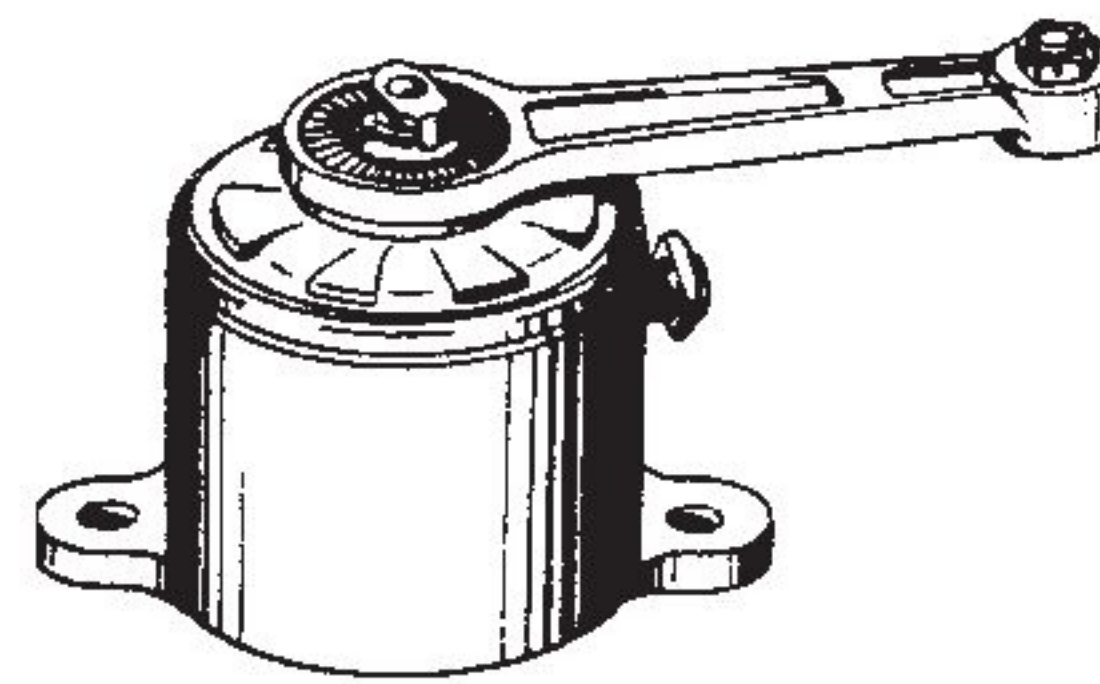
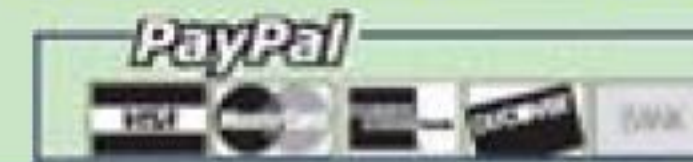


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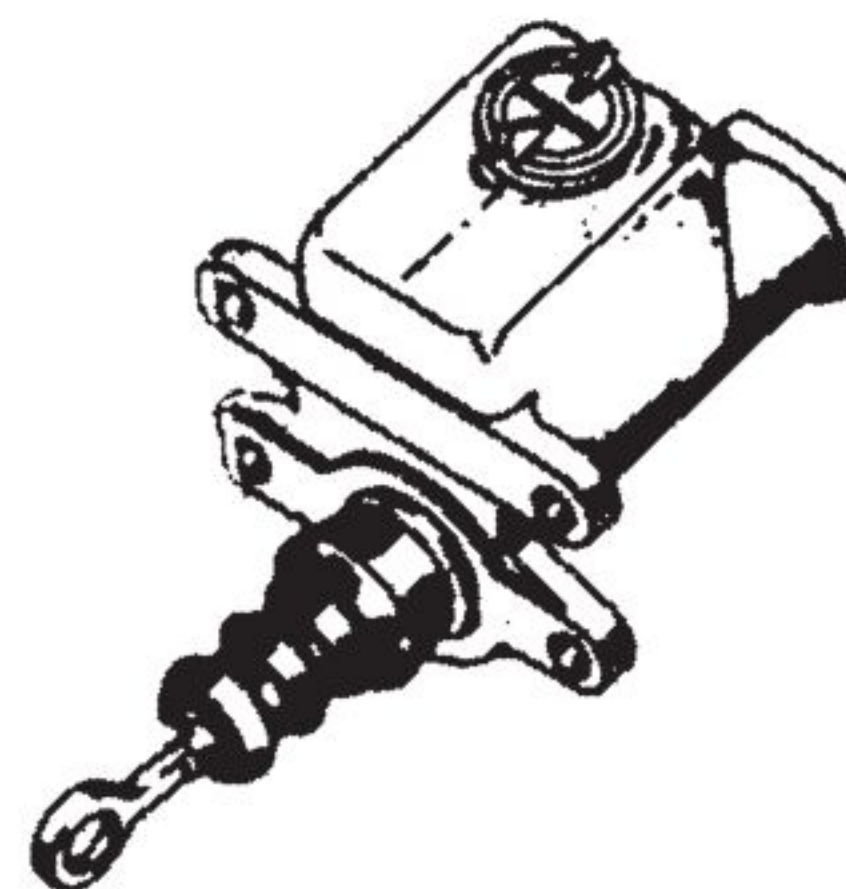


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ABS	(anti-lock brake system)	PT	Power (Convertible) Top
A/C	Air Conditioning	PU	Pickup Truck
Anniv	Anniversary	Pwr	Power
Auto	Auto Transmission	R/A or RA	Ram Air (e.g., Pontiac RAIII)
Blk	Black	Rbt	Runabout
Brgm	Brougham	Rds	Roadster
Brtz	Biarritz	Ret	Retractable
BT	Boattail	RHD	Right Hand Drive
Bus	Business (e.g., Bus Cpe)	Riv	Riviera (Buick model)
Cabr	Cabriolet	Rod	Street Rod/Hot Rod
Carb	Carburetor	RPO	Regular Production Option
CC	Close-Coupled	R/S	Rumbleseat
CC	Crew Cab Pickup	Saloon	British for sedan
Clb	Club (as in Clb Cpe/Clb Cab)	SBx	Short Box (bed)
cid	Cubic Inch Displacement	SCCA	Sports Car Club of America
Cpe	Coupe	S/C	Super-Charged
COE	Cab-Over-Engine Trk	SE	Special Edition
Coll	Collapsible (e.g., Semi-Coll)	Sed	Sedan
Cont	Continental	Sev	Seville (Cadillac model)
Conv	Convertible	SMt(s)	Sidemount(s)
CS	Calif. Special (Mustang)	Sednt	Sedanette
Cst/10	Custom 10 (pickup)	Spds	Speedster
Ctry	Country	Spec or Spl	Special
Cus	Custom	Spt	Sport
DC	Dual-Cowl	Sq	Squire
DeL	Deluxe	S/R	Sunroof
deV	deVille	Sta Wag	Station Wagon
DHC	Drop Head Coupe	Std	Standard
Dly	Delivery	Sub	Suburban
Edn	Edition	SUV	Sport Utility Vehicle
EFI	Electronic Fuel Injection	S/W	Spit Window
Eldo	Eldorado	SWB	Short Wheelbase
Encl	Enclosed	T-bird	Thunderbird
Eng	Engine	T-top	T-Top Roof
Est	Estate	T&C	Chrysler Town and Country
Exec	Executive	Tonn	Tonneau
FBk	Fastback	Trg	Touring
FHC	Fixed Head Coupe	Turbo	Turbocharger(s)
FI	Fuel-Injected	Twn	Town (as in Twn Sed)
Fml	Formal	Utl	Utility
FWD	Front-wheel Drive	Vic	Victoria
GS	Buick Gran Sport	W	Window (e.g., Ford 3W Cpe)
GT	Grand Turismo (Grand Touring)	WW	Wire Wheels
GW	Gull-Wing (doors)	Woodie	Wood-body car
HBk	Hatchback		
HD	Heavy Duty		
HP	Horsepower		
HT	Hard Top		
Imp	Imperial		
Inc	Incorrect		
Int	Interior		
IPC	Indy Pace Car		
K	1,000 Miles (e.g., 46K miles)		
KO	Knock-off Wheels		
Lan	Landau		
Lan'let	Landaulet		
LBx	Long Box (pickup bed)		
LeB or Leb	LeBaron		
LE	Limited Edition		
LHD	Left-Hand Drive		
Limo	Limousine		
Ltd	Limited		
LWB	Long Wheelbase		
Mk	Mark (I, II, III, etc.)		
Mod(s)	Modified Vehicle		
M/R	Moonroof		
NHP	Net Horsepower		
O/D	Overdrive		
Opt	Option(s)		
Orig	Original		
P	Passenger (e.g., in 3P Cpe)		
Phae	Phaeton		
		1/2T	One-Half Ton Pickup
		1T	One Ton Pickup
		2d	Two-door
		2P	Two Passenger
		2S	Two-Seat
		2V	Two-Barrel Carburetor
		2x4V	Two Four-Barrel Carbs
		3x2V	Three Two-Barrel Carbs/Tri Power
		3W	Three Windows
		4d	Four-door
		4-Spd	Four Speed
		4V	Four Valve or 4 Barrel Carb
		4x4	4-wheel drive (not FWD)
		6-cyl.	Six cylinder
		6-Pak	Chrysler 3x2V Carbs
		6V	Six Volt
		8-cyl	Eight cylinder
		8/9P	Eight or Nine Passenger
		12V	12 Volt
			TOPS
		w/both tops	Hard & Soft Tops
		w/soft top only	Soft Top Only
		w/HT only	Hard Top Only



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