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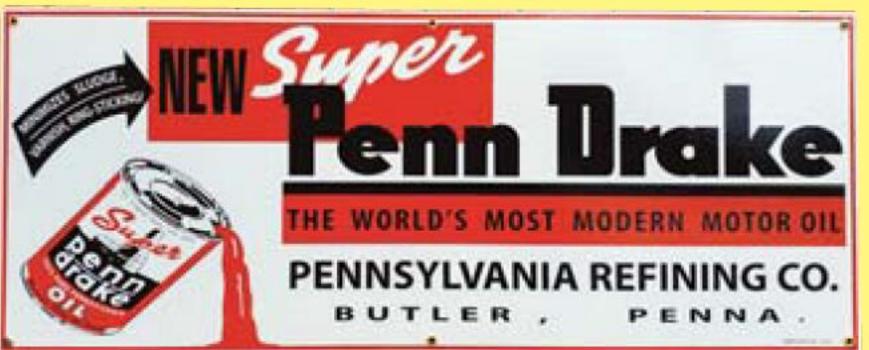
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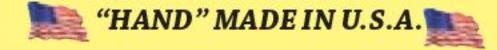


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Landing a Flying Saucer

ctober has proven to be an exciting and expensive month in our household, automotively speaking. Keep in mind that, for me, "exciting" isn't always a good thing, and "expensive" is rarely a good thing.

It all started just before Fall Hershey. An e-mail from *Old Cars* entered my inbox showing the details of an auction in Wisconsin that offered a 1955 Cadillac Coupe deVille parts car. Anyone who regularly reads this column knows I am a sucker for a 1955 Cadillac, and this parts car looked rock solid. It was just a couple hours away from our home, and even closer to my good friend and fellow '55 Cadillac zealot Rick Payton. Since I was at Hershey during the auction preview, Rick examined the car and confirmed it had an excellent body for saving my rusty '55, which I shouldn't have bought for \$1,300 when I was 16 years old. I bid on the parts car from my smartphone during Hershey and won the auction, then Rick retrieved the car for me. That's what gearhead friends do for each other.

Now that my youngest stepson is driving, we were looking for a car for him to drive to school and work. Days after I returned from Hershey, he was in an accident that totaled our 2008 Honda Accord daily driver (he was unhurt, fortunately). Then we found ourselves shopping for *two* cars. We haven't found a car for him yet, but we did find a daily driver for my wife and I to replace our Accord, and we already hate it.

My wife and I went looking for a manual-transmission car. I really wanted a late-1990s Honda Civic like the one I had when we met, but those within our price range seem to have been "Fast and Furious'd" with modifications, and you know that means the driver liked to race like they're "Dom" from the movie franchise. Not good for a daily driver. Since a nice manual-transmission Civic

couldn't be located, I looked for an Accord with a stick. No luck. That's when I found the "Flying Saucer" — the 1997 Acura CL coupe that we ended up buying — and disliking.



There were several red flags when I looked at the car, but in our haste

to start replacing cars, I overlooked or altogether missed them. On the test drive, I noticed there were flat spots in the new-looking tires — it wasn't until later that I noticed the oil change sticker dated to 2016, making me realize it had been parked for six years — probably right after getting new tires.

The dealer's description for the car didn't match mine — despite bubbles under the paint on a rear quarter panel, he called the car "rust-free." He considered the car to be in excellent condition, even though it was riddled with dings, significant paint scratches and chips, an ill-fitting back bumper, stained carpet, etc. The car also wasn't the silver color described in the ad, but a faint lavender metallic! However, we'd driven four hours to look at this 76,000-mile "gem" and needed to come home with a car, and soon. So, I negotiated the price and drove it home four trouble-free hours.

Acura CLs have always been uncommon where I live, so it wasn't until it was home that I noticed how truly quirky-looking it really is. In profile, the car looks like a wheeled version of George Jetson's flying car, with its angled front and rear ends and bubble roof. On the inside, this "high end" Acura feels like a Civic, but with tacked-on woodgrained plastic appliques. Maybe with round tires it will be more pleasant to drive, but I suspect we'll be car hunting soon to replace the "Flying Saucer" — after my stepson has wheels of his own.

angelo Van Jogans

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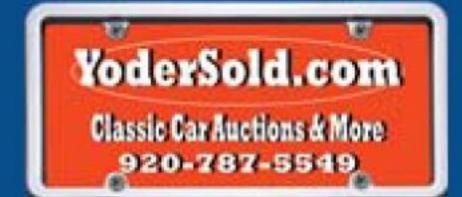








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Sound Your Horn



Mystery car indeed a Dodge Bros.

The "Reader Photo" in the Nov. 1 *Old Cars* is indeed a Dodge Brothers touring car. It is either a 1920 or an early 1921. How can I tell? In 1920, Dodge Brothers changed the upright windshield for a slanting one. That same windshield carried through 1923. Note the back window: This design is unique to Dodges from 1914 to mid 1921. In mid '21, Dodge went to a plain, single back window.

That interesting back window is sometimes called the "Cathedral" back window. I am not sure why — I have been in cathedrals, and that design doesn't seem to be present in any of them. So, I asked my high school geometry teacher what one would call that shape. She said they are actually hexagons, with two opposite sides longer than the other sides.

Though not in that picture, the factory-issue side curtains had the same shape as the back window with 11 elongated hexagons on each side! Visibility is terrible when the side curtains are on.

David Hagberg, Sterling, Mass.

Department of Corrections

The phone number listed for Redline Restorations in the Oct. 1 issue of *Old Cars* is incorrect. The correct phone number is 203-335-9555. The *Old Cars* staff apologizes for the error.

Back seat memories

First and foremost, thank you all for continuing to offer a quality collectible car magazine. Your articles and picture displays always make me read the issue at least twice.

I was especially amused while reading the Oct. 1 Hershey issue. Ron Kowalke's article on the "Beauty and a Beast" 1961 Pontiac was not only extremely well written, it made me blow coffee out of my nose. This happened when I read that the Pontiac had "a fully functional back seat." Being a teenager in the '60s, this phrase brought back a whole different set of memories. Thanks again and keep up the good work.

Gil Schoos, via e-mail

1961 vs. 1962 Venturas

I received my Oct. 1 edition of *Old Cars* and enjoyed the article on Mike Ingersoll's 1961 Pontiac Ventura. In the article, it's stated that, for 1962, the Ventura was relegated to a trim option with special fender badging. The 1962 Catalina with the Ventura trim option had no badging of any kind, except for "Catalina" on the front fenders and dash. I ordered a new 1962 Catalina with the Ventura option and also own one today. There's no special badging of any kind.

I have been a subscriber for many, many years. Keep up the good work.

Thomas Leist, Rockwell City, Iowa

Realer Wheels ©

Reader Rick Kowalczykowski is the owner of this sharp 1963 Pontiac Tempest LeMans. He says he purchased the car about a year ago "from the estate of a nice gentleman farmer from his widow. [It's] a low-mileage 63,000-mile original car, fourcylinder cylinder (half a 389 V-8!) and three-speed on the floor. A fun combo — driven only 400 miles in last 13 years. Sadly, it was not being used enough. The 27-year-old paint still shines nice. It needs new front seat upholstery, but otherwise is a very nice driver. Lots of looks at car shows and cruise-ins. It has independent rear Corvair suspension, and a rear transmission. It handles well and is fuel efficient for a '60s car. [It has] updated 15-inch American Racing wheels and radial BFG tires."



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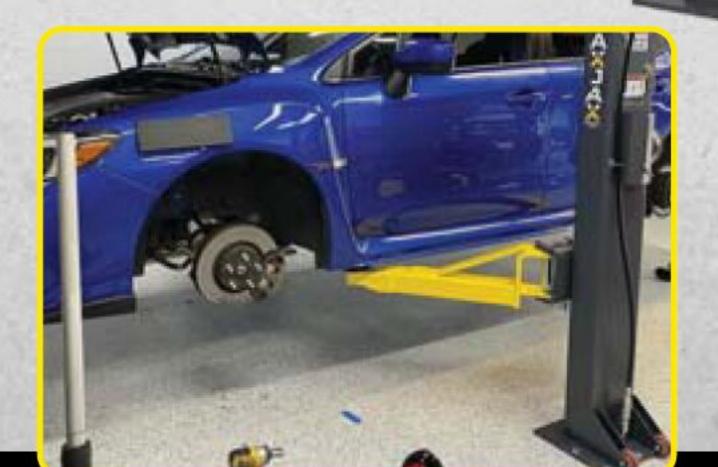
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The Scope

Faked Boss 429 gets Wisconsin shop in hot water

Hobby News & Views

STRATFORD, Wis. — The owner of a Stratford classic car service recently reached a plea deal in a case involving a faked 1970 429 Boss Mustang. Prosecutors say Troy Kuyoth and Kuyoth's Body & Custom, Inc. altered the identification numbers on the vehicle. The company reportedly installed a replacement engine and transmission in the Mustang with identification numbers that were altered to make everything appear original and numbers-matching.

According to a story in the *Wausau Pilot*, Kuyoth and his company were charged with altering or removing a vehicle ID, a federal offense, on Oct. 12. The company came under federal investigation more than a year ago after Kuyoth was accused of bilking customers out of large sums of money for cars that were not all original. In August 2022, agents seized several items, including the Mustang along with "mobile electronic devices, business records and tools associated with stamping, removing and altering VIN tags and plates," court records state. A former employee has admitted to authorities that the engine VIN on the Mustang had been tampered with.

In his plea agreement, Kuyoth admitted the company ground off the serial numbers on the replacement engine and transmission and replaced the numbers with hand-stamped serial numbers. The Boss 429 was eventually sold for \$375,000, but the buyer returned the vehicle for a refund due to reasons unrelated to the criminal complaint.

As part of the plea agreement, prosecutors will recommend Kuyoth pay a fine of \$95,000 at sentencing and be barred for three years from advertising or selling classic cars as number-matching vehicles. The prosecutor recommended the Mustang be returned to Kuyoth. According to the *Wausau Pilot* story, prosecutors will recommend lenience from the judge, because Kuyoth accepted responsibility for his actions, court records show. The charge carries a maximum penalty of five years in federal prison, a \$250,000 fine and three years of extended supervision.

Stolen Corvettes recovered in drug raid

SLIDELL, La. – Two stolen C7 Corvette Z06s were recently recovered during a major drug bust in Louisiana, according to detectives with the St. Tammany Parish Narcotics Division in Slidell.

The pair of yellow-and-white Corvettes were valued at more than \$171,000 combined. The Corvette that was stolen in July from a Fort Worth, Texas, home was valued at \$93,000. The Corvette valued at more than \$78,000 was



Reader Photo

Reader Kevin Burke is hoping to figure out what kind of car is pictured in this photo from the family album. "All I can tell you is that the photo was taken in 1938 in Medford, Mass.," he says.

We can help you on this one, Kevin. It's an air-cooled 1934 Franklin club sedan. Franklins were rare as hen's teeth by the 1930s, due to the stock market crash. Big, expensive cars just weren't selling by the mid 1930s, and Franklin was headed for bankruptcy in 1934. But they were innovative and impressive machines for their time.

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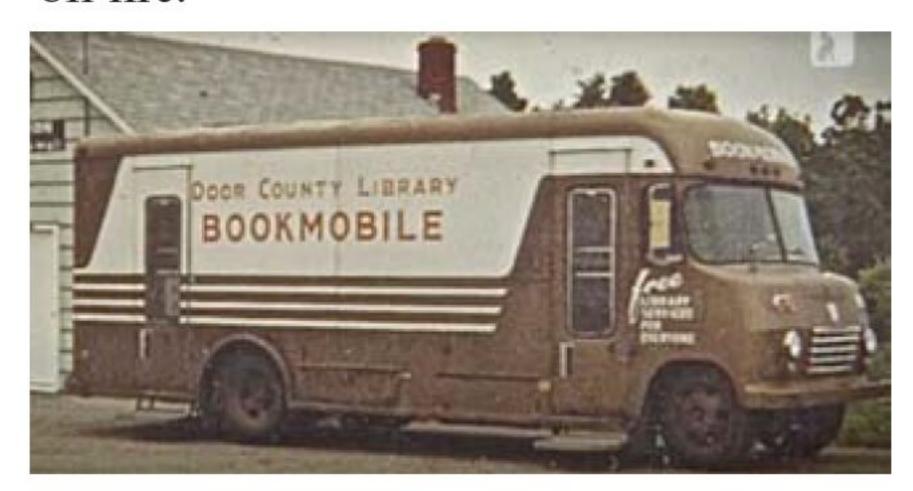
The Scop

taken in August from a Plano, Texas, dealership. According to police, one of the cars even had two VINs displayed on it.

Authorities also seized more than 22 pounds of suspected marijuana worth an estimated \$100,000, plus various drug paraphernalia, three pistols and \$26,000 in drug money. Two men, Ronald Riley Jr., and Zacharie T. Jordan, have been arrested so far.

Wisconsin town bringing back 1950s Bookmobile

EGG HARBOR, Wis. – A historic bookmobile is getting a second lease on life.



Seventy-three years after it first took to the road the bookmobile is being restored and returned to the road.

Carey Bertschinger and John Sawyer, two Egg Harbor Historical Society (EHHS) board members, are leading efforts to restore the truck.

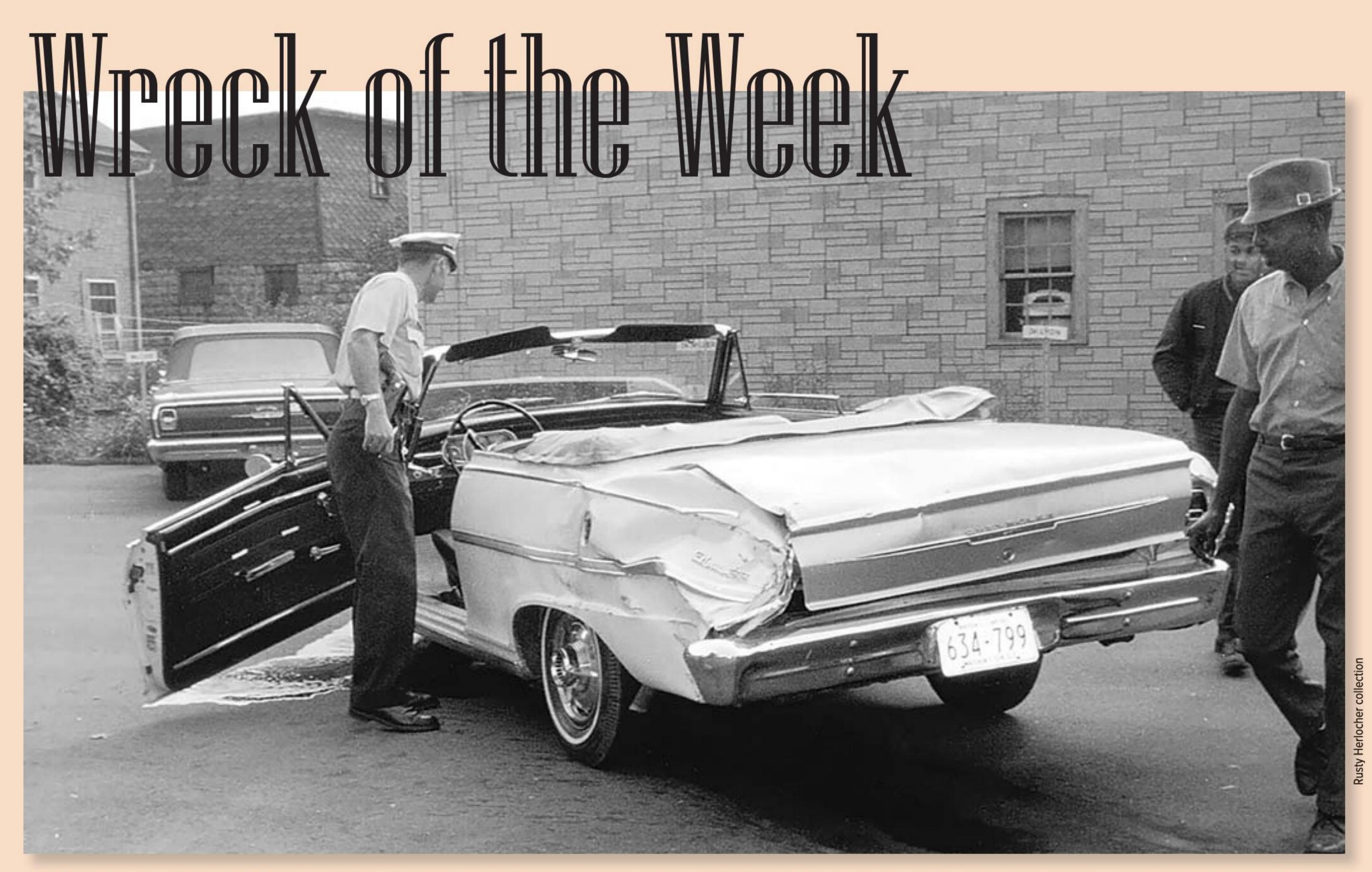
The Egg Harbor bookmobile began distributing books in 1950, when the Wisconsin Free Library Commission developed the Door-Kewaunee Regional Library Demonstration, a two-year plan to make libraries more accessible in rural areas. The operation continued until 1989, when the truck finally broke down. It was later purchased by John Enigl, a historian who used the truck to store his own books. He then sold it to the EHHS in 2014.

Other groups eventually joined in the restoration efforts. Plans are to raise \$500,000 to cover the renovation, storage, gas, books and driver payment. The restoration group plans to return the truck to its original bookmobile condition and configuration, including a re-do of the original paint job.



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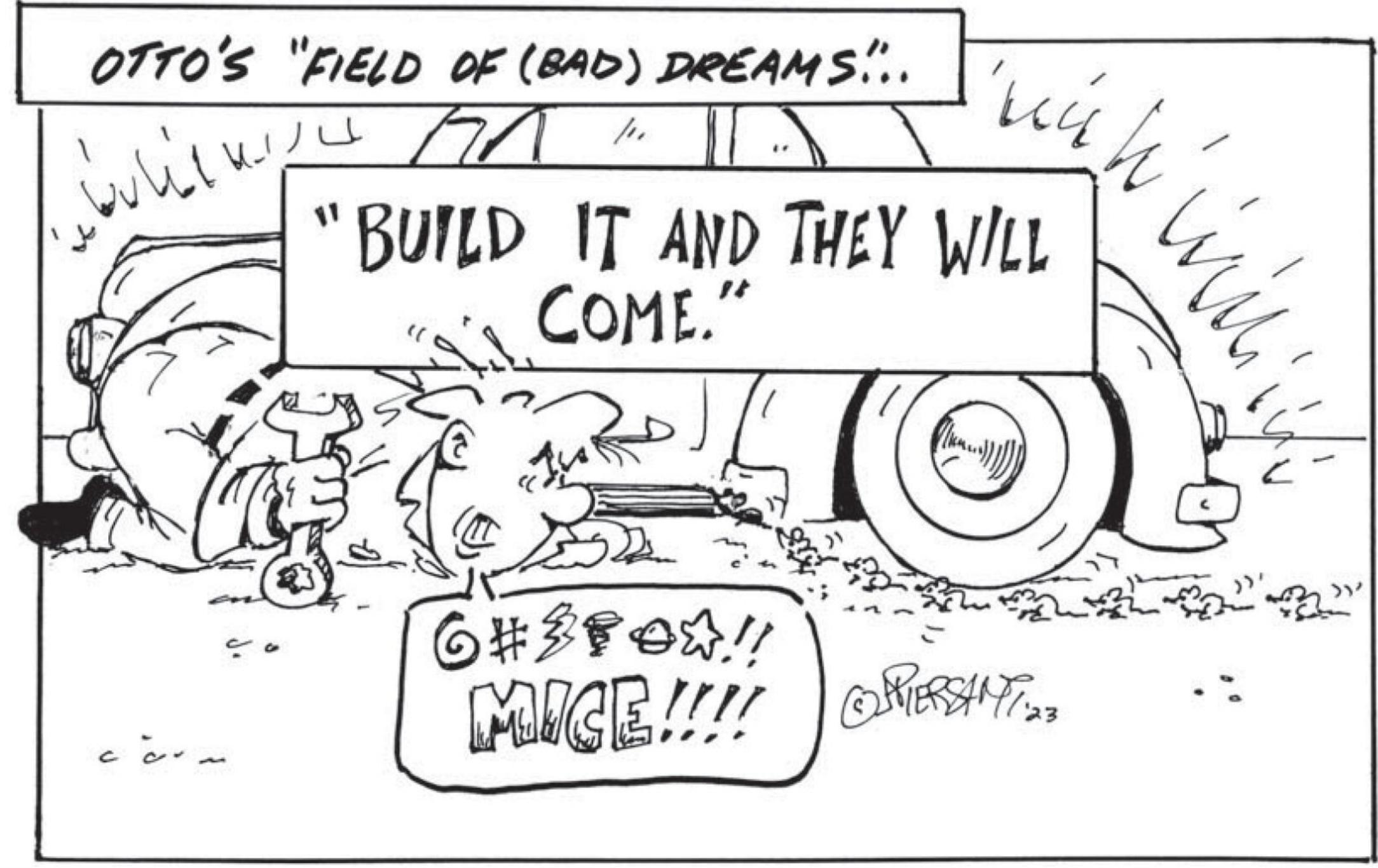
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A 1963 Chevrolet II Nova SS convertible with a six-cylinder engine met its match at an intersection, causing significant damage to its rear fender and deck lid. Spilled fluids toward the front indicate it also received front-end damage. Note the second Chevrolet II convertible in the background.

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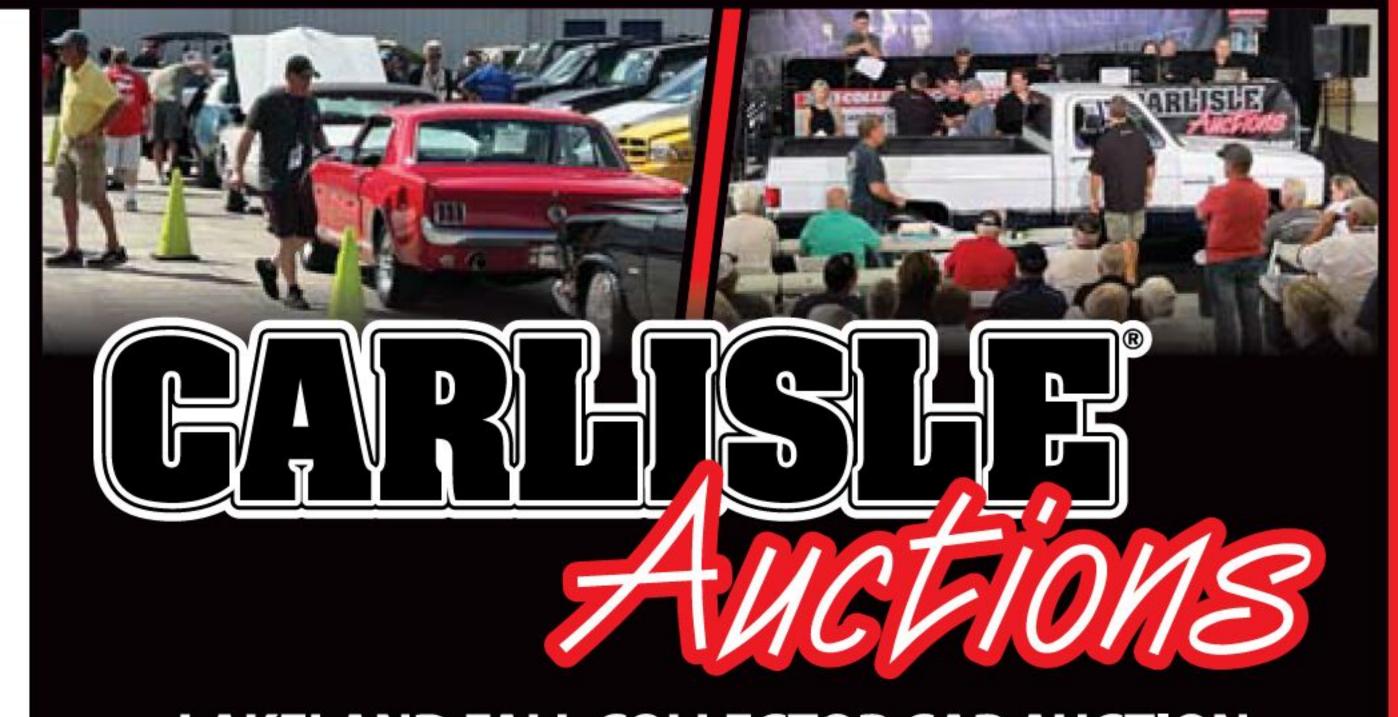
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Recent high school grad restores rare tractor

LYNDON STATION, Wis. — Ethan Lulich recently restored a tractor for a competition in Indianapolis and is gaining local media attention for this efforts.

According to NBC 15 in Madison, Wis., Lulich's father bought a rare 770 Orchard tractor the year he was born, and in the following years, the father-and-son team restored several other tractors together. One year ago, the younger Lulich began restoring the 770 Orchard tractor on his own and spent 750 hours bringing it to show condition for the Chevron Tractor Restoration Competition.

"I've always watched this contest and seen the winners at national convention, so I think it's really cool that they showcase them there at the convention all week, so that's kind of what inspired me through middle school and high school to pursue this project," Lulich said.

Savoy Museum unveils new 'Bigfoot' exhibit

ARTERSVILLE, Ga. – The Savoy Automobile Museum has unveiled a new exhibit, "Evolution of Bigfoot," celebrating the famous monster truck. The original "Bigfoot" began as a 1974 Ford F-250 pickup that was modified by its owner, Bob Chandler, beginning in 1975. In 1979, Chandler replaced the under assembly of the truck with one from a military-surplus top loader featuring four-wheel drive and four-wheel steering that used 48-inch tires. The exhibit explores the evolution of the phenomenon and features 1975-based Bigfoot #1 (the original monster truck), Bigfoot #8 and Bigfoot #20. The exhibit will be on display until Feb. 4, 2024. **OC**



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Weathered Wheels ©

"While cruising a dead-end alley in Superior, Wis., I happened upon this big, old 1948 Buick Super," reports Steve Isola. "The definition of 'boat' when it comes to cars. This old beauty is sporting a spotlight, extra running lights, an exterior sunvisor and big wide-white Portawalls – all the rage in the late 1950s into the early '60s. You could order Portawalls from J.C. Whitney catalogs, and were advertised in Hot Rod and Car Craft magazines. There's something 'gangsterish' about this Buick with its big, toothy grille and bulging fenders and swooping lines. I'm hoping this sedan is still running and driving. The patina is perfect, the car looks straight and the glass is all good. Interior is well-worn, but serviceable. The design of those taillights on the side of the fenders was mimicked in 1956-'57 by Corvette. Note the 'gunsight' hood ornament. A lot of cars used them after World War II for many years as a nod to fighter plane and armament gunsights."



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November 15, 2023 | 15 www.oldcarsweekly.com

Chevrolet, Corvair manage to keep that human touch

t takes much work to make a car club successful, but it takes a lot of fun activities to make it memorable and enjoyable. How is "fun" added to that blend? Part of the additive is humor.

Bow-Tie Bulletin (by the Jersey Lakeland Region Vintage Chevrolet Club of America, Ron Panicucci, editor, rp@lan-nj.com)

recently was brimming with goodies. Here's one: A man came to a pharmacy for some cough syrup. None could be found so the assistant "sold him a bottle of laxative instead." Horrified, the pharmacist said, "You can't treat a cough with laxatives!" The reply: "Of course you can," said the assistant. "Look at him" leaning against the wall. "He's far too scared to cough."

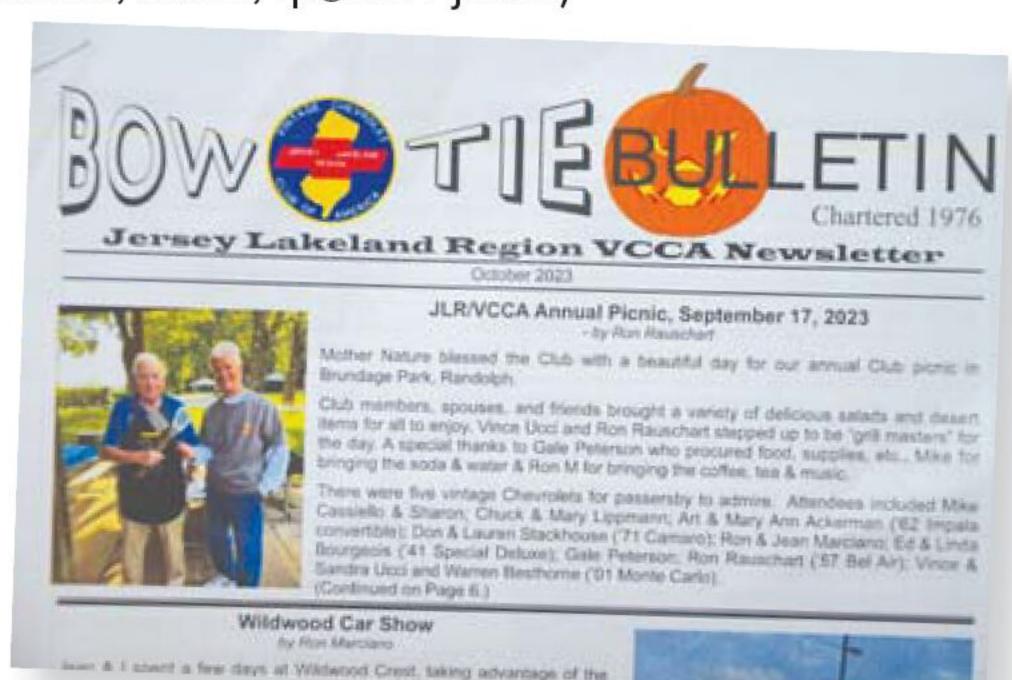
Conundrums usually bring smiles.

Here are a few examples from the same newsletter. "Why do psychics have to ask you for your name?" Also, "If at first you don't succeed, destroy all evidence that you tried." Lastly, "If at first you don't succeed, skydiving is not for you." Drive an old car instead!

Newsletters can have a nice human element with enjoyable

insights beyond humor. In Airhorn (Chicagoland Corvair Enthusiasts, a CORSA chapter, Charley Biddle, editor (CLBiddle@comcast. net)) insightful witticism and advice recently were included in candidate statements for club positions. One candidate concluded that "a lot of friendly faces" over the years have kept him active in leadership and became "a major part of my social life." Another candidate noted that his impetus beyond regular club activities was to hold "technical sessions, activities with other clubs and a new emphasis

on getting our members' cars running and out on the road." Indeed, car clubs are much more about the human experience than the cars themselves. OC



By M.J. Frumkn

pparently, security clearance down at the air base was a little more lax in 1955 than it is today. Somehow, somebody was able to drive their fancy new yellow Chevy Bel Air four-door sedan right down onto the runway and pull up to a fighter jet and show her off to a few aviators. The advertisement was promoting Chevy's new engine lineup, which included the new 265-cid Turbo-Fire V-8, and a pair of Blue Flame sixes that probably weren't nearly as exciting for most potential buyers.

The 162 advertised horsepower of the new Chevy V-8 might have been enough to impress some of the military pilots on this base — although a couple of them appeared to have been too busy buzzing the tower in this ad to notice the Chevy that was surely causing a security breech. If 162 horses weren't enough, buyers could go up the ladder for a "Power Pack" 180-hp version with a four-barrel and dual exhaust, or the coveted 195-hp "Super Power Pack" power plant with a solid lifter Duntov cam, highercompression pistons and free-flowing dual exhaust that arrived later in the year. OC



Chevrolet's 3 new engines put new fun under your foot!

You've got the greatest choice going in the Motoramie Chevrolet! Would you like to boss the new "Turbo-Fire V8" around . . . strictly in charge when the light flashes green . . . calm and confident when the road snakes up a steep grade? (Easy does it-you're handling 162 "horses" with an 8 to 1 compression ratio. Or would you prefer the equally thrilling performance of one of the two new 6's? There's the new "Blue-Flame 136" teamed with the extra-cost option of a smoother Powerglide. And the new

"Blue-Flame 123" with either the new standard transmission or the extra-cost option of new Touch-Down Overdrive. See why Chevrolet is stealing the thunder from the high-priced cars? It has that high-priced, high-fashion look and everything good that goes with it-power, drives, ride, handling ease, ererything. Let your Chevrolet dealer demonstrate how Chevrolet and General Motors have started a whole new age of low-cost motoring! . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

Stealing the thunder from the high-priced cars!

Motoramic GHEVROLLI



I was going through old postcards from my grand-parents and came across this picture of a couple. The reverse identifies the location as Sans Souci Park in Chicago. Most of the postcards are from 1900-1911. Any clue what car it is?

— Greg Feldman, longtime subscriber, via e-mail

A tendency to tag cars from this era as Model T Fords, as Fords were by far the most popular. In this case, the steering wheel is the wrong shape for a Model T and is on the wrong side. I'm pretty sure this car is from the upper end of the market, as the telltale

characteristics match those of a 1911 Cadillac Thirty. Introduced in 1910, the four-cylinder Thirty was Cadillac's sole model through 1914. The Type 51 V-8 replaced it for 1915. The background appears to be the static backdrop of a photo booth, but the car is real.

I'm trying to find out how I can maybe trace my '49 Chevy truck to find out the original owner. I know it was built at the Janesville GM plant. I purchased it in Mayville, Wis., but I didn't make a copy of the title. [The seller] said he thought the truck was originally from the Plymouth, Wis., area. I'd like to find the original owner or the family, to show them pictures of what the truck looks like today and get some history of it. The DMV seems not to help "because of privacy," they said.

Randy Priebe, via e-mail

A The privacy issue always raises its head, but for a 1949 vehicle, much of the entire record has probably been lost. In the 1950s, not all states issued titles. Those that did have frequently purged their old records, particularly those kept on paper.

A good practice is to make a copy of all documents relating to a collector car. It's easy to snap a pic with your cellphone. That's not sufficient, though. Eventually, you'll probably run out of data storage, get a new phone, or both. Work out a filing system so that you can find



those records when you need them. The easiest and most durable way may be to print them on paper and file in a manila folder. When you buy a vehicle, before you drive off full of excitement, ask the seller for all the documents that survive.

Could you tell me how many 1966 Ford Fairlane convertibles were built with 390 engines?

Diana Yost, via e-mail

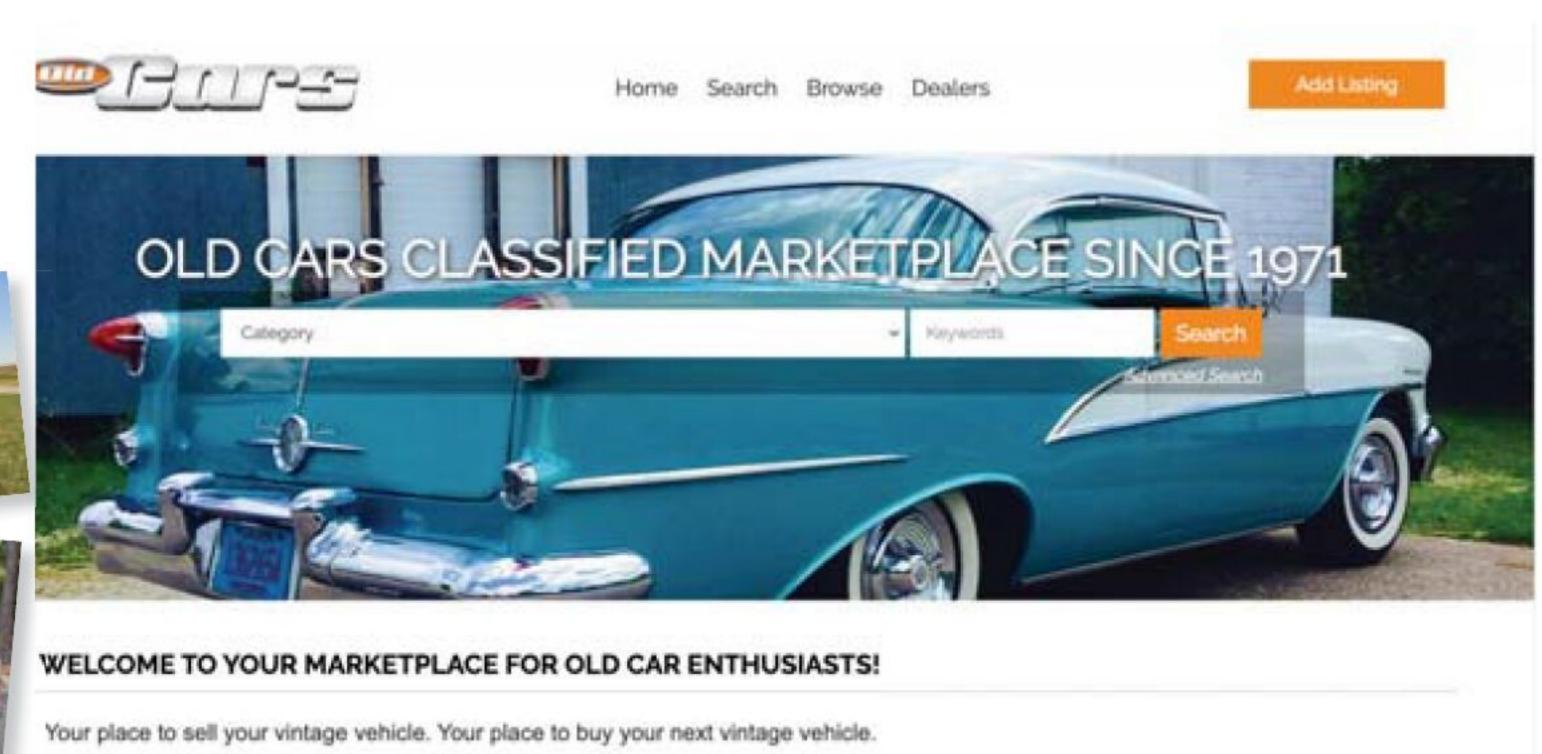
A ln a word, no! There were many variations on Fairlane that year. The intermediate-size "plain" Fairlane was not available as a convertible, but the upscale Fairlane 500 had no fewer than three versions: a "plain" convertible coupe, an XL convertible and an XL GT version. Production of the convertibles reached 9,299, 4,560 and 4,327, respectively. All Fairlane GTs were 390-powered, but that engine was available as an option on the others. There is much Ford production information available from Marti Auto Works (www.martiauto.com), but unfortunately little pre-1967. Chevrolet was much better than Ford at releasing production quantities for engine variants and options.

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

Looking for a collector car? Or looking to sell your car?

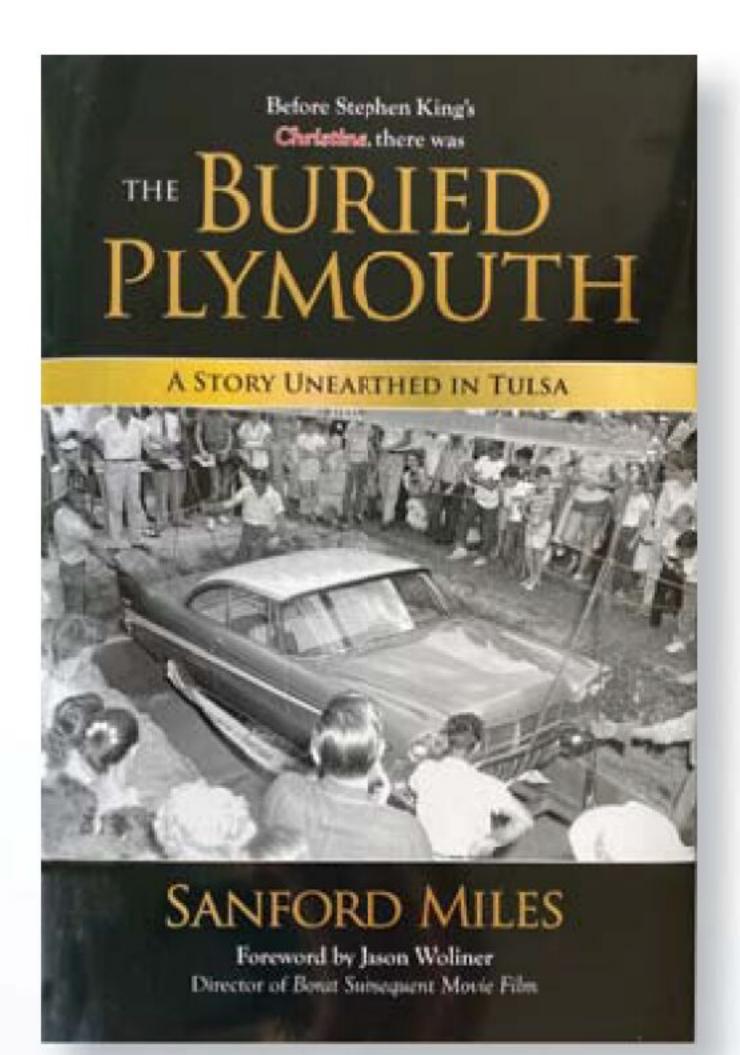
If you're looking for your dream car, or looking for a quick and easy way to list your own car for sale, check out the *Old Cars* online **Marketplace** classified pages. Visit **www. oldcarsweekly.com** and click on the "Marketplace" tab to check out many great cars for sale, or follow the easy steps to get your car on the market online or in *Old Cars*!





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2023 Gift Guide

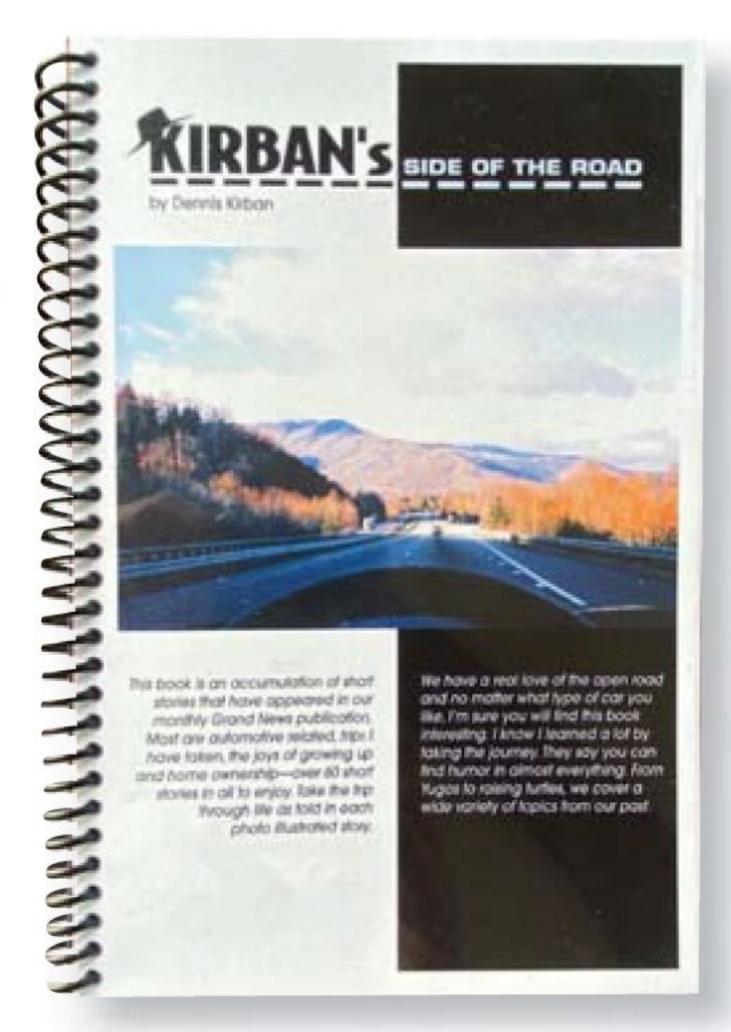


THE BURIED PLYMOUTH

Fellow 1957 Plymouth Belvedere owner Sanford Miles has taken the drama of Tulsa's buried '57 Plymouth time capsule to a new level in his 2023 book, "The Buried Plymouth: A Story Unearthed in Tulsa." This creative work of historical fiction follows Jacob Duncan, a Tulsan enamored with the gold-and-white 1957 Plymouth Belvedere that his city buries as part of a time capsule, and a mysterious treasure that is supposedly snuck into the time capsule with the Plymouth. Will that treasure be found when the Plymouth is unearthed? And what would it be worth in 2007 and beyond?

Miles spins a riveting tale that places the reader in Tulsa during 1957, when the posthumously named "Miss Belvedere" Plymouth was placed in her concrete tomb under the lawn of the Tulsa County Courthouse, and through the life of Jacob Duncan in the context of historical events beyond Tulsarama. The book is a page-turner that pulls at many of the reader's emotions.

To learn the answers to the mystery Miles weaves in his new hardcover, 462-page book, order "The Buried Plymouth" at www. buriedplymouth.com for \$30 plus shipping.

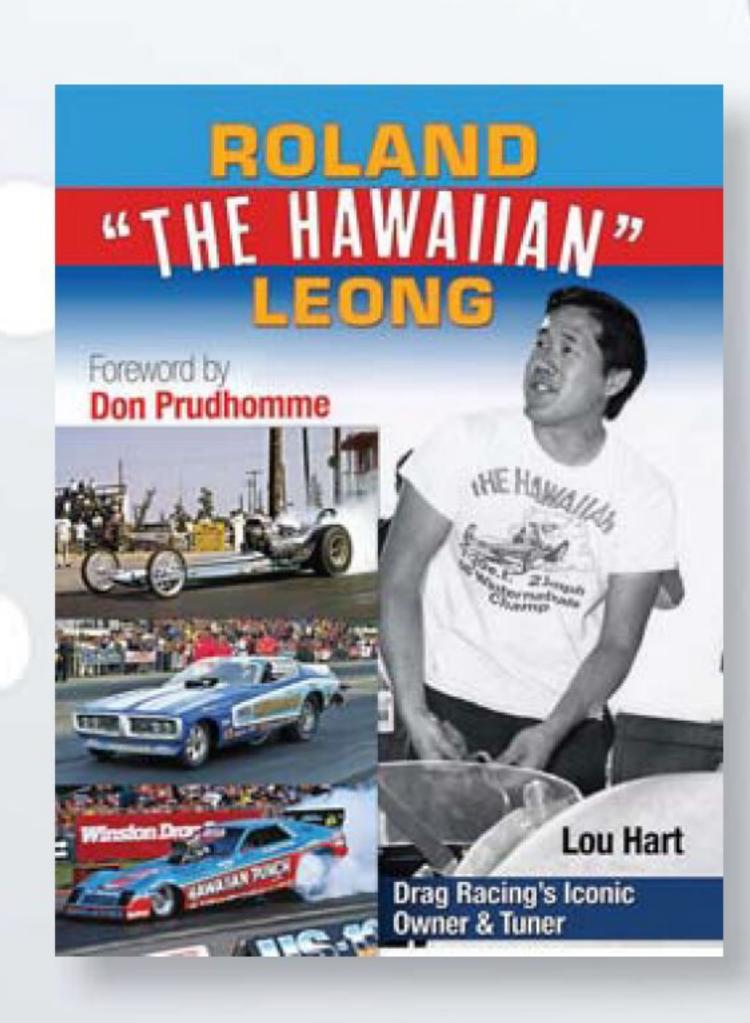


KIRBAN'S SIDE OF THE ROAD

Buick GN/GNX guru Dennis Kirban's latest book is a compilation of his "Kirban's Side of the Road" short stories that have appeared in the *Grand News* publication. These 60 stories are based on his personal experiences, many involving Buick Grand Nationals, but also other cars, particularly muscle cars. Inside the book is the story of the famous Hurst five-spoke wheel, tales of purchasing Grand Nationals, visiting salvage yards and car shows, such as those held at Carlisle, and more. Each story is

well illustrated with black-and-white photos. The books are about 8-1/2 by 6 inches in size and are spiral-bound.

To order a copy for yourself or as a gift, contact Kirban at denniskirban@yahoo.com for prices.



ROLAND 'THE HAWAIIAN' LEONG

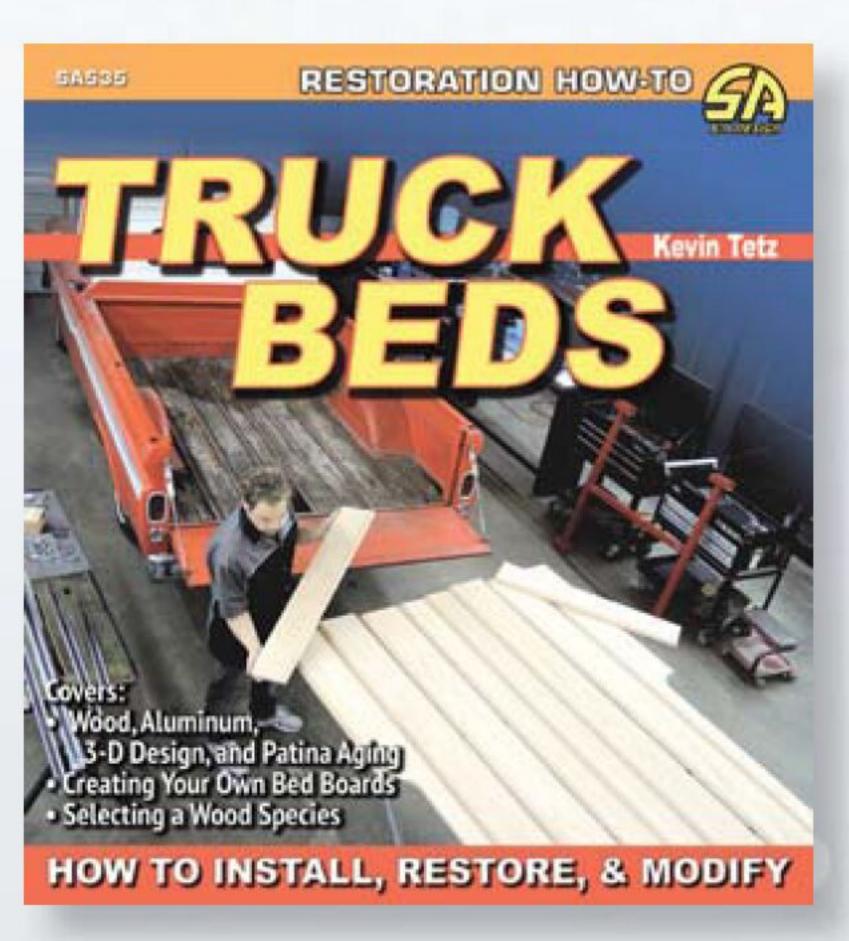
Accomplished NHRA crew chief Roland "The Hawaiian" Leong is recognized for his stellar rise in drag racing during the 1960s with Lou Hart's new book, "Roland 'The Hawaiian' Leong: Drag Racing's Iconic Owner & Tuner."

Leong started racing his family's 1960 Oldsmobile, then moved up to a new 1962 Corvette that his mother bought for him. Inside two years, Leong was in the contiguous states, winning Top Gas Eliminator title at the

NHRA Winternationals. A string of "The Hawaiian" dragsters and funny cars followed as Leong racked up more and more wins.

Following the foreword by the legendary Don Prudhomme, Hart's book follows the racer and crew chief's career year-by-year with plenty of period color and black-and-white images of the man and his cars. Leong's life is told over 178 pages of the softcover book, which is priced at \$36.95 plus \$6.95 shipping and handling.

Order from publisher CarTech at www.cartechbooks.com, or call 800-551-4754.



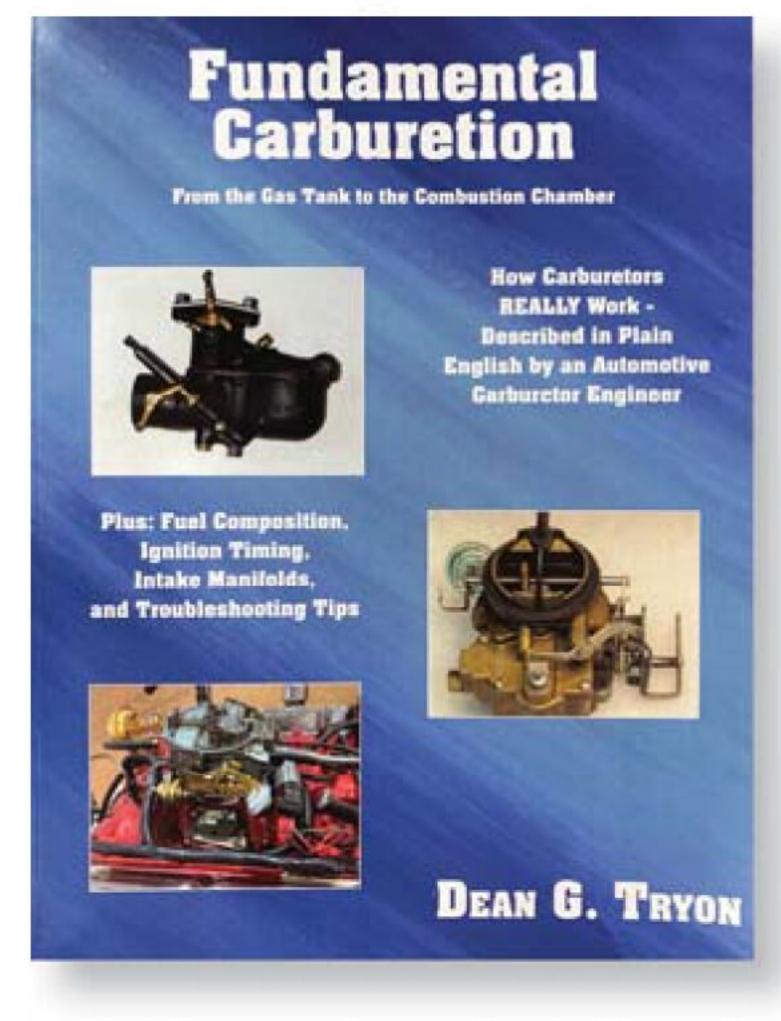
TRUCK BEDS: HOW TO INSTALL, RESTORE, & MODIFY

Bringing the natural beauty of a wood truck bed — or even simulating it with aluminum — in an old or new pickup is covered in detail with S-A Design's latest restoration how-to book from CarTech Books.

Author Kevin Tetz shows each step to refurbishing existing wood or altogether replacing wood in an old pickup truck bed with hun-

dreds of color photos. Also covered is how to cut and drill wood for good fit, treating wood for a desired like-new or patina look and how to install bed strips. There are also chapters dedicated to installing wood beds over the metal floor of late-model pickup trucks, as well as using aluminum instead of wood for bed floor material.

Order the softcover, 96-page book for \$24.95 plus \$6.95 shipping and handling from www.cartechbooks.com, or call 800-551-4754.



FUNDAMENTAL CARBURETION

"Fundamental Carburetion: From the Gas Tank to the Combustion Chamber," Dean G. Tryon's new self-published book, takes the mystery out of how carburetors work in plain English. If Tryon's name is familiar, it's because he was among the crew of volunteers who restored Futurliner #10.

In his new softcover book, Tryon shares his knowledge as an automotive carburetor engineer by explaining how gas tank location affects carburetor design, how intake manifold design and gasoline affect carburetor calibration, why carburetors need accelerator pumps and cold enrichment, the need for vacuum and mechanical spark advance and much more. Included is the book is a troubleshooting guide. The 72-page book is heavily illustrated with images and charts to further explain the workings of carburetors.

To order a copy of the book for \$35 plus shipping, go to www.fundamentalcarburetion.com.



OLD CARS 'SWAG'

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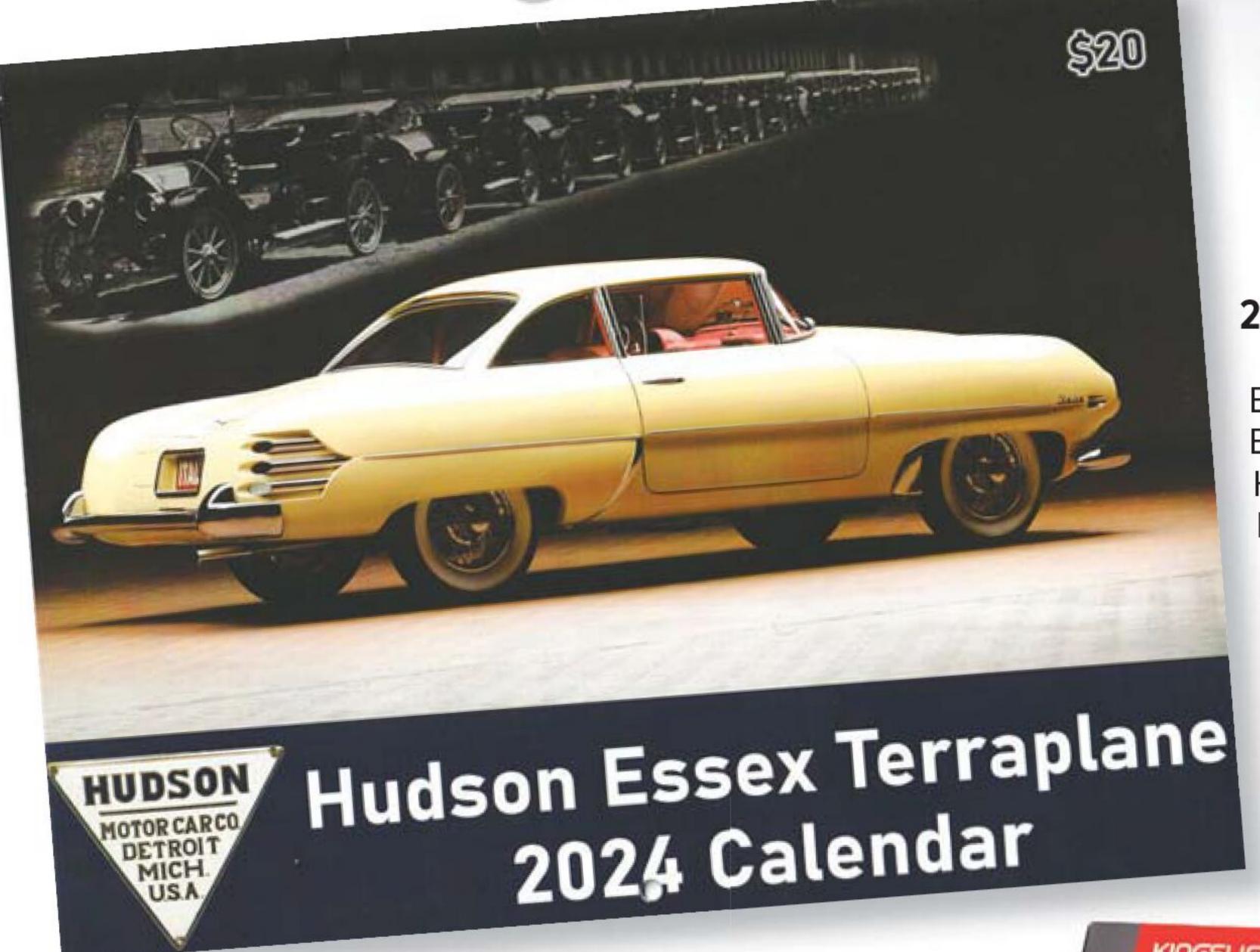
Go to https://store.oldcarsweekly.com to see the wide selection and order today!

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OLD CARS GIFT SUBSCRIPTION

Stop sharing and start keeping your past issues of *Old Cars* by ordering a gift subscription for an old car pal or relative. Each gift subscription includes a card to let the recipient know the source of the generous giver — you! Have *Old Cars* delivered to a friend or relative by calling 877-300-0243, or going to https://www.oldcarsweekly.com/page/subscribe and clicking the orange "Click Here to Subscribe" link.





2024 HUDSON ESSEX TERRAPLANE CALENDAR

Ring in 2024 with a Hudson a month with the 2024 Hudson Essex Terraplane Calendar, annually published by the Hudson Essex Terraplane Club. This year's 12-month calendar honors Hudson enthusiasts Larry Kennedy and Sue Figert Kennedy, both longtime Hudson car and organization supporters. Inside the calendar are many interesting recent and vintage color photos. Calendar proceeds benefit several Hudson causes, from the club to its historical society and museum.

Order for \$20 at www.hudsoncalendar.com or send a check or money order to Mike Cherry, 3 Silver Queen Ct., Park City, UT 84060.

KINGSLIM D4PRO DASHCAM

The new Kingslim D4PRO dashcam is the perfect example of how new technology and old cars can live in harmony. The Kingslim D4PRO dashcam records views front and rear of a vehicle, with the rear camera being especially helpful when backing up an old truck or car with limited rear visibility. The forward-viewing camera projects the rear view from a vehicle in real time onto a windshield-mounted screen aiding back-up maneuvers. Meanwhile, the forward-pointed camera on the windshield records everything encountered in traffic. Setup is simple and takes minimal time to complete. Other handy features include 4K+2K UHD recording, built-in WiFi and GPS, night vision at front and rear, hands-free voice control and recording of scenes that can be referenced following an emergency scene.

The Kingslim D4PRO dashcam is handily available on Amazon.com at https://www.amazon.com/dp/B0CD1LR12F.

MATT AVERY



Camaro Special Editions

There were and are a dizzying number of Camaro variations from 1967 to today, and author Matt Avery makes heads and tails of the Chevrolet pony car's derivatives in the new all-color, softcover book "Camaro Special Editions."

The book launches with the 1967 Camaro Z/28 and blasts off into well-known Camaro sub-models such as the 1LE, COPO and ZL1 cars, plus pace cars and anniversary editions, but also covers many not-so-well-known Camaro editions. Among the perhaps lesser-known Camaro special editions are the 1984 Olympic edition, Callaway Camaro, Transformers Special Edition, Neiman Marcus Camaro, the Hot Wheels Special Edition and more. The many Camaro special edition models are thoroughly illustrated, most often with recent professionally shot color images, to help identify the cars from

the outside and occasionally the inside and under the hood.

ZL1, Z/28, GMMG,

AND MANY MORE

INCLUDES COPO, YENKO,

An especially helpful touch is that the book includes bonus content to take readers beyond the book's 192 pages. Using the QR codes sprinkled throughout the book, readers can use their phone to scan the code to unlock even more information on the many Camaro special editions that have been offered in each of its six generations.

Order "Camaro Special Editions" from publisher CarTech for \$36.95 plus shipping by going to www.cartechbooks.com, or call 800-551-4754.



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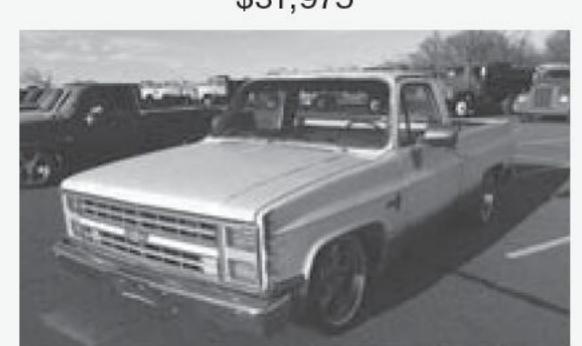
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1964 Corvette Convertible 327/300hp, 4-Speed, Hard Top & Soft Top, Red on Red \$49,975



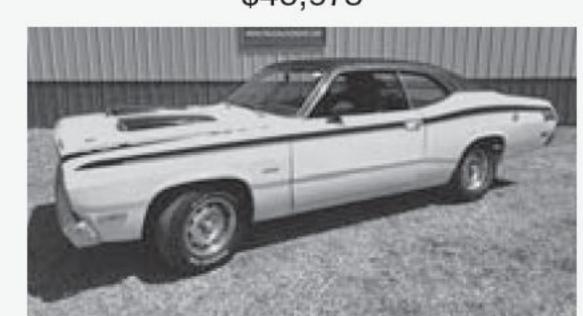
1971 Challenger R/T, 340, 4 spd, Plum Crazy, Pistol Grip, Posi \$31,975



1985 Chevy Silverado LS3 Conv., Lowered, Auto Trans., White Paint, AZ Title \$17,975



2015 Corvette Convertible 6.2L, Automatic, Black w/Red Interior, Black Soft Top \$46,975



1970 Duster 340 V8, 4 Spd, Posi H-Code, Yellow Paint \$19,975



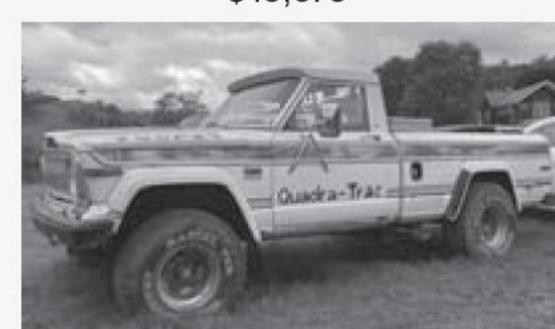
1980 Chevy C-10 LS3 Conv., Lowered, Auto, 82K Miles, Red Paint, AZ Title \$12,975



1971 Road Runner 383 V8, 4 SPD Trans, Posi Rear, Air Grabber Car, Survivor Calif. Car, \$36,975



1972 Corvette 350, Auto, T-Tops, Rally Wheels, Survivor \$19,975



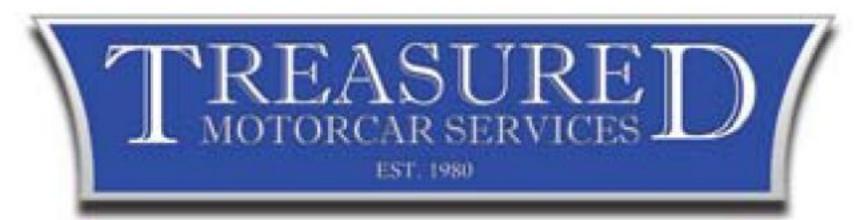
1979 Jeep J-10 Honcho 8 Cyl, 4x4, rebuilt engine and trans, extra hoods and transmission included \$9,975

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THE FUTURE?

Early electric truck would be at home today STORY AND PHOTOS BY DAVID RUBIN

t is said that the more things change, the more things stay the same. Two examples of this are home delivery and electric-powered vehicles. Both are commonplace today, but seem like relatively new ideas. In reality, those concepts represent a return to how many lived more than 100 years ago!

At the turn of the prior century, it was routine to have milk, butter, bread, ice and anything from a catalog delivered directly to your doorstep, a service we enjoy from a variety of companies today. In the early 1900s, there were dozens of companies manufacturing electric vehicles with which to make these deliveries, such as the trucks built in New York from 1905-1937 by Charles A. Ward.

Not a lot of information has been published about Charles A. Ward and his company. From the "Catalogue of American Cars," we learn that Ward was working for the family bread business in Pittsburgh in 1905 when he organized the Pittsburgh Motor Vehicle Co. for the purpose of producing small electric delivery vans for his company's use. In 1910, he moved his family to New York City. In addition to opening baking factories there, he organized the Ward Motor Vehicle Co., located at 143rd Street and Concord Avenue in the Bronx. At first, Ward's delivery trucks were used just for the family business. Quickly he expanded the enterprise, selling electric trucks to other companies around the country. In 1930, Charles Ward passed away, probably around the age of 50. Commercial vehicle manufacturing ceased in 1937, although Ward's company continued in the truck body-building business until 1965.

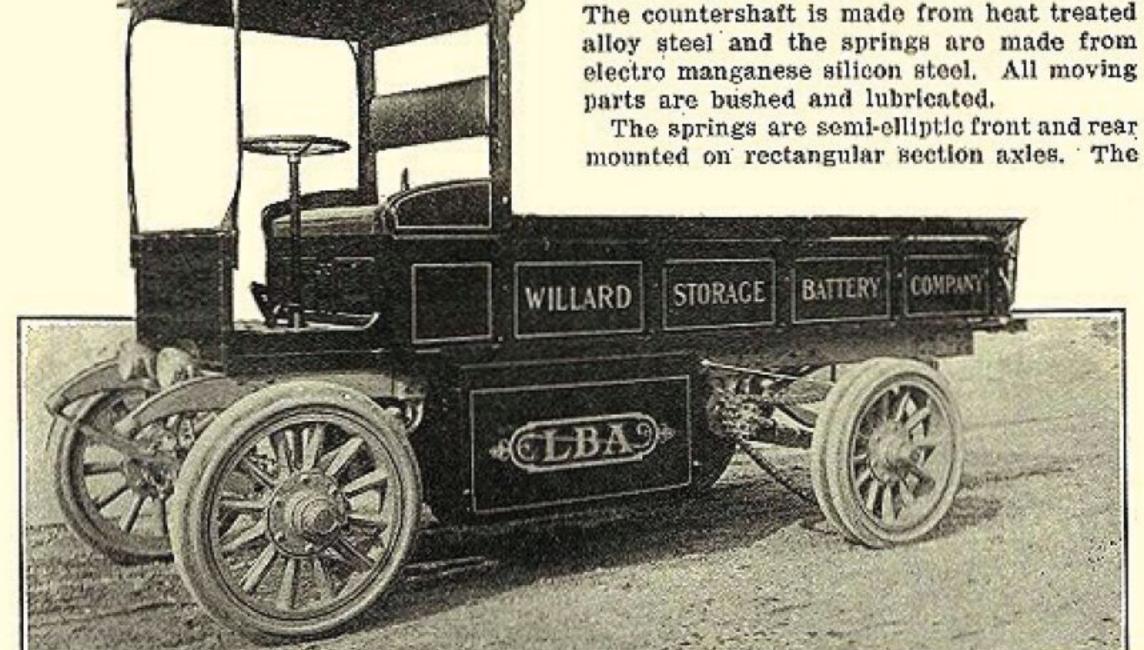
In 1913, just three years after setting up manufacturing in the Empire State, Ward was offering five models of elecAUTOMOBILE TRADE JOURNAL.

The New Ward Electric Truck Models

The Ward Motor Vehicle Company, Concord Avenue and East 143rd Street, New York City, exhibited its new line of electric trucks, consisting of four models, namely, EA, EB, EC and ED, of 1000, 2000, 4000 and 8000 lbs. capacity respectively. The

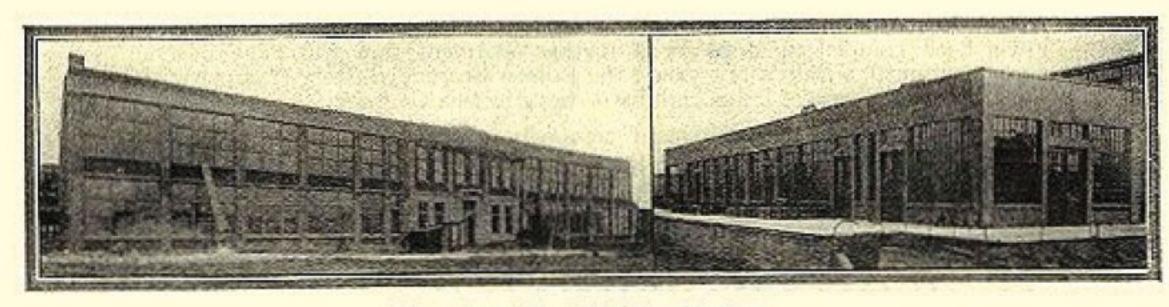
The motor and controller equipment is either Westinghouse or General Electric of regular capacity, with the battery cradle and frame of standard steel construction. The drop forged axles are fitted with Timken roller bearings, while the countershaft has self aligning ball bearings. The gear reduction consists of Morse chain to countershaft and Whitney chain to rear wheels: The countershaft is made from heat treated alloy steel and the springs are made from electro manganese silicon steel. All moving parts are bushed and lubricated.

The springs are semi-elliptic front and rear



feature of these models is the similarity of design, that is, all models and their identical parts have the same lines, the only difference being in size.

brakes are of the contracting type, operated through equalizing bar by pedal. The equipment consists of storm curtain, lamps, tools, oil can and jack, also odometer.



The New Prest-O-Lite Factory. The Prest-O-Lite Company is building a factory at Indianapolis, shown above, costing over half a million dollars, and having four times the capacity of the present plant. There are ten buildings in the Prest-O-Lite group, occupying fifteen acres of ground. The main factory building, 300 by 400 ft., occupies an area nearly equal to a city block. A charging plant, a generator house, where the acetylene gas is produced; a big gas holder of 25,000 cu. ft. capacity for storing the gas; a spacious office building having three-fourths of an acre floor space; a model garage for the use of the company's employes, engine and boiler house, constitute the rest of the new Prest-O-Lite plant. Every step in the manufacture of a gas tank will be carried on at the new plant. Manufacturing processes that have been scattered out over the city of Indianapolis, and even in other cities, will here be gathered together.

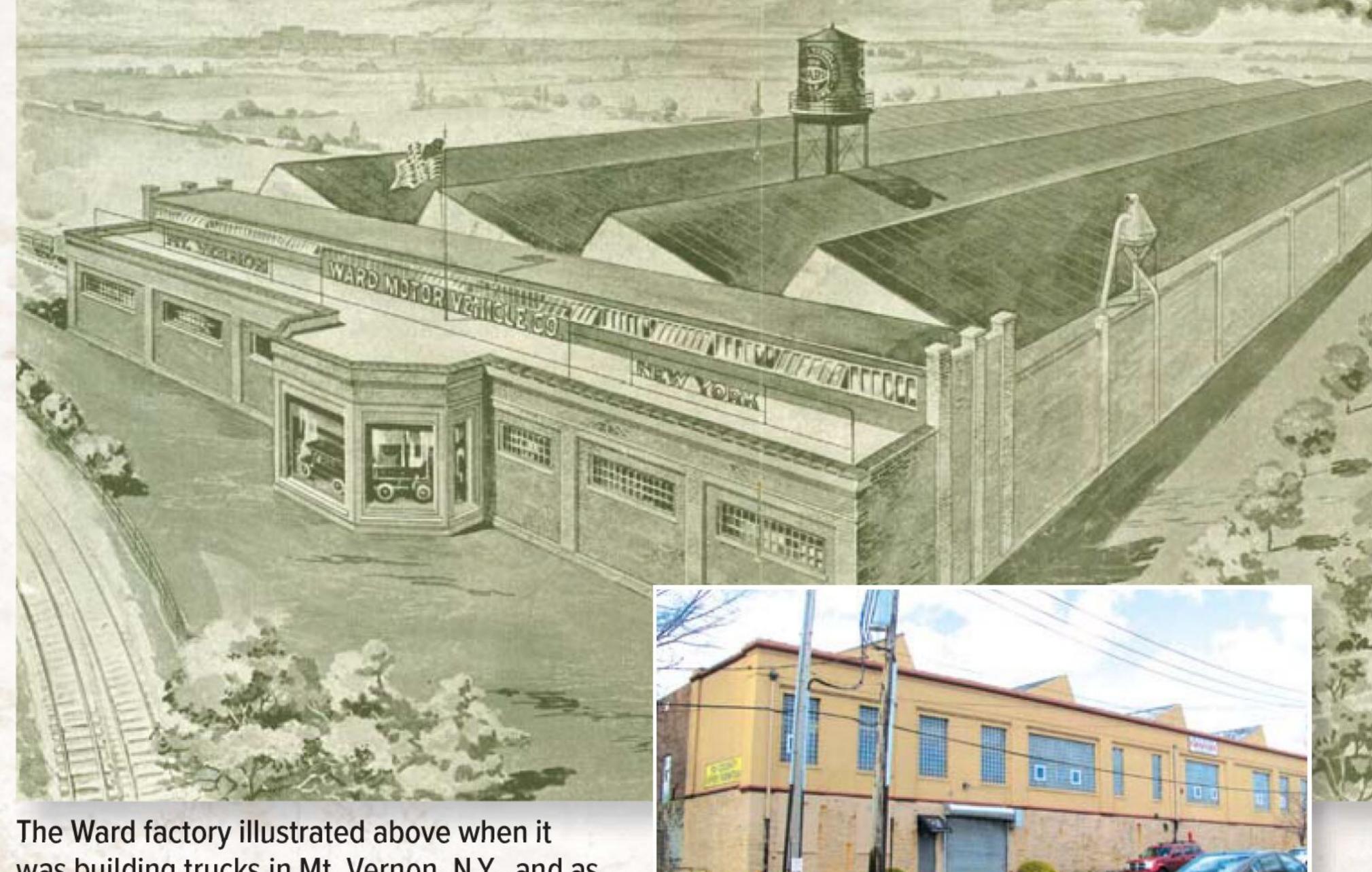
Long before Amazon was making deliveries with electric trucks, there was the Ward Electric, shown here in a 1913 advertisement.

tric trucks in four sizes, all designed for short-range urban delivery duty. According to articles in Automobile Trade Journal from 1913, weight capacity ranged from 625 pounds to 10,000 pounds (models EO, EA, EB, EC, and ED, respectively). They were getting from 35 to 75 miles per charge (the greater the weight capacity, the fewer miles per charge). Electric motors came from Westinghouse or General Electric. Trucks had four forward speeds and two reverse speeds. The two largest models featured dual wheels at the rear. All models included chain drive, external duplex brakes, Timken roller bearings, solid tires, headlamps, storm curtains, a hub odometer, tools and a jack. Trucks were customarily painted and lettered to suit the purchaser. Ten years later, the company was offering 12 truck models in seven weight capacities ranging from 1,000 lbs to 10,000 lbs., according to a Jan. 25, 1923, article in Motor Age.

Ward also built cars for a time. In 1913, Ward began production of an electric passenger car, the Ward Electric Coupe. The coupe was a four-passenger car that could go 100 miles on a charge. It was introduced at a price of \$2,100. The coupe was only sold for three model years (1914-'16).

In 1915, Ward moved his company 10 miles north to 718 South Fulton Avenue in Mt. Vernon, N.Y., to what was surely a rural area then. The factory building stands today, easily identified by its four roof-length skylights.

An ad from 1921 boasted that the Ward Motor Vehicle Co. had its best year by volume ever, and shipped trucks to clients such as Campbell Systems in Kansas



was building trucks in Mt. Vernon, N.Y., and as the factory appears today (right).

City (100 trucks), an ice cream company in Chicago (15 trucks), a bakery in Detroit (84 trucks), a laundry company in Newark, N.J. (25 trucks), and a cake company in Brooklyn (13 trucks). Incidentally, Ward Baking Co. of New York bought 155 trucks that year.

When Ward was ramping up his business in the 1910s, his biggest challenge, and opportunity, was convincing merchants to replace their teams of horses with his electric trucks. In a 1925 story in MoToR, Ward authored a three-page article titled "The Horse is Making His Last Stand." The theme of the story is given away by the title. Roughly two-thirds of the piece was spent making the financial argument in favor of electric power over horse power. The company spent many thousands of dollars on engineers and accountants, said Ward, to prove the electric choice was superior financially and mechanically over the four-legged option.

Ward's advertisements for his trucks mirrored this educational theme, often being relatively wordy compared to other truck ads of the day. His marketing strategy was to use more logic and persuasion and less promises and testimony. Ward even published a book titled "Facing the Facts," which was advertised as a "...clean-cut discussion of the delivery problem," alluding to the benefits of electric trucks.

Ward never tried to compete with long-range, gas-powered trucks. He conceded, "gas trucks could be more economically applied to the opening of new routes in outlying territories..." than electrics. At least one 1920 Ward Electric still exists, featured in the Classic Car Collection of Kearny, Neb. OC

The author wishes to thank Charles Test of chuckstoyland.com and the AACA Library & Research Center for providing information and source documents for this story.



In 1925, the Schulze Baking Co. of Chicago was operating 24 Ward Electrics as old as 1917 models.

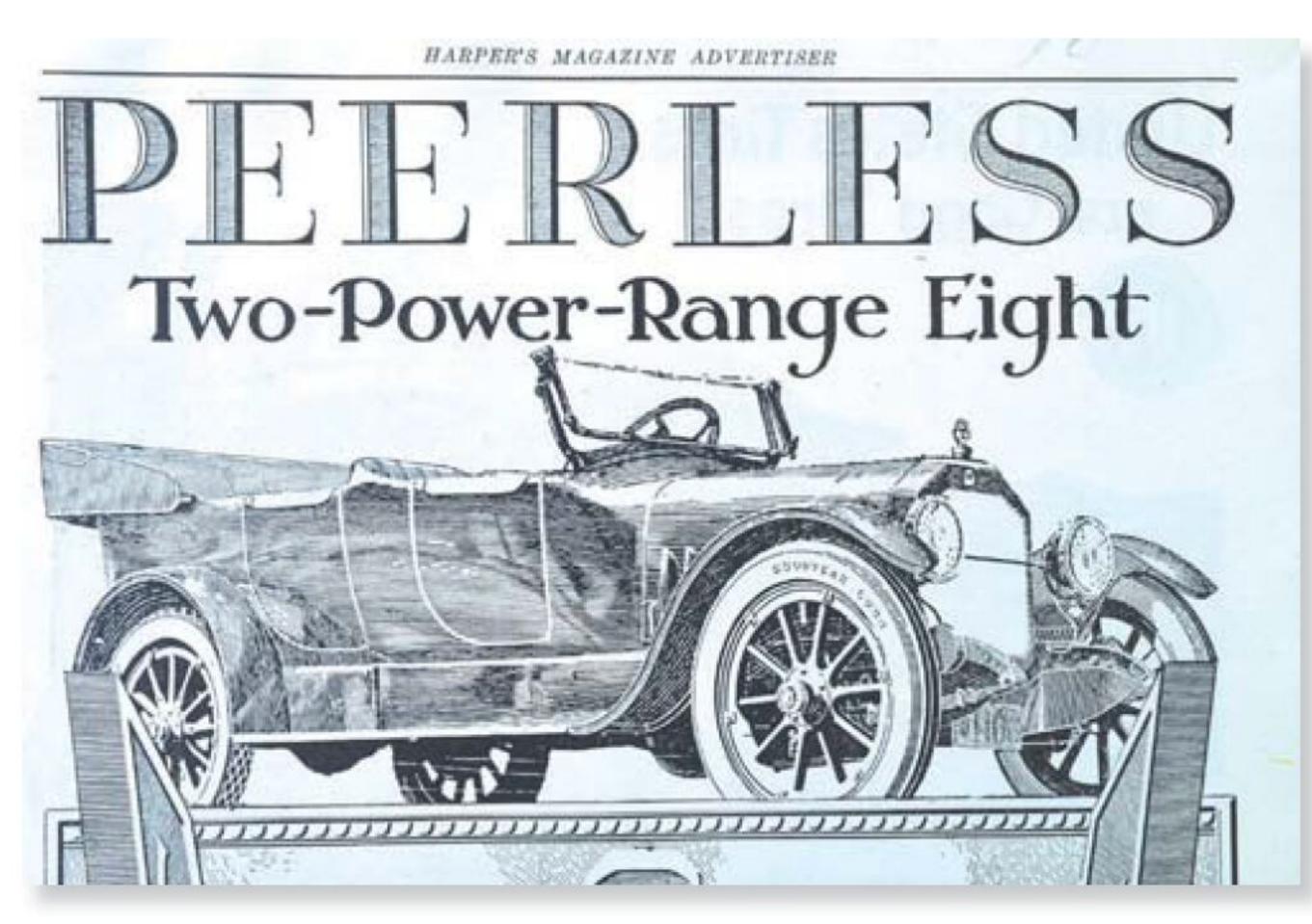
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Classic Customs

BY GERALD PERSCHBACHER



Peerless: The Advanced Years



t is a given that life happens. Changing circumstances result in adjustments to meet expenses, re-establish health, move to new environs, or simply wrestle with circumstances. It was no different with car companies. Peerless is an example.

As the United States entered the fray now known as World War I, the industrial strength of the nation was called to arms and the making of the same. Thus, the domestic automobile industry rode the waves that resulted. Many did their part in producing necessary wartime items and special vehicles for the armed services. Car makers cut back on wartime production (especially for 1917 and 1918) until the Armistice took hold. But normalcy was hard in coming as returning troops re-entered the work force with no assurance their old jobs were held open. Normalcy was not well planned as peace abruptly settled over much of the world in 1918 on the eleventh hour of the eleventh day of the eleventh month (11 o'clock on Nov. 11).

Increased costs were applied to metal in the wake of the war. Car makers tended to lighten their models or produce more units smaller in size to cut costs of production. There was a seven-percent dip in cars produced by the Cleveland-

In 1918, Peerless was ready to storm the future with its energetic models.

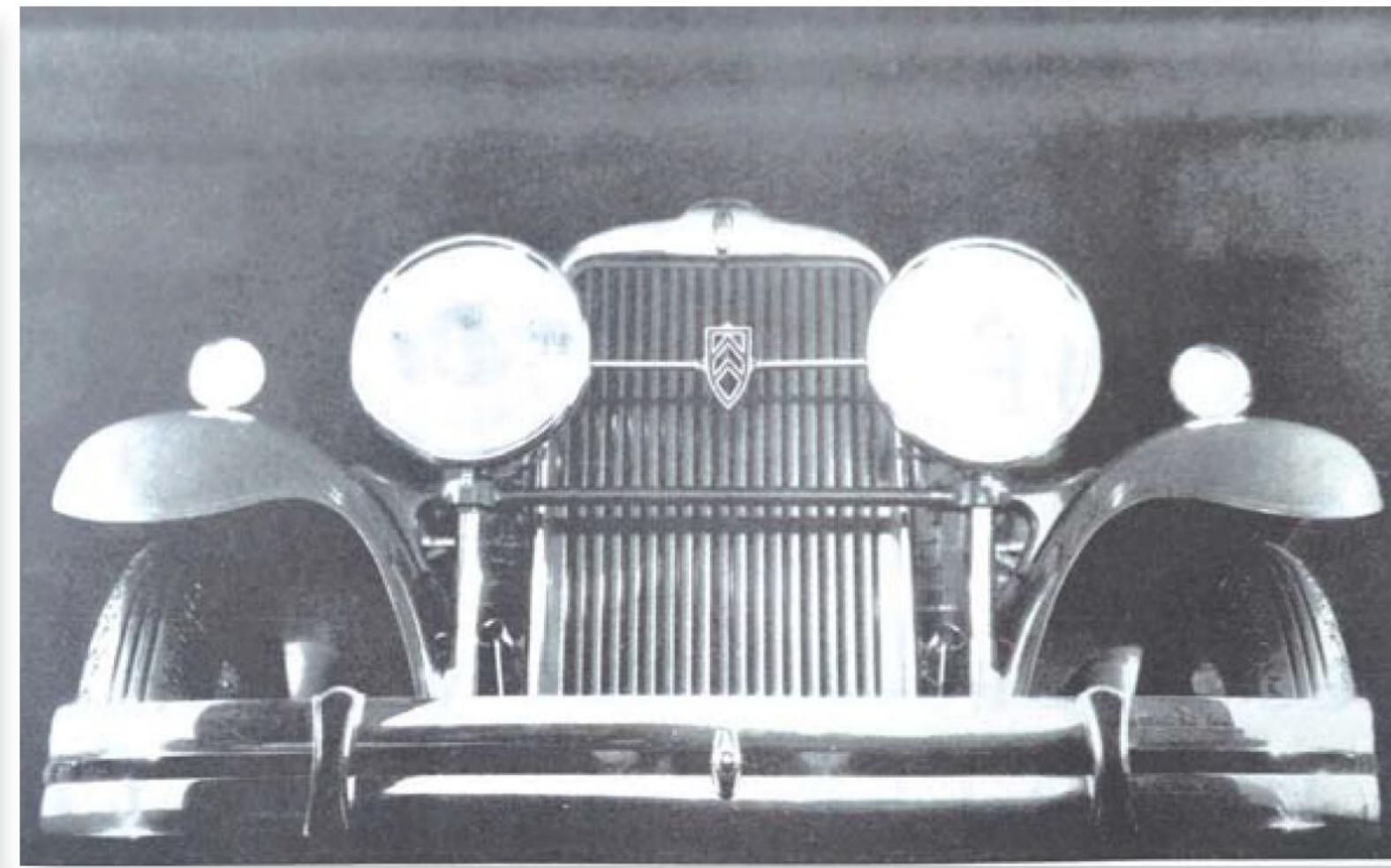
based Peerless company for 1917 compared against the 1916 production total of 4,210 units, which was highest of all years up to that point. The dips continued at 14 percent for 1918 (against the 1916 total) and a return to the seven-percent dip for 1919. Then came the 1920 run of a 47 percent increase over 1916! Good news? Indeed, but not for long. A severe postwar recession then hit the land. Production numbers (based on sales demand) slipped to wartime levels for 1921 and 1922. Sadly, this meant a drop of as much as 43 percent from the 1921 high. That became a warning knell for the survival of Peerless.

The prestige car maker was not alone. The weakened cyclecar business of small vehicles was basically decimated. The rise of the newly formed luxury Lincoln operation nearly collapsed, had Ford not bought the company. The likewise expensive Lafayette was greatly hindered, which allowed for the later rise of the lesser-priced Nash product by the same name. Small car companies folded or were absorbed by others, only to limp along until a worse economic downturn took hold late in 1929 and after. The car business was radically changed.

Nonetheless, Peerless soldiered on. The years ahead resulted in management changes and ownership switches, beginning in 1921. For a time, former Cadillac officials turned to Peerless and its assets of \$14 million. In 1923, experts formerly with Oldsmobile and Packard made their way into Peerless leadership. As did other car companies in the 1920s, Peerless took a few production nods toward lesser-priced sixes. For a time, it produced its own eight-cylinder powerplant, then opted for one by Continental, a masterful



For 1924, the Peerless offered no-nonsense models with enclosed comfort and high-quality features inside and out.



Bold in its announcement of the 1930 models, this simple visual dominated the advertising of Peerless in magazines across the nation.

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engine producer with its units nestled under the hoods of more than a few car makers — often according to their design whims and preferences.

In 1924, Peerless advertised: "When compared point by point, with cars of much higher price, either the Peerless Eight or Six instantly reveals its greater value. Rich beauty, smooth flowing power, rare comfort, absolute dependability, these all are the result of infinite care in design and construction. Surely, to possess a Peerless is to obtain the utmost in motor car value."

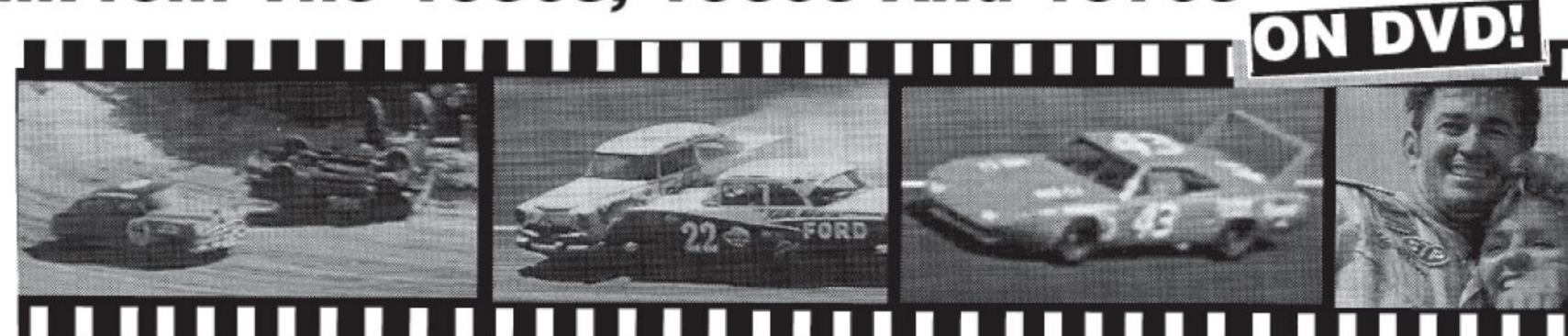
In 1930, "The new Peerless" was boldly advertised in magazine ads. Interestingly, the company itself admitted its place in car history when it said, "Always one of the three great makes known affectionately as 'the 3 Ps' — Peerless sets out to make its leadership more pronounced than ever before. The two entirely new Peerless cars are the product of men carefully schooled in building fine cars and imbued with the idea that Peerless must live on in the tradition of its famous phrase — 'All that the name Implies." The other two brands indirectly referenced were Packard and Pierce-Arrow. The Peerless Custom Eight sold at the Cleveland factory for less than \$3,000 for 1930; the Master Eight for less than \$2,000. Recognition is readily given for true Full Classic status by the Classic Car Club of America on such Peerless models as the 1925 Series 67, the 1926-'28 Series 69, the 1929 Series 8-125, the 1930-'31 Custom 8, and the 1932 Deluxe Custom 8. Some models sold new in the \$3,000 to \$5,000-plus range.

Peerless officials realized that, as the economy worsened in the Great Depression, dwindling resources may not have prevailed against pending oblivion. Car companies back then, as now, are in the business of producing and selling cars. In the 1920s and 1930s, it was beyond most thoughts that some of the models would later be classified as highly superior in design, workmanship and other attributes. Yet, they truly were a step ahead, if not a step above, the competition during their time.

In its own way, Peerless, as a producer of quality cars, fit the bill. **OC**

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1957 Plymouth reflects current Cuban car culture story and photos by JIM BLACK

while the normal citizen must work a regular job at a \$50-\$100-per-month salary, and must usually work two jobs just to make ends meet.

fter a 60-some-year hiatus, U.S. citizens are once again visiting Cuba as relations between the two countries improve. For classic car lovers, this comes at a good time. In Cuba, 1950s American classics outnumber all the other cars combined, or so it seems. They are everywhere and have become such a symbol of Cuba that they are revered by Cubans more than ever before. Old cars are also protected in Cuba, since it's illegal to sell one of these cars to a foreigner for export. As nice as some of these cars might appear, most are still considered working cars, so they are never finished or restored to a level found in the United States.

Cuban Revolue subsequent U.S.
One of the lucky car owners is
33-year-old Javier Pumar Hernandez of
Havana. Hernandez is now the owner
of the featured 1957 Plymouth Belvedere convertible that was originally
purchased by his grandfather during the
seed the cars as they

citizens could afford new American cars, but for the majority of them, that went away after the Cuban Revolution in 1959 and the subsequent U.S. embargo in 1960. As a result, few newer cars have been imported into Cuba since. Those Cubans lucky enough to have had a father or grandfather purchase a U.S. car before the embargo have received the cars as they passed down through the family. Today, those descendants of new-car owners are reaping the benefits of ownership as these cars, especially the convertibles, are popular with tourists. Cubans who own these cars can make a good living

During the 1950s, many Cuban

"My grandfather told the story of how he traveled to Boston, Massachusetts, to visit a relative who had recently immigrated to the U.S.," Hernandez said. "They went to check out a few of the newcar offerings and my grandfather fell in

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love with the all-new '57 Belvedere built by Plymouth. He couldn't wait to return to Cuba and place an order for a new convertible of his very own."

Hernandez is a self-employed vehicle operator who spends his weekdays and weekends keeping his Belvedere convertible filled with tourists while driving them around Havana and the surrounding countryside. And as you would expect, keeping the car looking good and on the road is his primary concern.

The Plymouth Belvedere, which first appeared as a separate model in 1954, lasted until 1970. The name was first used for the new hardtop body style in the Plymouth Cranbrook car line in 1951. The Belvedere became Plymouth's full-sized car until 1965, when it became an intermediate until being replaced by the Satellite in 1970.



Javier Hernandez (left) with friend and taxi coordinator, Esteban Rodriguez (right), with Belvedere.



Well-appointed in white vinyl, Hernandez's uncle recently re-upholstered the Plymouth. Note the Plymouth features Chrysler's two-speed push-button PowerFlite transmission console at the driver's left. Chrysler didn't use a locking transmission for the "Park and go" selection in 1957; the cars were placed in neutral and parking brake set.



The 318-cid "Poly" V-8 has been returned to the engine compar<mark>tment of Hern</mark>andez's Plymouth.

The engine provides ample power with 230 hp using two-barrel carburetion. Note the car wears a mid-'50s General Motors-type air cleaner.

Up to that point, 1957 was by far the best year for Chrysler Corp. as sales dramatically increased across the entire lineup owing to its new Forward Look designs. Chrysler had set a new bar for styling that left other car makers' products looking like yesterday's news, and used its advantage to proclaim "Suddenly, it's 1960" in advertising for 1957. The 1957 Plymouths were lower, longer, wider and offered major design changes with a futuristic look unlike anything seen before. Designer Virgil Exner hit a home run that extended all the way from the entry-priced Plymouth to Chrysler Corp.'s flagship Imperial and Chrysler 300 models. Dodge and De Soto likewise had fresh new designs that were unique within their brand.

Hernandez's '57 Plymouth Belvedere convertible has undergone many changes during its 66-year life span. It has received several repaints and interior upholstery replacements, and nearly every component on the car has been repaired at some point or another, including the engine, transmission and suspension.

"I did another repaint recently and went with Aqua," Hernandez said. "I did the paint and bodywork myself and I think it turned out pretty nice.

"It's important the cars stand out, so we tend to pick bright colors to attract more tourists."

Driven almost daily since new, Hernandez's Belvedere has far exceeded 500,000 documented miles, as his grandfather was a good mechanic and

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Hernandez's 1957 Plymouth Belvedere convertible was purchased new by his grandfather. With half-a-million miles, its been driven off its original wheels and now wears aftermarket wheels, as many Cuban cars now do.

excellent record keeper. The mileage is not abnormal when compared with other 1950s U.S. cars still alive and well on the island. To extend the life of their cars, a daily ritual by many Cuban owners is a light hand washing of their car each evening to remove sea salt, and spraying down the underside and suspension with thinned oil or a preservative.

By January 1959, approximately 180,000 cars had been imported into Cuba, most between 1948 and 1958. Approximately 93 percent of that number were U.S makes, with Chevrolet the predominant brand.

The Cuban people are a very resourceful culture; they never discard anything, and prefer to repair rather than replace. With that resourcefulness, they have somehow kept these cars running for more than half a century. When they could no longer get replacement parts from the United States, the original engines were replaced by Russian engines. Years later, when these engines wore out and trade with Russia ceased, diesel engines replaced the Russian engines. Today, nearly all the classic American cars on the island use modern four-cylinder diesel engines with five-speed transmissions sourced from Korea or Japan. Very few of these cars still have their original engines intact. However, through Canada, and as relations with the United States have improved, parts are becoming available and more and more original engines are finding their way back into Cuban cars.

"My friends in the car hobby are beginning to realize the importance of getting the older original engines rebuilt and back into their cars," Hernandez said.

"Grandfather removed the original V-8 from the car years ago, when parts for an overhaul were no longer available," Hernandez recalled. "Another engine and transmission took its place, but a few years ago, we were finally able to get parts for a rebuild, and now the original engine and transmission are back where they belong."



Javier Pumar Hernandez (second from left) and several of his Cuban car buddies mingle among other iconic classic American cars.



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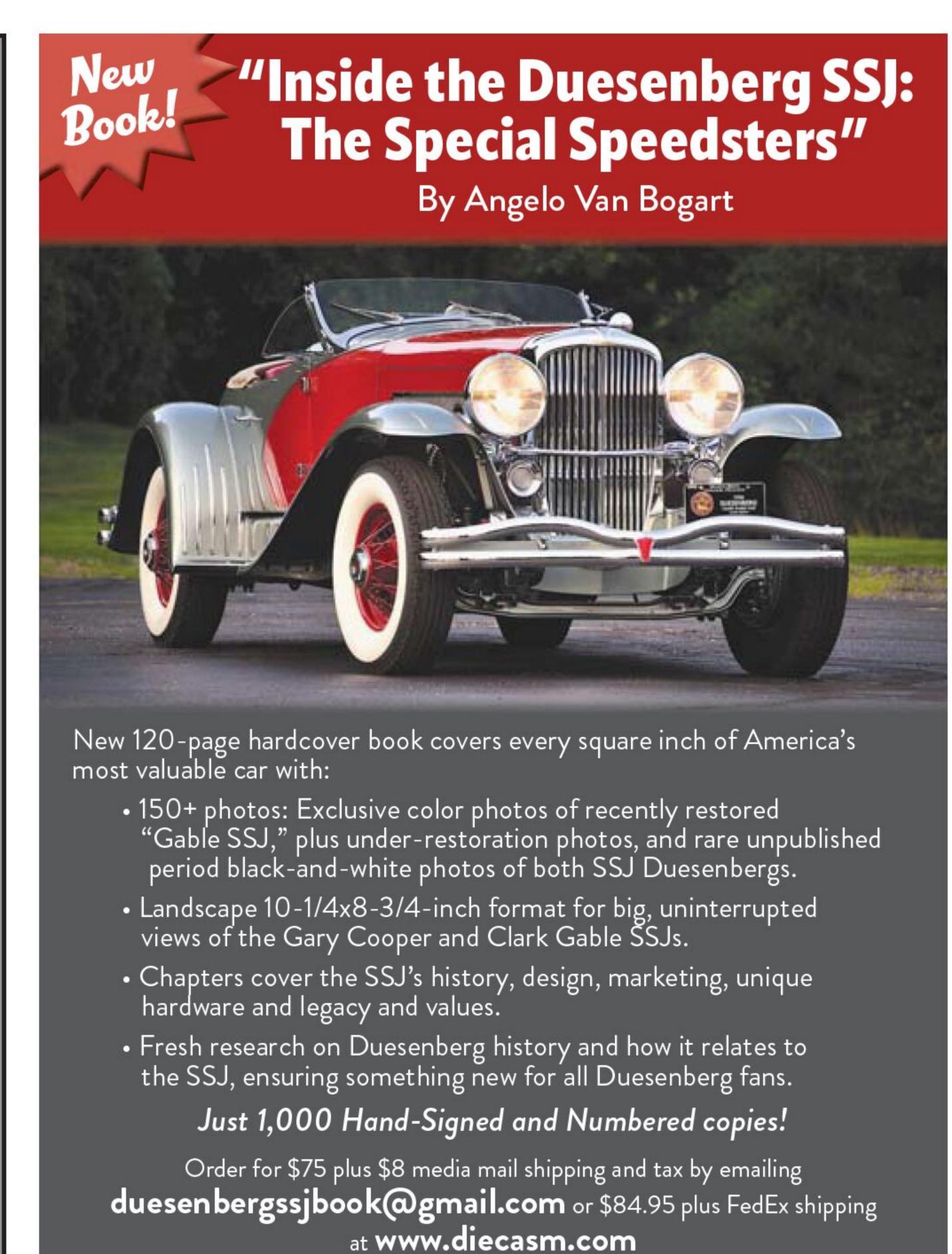
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Hernandez's Belvedere has the 318-cid V-8, commonly referred to as the "Poly" for its polyspherical combustion chambers. Actual displacement was 317.9 cubic inches with a bore of 3.91 in. and 3.31 in. of stroke. Horsepower with two-barrel carburetion was 230 bhp; this powerplant in Hernandez's car is backed by Chrysler's two-speed push-button PowerFlite automatic transmission.

Options and accessories are sparse with dual exhaust, push-button radio and antenna, dual mirrors, tinted safety glass, air-foam seat, windshield washer, back-up lamp, special wheel covers and white sidewall four-ply tires. Absent is a heater/defroster (not necessary in Cuba), and power steering and brakes.

With beautiful sunny days the norm in Havana, the top is rarely placed in the up position on Hernandez's Plymouth.

"Interiors take a beating in the hot Cuban sun with the top down most

of the time," he said. "My uncle just replaced the upholstery in the car just a few months ago and does it on a regular basis."

The only other upgrade to the interior has been a Pioneer sound system.

Although Hernandez and other Cuban car owners are busy earning a living with these cars, some still find time to be involved in the local car club scene. "A Lo Cubano Classic Car Club" of Havana is one of the largest clubs on the island, with more than 100 members. The club has activities on a regular basis. There are also several other car clubs in Havana and the surrounding communities.

"I attend when I can and managed three first-place awards at a few of the 'A Lo Cubano' shows in recent years," Hernandez said. "The car culture in Cuba is growing, and the future looks good for the hobby." OC

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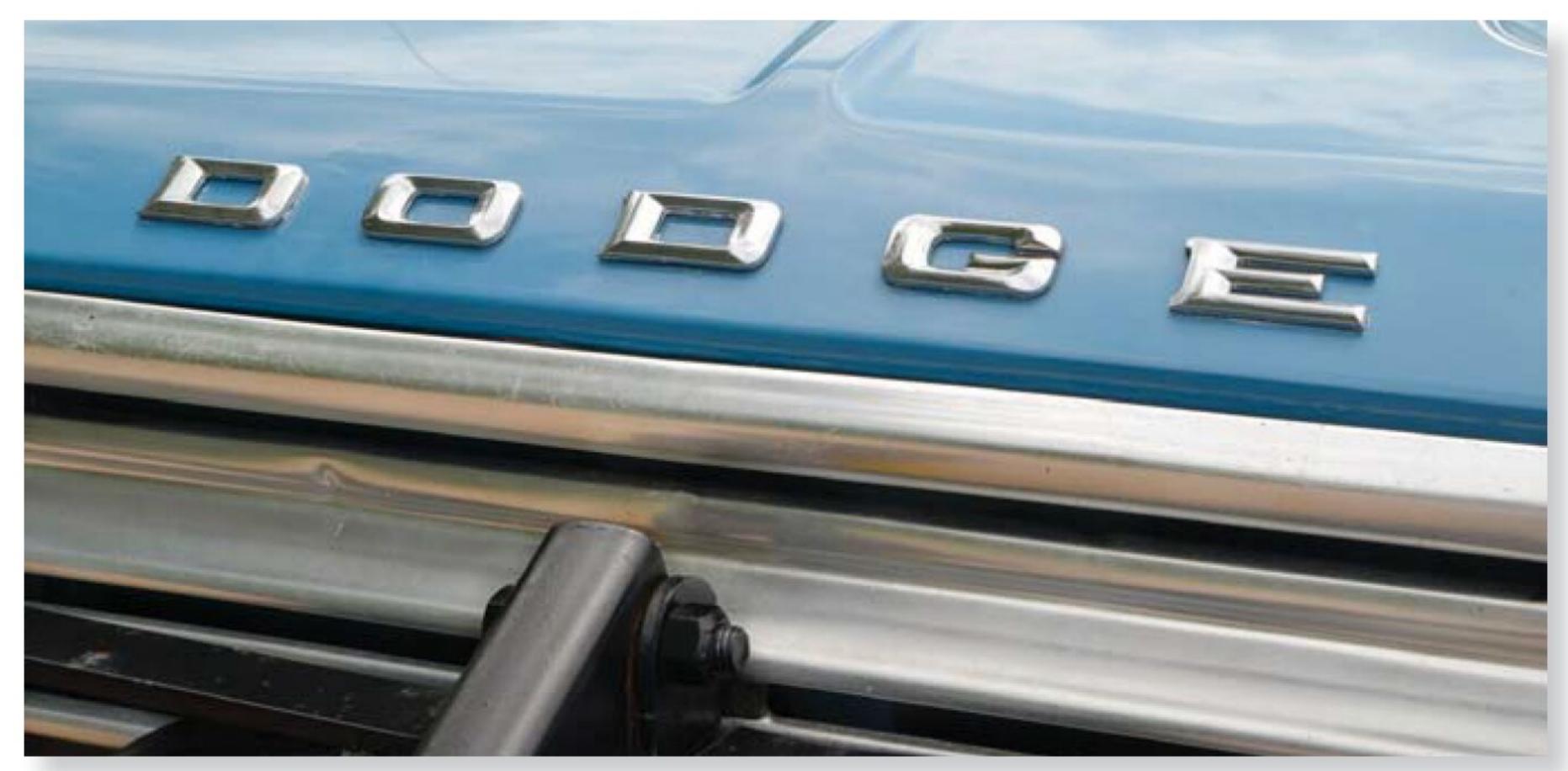
THE POWER (WAGON) OF FRIENDSHIP

1973 Dodge goes from original owner to lifelong friend's son STORY AND PHOTOS BY BOB TOMAINE

he 1973 Dodge Power Wagon that David Havard bought just a few years ago might as well have been in his family since it was new.

"I wanted one for a lot of years," explained the truck's first owner, Frank McCabe of Larksville, Pa. "I wanted a pickup truck and I wanted four-wheel drive and I shopped around for about a year. Finally, I found a really good price in Olyphant, Pennsylvania, Lewis Brothers ...

"It was a small Texaco gas station with a showroom that had one car in it. The guy had to order it and I told him what I wanted. He was something like



The name of the Power Wagon's maker was spelled out in metal letters on the hood for 1973.

\$1,000 cheaper than the five or six other dealers I was at. I waited seven months for it to come in. When you're working for \$2 an hour, \$1,000 is a lot of money."

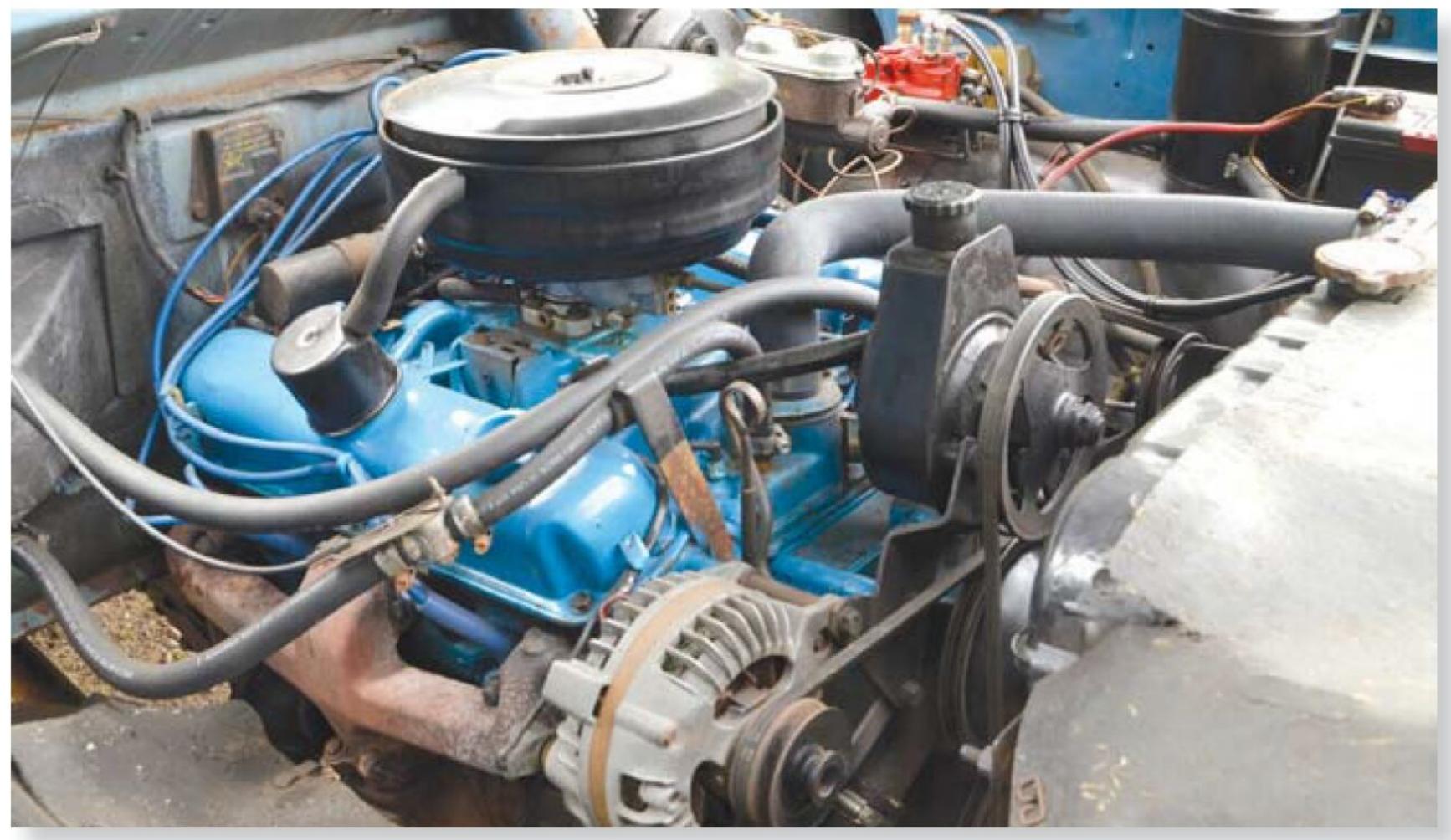
"We went to high school together," said Havard's father, Don. "We busted him for a whole year because he kept saying he had this Dodge ordered, he ordered this Power Wagon. We didn't believe him. 'Ah, you would've had it. Who are you kidding?' And finally, it was right at the end of the school year that he came driving in with it ... He worked a lot of hours, saving money for that truck. How many seniors in high school have a brand-new truck? Maybe now they do, but then? There was no such thing. He really worked hard. He earned it and he said he was keeping it forever and (2021) was forever. He finally parted with it."

A Dodge was an appealing truck in 1973, given not just its design and features, but its heritage. It was late in 1917 that the first Dodge truck – a screenside – was built under the name "Dodge Brothers," as brothers Horace and John Dodge had now added commercial vehicles to their line of passenger cars. The two had been suppliers to Henry Ford and other early automakers as well as investors in Ford's company. Their part ownership of Ford's business did not go well as the brothers went to court over payment of dividends they felt were owed to them. They won, and walked away with more than \$30 million in 1919, but by then, they'd already established themselves in the automobile business.

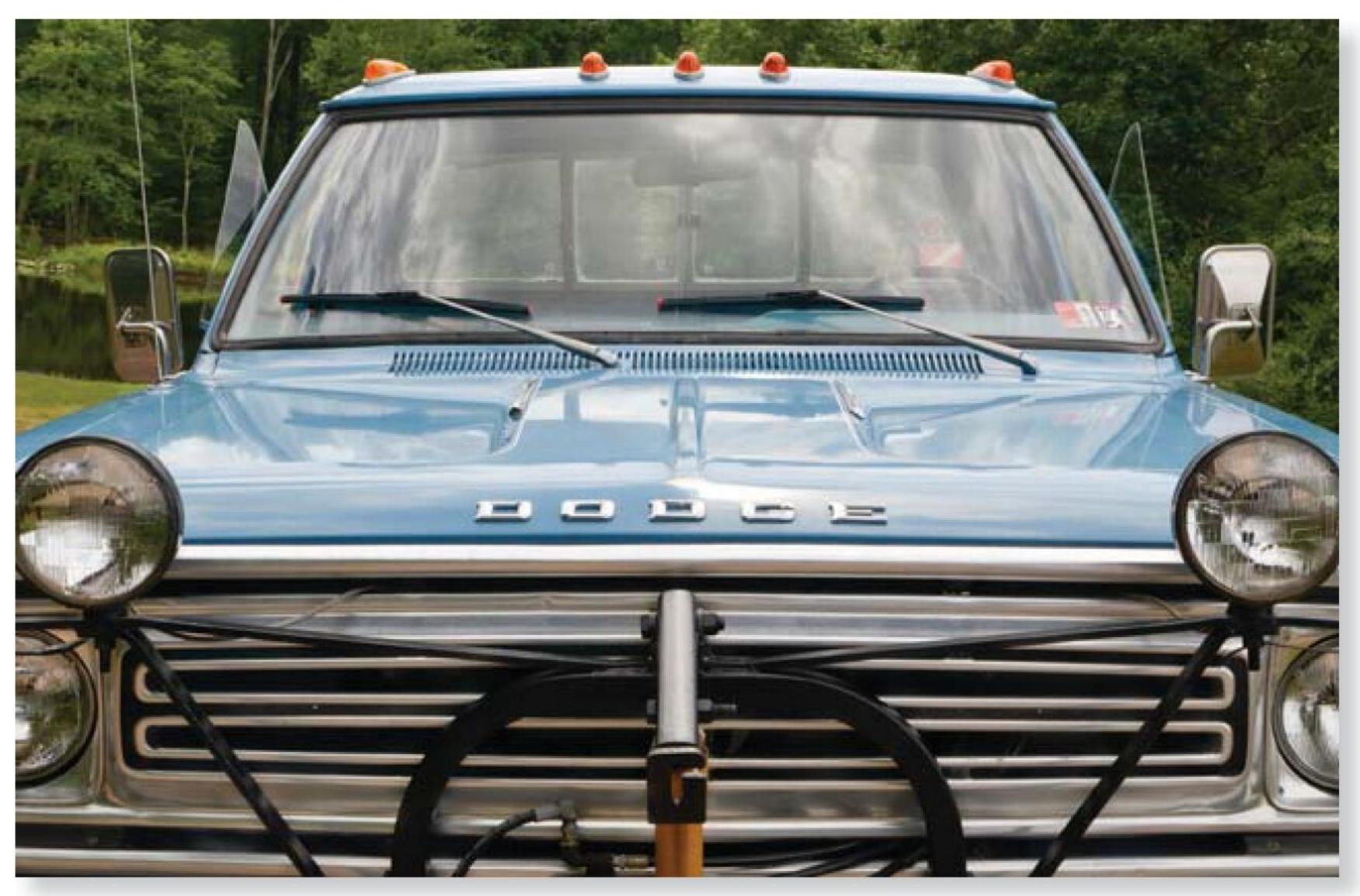
Their cars served the U.S. Army in its raid against Pancho Villa, and their ambulances went to Europe in World War I, so it was less than surprising that Dodge would again be contracted to provide military vehicles for World War II. One example was particularly notable for both its service and its future.

The T-214 was a three-quarter-ton fourwheel drive that today might seem brutally uncivilized, but at the time, was valued for its ability to travel through nearly any terrain under nearly any condition. Too good a design to fade away at the war's end, Dodge modified it into the Power Wagon and made it available to the general public in 1946. Its military look and almost indestructible character never changed through the end of domestic sales in 1968 and export sales in 1978, but like the design itself, the name had value and in 1957, Dodge applied it to half- and three-quarter-ton four-wheel-drive pickups using the more conventional sheet metal of civilian pickups.

Dodge's light-duty trucks naturally went through a number of major restylings over the years, and the look of Havard's generation of



The 318-cid V-8 is one of Chrysler's best-known engines. The 318 in this 1973 Power Wagon generates 210 hp. And look at all that space to service it in the engine bay!



As a three-quarter-ton four-wheel-drive, the Dodge is well-suited to plowing duties.



The Dodge's dashboard is an excellent example of the no-nonsense approach to design. The AM-FM-cassette-player replaced the original AM radio, but just inside the steering wheel's right edge is an unusual option: a hand throttle.

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Like many trucks that have worked hard throughout their lives, Harvard's pickup has seen a little improvisation. The later box on his 1973 Power Wagon is from a 1989 Dodge, but nearly matches up with the earlier cab's body lines.

Power Wagon was completely different than that of its 1971 predecessor. The angular straight-line look that had arrived for 1961 was replaced for 1972 by an up-to-date design with softly rounded sides and clean details. Under the skin, engines ranged from the 225-cid six with its 140 hp to the 200-hp 400-cid V-8. Automatic as well as three- and four-speed manual transmissions were available, and Power Wagons were offered in half-, three-quarter- and one-ton nominal capacities.

Havard's 1973 Power Wagon is a three-quarter-ton W200 with a 210-hp 318 and a four-speed, exactly as McCabe had ordered it, and it still carries its snowplow. The only major difference is that what is otherwise an unrestored original now wears the 8-foot box from a 1989 Dodge.

"I used it for hauling wood," McCabe said, "getting lumber for small projects I did for people, stuff like that. I took it to Pocono International Raceway every year for the races, I went to Canada one time with it. It's been in a lot of little places, and a lot of people rode in it through the years."

Health problems led to his selling it, he explained, and the fact that it ended up with Havard in Mountain Top, Pa., was no accident.

"I was trying to find a good home for it," he said. "One guy wanted to buy it and park it on his farm and use it for wood and leave it outside. I said, 'No.' Then Don came around and asked and I said, 'It's yours."

"I've always liked MoPars," said David Havard. "I've always liked Dodge series and originally, I was looking for a first-gen Cummins(-diesel-powered Dodge), but when I saw a 'Tin Grille,' especially with the '72 and '73 grille — because that's the one I really like the best out of all the years from '72 through '80 — and it had a personal connection between my dad and Frank, I couldn't pass it up."

He's not the only one to appreciate it, as he said that his friends like the truck and everybody wants to ride in it for the difference it represents from its more modern counterparts.

"Just sitting in it," he said, "opening up the vent windows and getting all the airflow coming in, because there's no air

conditioning, it's just a unique experience and you kind of get lost when you're driving it. Obviously, there's no connection to Bluetooth or anything, you're just sitting in it. You've got to live in the moment when you're driving it."

The Dodge is probably best seen as minimalist rather than Spartan. It has power steering and was delivered with an AM radio that McCabe replaced with an AM-FM-cassette-player. Granted that it's not Bluetooth-enabled, it's still there, it still works and more importantly, since McCabe said it slipped right into the radio opening, it does little to detract from the overall originality, and that's important to Havard.

"I've kept it pretty stock," he said. "Since it's pretty much original, I really didn't want to mess with it a lot. It's got the original leaf springs in the front and the rear, the shocks have been replaced. I didn't want to jack it up or put wide tires on it, because that'd mess up all the joints."

Some of his friends appreciate it and he said that it's rarely overlooked on the road. While some of that might be due to its being a truck more than 50 years old, there are other possible explanations for its tendency to catch the eye of those who recognize it.

"There aren't many around anymore," Havard said. "They were the lowest-volume seller out of the Big Three, and the ones that did sell? People worked them and they rusted out, or they didn't keep up with them, so you don't see them.

"When I'm at the gas station, people come over and say, 'Oh, my goodness.' Everybody says they had one. Nobody has one anymore. It's always, 'Oh, I had one of these back in the day. I used to go fishing, hunting with it all the time. I went to work with it.' And they say this is it, that it was their favorite truck they'd owned."

His plan, of course, is to keep the Dodge forever. That's probably due in part to the fact that it was the first vehicle he'd bought on his own, but there might be more to it.

"This truck," McCabe observed, "I liked it so much that if they made a new one like this tomorrow and I was a lot younger, I'd buy one. I'd buy one all over again." **OC**

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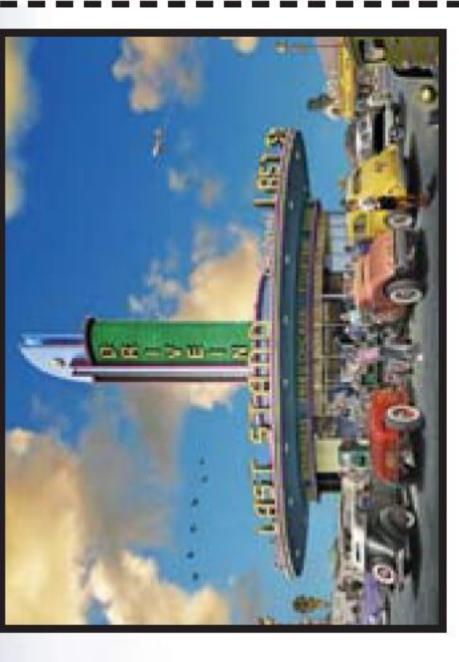
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tains is one of the largest collections of unique vehicles in all the hobby. Just one example from that collection is this stunning turquoise 1966 Chevrolet C-10 Suburban Carryall. After all, when was the last time you saw one of these classic Suburbans, let alone an example in like-new condition?

Wilber Shaner is the car handler for a vehicle collector who's collection includes the Eagles Mere Auto Museum in Laporte, Pa., and Shaner is the go-to guy for a glimpse inside the collector's private stash. At last count, Shaner estimated there were at least 400 vehicles in the collection, "and we're still adding to the inventory," he said.

The fifth-generation (1960-'66) Suburban was introduced by Chevrolet and made available to the public late in 1959 for the 1960 model year. The fifth generation came to an end after the 1966 model year, when the company introduced a new design for all of its trucks for the 1967 model year.

By the mid 1960s, America's suburban culture was firmly in place as the national population approached 200 million people. Cultural changes were

happening in all areas, from a growing counterculture among young Baby Boomers to new technologies, such as artificial turf for sports fields. AstroTurf was installed for the first time in 1966, at the Houston Astrodome, ushering in an era of sports domes built not in urban centers, but the suburbs. It was also the year that "Star Trek" debuted on television.

Already in production for more than 30 years, the Chevrolet Suburban for 1966 was in its final year of a design generation that brought greater passenger comfort, amenities and safety features. However, the Suburban of the 1960s was

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still not the luxury-laden people carriers of today that have flip-down video screens, individual leather bucket seats at front and rear and separate climate controls for front and rear-seat passengers — in fact, a deluxe heater was still a \$53 option in 1966.

The 1966 Suburban Carryall was offered on Chevrolet's half-ton truck chassis, with two- or four-wheel drive, but it was still used primarily as a crew hauler, and fewer than 1,000 of the approximately 13,000 examples sold that year were ordered with four-wheel drive.

Power for the '66 Suburban came in

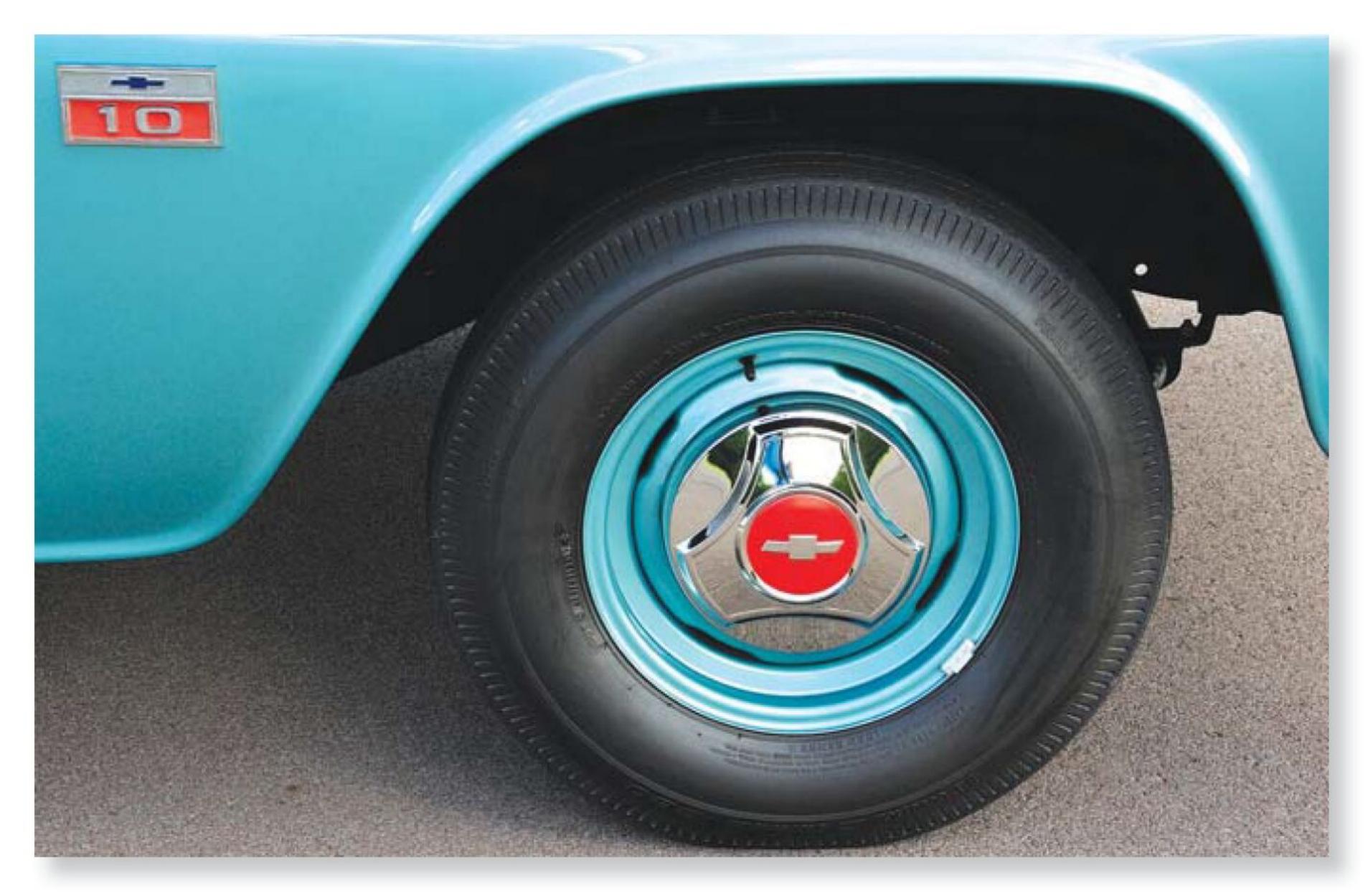
either inline-six or V-8 forms, with the standard 250-cid six-cylinder a more modern descendant of the "Stove Bolt" six that was offered in the Suburban when it was introduced for the 1935 model year.

The Chevrolet Suburban became renowned for its durability, and over the years, it cultivated a loyal following among truck customers, especially in Texas. In the Lone Star state, the Suburban is sometimes referred to as a "Texas Cadillac," and in 1986, *Texas Monthly* published a story in which it said the Suburban was the "national"

car of Texas" and was "the most Texan vehicle there is...It's big, it's strong, it's fun, it doesn't put on airs, but it doesn't keep you from putting on a few."

An increasing call for greater safety in passenger vehicles during the 1960s saw the inclusion of safety belts, back-up lamps and dual-speed windshield wipers as standard equipment in the fifth-generation Suburban Carryall. New safety equipment would be included in the next-generation model for 1967.

After more than 30 years on the market by 1966, the Suburban remained a utilitarian transporter with room for



The standard hubcap wore the Chevrolet bow-tie in a red center for 1966.

many passengers and their cargo with the added bonus of excellent towing capability. It was a combination that more and more "civilian" customers were finding enticing to support their leisure activities, such as boating, camping and auto racing.

When GMC and Chevrolet introduced their all-new lineups of light-duty trucks for the 1960 model year, the redesigned trucks had a lower stance than the prior model and rode on an enhanced chassis and suspension system that provide improved ride comfort. The Chevrolet truck lineup continued to evolve with styling enhancements for 1962, particularly to the grille area, and further front suspension and frame changes were introduced under the 1963 models. The 1964 trucks received a fresh windshield design, and sloping A-pillars replaced the dated wraparound glass.

Like the other Chevrolet light-duty trucks, the Suburban Carryall entered 1966 with few obvious changes. The exterior received redesigned and relocated side fender badges. It was under the hood where performance improvements came into play. The old 230-cid inline six-cylinder engine was stroked to create the new standard 250-cid unit. It was factory rated at 155 hp, an increase of nearly 10 percent over the earlier 140-hp, 230-cid version.

Chevrolet offered three engine options for the 1966 model year. A 292-cid inline six produced 170 hp. It was joined by two V-8s, the familiar 283 cid returned with its 175 hp, and a newly designed 327 cid with 220 hp was added to the lineup.



Although optioned with the Custom Comfort Option, this Suburban Carryall was built with the standard 250-cid inline six-cylinder engine, which didn't require a rebuild during its restoration process.



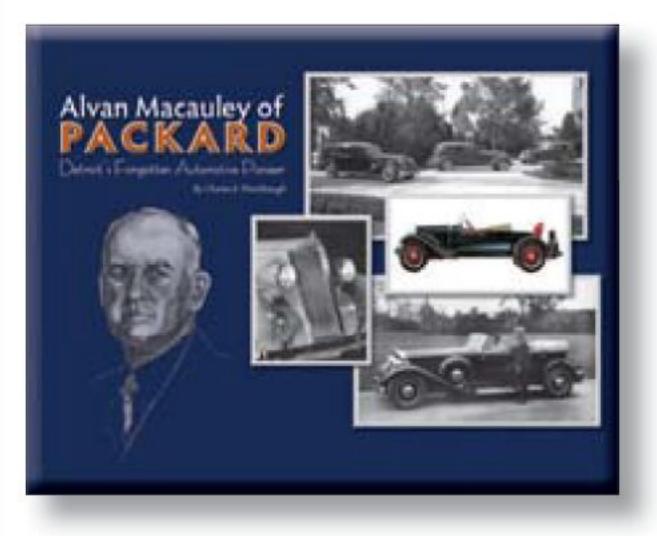
With six-passenger seating, the rear-most area of the Suburban lacked a third row of seating, leaving a compartment for hauling.



The utilitarian interior was shared with pickup trucks, although the Suburban's front bench seat was split toward the passenger side so the far right side could flip forward for access to the rear seat or seats, depending on whether the truck was built for six or eight passengers.

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Rear passengers had great views, but had to crawl behind the front seat for access.



The Suburban Carryall of the 1960s remained utilitarian, with metal door construction plainly visible on the interior side.

The standard transmission was a three-speed manual. A wide-ratio three speed and a four speed were optional for both sixes and the 283-cid V-8. All four engine offerings for the 1966 C-10 Suburban Carryall could be paired up with the optional Powerglide automatic transmission.

The Suburban Carryall shared its 115-inch wheelbase with the short-bed pickups and used the same basic body as the panel truck, but with the addition of rear seats and more side windows. Suburban buyers were given the choice of a pair of side-hinged, panel-style rear doors or a horizontally split end-gate. The latter included a flip-up rear window and a drop-down tailgate.

The Suburban Carryall interior featured two-row seating for six passengers as standard equipment with an optional third two-passenger seat to accommodate eight passengers. In all Suburbans, the right one-third of the front bench seat folded forward to provide passenger access to the rear-seat compartment area since there were not yet rear side doors.

Chevrolet offered three distinct Custom packages for the Suburban Carryall. The Custom Appearance Option added bright-metal accents, including a windshield molding, an anodized aluminum grille and side beltline moldings. It

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OPPOSITE: The Custom option added a chrome steering wheel horn ring and control knobs, and offwhite accent paint to the instrument panel.

also added a chrome horn ring on the steering wheel, chrome-trimmed instrument panel control knobs and accents of off-white paint on the interior door and side panels.

The Custom Chrome Option added chrome-plated bumpers and hubcaps.

The Custom Comfort Option additionally provided a padded armrest on the driver-side door, a second sunshade (visor), a chrome-plated cigarette lighter and a key lock on the passenger-side door. Special nylonand-vinyl seat trim with additional seat cushioning was included, too.

The featured 1966 Chevrolet C-10 Suburban was factory produced with the Custom Comfort Option and as such, has the features of all three Custom option packages.

The Eagles Mere Auto Museum added the 1966 Chevrolet C-10 Suburban Carryall to its collection several years ago after purchasing it from a private collector. One of the prior owners went through the process of restoring the truck to its factory original specifications, but the engine was left untouched and in its original condition.

After following the Suburban from the museum to the photo-shoot location and hearing its engine run, it was easy to understand why the Suburban's original 250-cid straight six didn't require a rebuild. It ran quietly, didn't emit blue smoke and went through the gears effortlessly while powering the truck along the roads of Laporte.

As good as it looks and runs today, this truck will long be an example of a rarely seen but popular Chevrolet truck model. **OC**



Fifth-generation Suburban Carryalls were available with a drop-down tailgate or the rear "barn doors" that were side-hinged, as seen on this example.

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Thomases reunite at old factory in the 'Nickel City' STORY AND PHOTOS BY GREGG D. MERKSAMER



three-story reinforced concrete factory

buildings behind date from 1905-1909. Rich

Products Corp., a frozen food concern best

known for Coffee Rich non-dairy creamer,

running board toolbox curves as it would

has occupied the plant since 2006. The word

"SHAWMUT" on the 1907 Thomas's port-side

2023 Thomas Flyer Week memorably kicked off with a misty July 25 morning photo shoot at Niagara Falls State Park, where participating cars such as Richard & Marcia King's 1908 Model F 4-60 Tourabout from Redding, Conn., were specially permitted to drive up the pedestrian path to Goat Island's Terrapin Point overlook. (Paul Pasquarello photo)

Arrow was Buffalo, N.Y.'s "greatest" car and truck maker, thanks to the prestige and quality of its offerings — and the fact it stayed in the business from 1901 through 1938 — Thomas is surely a more familiar make to most folk, despite it being active less than 15 years (from 1902-forward). This is almost entirely due to how one of Edwin Ross "E.R."



1905 was the first year Thomas catalogued four-cylinder Flyers in 40- and 50-hp variants on 106-, 110- or 114-inch wheelbases, plus a special-order 60-hp "six" using a 124-inch wheelbase. This unwieldy range was quickly rationalized so all 1906 Thomases teamed 118-inch wheelbases with 50-hp T-head fours displacing 522 cubic inches owing to their "square" 5-1/2-inch bore and stroke. Thomas Flyer Week in Buffalo enthusiastically welcomed this still largely-original 1906 Model XXXI seven-passenger Tourer William Harrah once acquired from Oklahoma collector John Krittenbrink around 1962. The father-andson Two Generations Collection treasured it from 1986 until it fetched \$841,000 (including buyers' premium) at Bonhams' April 29, 2023, Rhode Island sale.

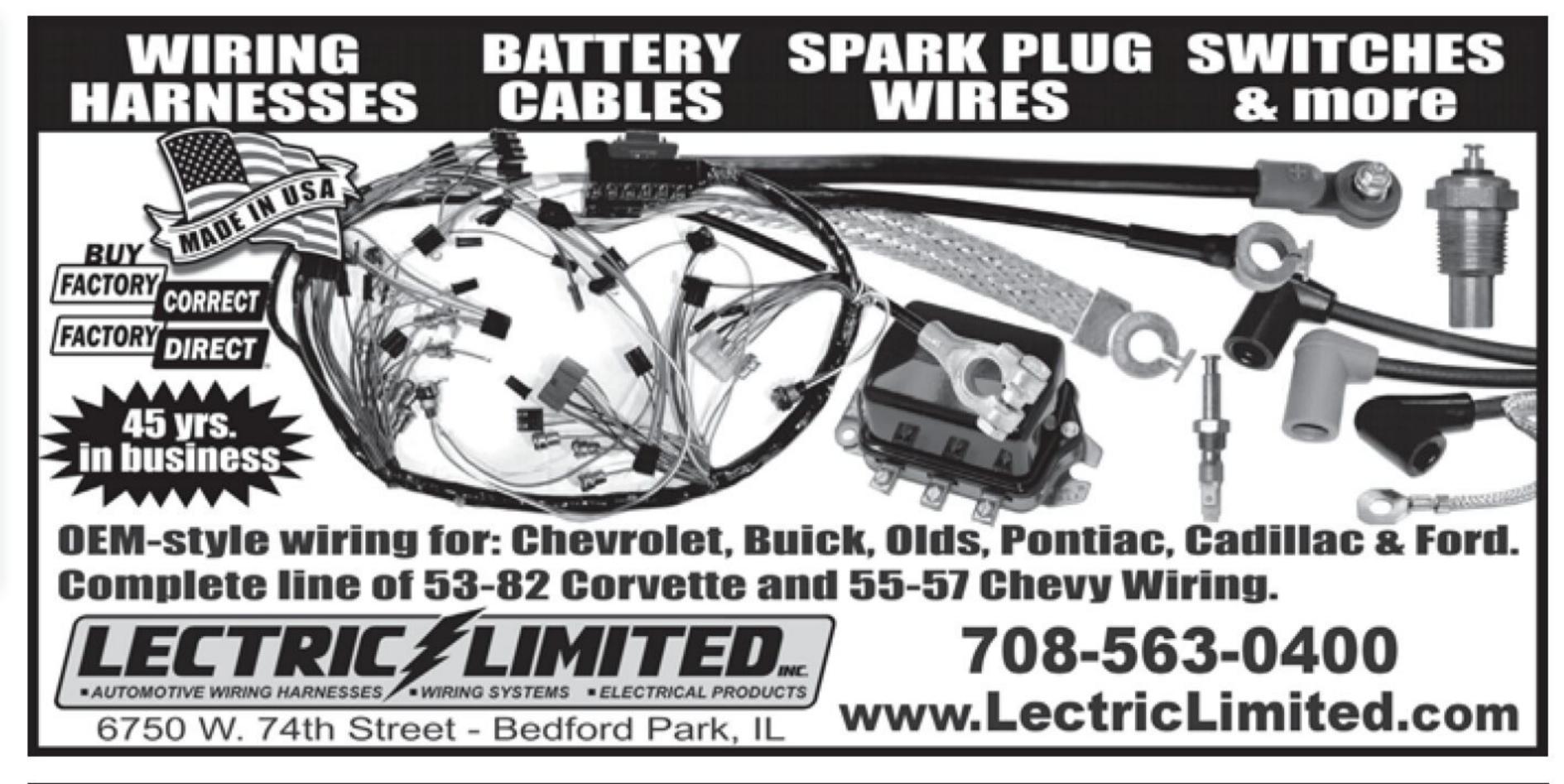


A second 1903 Thomas Model 18 was shown inside the Buffalo Transportation Pierce-Arrow Museum by Mike Hogan on behalf of Ronald & Sandra Hansen's Valencia, Calif.-based collection. Its single-cylinder engine is situated under the rear entrance "King of Belgium"-style tonneau and the "hood" up front conceals the water and fuel tanks. Other interesting details included a Thomas-branded gearshift lever and a wicker golf bag filled with period-appropriate clubs fortuitously found at a Monterey five-and-dime the day before the car's post-restoration debut at the 2015 Pebble Beach Concours.

Thomas' fittingly named Flyers won the 1908 New York-to-Paris Race that still strikes many as the greatest automotive adventure ever undertaken.

Much credit for Thomas' victory in that historic contest deservedly goes to the company's chief test driver, George Nicholas Schuster, Sr., who was dispatched to the Great Race's Times Square start with just a day's advance

notice. Schuster would end up the only person who remained in the car all the way to the Eiffel Tower. The myriad weather, terrain, logistical and repair-related challenges surmounted by Schuster and a succession of equally intrepid and resourceful teammates while covering 13,341 often road-less miles on land (and another 8,659 miles by sea) in 169 days were, accordingly, always close to mind



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Minimal "Tourabout" bodywork sporting four bucket seats suggested Dave & Patty Peeler's 1911 Thomas Flyer KC 6-70 from North Carolina was the fastest car at the brand's 2023 Buffalo homecoming. While KC models still employed somewhat passé dual chains, they improved upon the 1910 K models by boosting the six-cylinder engine's displacement to 856 cubic inches for a 90-hp rating and replacing the previous Atwater Kent spark ignition with a distributor. This dashing ride resided in the Henry Ford Museum from 1939 through 1968, after which it was acquired and partly restored by the Harrah Collection. The flawless work completed by Vintage Cars and Justice Restorations following the Peelers' 2019 purchase compelled the AACA to dub this Thomas a 2023 Zenith Award Nominee.

Peter Stifel's dark-green 1910 Thomas M 6-40 seven-passenger tourer from Easton, Md. (its year-of-manufacture West Virginia plates recall a previous family residence in Wheeling) backs into a space beside the Concord Mercantile and Heritage Building, which shows Springville, N.Y., visitors what an 1890s general store was like. Peter said his Thomas "was purchased as a bucket of rust by my father, William, about 1955 and restored by Ralph Buckley in New Jersey," after which "it did four or five Glidden Tours around Ohio and New England in the 1950s and '60s."





The Thomases' final Springville, N.Y., stop on Thursday, July 27, was George Schuster's one-time home at 43 East Avenue, where Jeff Mahl received a thumbs-up from the people riding past his Great-gramp's Victorian home aboard Corky Coker's 1909 Model K 6-70 Flyabout. The subsequent drive down NY-39 to admire Dan Gernatt's car collection saw the Flyers clocked by police radar and presented with a ceremonial ticket re-certifying their still-impressive speed.

from July 24-30, 2023. That's when Thomas Flyer Week was celebrated in Buffalo, its environs and Schuster's longtime home town of Springville, N.Y.

It was most fortuitous that Schuster lived until the ripe old age of 99 before passing away July 4, 1972, as his globe-

spanning recollections of the 1908 New York-to-Paris Race thoroughly regaled his great-grandson, Jeff Mahl.

"Great-gramp was telling me far more interesting stories on our front porch swing than I could hear while watching 'Gunsmoke' or 'Perry Mason' on TV," Mahl said. This ulti-



The 2023 Thomas Homecoming had Russ and Chris Holden take delivery of a 1903 Thomas Model 18 (left) that they acquired in St. Louis, Mo., to ensure their 1902 Model 17 (right) had a shipping container "roomie" for its long trip home to Australia. Buffalo Transportation Museum founder Jim Sandoro recalled he'd actually owned parts of this acquisition at one time, paying just \$40 to purchase its hood at Hershey back in the 1960s! "The gearbox is not happy, but it'll get through the rest of today," Russell asserted after Friday's trip to Thomas' old Niagara Street factory, noting "Our first time driving it was Tuesday." Though 1903 Thomas ads often stressed the simplicity of its single-cylinder motors, the company went to three cylinders in 1904 with the first Thomas model to bear the nowiconic "Flyer" name.

mately compelled Mahl to start sharing the stories as George Schuster through first-person presentations at concours events and other old-car gatherings where he takes his audiences back to 1908 by donning his ancestor's duster coat and driving cap while brandishing the actual 45-star American flag presented to the Thomas team at the start of the race. This correspondent has noted that Mahl's presentation is regularly updated with new anecdotes that are also compelling reading in his 1992 book "The Great Automobile Race" and his just-published, even-more-detailed chronicle "The Man and Car that Circled the Globe," co-authored with Bob Sblendorio and John Taibi. Much of this material is also posted online at www.TheGreatAutoRace.com.

Thomas Flyer Week saw Mahl tell his Great-gramp's "story not as me" to three different enthusiast gatherings. Meanwhile, the attendees' cars were safely stored and, in several cases, exhibited at Jim Sandoro's Buffalo Transportation Pierce-Arrow Museum at the intersection of Seneca Street (NY-16) and Michigan Avenue. The museum was loaned the actual New York-to-Paris Thomas Flyer by the National Automobile Museum of Reno, Nev., for a special 100-day display lasting from May 1 through Aug. 6. Though a couple of registrants had to shorten or abort their trip owing to mechanical troubles, nearly 20 Thomas cars out of the 52 or 53 known to survive worldwide ultimately made it to The Nickel City. The homecoming's

oldest car — and the oldest Thomas surviving anywhere — was a first-year 1902 Model 17 shipped all the way from Mudgee, New South Wales, Australia, by Russell and Chris Holden. It was equally remarkable to contemplate how less than a decade separated its rear-mounted, single-cylinder, 8-hp 125-cid engine from the 784- and 856-cube inline sixes making 70 to 90 hp in the 1909-'11 "K" and "KC" models respectively brought from Georgia, Tennessee, South Carolina and nearby Angola, N.Y., by Jeff Chattin, Corky Coker, David Peeler and Dan Gernatt!

The largest-ever, all-Thomas car show held on Sunday, July 30, was a fitting "capper" to an entire week of tours that were memorably kicked off by a Tuesday morning photo shoot at

A 468-cubic-inch six — smaller than the 784- and 856-cubic-inch blocks found in the biggest Thomases — ensured Donnie & Renee Gould's medium-green 1910 Thomas Model M 6-40 Flyabout from Stuart, Fla., easily tackled Brewer's Hill, where just-completed Thomases from the company's adjacent Niagara Street factory were originally road-tested. The West Ferry Street Bascule Bridge spanning the Black Rock Canal channel in the background features a huge concrete counterweight and was built 1913-'14 to replace an earlier swing bridge at the same site.



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The oldest surviving Thomas is this first-year 1902 Model 17 brought all the way from Mudgee, New South Wales, Australia, by Russell and Chris Holden (no relation to the GM marque). It took 56 days to ship it across the Pacific to Long Beach, Calif., from where it was trucked to Buffalo. This all cost "lots," Russell confirmed (with a figure we won't print), "but it was absolutely worth it — we wouldn't have missed it for the world." The 17's original selling price of \$1,250 positioned it as a step up from other single-cylinder cars such as a \$650 curved-dash Oldsmobile or \$750 Cadillac Model A. The Holdens' frequently toured example was reputedly bought off the floor at New York City's January 1903 auto show in Madison Square Garden by a Mississippi couple, and wound up "Down Under" after a dealer named Thomas took delight in seeing his name on the hubcaps.

Niagara Falls. There, participants could drive a pedestrian path to Goat Island's Terrapin Point overlook one hour in advance of the park's normal public opening. Corky Coker crowed afterwards that big six-cylinder Thomases such as his 1909 Model K 6-70 Flyabout "managed 60-plus down I-190" on the return drive to Buffalo.

Subsequently visited historic sites included the dramatically cantilevered 1905 house Frank Lloyd Wright designed for self-made soap and mail-order millionaire Darwin D. Martin; the Delaware Avenue mansion where 26th U.S. President Theodore Roosevelt was sworn in after William McKinley's fatal 1901 wounding by anarchist Leon Czolgosz at Buffalo's Pan-American Exposition; the Buffalo History Museum exhibiting both a first-year 1901 Pierce Motorette and the nickel-plated .32 caliber revolver Czolgosz used to shoot McKinley; and the Roycoft Campus that became the birthplace of America's Arts & Crafts Movement at the end of the 19th Century (its founder, Elbert Hubbard, sadly perished during the May 7, 1915, sinking of the *Lusitania* by a German U-boat).

The 2023 Thomas Homecoming's most emotionally moving affair, nonetheless, was Thursday's 30-mile trip down south-bound State Highway 240 to George Schuster's longtime home in Springville (which bills itself as "The Center of Western New York"). Springville hosted formally proclaimed Thomas Flyer Day ceremonies were co-sponsored by the Concord Historical Society, Gernatt Asphalt Products and the Springville Volunteer Fire Company. Prior to a 1908-style turkey luncheon at the latter's headquarters, the Thomas owners and townspeople crossed Main Street to visit George Schuster's grave in Maplewood Cemetery and honor him with speeches and an extremely loud, applause-garnering musket volley by the Fiddler's Green Militia bearing Springville's pre-1830 name.

"This is really to honor a very humble guy who was sent on an impossible mission, but there was no hesitation on his part," Mahl said of his Great-gramp, adding, "he's held the off-road endurance record for 115 years and I think he's going to hold it for another 115 years."

The 1908 Great Race, he continued more seriously, "changed the perception in millions of people from horse,

buggy or locomotive" by proving "cars could be driven cross-country and around the world."

Springville's Mayor Timothy Michaels declared, "Schuster's can-do spirit represents what drove America at the start of the 20th Century," while John Baronich of the Fiddler's Green Militia deemed New York to Paris "one of the greatest adventures of modern and ancient times. Schuster and his fellow competitors had no clue what lay in store for them — and George had just two days to prepare for the journey, unlike most adventurers!"

Friday's itinerary highlight was a photo shoot in front of the former Thomas factory still situated at 1200 Niagara Street, about a half-mile north of the Peace Bridge linking Buffalo to Fort Erie, Ontario. The New York-to-Paris Flyer was even trucked from the Buffalo Transportation Pierce-Arrow Museum so the other Thomas cars could be posed behind it on the street, after which they all took a run up Brewer Hill beside the plant, just as they'd done when they were originally built. One of the delighted witnesses of these scenes was National Automobile Museum President Phil MacDougall, who said, "I'm actually just sitting here enjoying the moment, watching everybody else. I wouldn't have sent (The New York-to-Paris Thomas Flyer) here, except so many people nowadays don't realize the historical significance of what this car did."

Another proud observer of the Thomas factory photo session was Jeff Mahl's niece, Erika Jonasch, a teacher from downstate Pleasant Valley, N.Y., who recalled when participants in her uncle's 2011 World Race from New York City to Paris stopped at the Hyde Park, N.Y., elementary school where she once taught fifth-grade social studies.

"It's an honor to witness living history and celebrate the American spirit and ingenuity of my great-great grandfather, George Schuster," Jonasch said. "This should be taught in social studies textbooks nationwide. My mom (Jeff's sister, Jennifer Burkhalter) says it's already part of the Arizona curriculum." Also on hand was Erika's seven-and-a-half-year-old son, Jack Jonasch, whom Jeff confidently expects will "be the one to continue telling people about his Great-great-great-gramp long after we're gone." **OC**

Shine a light on the TRI-FIVE



Flip a switch and the globe illuminates

The iconic Chevy Bel Air 1955, 1956 and 1957 models, known as the Tri-Five, are now reunited in a collector's lamp unlike any we've seen. Impressive at 1½-feet high, this lamp celebrates American design and ingenuity with high-octane vintage appeal. The masterfully reproduced photo imagery of the three automotive classics really pops on the 10-inch diameter fabric shade, along with a full-color logo and the lettering that oozes mid-century style. The incredibly detailed gas pump column is artisan sculpted with metal accents, resting on a snazzy chrome-look base, and the graphics are sure to take you back! Turn on the lamp with the metal car key pull, and flip a switch to illuminate the globe! Time-intensive, individual hand-painting means each is one of a kind.

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Foreign Favorites

WITH PATRICK R. FOSTER



A Yank's Primer to Daimler

'm going to guess that most people would be unable to come up with the name of the oldest British automaker, but according to several reference sources, the answer is Daimler. To jog some memories, Daimler built elegant cars, many of them for the Royal Family — and for several decades (until Rolls-Royce took over). If you look at old photos of the Royals, those angular limousines that they're shown in are often Daimlers, though they're usually mistakenly identified as Rolls-Royce cars.

But before we even get into the history of the brand, let me explain that Daimler is pronounced "Damm-ler" among the English. The name is related to the German firm Daimler-Benz (maker of Mercedes-Benz vehicles), although in Germany, it's pronounced "Dime-ler." Somewhere around 1888, British entrepreneur Frederick Simms purchased the rights to a marine engine developed by his friend, the great German engineer Gottlieb Daimler, along with the right to use the Daimler name in the United Kingdom. And being a typically stubborn Brit, he chose to pronounce it the British way. Good for him.

Daimler gets its start

In 1896, Frederick Simms estab-

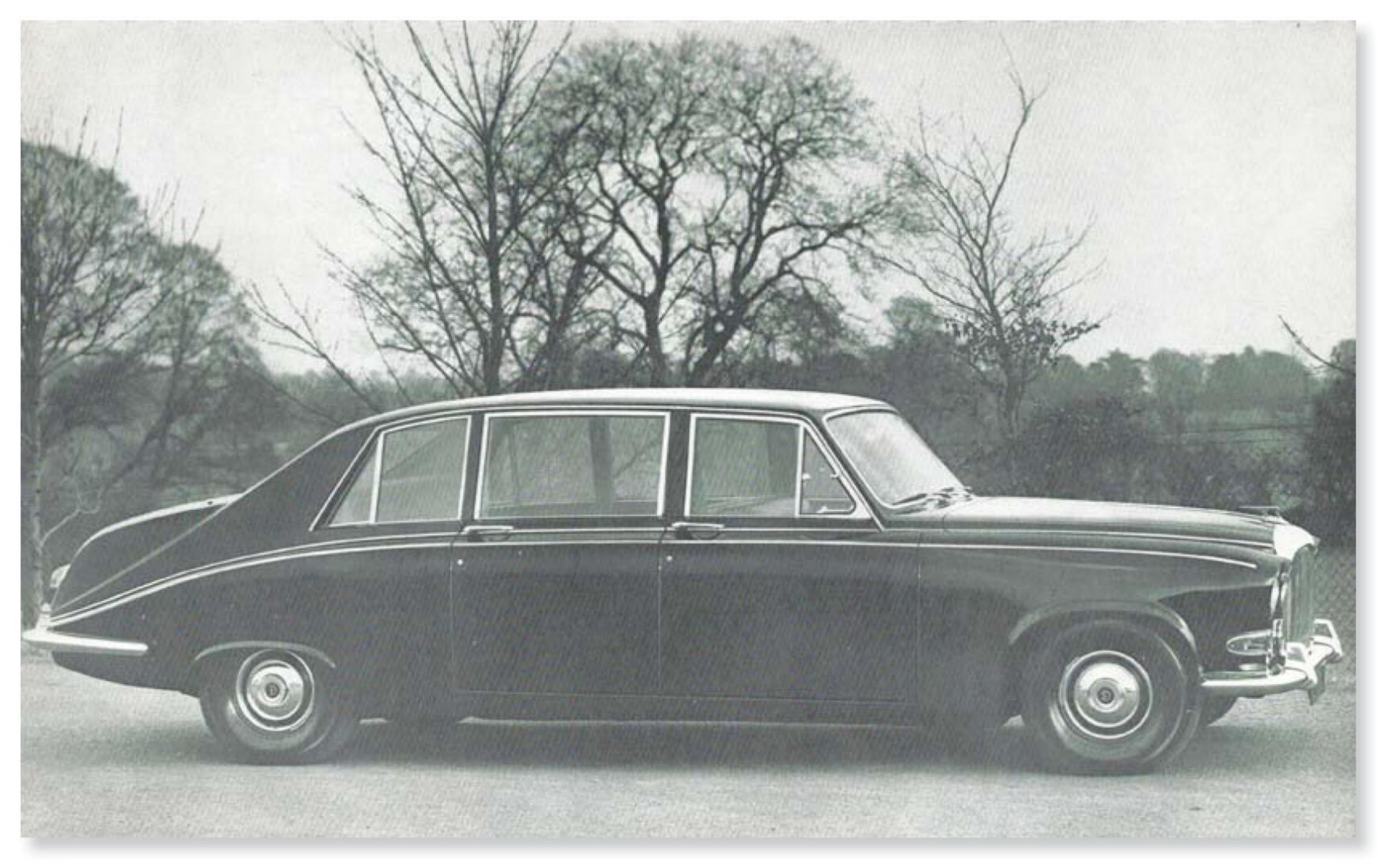
Limited in London and began producing automobiles, although I suppose "horseless carriages" would be a better term here. These vehicles were built at the company's plant in Coventry. They were really excellent machines. In recognition of the quality and fineness of its products, Daimler was awarded a Royal Warrant to provide cars to the British monarchy in 1902. Thus began a relationship that would last into the 1950s and well beyond.

After a period of financial difficulty, the Daimler Motor Co. was purchased by the Birmingham Small Arms Co. (BSA) in 1910 which, by the way, also made cars under its own name before this (and yes, it's the same company that also produced BSA motorcycles). In 1933, BSA also purchased the Lanchester Motor Co., maker of luxury cars, and made it a division of Daimler. Thereafter, Lanchester cars were built at Daimler's Coventry works. In time, Daimler added double-decker buses and military vehicles to its product line.

Daimler was never one to shy away from unusual ideas. From 1909 to 1935, it powered its cars with the Daimler-Knight engine, a refined ver-

sion of the Knight sleeve-valve concept. Around 1930, Daimler introduced a transmission system that utilized a fluid coupling and Wilson self-changing gearbox for its flagship cars. It was so well received that, by 1933, the system was used in all new Daimler, Lanchester and BSA vehicles produced by the group, from heavy commercial vehicles to small cars. It was soon extended to Daimler's military vehicles.

Although the company did well for many years, the 1950s proved difficult for the Daimler Motor Co. The belttightening that Britain went through in the post-World War II era had a negative effect on sales of Daimler cars in the home market, as well as across Europe and parts of the fading British Empire. While other British automakers found some relief in exporting their cars to the United States, Daimler's traditional "upright radiator and separate front fenders" styling didn't appeal to most Americans, who were looking for the latest in fashion and design. In addition, Britian's Royal Family began purchasing Rolls-Royce automobiles, though apparently not exclusively. Some family members remained true to the Daimler badge right to the end.



The 1970 Daimler Limousine featured coachwork by Vanden Plas which helped hide its Jaguar roots.

The company tried to broaden its appeal by introducing high-priced specialty cars, including some lovely drophead coupes (aka convertibles), but with prices as high as \$15,000 for a 1953 model DE36 Special droptop and \$17,000 for a DE36 eight-passenger limousine, sales were modest, to say the least. The firm also introduced a lowerpriced line of cars under the Conquest name, comprising a four-door sedan and two-door drophead coupe with styling similar to the contemporary Mercedes-Benz. But the price tag - \$4,400 for a smallish four-door sedan with a manual transmission and a top speed of 85 mph - didn't win over many U.S. buyers who could purchase a V-8-powered Cadillac Series 62 for a mere \$3,933. There was also a two-passenger sports car with styling that was, to be polite, a bit ungainly. U.S. importation of Daimler cars was handled by Fergus Motors of New York City, which also imported two other lowvolume British automobiles: Alvis and Morgan. (We'll cover them in the future.)

In time, the Daimler company began to face more difficulties than it could handle. To cut costs, it ended production of Lanchester automobiles, but despite that, BSA sold Daimler to Jaguar in 1960. That firm began producing a Daimler variation of its MKII sedan which, of course, reduced the cost of manufacturing by a large degree. Then, in 1966, Jaguar merged into the British Motor Corp. (BMC), and after that, into British Leyland (BL) in 1968. To further reduce manufacturing costs and make sense of production, Daimler became just a higher-trim version of Jaguar, with the exception of the 1968to-1992 Daimler DS420 limousines, which remained traditional Daimler luxury conveyances.

Daimler's end?

The 1970 Daimler Sovereign seen here, along with the same-year Daimler Limousine, clearly illustrate the constraints of trying to field a line of luxury automobiles on a budget. The Sovereign is nothing more than a Jaguar XJ-6 sedan with more elegant trim.



The 1970 Daimler Sovereign is essentially a more elegantly trimmed Jaguar XJ-6 sedan.

It features the Jag's 2.8-liter twin-over-head-camshaft six-cylinder engine, with a choice of a four-speed with overdrive manual gearbox or a fully automatic transmission, rear-wheel drive and power disc brakes on all four wheels. The interior trim is understated but opulent, as you would expect. It was the perfect car for the gentleman who loved a finely built sport sedan, but desired more exclusivity than a Jaguar offered.

The 1970 Daimler Limousine is traditional elegance itself, wrapped in time-honored coachwork that had been featured for years on cars for the wealthy. If it doesn't appeal to you, rest assured that older, wealthy folk in the UK view it with respect and perhaps even a sense of awe. Powered by a 4.2liter twin-overhead-camshaft six connected to an automatic transmission, it boasts twin carburetors, dual exhaust, two fuel tanks (one behind each rear fender) and an all-steel eight-passenger limousine body by Vanden Plas. There is a fixed division window between the front and rear compartments with sliding glass to facilitate communication between driver and passengers. Here again, the interior fittings are very fine and quite luxurious.

In 1984, Jaguar Cars was split off from British Leyland. It retained the Daimler company and brand, and the cars continued as Jaguar variants, save for the limos. However, Ford bought Jaguar Cars in 1990, and in 2009, it stopped production of the Daim-

ler marque when the last Jag-based Daimler models were discontinued. An all-new Jaguar XJ debuted that year and there was no Daimler variant. Jaguar Cars (and later Jaguar-Rover) retained ownership of the Daimler brand until it was itself sold to India's Tata Motors in 2008, along with the rights to the Daimler car brand. The Daimler name and brand remain as they were when Jaguar discontinued production: dormant, but still listed as entities and properties, and thus no one else can use the name. Who knows? Perhaps someday the Daimler brand will be resurrected. It's happened to Maybach, Bugatti and several motorcycle brands. And Tata is an aggressive company always looking to expand.

If you decide you'd like to purchase a Daimler, I think your best bet is to look in the States rather than the UK, since there seems to be a fairly good supply of them here, both Sovereigns and limos. Prices seem very reasonable for so exclusive a car; we found several with prices ranging from \$26,000 to \$89,000. Expect most, if not all, to have right-hand drive. The smaller Sovereign sedans we found were priced in the \$25,000-\$35,000 range. The limousines we found online ran from \$40,000 to \$89,000. All prices noted were for very decent examples. You probably don't want to purchase a fixerupper since restoration costs are likely to be extremely high. Best of luck in your search. Tally ho! OC

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The One?'

1962 Ferrari 250 GTO expected to set new mark for a public sale

OLD CARS STAFF

hen historic Ferraris come up for auction, the collector car world usually sits up and takes notice.
When "Holy Grail" examples of the prancing horse

come up bids, spending records often fall.

That figures to be the case Nov. 13 in New York City when one of the top 1962 Ferrari GTOs on the globe goes under the RM Sotheby's gavel. The 330 LM/250 GTO by Scaglietti could well become the highest-selling car ever to change hands at a public auction, and quite possibly land as the second-most expensive car ever sold.

The Ferrari 250 GTO is a long-nosed grand tourer considered by most collec-

tors and enthusiasts to be the top prize in the Ferrari world. Only 36 examples were built between 1962-'64 – 33 Series 1 cars and three Series II examples. They were powered by the Colombo V-12, which helped it achieve a 174-mph top speed and 0-to-60 mph time under 3 seconds. The cars won the FIA's

International Championship for GT Manufacturers three years in a row and one car finished second in the 1962 12 Hours of Sebring.

The car that will have tongues wagging in November

is chassis no. 3765, one of only two examples ever raced by the marque's own Scuderia Ferrari racing team. It was driven in the 24 Hour of Le Mans in 1962 by Mike Parkes and Lorenzo Bandini and had several other high finishes in high-profile races.

The Ferrari GTO carried a price tag of about \$18,000 new, and each buyer had to be approved by Enzo Ferrari. All 36 examples still remain,

with 18 of the 33 Series 1 cars residing in the United States. Chassis no. 3765 sports a Corso Rossa red paint job with No. 7 gumballs and a period-correct interior with blue seats. Ohio collector Jim Jaeger paid \$500,000 for it in 1985 and has kept it ever since.







Echassis no. 3765 is one of 36 Ferrari 250 GTOs built and is considered one of the top Ferraris in existance. It had a period-correct restoration about 30 years ago by Ferrari expert Tom Shelton in Ft. Lauderdale, Fla. It still carries its original V-12 engine.

"We've been very fortunate that the owner has been pretty public with this car over the years," says Greg Stanley, the car specialist for RM Sotheby's that is facilitating the sale. "It's been shown at the Cincinnati Concours d'Elegance, it's been to Amelia Island, it's been to Monterey ... It has been shown extensively and I know one of the hopes of the owner is they want to see it on the race track, they want to see it on the showfield and at the local ice cream parlor — the way it has been shared over the years. They want it out there for the next generation to see. They don't want it squirrelled away, they want it out there like it has been for the last 38 years."

In August of 2018, RM Sotheby's sold a 1962 Ferrari 250 GTO for what at the time was a world record \$48,405,000 in Monterey. That broke the previous record of \$38,115,000 for a Ferrari 250 GTO set by Bonhams in August 2014. In 2018, WeatherTech founder David MacNeil reportedly wrote a check for \$70 million in a private sale for a retired 1963 Ferrari GTO 250 racer.

The top-selling car remains the 1955 Mercedes-Benz 300 SLR Uhlenhaut Coupe brokered by RM Sotheby's in May of 2022 in a private sale at the Mercedes Museum in Stuttgart. The car changed hands for a staggering \$143 million — a mark that could stand for awhile.

Stanley certainly expects chassis no. 3765 to be near the top of the list of all-time sellers when the final hammer falls. "What will it hammer for?" he chuckles. "I think the line

is in excess of \$60 million. I think it's going to be in excess of \$80 million. We'll have that answer by about 5:30 on Monday, Nov. 13. It will be the most expensive car ever sold at public auction. I have no doubt.

"When you look at the rarified air of any GTO. Any GTO is super special, but this one ... Honestly, we started calling it 'The One,' because there are so many one-off things on it that are so special. It was the only Series 1 to be owned and raced by Scuderia Ferrari. The only one that came from the factory with a 4-liter *and* a 3-liter engine. I could really go down the rabbit hole. The only 3-liter that has a 4-liter hood bulge. The only one that has different scoops on the hood because of Le Mans — they did some customizations during the Le Mans race. The only Series 1 car raced, and one of only 3 big 4-liter (330 LM) cars, and the only one that was transitioned to a 250 GTO by the factory like that.

"Even in the world of GTOs, it is a really special car."

The car will be sold as part of Sotheby's Modern and

Contemporary Art week. Ferrari fans can learn more about
the car through Stanley's "The Collector Car Podcast" and

Collector Car Podcast Youtube channel.

"I'm just trying to have people join me on this journey, because it really is a once-in-a-lifetime opportunity to enjoy something like this," Stanley said. "It's surreal for sure. My brain can't comprehend it. Maybe in 30 years my brain will comprehend a little bit more. I'm just thrilled to be a part of it in some way. It's been a fun ride, so far." **OC**





Chassis no. 3765 still wears No. 7 racing gumballs harkening back to its competition days. It was originally part of the Scuderia Ferrari race team and has been owned by a collector in Ohio since 1985.



Worldwide Auburn: A tradition continues

By Phil Skinner

AUBURN, Ind. — It all started in a vacant field behind an ice cream stand just west of downtown Auburn, during the 1971 Auburn Cord Duesenberg Club Reunion, with the offering of vintage cars at auction. It was a concept that would soon take the hobby by storm and create a multi-million-dollar industry. Russell Kruse had been approached by classic car dealer Leo Gephart to conduct such a sale, and Kruse and his family took on the challenge. Now, 52 years later, his grandson, John Kruse, along with co-founder of Worldwide Auctioneers Rod Egan, carry on the tradition of the Labor Day weekend auction by presenting a truly superb sale. The event was conducted at the giant Kruse Plaza, which housed more than 250 auction vehicles with plenty of space left over to conduct the sale in a civilized arena.

Taking high-sale honors for this three-day, four-session sale was the 2021 Ford GT Mark II Carbon Fiber edition that brought a hammer bid of \$955,000 which, with the commission, took the final price to \$1,055,500. Next on the list of top sales was the cover car for this year's catalog, the stunning 1930 Isotta-Fraschini Tipo 8A cabriolet with coachwork by Castagna. Bidding action stopped at \$725,000 and almost immediately a post-sale offer of \$800,000 was made by a bidder and accepted by the consignor.

Worldwide Auctioneer's team set a limit of just over 250 vehicles for this year's sale, carefully selecting the proper cars for their audience. The first auction session took place on Thursday afternoon and saw 50 lots of interesting collector cars, which included many cars from the Head Collection that featured several well-restored Hudsons, including a 1954 Hudson Metropolitan coupe plus a sharp 1954 Studebaker Conestoga station wagon. Those cars were preceded by a 150-plus assortment of memorabilia items, all offered at no reserve.

Friday's session started with a limited offering of memorabilia and 75 vehicles. Many were offered at no reserve, including a 24-car selection from the estate of late Wisconsin-based collector Thomas Haag. The top sale from the Haag collection was a beautifully restored 1965 Dodge Coronet A990 lightweight super-stock drag car with the 426 Hemi V-8, which was a steal at \$95,000, plus commission.

Saturday also started off with a selection of memorabilia items, including some spectacular neon signs, followed by 65 cars for the afternoon section. Then, with a quick change of auctioneers, co-founder and lead auctioneer Egan took to the podium and presented 76 hand-picked catalog cars that proved to be the highlight of weekend. Several surprises took

Beautifully restored 1953 Corvette #114 was called sold at Worldwide's Auburn auction for a bid of \$270,000.



place, such as the offering of "his-&-hers" Shelby Hertz GT Mustangs — a 2006 coupe with a 2007 convertible. There was also a 1918 Rausch & Lang Electric coupe that was in perfect condition and sold for another record price of \$225,000 plus commissions.

Final numbers from the sale showed 261 vehicles were offered with 204 sold, which represented a 78.1% sell-through rate. According to announced and published information, a total of \$15,180,000 was raised based on hammer

bids. Worldwide's commission structure, which is in line with other boutique-style sales, is 12% to the first \$250,000, and 10% thereafter, which brought the sale total, according to our numbers, to \$16,951,670.

Strong prices were seen on memorabilia including a bid of \$8,000 for an original 1971 Dodge "Scat Pack" poster. Immediately after the sale, Worldwide's team began working on its next sale in Scottsdale, Ariz., in January, with Kruse and Egan both promising it will be a sale to remember.



Several American
Full Classics crossed
Worldwide's auction
block, including this
sharp 1934 FordBrewster town car.
It traded hands for
\$80,000 after heavy
bidding action.



One of the stars of Worldwide's Auburn sale was this stunning 1930 Isotta-Fraschini Tipo 8A with coachwork by Castagna. It received a post-block offer of \$800,000 and headed off to a new caretaker.

Worldwide Auctioneers Auburn Tradition Sale

Aug. 31-Sept. 2
Auburn, Ind.
261 vehicles offered for sale, 204 sold for a 78.1% sell-through rate.
Hammer Sales \$15,180,000
W/Comm. \$16,951,670
Phil Skinner reporting

Price/Co	nd
1974 Alfa Romeo Montreal 2d cpe 259 4d cc/203hp/V8/5spd; RHD)
\$117,500	1
1968 AMC AMX 2d cpe 390cid/315hp/V8/4spd \$69,000	1
1967 Amphicar 770 2d amphibious conv 1300 cc/50hp/4cyl/4spd	
	1
1935 Auburn 851-SC 4d conv sed 280cid/150hp/8cyl/spd; super-	
charged	2
1976 Auburn Speedster 876 2d boattail rds Chev 350 V8/AT	
	2
	5 50 .0
1964 Austin Vanden Plas Princess 4d Landaulet 3991 cc/175hp/4cy	1/
AT; used by QE II	2
1963 Austin-Healey 3000 Mk II BJ7 2d conv 2912 cc/134hp/6cyl/4s	pd
	1
1960 Bentley S2 4d sed 6250cc/200hp/V8/AT; LHD \$62,000	2
2016 Bentley GTC Continental 2d conv 4.0L/582hp/twin turbo/V12/	/ΔΤ
\$120,000	2
	1
1957 BMW Isetta 300 1 S/R cpe 298cc/1cyl/4spd \$37,000	50000
1972 BMW 3.0 CS 2d cpe 2986 cc/180hp/6cyl/4spd \$40,000	2
1980 BMW M1 2d cpe 3.5L/277hp/6cyl/5spd \$525,000	1
1990 BMW M3 2d cpe 2.5L/192hp/4cyl/5spd \$60,000	2
1993 BMW 850Ci 2d cpe 5.0L/296hp/V12/AT \$29,500	2
1333 DIVIN 03001 Zu cpe 3.0L/23011p/ V 12/A1	2

2011 BMW Dinam-M 2d cpe 3.0L/444hp/6cyl/6spd \$55,00	0 2
1948 Buick Special 48C 2d conv 248cid/180hp/8cyl/3spd	
\$32,50	
1949 Buick Roadmaster 2d conv 320cid/150hp/8cyl/AT \$80,00	00 2
1955 Buick Century 2d conv 322cid/235hp/V8/AT \$65,00	00 2
1963 Buick Riviera 2d HT 401cid/365hp/V8/AT \$25,00	00 3
1968 Buick GS-400 2d conv 400cid/350hp/V8/AT \$32,50	0 2
1970 Buick GS-Stage 1 2d HT 455cidd/360hp/V8/AT \$49,00	0 1
1982 Buick Regal Grand National 2d cpe 3.8L/315hp/turbo/V6/A	
	0 2
1930 Cadillac Model 353-A 2d conv. 353cid/90hp/V8/3spd	
	00 2
1930 Cadillac Model 353-A 2d cpe 353cid/90hp/V8/3spd	
\$42,00	00 2
1931 Cadillac Model 370-A Fleetwood 4d dual cowl phae	•
368cid/135hp/V8/3spd	
1934 Cadillac Model 370-C Fleetwood 4d twn sed 371cid/135hp	
V12/3spd\$37,00	
1950 Cadillac Series 62 4d sed 331cid/160hp/V8/AT \$44,00	
1955 Cadillac Series 62 2d conv 331cid/250hp/V8/AT \$52,00	
1957 Cadillac Eldorado Seville 2d HT 365cid/325hp/2x4bbl/V8/	
10F0 Cadilla a Eldawada Diawita 2d aaw. 20Faid/22Fhw/2.2hh/A	
1958 Cadillac Eldorado Biarritz 2d conv 365cid/335hp/3x2bbl/	
1976 Cadillac Eldorado 2d conv. 500cid/363FF/V8/AT; 80 orig.	
1941 Chevrolet Special Deluxe 4d sed NOM 350cid V8/AT; rest	
\$26,00	
1947 Chevrolet Stylemaster 4d sed NOM 350cid V8/AT; resto-n	
\$23,00	
1948 Chevrolet Stylemaster 2d sed NOM 305cid V8/AT \$25,00	
1950 Chevrolet Styline Deluxe 2d conv 216cid/92hp/	- <u>-</u> _
6cyl/3spd \$43,75	0 2
	_

1955 Chevrolet Bel Air 2d conv NOM ZZ 5.7LV8at, cont kit, pro-stree	t
1955 Chevrolet Bel Air 2d HT 265cid/162hp/V8/AT \$43,500	
1955 Chevrolet Ber All 2d 111 203Cld/102Hp/Vo/A1 343,300 1 1955 Chevrolet Cameo 3100 2d 1/2-ton PU NOM	1
LT1 5.7 OL V8/AT; custom	
1956 Chevrolet Cameo 3100 2d 1/2-ton PU 265cid/162hp/V8/3spd	
\$ 56,000 2	
1957 Chevrolet Bel Air 2d HT 283cid/185hp/V8/AT \$35,000 2	
1957 Chevrolet Bel Air Nomad 2d HT SW 283cid/230hp/V8/AT	
\$68,000 1	
1958 Chevrolet Impala 2d HT 283cid/230hp/V8/AT \$39,000 3	
1959 Chevrolet Impala 2d HT 283cid/185hp/V8/AT \$46,000 2	S.
1959 Chevrolet Apache 10 2d Panel Del NOM LS3 6.2L/V8/AT \$24.000 3	,
1960 Chevrolet Bel Air 2d HT NOM 350cid V8/AT, modified	
\$55,000	
1962 Chevrolet Bel Air 2d sed 409cid/409hp/V8/4spd \$67,000 1	
1962 Chevrolet Impala 4d sed 327cid/250hp/V8/4spd \$20,000 3	
1964 Chevrolet Impala SS 2d HT 409cid/340hp/V8/4spd	
\$37,000 2	
1966 Chevrolet Chevelle Malibu 2d conv 327cid/300hp/V8/AT	
\$32,000 2	
1966 Chevrolet Chevelle SS 2d HT NOM 6.2L/560hp/V8/	1
6spd, modified	
1966 Chevrolet Chevelle Malibu 2d HT 283cid/220hp/V8/AT \$28,000 3	
1966 Chevrolet Impala SS 2d HT 396cid/325hp/V8/AT \$28,000 2	
1967 Chevrolet Chevelle SS 2d HT 396cid/350hp/V8/4spd	
\$54,000	
1969 Chevrolet Camaro SS Yenko replica 2d cpe NOM 454cid V8/A7	ſ
\$36,000 2	
1969 Chevrolet C-10 2d 1/2-ton PU NOM 350cid V8/AT . \$25,00 0 2	
1972 Chevrolet C10 2d 1/2-ton PU 350cid/300hp/V8/AT \$14,000 3	



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This 1949 Packard Deluxe Eight two-door sedan found a new home with a bid of \$30,000 during Worldwide's Auburn sale.

This beautiful and rarely seen 1972 Ford Gran Torino Sport hardtop saw several bidders make offers at Worldwide's sale, with \$52,000 bringing the hammer down.





MoPar muscle was well represented by several Hemi-powered cars and this 440-equipped 1970 Challenger R/T convertible, which brought a decent \$90,000 bid.

1995 Chevrolet Camaro Z28 2d cpe NOM 5.7L/V8/6spd, modified	1934 Ford Model 40 woody 4d sta wag 221cid/85hp/V8/3spd \$36,000 2	1979 Lincoln Continental Mk V 2d HT 400cid/180hp/V8/AT
19 53 Chevrolet Corvette 2d rds 235cid/150hp/6cyl/AT #114	1936 Ford Deluxe 4d phae 221cid/85hp/V8/3spd \$25,000 2 1937 Ford Assembled Deco-Rod 2d 3W cpe Chev LS6 454cid V8/AT	1914 Lozier Model 8 4d open runabout 369cid/56hp/4cyl/4spd 2
1955 Chevrolet Corvette 2d rds 265cid/195hp/V8/AT . \$92,500 2		1983 Mercedes-Benz 380SL 2d conv 3829cc/155hp/V8/AT; 2-tops
1956 Chevrolet Corvette 2d rus 203cld/193hp/v8/AT . \$92,300 2		\$9,500
esto-mod \$50,000 2		1939 Mercury Eight 2d conv Ford 302cid V8/AT; rod \$27,000 2
		, ,
1957 Chevrolet Corvette 2d conv NOM 283cid/FI/V8/4spd \$90,000 1		1964 Mercury Park Lane Maurauder 2d FB HT 390cid/300hp/
	1941 Ford Deluxe 2d sed 221cid/90hp/V8/3spd, 24,600 orig mi.	V8/4spd
1963 Chevrolet Corvette 2d Split Window cpe 327cid/		1956 Morgan Plus- 4d 2d rds 2138cc/115hp/S.C./4cyl/4spd; LHD
360hp/Fl V8/4spd	1947 Ford Super Deluxe 2d conv 239cid/100hp/V8/3spd \$24,000 2	2012 Morgan 3-wheeler rds 1983cc/115hp/V2/5spd \$27,000 2
1963 Chevrolet Corvette 2d Split Window cpe 327cid/ 340hp/V8/4spd \$129,000 1	1951 Ford F1 2d 1/2-ton PU 239cid/100hp/V8/3spd \$24,000 1	
1965 Chevrolet Corvette 2d cpe 327cid/350hp/V8/4spd \$62,000 2		1953 Muntz Jet 2d cpe Lincoln 317cid V8/AT
	1951 Ford F3 2d 1-ton PU 226cid/95hp/6cyl/4spd \$22,500 2	1966 Oldsmobile 442 2d conv 400cid/3x2bbl/350hp/V8/AT \$51,000 2
1965 Chevrolet Corvette 2d cpe NOM LS3 6.2L/V8/AT \$165,000 1	1957 Ford Thunderbird 2d conv 312cid/245hp/V8/AT . \$35,000 2	
1966 Chevrolet Corvette 2d conv 327-300hp/V8/4spd \$50,000 1	1958 Ford Thunderbird 2d HT 352cid/300hp/V8; show car	1927 Packard 4-26 Single Six 4d trng sed 288.6cid/81hp/6cyl/3spd \$33,000 2
1966 Chevrolet Corvette 2d cpe 427cid/390hp/V8/4spd \$89,000 2		1936 Packard 120 2d conv 282cid/120hp/8cyl/3spd, R/S \$60,000 2
1968 Chevrolet Corvette 2d T-top cpe NOM L88 427cid V8/4spd replica	1965 Ford Mustang 2+2 2d FB HT NOM 289cid V8/AT \$45,000 1	1936 Packard Eight 2d trng cpe 320cid/130hp/8cyl/3spd \$25,000 3
1969 Chevrolet Corvette L-88 2d T-top cpe 427cid/430hp/	1965 Ford Mustang 2+2 2d FB HT 289cid/200hp/V8/AT \$43,000 1	1940 Packard Super-8 180 4d trng sed 356cid/160hp/8cyl/3spd
V8/4spd matching #'s	1966 Ford Mustang 2d HT 289cid/225hp/V8/4spd \$23,500 2	
1970 Chevrolet Corvette 2d conv 454cid/360hp/V8/4spd,	1966 Ford Mustang 2d FB HT 289cid/200hp/V8/4spd . \$45,500 1	1949 Packard Deluxe Eight 2d sed 288cid/130hp/8cyl/3spd
matching #'s\$ 52,500 2	1966 Ford Thunderbird Town Landau 2d HT 428cid/335hp/V8/AT	\$30,000 2
1990 Chevrolet Corvette ZR-1 2d cpe 5.7L/370hp/V8/6spd	\$33,000 2	1941 Plymouth Special Deluxe P12 4d sta wag 231cid/90hp/6cyl/3sp
\$38,000 2	1971 Ford F250 Sport Custom 2d 3/4-ton PU 360cid/	\$42,000 2
2023 Chevrolet Corvette Z06/3LZ 2d cpe 5.5L/670hp/	300hp/V8/AT, LBX	1966 Plymouth Satellite 2d HT 426cid/425hp/2x4bbl/Hemi V8/AT
V8/8spd AT \$171,000 1	1970 Ford Mustang Boss 302 2d FB HT 302cid/290hp/V8/4spd	\$84,000 1
1941 Chrysler Windsor 2d cpe 241cid/108hp/6cyl/Fluid Dr.	\$125,000 1	1968 Plymouth Roadrunner 2d cpe 426cid/425hp/2x4bbl/Hemi
	1972 Ford Gran Torino Sport 2d HT 351cid/266hp/V8/AT \$51,000 1	V8/4spd \$80,000 1
1948 Chrysler Town & Country 2d conv 323cid/135hp/	1973 Ford Bronco Sport 2d 4X 4d SUV Coyote 5.0 L V8/AT	1970 Plymouth Superbird 2d HT 440cid/375hp/V8/4spd \$176,000 1
8cyl/Fluid Dr		1953 Pontiac Chieftain Deluxe 4d Sta Wgn 268cid/122hp/8cyl/AT
1948 Chrysler Town & Country 2d conv 323cid/135hp/ 8cyl/Fluid Dr	2005 Ford GTC Continental 2d cpe 5.4L/550hp/V8/6spd \$404,000 1	\$26,000 2
1949 Chrylser Town & Country 2d conv 323cid/135hp/	2006 Ford Shelby GTH 2d cpe 4.6L/320hp/V8/AT \$36,000 1	1957 Pontiac Bonneville 2d conv 347cid/315hp/FI/V8/AT; Cont kit
8cyl/Fluid Dr	2007 Ford Shelby GTH 2d cpe 4.0L/320hp/V8/AT \$36,000 1	
1950 Chrysler Windsor 2d cpe 251cid/116hp/6cyl/3spd \$10,500 2	2021 Ford GT Carbon Series 2d cpe 3.5L/670hp/V6-Eco-Boost/6spd	1969 Pontiac Trans Am 2d cpe 400cid/360hp/R.A. III/V8/4spd
1983 Chrysler LeBaron Mark Cross Ed. 2d conv 2.6L/	\$955,000 1	\$95,000 1
92hp/4cyl/AT \$7,000 2	1983 Gazelle SS 2d rds Chev. 1.8L/4cyl/AT; kit car \$46,000 1	2002 Pontiac Trans Am WS6 Coll. Ed. 2d conv. LS1 5.7L/325hp/
1937 Cord 812 SC Sportsman 2d conv 288cidd/125hp/	1953 GMC 100 Deluxe 2d 1/2-ton PU 238cid/105hp/6cyl/AT	V8/6spd, 2,175 mi
SC/V8/4spd	\$40,000 1	2002 Pontiac Trans Am WS6 Firehawk 2d T-top cpe LS15.7L/325hp/
1960 Dodge Dart Phoenix 2d conv 318cid/230hp/V8/AT \$48,000 2	1972 GMC 1500 Deluxe 2d 1/2-ton PU NOM 454cid V8/AT	V8/6spd
1965 Dodge Coronet Super Stock A990 2d sed 426cid/	\$30,000 2	model) \$98,000 3
425hp/Hemi V8/AT; factory race car	1937 Graham Series 116 4d sed 199cid/106hp/SC/6cyl/3spd	1963 Porsche 356B-1600 2d conv 1582cc/80hp/H4/4spd
\$79,000		\$137,500 2
1968 Dodge Charger 2d HT NOM 426cid/Hemi V8/AT \$117,500 1		1971 Porsche 911T 2d cpe 2195cc/125hp/H6/5spd \$70,000 2
1970 Dodge Challenger R/T 2d conv 440cid/375hp/V8/AT	1938 Hudson Deluxe Model 8 4d 2d conv. 254cid/122hp/8cyl/3spd \$35,000 2	1973 Porsche 911E 2d cpe 2341cc/165hp/H6/5spd \$160,000 1
\$90,000 1	1947 Hudson Six Big Boy 2d 1/2-ton PU 212cid/110hp/Twin-	1975 Porsche 91 4d 1.8 2d Targa cpe 1795cc/76hp/H4/4spd
1970 Dodge Charger 500 2d HT 383cid/335hp/V8/AT \$70,000 2	H/6cyl/3spd \$40,000 2	
1979 Dodge Adventurer 150 Li'l Red Express 2d 1/2-ton PU	1951 Hudson Hornet Brougham 2d conv 308cid/145hp/	1979 Porsche 911 SC 2d cpe 2994cc/180hp/90hp/5spd \$41,000 2
360cidd/180hp/V8/AT	Twin-H/6cyl/AT	1987 Porsche 911 Turbo 930 2d cpe 3299cc/282hp/H6/5spd
1997 Dodge Viper GTS 2d cpe 8.0L/400hp/V10/6spd . \$61,000 2	1954 Hudson Metropolitan 2d conv. 1490cc/50hp/4cyl/3spd	\$155,000 1
2000 Dodge Viper GTS 2d cpe 8.0L/450hp/V10/6spd .\$71,500 2	\$23,000 2	1987 Porsche 911 Targa Carrera 2d cpe 3164cc/217hp/H6/5spd
1929 Essex Challenger Biddle & Smart 2d boattail rds	1968 Intermeccanica Italia 2d conv Ford 302cid/225hp/V8/4spd	1019 Dauch 9 Lang Model P26 2d one electric \$225,000 1
161cid/55hp/6cyl/3spd	\$60,000 2	1918 Rauch & Lang Model B26 2d cpe electric \$225,000 1 1969 Shelby GT 350 2d FB HT 351cid/330hp/V8/AT \$71,000 2
1982 Ferrari 308GTSi 2d Targa cpe 2934cc/305hp/V8/5spd	1930 Isotta-Frascchini Tipo 8A Castagna 2d Cabrio 7400	1934 Standard Model 10 4d conv. sed 1343 cc/25hp/4cyl/4spd, RHD
	cc/140hp/8cyl/3spd; 1 of 2d built, RHD	
1990 Ferrari Testarossa 2d cpe 4942cc/380hp/V12/5spd	Carbs/6cyl/4spd	1954 Studebaker Commander Conestoga 2d sta wag 232cid/
	1962 Jaguar Mk II 4d sed 3.8L/220hp/6cyl/AT \$15,000	127hp/V8/3spd
1930 Ford Model A 2d rds PU 200cid/40hp/4cyl/3spd \$43,000 1	1966 Jaguar E-type (XKE) Series I 2d conv. 4.2L/265hp/3 x	1956 Studebaker Golden Hawk 2d cpe 352cid/300hp/V8/AT
1931 Ford Model A 2d woody panel Del 200cid/40hp/4cyl/3spd	SU/6cyl/4spd; w/HT	\$30,000 3
\$23,000 2	1987 Lamborghini Countach 5000QV 2d cpe 5.2L/420hp/V12/5spd	2017 Tesla Model S P100D 4d sed electric \$52,500 1
1932 Ford Model B Deluxe 4d phae 200cid/50hp/4cyl./3spd	\$465,000 1	1984 Toyota Landcruiser FJ40 2d 4X 4d SUV 4.2L/135hp/6cyl/4spd;
	1989 Lamborghini Countach 25th Ann. Ed. 2d cpe 5.2L/420hp/	South American-Spec
1932 Ford Model 18 High-Boy 2d rds NOM 286cid/Ardun Heads/	V12/5spd; Euro Spec	1994 Toyota Supra Mk IV 3 cpe 3.0L/300hp/Twin Turbo/ 6cyl/5spd; RHD
V8/3spd \$80,000 3	1939 La Salle Series 50 2d cpe 322cid/125hp/V8/3spd \$20,000 3	2003 Tri-King Roadster Cycle-Car Moto-Guzzi V-Twin . \$19,000 2
1932 Ford Model 18 "Red Raven" 2d rds Chev 350cid V8/AT, hot rod	1930 Lincoln Model L Derham 4d sed 385cid/90hp/V8/3spd	1965 Superformance Cobra Mk 3 2d rds KK 557cid/
		700hp/V8/5spd; replica
1932 Ford Model 18 2d 3W cpe NOW 239cld V8/3Spd . \$81,000 1	\$46,500 2	1960 Volkswagen Beetle 2d conv 1191cc/36hp/H4/4spd \$31,000 2
1932 Ford Model 18 2d sed Chev 350cld v8/A1, 110t 10d \$40,000 2	1937 Lincoln Zephyr "Black Beauty" 2d cpe 292cid/120hp/V12/3spd	1967 Volkswagen Beetle 2d conv NOM 1835 cc/H4/4spd \$15,500 2
\$24,000 2	\$185,000 1	1958 Volvo 445 Duett 2d Sta Wgn 1414cc/85hp/2xSU carbs/4cyl/4spd
1933 Ford Assembled Factory Five 2d cpe Ford 5.0L V8/4spd	1938 Lincoln Model K Brunn 2d conv Vict 414cid/150hp/V12/2spd	
\$28,000 1	\$425,000 1	1972 Volvo P1800E 2d cpe 1986cc/130hp/4cyl/4spd\$43,000 2
1934 Ford-Brewster 40 4d twn car 221cid/85hp/V8/3spd	1940 Lincoln Zephyr 2d cpe 292cid/120hp/V12/3spd unrestored \$38,000 3	1948 Willys Jeepster V13 4d 2d rds 134cidd/60hp/4cyl/3spd+O/D \$26,000 2
	1960 Lincoln Continental Mk V 2d conv 430cid/345hp/V8/AT	1954 Willys Jeep Jun-5 4d 2d 4X 4d sta wag 266cid/115hp/
1934 Ford Model 40 Deluxe 2d rds NOM 239cid V8/AT; rod	\$42.500 \$	6cvl/3spd \$27.000 2

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One of the stars of the Raleigh Classic Auction was this 1957 Olds 98 convertible. It wound up selling for a healthy \$120,000.

Raleigh Classic produces surprises

CHARLES FARLEY REPORTING

YOUNGSVILLE, N.C. – Raleigh Classic Car Auctions' spring sale was held May 6-7 at the Capital Auto Auction complex located north of Wake Forest in Youngsville.

As always, the event was well attended, professionally staged and featured many low-mileage originals. The buyers, as a group, were tight-fisted and selective about the cars they bid up to within striking range of their respective reserves. Consequently, the sell-through rate was lower than previous auctions.

We counted 330 cars actively bid on, with 155 reported sold. The sell-through rate for this auction came in at 47 percent. The auction company reported 15 post-block sales, but the sale prices of those cars was not declared.

Sellers of Lincolns and Cadillacs did well at this sale. If they consigned a Lincoln or a Cadillac and set a reasonable reserve, in all likelihood, they left the auction with a check in hand. The top sale, however, was a pristine 1965 Buick Riviera Gran Sport that found several bidders who apparently just had to add this survivor-quality example to their collection. To land the GS, the winning bidder went all the way to \$210,000 – surely a record price for such a model. The car had just 38,000 miles on the odometer and twin AFBs atop the biggest Buick "nailhead" OHV V-8 ever made.

Another six-figure seller was an impeccably restored J-2-powered 1957 Oldsmobile 98 convertible that garnered \$120,000. A red-on-ivory 1964 Chevrolet Super Sport 409 with a four-speed, Positraction and single quad was counted sold at \$85,000.

The total gate receipts, not counting seller fees and the 8 percent buyers commission, added up to \$4,479,820.

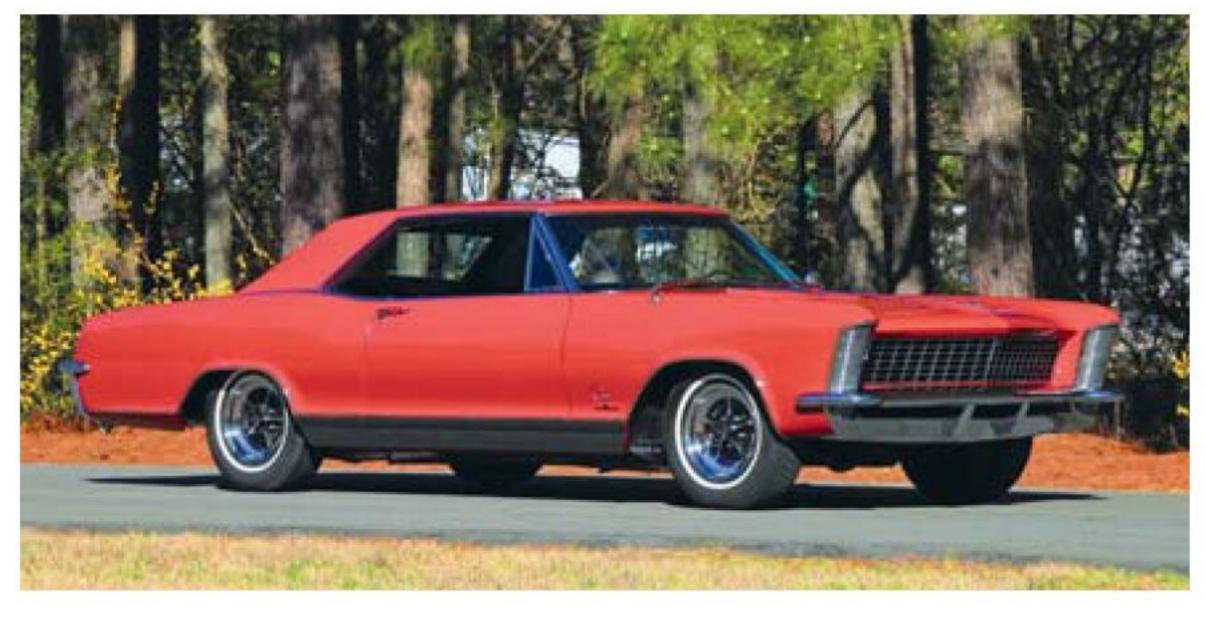
Following are a few of the interesting vehicles that sold in Youngsville:

1957 Oldsmobile 98 convertible

Condition #1, sold for \$120,000. This 1957 Starfire 98 Deluxe convertible has been meticulously restored. The odometer has been rolled back and now shows 56 miles. Originally built at the Lansing, Mich., assembly plant, this Olds featured the 300-hp version of Olds' J-2 triple-carburetor setup atop its 371-cid V-8 and a Jetaway Hydra-Matic transmission. The car was highly optioned with power-adjustable/split-folding bench seat, power brakes, power steering, power windows, "Wonderbar" AM radio with CONELRAD presets, power antenna, dual side-view mirrors, power top, dash clock, heater/defroster, day/night rearview mirror, dual exhaust, wide whitewall tires, full-size wheel covers and fender skirts. Show-quality and factory-correct tri-color paint consisted of Festival Red over Alcan White with Juneau Gray accent on the exterior with matching premium leather interior. One of only 8,278 Oldsmobile Starfire 98 convertibles originally produced in 1957. With such miniscule miles since restoration, a good shakedown cruise might be in order. Items known to be troublesome on these nifty '50s Oldsmobiles are the gas gauge, the power antenna and the radio's vibrator.

1965 Buick Riviera GS

Conditon #1, sold for \$210,000. These Gran Sports are seldom seen in such immaculate and extremely original condition, this example showing just 38,000 miles on its odometer. It was powered by its numbers-matching LX code 425-cid Super Wildcat good for 360 hp and 465 lb.-ft. of torque and its original BS-code automatic transmission with the variable-pitch torque converter. Buick Gran Sports were factory equipped with twin Carter AFBs, cast-aluminum valve covers, a chrome dual-snorkel air cleaner and positive-traction rear dif-



ferential. Additional performance features are oversize 2.25-inch dual exhaust, hydraulic cam, A9 handling package with a short-ratio 15.1 steering option with heavy-duty shocks, slightly lowered factory sport stance and stiffer bushings. In addition to all the great

performance aspects of this car, the "frosting on the cake" is all the standard luxury features and optional equipment, including all power options, tilt steering column, bucket seats and the first-gen Riviera's one-year-only retractable headlamps.

1964 Chevrolet Impala SS

\$85,000. This absolutely exquisite Impala is a true SS/409 4-speed car. It has resided in Pennsylvania since the day it was purchased. It was delivered to Thomas Chevrolet in Bedford, Pa., and since 1964, the car has



only accumulated 32,892 actual miles. It still wears most of its factory-application of Palomar Red over an entirely original Ivory vinyl interior. The original numbers-matching drivetrain is present and consists of a QC-code 340-hp/4-barrel engine mated to a 4-speed manual transmission.

1956 Ford Crown Victoria



Condition #1, sold for \$80,000. A true Crown Victoria with the tiara to prove it. This is certainly one of the best, 100-percent original, lowest-mileage 1956 Ford Crown Victorias in existence. With just 4,831 miles,

it was a feature member of the Glenn Boyd low-mileage Ford collection and is in truly unbelievable condition in every respect. The black-and-white interior is as it was the day it was built. Nicely optioned with tinted glass, dual exhaust through the rear bumper (a '56 only feature) and capped off by a rare factory-installed continental kit. It was delivered with poverty caps, which are in the trunk along with the original spare and a complete set of beauty bands.

1949 Packard Super Eight convertible

Condition #1. Sold for \$80,000. One of 671 produced for '49. It is finished in gorgeous Spruce Green paint with an impeccable tan leather interior and complementary tan cloth convertible top. Fully restored approximately 10 years ago and presents beautifully today. A rare model finished in delightful colors, this Packard is sure to make a splash at countless shows or events with either of the two national Packard clubs.



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1949 Buick Super convertible

#1 Condition, sold for \$77,000. This absolutely stunning convertible coupe was the recipient of the 2010 AACA National Senior First Prize award. It is finished in factory-correct Sequoia Cream with a burgundy leather interior and shows only 44,611 miles on the odometer. With its period-correct wide whitewall tires, red rims and full wheel covers, it cannot help but turn heads wherever it goes!



RALEIGH CLASSIC

Youngsville, N.C. May 6-7 155 of 330 vehicles reported sold Total sales, not including fees: \$4,479,820 Charles H. Farley Reporting

155 of 330 venicles reported sold	
Total sales, not including fees: \$4,479,820	
Charles H. Farley Reporting	
Price/ Co	nd
1980 AMC Concord 2dr cpe I-6 AT tilt wheel Landau top \$16,500	
1984 AMC Eagle wag OHV I-6AT 91k mi 4X4 loaded \$9,100	2
	1
T	
2002 BMW Z3 2dr conv l 6 AT 39k mi	
2005 BMW Z4 2dr conv I 6 AT 29k mi \$15,500	2
1949 Buick Super 2dr dr conv OHV I-8 3spd manual	27
44K- AACA Senior 1st Yellow finish \$77,000	1
1965 Buick Riveria GS 2dr HT 425 AT 38k mi \$210,000	1
1965 Buick Wildcat 2dr conv 401 AT 25k mi 325hp AC \$51,000	2
1971 Buick LeSabre 4dr sed 350 V8 AT 22k mi all original \$4,250	3
	2
1985 Buick Riviera 2dr HT OHV V8AT W/OD 16K \$20,500	1
1987 Buick Grand National 2dr HT V 6 AT 32k turbo \$19,000	3
	200
2000 Buick LeSabre 4dr sed V6 AT 46K loaded black . \$6,600	3
2001 Buick Park Ave 4dr sed OHV V6 AT 19K loaded \$13,000	3
2002 Buick Park Avenue 4dr sed OHV V6 AT loaded \$5,200	3
1947 Cadillac Fleetwood 4dr sed FH V8 AT black/	8201
caramel Somberos WWW tires \$13,750	3
1961 Cadillac convertible 2dr OHV V8 AT 32K mi \$71,000	2
1965 Cadillac Deville 2dr HT OHV V8 AT 54K loaded \$30,500	2
1965 Cadillac convertible 2dr OHV V8 AT 69k \$30,500	2
1976 Cadillac Deville 2dr cpe OHV V8 AT 500cid 190hp \$26,000	2
1970 Cadillac Deville 2dr conv. OHV V8 AT 33k mi \$45,000	2
1977 Cadillac Fleetwood 75 4dr sed 425 V8 AT 53k mi \$19,500	2
1979 Cadillac Deville 2dr cpe OHV V8AT W/OD 33k mi	_
original paint AM/FM 8 track full power \$21,000	2
1979 Cadillac Seville 4dr V8 AT	1
	Į.
1984 Cadillac Fleetwood 4dr sed V8 AT 3K Series 75	2
Senators Limo blue	
1984 Cadillac Eldorado 2dr HT V8 AT full power tan \$13,500	3
1985 Cadillac Eldorado 2dr HT V8 AT 53k loaded\$50,000	2
1989 Cadillac Deville 4dr sed OHV V8AT W/OD 57K \$12,000	2
1989 Cadillac Allante 2dr HT V8 AT 64k two tops white . \$6,500	2
1991 Cadillac Brougham 4dr sed OHV V8AT w/OD 22K \$25,000	2
1991 Cadillac Fleetwood 4dr sed OHV V8 AT 54k loaded \$16,500	2
1993 Cadillac Allante conv V8AT 89K 295hp AM/FM CD . \$6,500	2
2000 Cadillac Eldorado 2dr HT V8AT 53k Bose sound \$12,250	2
2006 Cadillac Escalade 4dr SUV OHV V8 AT DVD\$85,000	3
	1
The contraction of the contracti	3
1955 Chevrolet Bel Air 2dr HT 454 V8 700 R4 resto-mod \$50,000	
1962 Chevrolet Bel Air 2dr 111 434 V8 700 R4 lesto-filod \$30,000 1962 Chevrolet Bel Air 2dr sed 409 V8 4spd stick 29k \$74,500	1
ONE CONTROL OF THE ACTION OF THE CONTROL OF THE CON	100
	3
1964 Chevrolet Impala SS 2dr HT V8 409 4spd	_
32k single AFB 240HP #'s match Red/ivory int \$85,000	2
1965 Chevrolet Corvette 2dr conv 327 V8 4spd stick	-
97k 300HP 1 AFB knock off wheels racing green \$49,000	2
1966 Chevrolet C-10 2dr PU 350 V8 3spd short bed \$30,000	2
1968 Chevrolet Camaro 2dr HT 350 V8 AT RS/SS \$56,000	1
1970 Chevrolet C-10 2dr PU 350 V8 3spd manual 41k \$9,000	3
1970 Chevrolet Impala 4dr sed 350 V8 AT 9k \$18,500	2
1972 Chevrolet Cheyenne 2dr C-10 V8 AT AC AM \$29,000	2
1972 Chevrolet Monte Carlo 2dr HT V8 AT resto-mod \$48,000	1
1973 Chevrolet Vega 2dr wag I-4 AT 55k	2
1978 Chevrolet Cheyenne 2dr PU C-10 350 V8 AT 16k AC	_
PS PB 4WD Rallye Wheels	2
1979 Chevrolet Corvette 2dr FB 350 V8 AT \$22,000	2
THE CONTROL VALUE AND A CONTROL OF THE CONTROL OF T	-

1979 Chevrolet Corvette 2dr FB 350 V8 AT\$22,000 2

1985 Chevrolet Silverado 2dr PU 350 V8AT w/OD 29k	\$24,000	2
1986 Chevrolet Corvette 2dr conv 350 V8AT Pace Car	\$10,750	3
1986 Chevrolet Silverado 2dr PU V8AT W/OD 67k	29	2
1987 Chevrolet Corvette convertible 350 V8 5spd		2
1987 Chevrolet El Camino 2dr PU 305 V8 AT 3K AC		1
	\$02,000	1
1988 Chevrolet C-700 2dr Utility 350 V8 5spd fire	фE 200	2
truck van		3
1989 Chevrolet Corvette 2dr cpe V8 6spd stick 7k		2
1994 Chevrolet Caprice 4dr sed V8 AT 45k	.\$11,250	3
1996 Chevrolet Impala SS 4dr sed V8 AT	\$38,000	1
1996 Chevrolet Tahoe 2dr SUV V8 AT 12k	\$44,000	1
2003 Chevrolet Corvette 2dr conv 6spd stick 5k	45 452	
50th Aniv Ed	\$30,000	2
2011 Chevrolet Camaro 2dr conv V8 6spd stick 22k mi		2
1939 Chrysler Royal 4dr sed I-6 3spd fog lights WWs .	A STATE OF THE STA	2
1975 Chrysler New Yorker 4dr sed 440 Torqueflite 64k	- Mariana de la companya del companya de la companya del companya de la companya	2
1985 Chrysler Fifth Ave 4dr sed 318 V8 AT 23k		2
1987 Chrysler Fifth Ave 4dr sed 318 V8 AT w/OD 31k	\$10,000	2
1992 Chrysler LeBaron conv V6 AT 16K GTC model	.\$16,750	2
1984 Datsun 300 ZX 2dr cpe I-6 5spd stick 75k AC	\$13,500	2
1985 Datsun 300 ZX Turbo 2dr FB 5spd 66k AC T-tops	\$17,500	2
1947 Dodge PU 2dr PU FH 6 3spd manual 57k		2
1975 Dodge Charger 2dr cpe 360 Torqueflite 29k AC		2
1977 Dodge Charger 2dr cpe 300 Torqueflite 23k Ac	\$15,000	_
	420,000	2
upgrades + Custom paint		
1980 Dodge Challenger 2dr HT I-4 AT 37k		2
2015 Dodge Challenger 2dr HT 6spd 5k 707hp	18	2
1940 Ford Deluxe 2dr conv. FH V8 3spd man restored	\$50,000	1
1941 Ford Deluxe 2dr sed FH V8 3spd manual 33k	\$25,000	2
1941 Ford Super Deluxe 4dr wag FH V8 3spd restored	\$10,000	2
1949 Ford Custom 2dr conv FH V8 3spd W/OD duals.		1
1951 Ford Custom 4dr sed FH V8 3spd W/OD 25yrs		3
1955 Ford Fairlane 2dr HT 272 V8 3spd manual 12k	. ф 1,000	5
Fla. car AACA awards duals	\$12 000	2
	\$10,000	_
1956 Ford F-100 PU Mod GM V8 3spd AT restored GM	\$40,000	2
drive train	\$ 4 0,000	7
1956 Ford Crown Victoria 2dr sed 292 V8 Fordomatic	¢00.000	4
4k all original continental kit black/black	\$80,000	1
1963 Ford Galaxie XL 2dr conv 390 V8 Cruisematic		200
78k all desirable options	\$35,500	2
1965 Ford Mustang GT 2dr conv 289 V8 AT Tribute		
Blue	\$22,000	2
1965 Ford Mustang 2dr HT 289 V8 Cruisomatic	\$25,000	1
1966 Ford LTD 2dr HT 289 V8 Cruisomatic 66k AC AM	radio clock	
4ways	. \$9,000	3
1975 Ford Thunderbird 2dr HT 390 V8 Cruisomatic		
23k Triple copper 1/2 vinyl roof, alum wheels	\$19,500	2
1975 Ford Pinto 2dr wag I-4 AT charity sale	77	3
1966 Ford Mustang 2dr conv. 289 V8 Fordomatic	. 40,000	
all popular GT options	\$22,000	2
1967 Ford LTD 4dr sed 390 V8 Cruisomatic 69k AC	422,000	_
PS PB AM dual exhaust	\$7.250	2
	. \$1,230	J
1975 Ford Pinto 2dr wag V6 3spd AT 84k	ቀ ር ኃርዕ	2
charity sale	. \$5,250	3
1975 Ford Thunderbird 2dr HT 460 V8 Cruisomatic	440 = 0 =	_
23k 20 Anniversary Edition AC CC		
1983 Ford CV LTD 4dr sed 302 V8 AT+OD 39k		
1985 Ford CV LTD 4dr sed 302 V8 AT+OD 12k AC	.\$17,250	1
1986 Ford CV LTD 4dr wag 302 V8 AT+OD 35k AC	\$13,000	2
1991 Ford F-150 2dr PU 302 V8 AT+OD 90k AC PS PB	10 10 Tel	2
1994 Ford F-150 XLT 2dr PU 302 V8 AT+OD 57k loaded		2
1995 Ford Taurus 4dr sed V6 AT 8k		
	•	
1997 Ford F-150 2dr PU V8 AT 61k Super Camper Ed. 2000 Ford Expedition 4dr SUV V8 AT+OD 62k 4x4		
	01211111	1

2002 Ford Thunderbird 2dr cpe V8 5spd AT 6k	\$25,000
2010 Ford Mustang Shelby GT Rousch 2dr cpe V8 54	0 \$29,000
1988 GMC Suburban 4dr SUV OHV V8 AT+OD 42k	
454cid AC PS PDB PW PDL 2WD Tow pack	
1999 GMC Yukon SLT 4dr SUV 350 V8 AT 24k 4x4 .	
2003 GMC Yukon 4dr SUV OHV V8 AT 30k AC 2WD	\$29,000
1991 Jaguar Sovereign 4dr sed V8 AT white	\$
2003 Jaguar XK8 2dr conv DOHC V8 6spd AT 43k .	
2008 Jaguar XKR 4dr sed I 6 AT 47k AC ABS PS PW (
1987 Jeep Wagoneer 4dr SUV OHV V8 AT loaded .	
2005 Lexus SC 430 2dr conv	
1973 Lincoln Mark IV 2dr HT 460 V8 Cruisomatic 23k	
1975 Lincoln Mark IV 2dr HT 460 V8 AT 43k	
1976 Lincoln Town Car 2dr cpe V8 AT 14k all original	-
1977 Lincoln Town Car 4dr sed 460 V8 AT 18k loaded	
1979 Lincoln Mark V 2dr HT 400 V8 AT 20k AC Cartie	
1979 Lincoln Town Car 4dr sed 400 V8 AT 100 Cartie	
1979 Lincoln Mark VII 2dr HT 352 V8 AT 16k Turbine	
1994 Lincoln Town Car 4dr sed V8 30K moon roof	
2001 Lincoln Town Car 4dr sed V8 AT 16k	
1982 Mercedes 300 TD 4dr wag I-6 AT	7-27
1989 Mercedes 560 SL 2dr HT 342 V8 4spd	\$22,750
1991 Mercedes 350 SDL 4dr sed 216 I-6 4spd	* 00.000
turbo diesel	
1951 Mercury 1CM 4dr sed FH V8 3spd manual 10k .	
1969 Mercury Cyclone CJ 2dr FB 428 V8 Cruisomatic	
1970 Mercury Cougar XR7 2dr conv 351 V8 Cruisoma	
1997 Mercury Cougar 2dr sed V8AT w/OD 18k	2.20
1976 MG Midget 2dr Rdstr I-4 4spd stick 70k	
1978 MG Midget Special 2dr rdstr I-4 4spd 31k	\$4,000
1980 MG MGB CVT 2dr Rdstr I-4 4spd 25k new radio alum radiator- wheels	¢11 E00
1998 Mitsubishi 300 GT 2dr cpe V6AT W/OD 39k	-
1956 Oldsmobile Holiday 88 4dr HT 324 V8 AT 39k m	
1957 Oldsmobile Hollday 88 4dr HT 324 V8 AT restored J-2	1,525
antenna AT	- 12:10 [[1] [[1] [[1] [[1] [[1] [
1959 Oldsmobile Dynamic 88 2dr HT 394 V8 AT PS P	
1967 Oldsmobile Toronado 2dr HT AT FWD 15k	
1977 Oldsmobile 98 4dr sed 350 V8 AT 4k	100
1986 Oldsmobile Cutlass 442 2dr sed 4spd AT 307cid	
1987 Oldsmobile Cutlass 442 2dr sed V8 4spd AT 23	-
1949 Packard Super Eight 2dr conv 327 3spd restore	100
1963 Plymouth Belvedere 2dr HT 383 V8 4spd 44k	
1959 Pontiac Bonneville 2dr conv 389 V8 AT loaded	
1972 Pontiac GTO 2dr HT 400 V8 4 spd stick 5.5k	
special order #'s match Muncie hood tach	\$33,500
1973 Pontiac LeMans 2dr sed 350 V8 AT 36k mi	40
1987 Pontiac Trans AM 2dr cpe GTA	\$26,500
1989 Pontiac Trans AM 2dr cpe GTA	
1999 Pontiac Trans AM 2dr FB 348 V8 6spd	1000FT
30th Aniv Ed	\$34,000
2000 Pontiac Grand Prix 2dr sed V6 AT	\$24 _ 776.87.625.166
Daytona Package	
2002 Pontiac Firehawk 2dr FB 6spd LS1 V8	
2009 Pontiac GT G8 4dr sed V8 AT	
1987 Porsche 928 2dr FB 330 V8 AT 26k all original	
1993 Porsche 968 2dr HT I-4 AT 43k PS PDB AC	
1986 Subaru Brat 2dr PU HO 4 4spd 94k 4x4 T-top .	\$13,000
1992 Subaru Loyale 4dr wag HO 4AT w/OD 28k	\$17,000
2006 Subaru Baja 4dr PU I 4AT W/OD AWD	\$15,000
1979 Toyota FJ 40 2dr I 4 4spd diesel fording option	. \$35,000
1988 Toyota Land Cruiser 4dr SUV I 6AT 117k 4x4	. \$48,000
2001 Toyota Tacoma S-Runner 2dr PU V 6 5spd 77k	.\$32.000

1990 VW Corrado 2dr sed I 4 5spd stick 70k AC **\$21,000** 2

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

Dec 2 AZ, Gilbert. 8th Annual REV'D UP for Autism Car and Bike Show. Mesquite High Schoo 10am-3pm. www.pawsitivefriendships.org/event-directory/carshow/

CALIFORNIA

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

Nov 17-26 CA, Los Angeles. Los Angeles Auto Show. Los Angeles Convention Center www.laautoshow.com

Apr 19-21, 2024 CA, La Jolla. 18th La Jolla Concours d'Elegance & La Jolla Motor Car Classic at the Concours. www.lajollaconcours.com

FLORIDA

Nov 12 FL, Fort Lauderdale. The Annual Cadillac LaSalle Car Show. Bayview Cadillac -1240 North Federal Highway.10am-4pm. Len 954-789-0966

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.mustangclubof-westcentralflorida.com, Tracey 920-944-8137, trabin2137@gmail.com. www.eventbrite.com/e/2023-ponies-under-the-palms-tickets-677598384007?aff=oddtdtcreator

GEORGIA

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

ILLINOIS

Dec 10 IL, Tinley Park. Tinley Park Annual Holiday Show. Tinley Park High School - 6111 West 175th Street. 10am-2pm. www.uniqueeventsshows.com/shows-1/tinley-park-annual-holiday-show

INDIANA

Dec 7-9 IN, Indianapolis. Indiana Performance and Racing Industry Show (PRI). Indianapolis Convention Center. 1-949-499-5413. mail@performanceracing.com, www. performanceracing.com/

MICHIGAN

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--

NEVADA

Nov 3-4 NV, Henderson. 17th Annual AMCRC Southwest Regional Las Vegas AMC Reunion. Railroad Pass Hotel & Casino - 1500 Railroad Pass Casino Rd. www.snamc.amcrc. com/carshow.html

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 8am. Automotive swap meet (cars, car parts, reproduction vendors, memorabilia). Glen Osborn 541-928-1218, albanyswapmeet@comcast.net

SOUTH CAROLINA

Nov 18 SC, Charleston. 10th Anniversary Rockabillaque Charleston Classic Car & Vintage Bike Show. Park Circle neighborhood of North Charleston. www.rockabillaque. com/2023showpayment and get more info.

TEXAS

Nov 11 TX, Colony. Bubba's 33 Car & Truck show. 4025 SH 12. 9am-2pm, 217-707-6348, www.monthlymuscle.com

WISCONSIN

Dec 3 WI, Waukesha. Milwaukee Miniature Motors Show. Waukesha Exposition Center - 1000 North View Road. 10am-2pm. www.uniqueeventsshows.com/shows-1/milwaukee-miniature-motors-show-

AUCTIONS

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

Nov 9-11 NV, Las Vegas. Mecum Las Vegas Sale. www. mecum.com

Nov 10-11 FL, Lakeland. Lakeland Fall Collector Car Auction. 4175 Medulla Road. 717-243-7855, www.carlisleauctions.com

Nov 17-19 CA, Palm Springs. McCormick's Palm Springs Car Auction. Palm Springs Convention Center - 277 N. Avenida Caballeros. 760-320-3290, www.classic-carauction.com

Nov 24 United Arab Emirates, Abu Dhabi. F1 Abu Dhabi. bonhams.com

Nov 30- Dec 2 MO, Kansas City. Mecum Kansas City Sale. www.mecum.com

DECEMBER

Dec 1-2 NC, Youngsville. Raleigh Classic Car Auctions. Capital Auto Auction - 2380 Long Mill Road. 919-269-5271, www.raleighclassic.com

CRUISES

YEAR ROUND

Mondays FL, Fort Meyers. Applebee's Cruise-In.15151 North Cleveland Ave. 4-7pm.

Tuesdays CA, Granada Hills. Granada Hills Cruiz-In. Park between Baskin Robins & Carl's Jr. 6pm

Tuesdays IN, Michigan City. Great Lakers Auto Club Tuesday Night Cruise-In. Al's Super Market - 421 South Franklin Street. Darrell M Stahoviak 219-785-4530

Tuesdays NJ, West Milford Cruise Night. Every Tuesday until weather turns cold. 5pm until dark. Information: deansmart1@gmail.com. Cosmos parking lot, 1926 Union Valley Rd, Hewitt, NJ 07421.

Second and Fourth Tuesdays, WI, Oconto. Cruise with The Rev. Second and fourth Tuesdays. Leaves from former Koehn Auto on South Main St. Assorted destinations. Starts 4pm.

3rd Tuesday of the month CA, Yucca Valley. Route 62 Cruisers Cruise-in. Firehouse Subs - 58709 Palms Hwy. Ste. F. 5:30pm

Wednesdays FL, Kissimmee. Old Town Kissimmee Themed Car Shows. 5pm. myoldtownusa.com/events/wednesday-night-car-show/

Wednesdays MD, Upper Marlboro. PAR-A-DIGM Presents High Heels & Corvettes Sophistication Meets Power. 5010 Brown Station Road. Randy 240-354- 4752

Wednesday Nights WI, Howard. Duck Creek A & W Cruise Nites. Velp Ave. Every Wednesday night. 4 pm-dark.

The 58th Greater Milwaukee Indoor Automotive Swap Meet

Car parts all makes, collectibles, car related items

Sunday, February 25, 2024 7:30 - 1:00 PM

> Heated facility Vendor booths \$30 - \$45

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Venue location

Washington County Fairgrounds

3000 Cty Hwy PV West Bend, WI 53095

Hosted by WI. Chapter Model A Ford Club of America

www.oldcarsweekly.com

Callendar

- Wednesday Nights PA, Morgantown. Cruise-In Car Show. Classic Auto Mall, 6180 Morgantown Road, Morgantown, PA (behind McDonald's and Holiday Inn) 4-8pm. 610-901-3804
- **Wednesday Nights WI, Slinger.** Raceway Wednesday Night Car Show. Raceway Bar & Grill 711 E. Washington. 5-9pm 1-262-297-1700 or 1-262-388-3570.
- **Wednesdays MI, Hickory Corners.** Weekly Gilmore Wednesday Night Cruise-In. Gilmore Car Museum. 5-8pm. www. qilmorecarmuseum.org
- **Second Wednesday of the month IL, New Lenox.** American Legion Post 1977 Cars & Stripes Cruise Nights 14412 Ford Drive. 5pm.
- First Thursday of the month through November, CA, Fair Oaks. Food Truck Mania and Classic Car Show. Fair Oaks Park/ 5-8pm. 5-8pm, www.sactomofo.com/calendar
- **First and Third Thursdays, WI, Oconto.** Oldies with The Rev. Shake-A-Burger. 107 Brazeau Ave. Starts 4 pm. 929-834-6200.
- **Second Thursday of each month PA, Altoon.** BCAAC Monthly Meeting. Bavarian Aid Society, 7pm, 814-937-1890
- **Thursday mornings CA, Chatsworth.** Earl's Coffee Cruise. 20429 Devonshire St. 8-10am. www.facebook.com/Earls-Donuts-109491522422562, 818-341-2869
- **Thursdays FL Ft. Myers**. Larry's Cruise-In. U.S. 41N. 4pm-7pm. 239-995-3999 www.shellfactory.com
- Thursdays East Coast Drifters Cruise-In, MD, Accokeek. Wendy's in Mannokeek Shopping Center W. 228 Accokeek. 6-9pm. Bobby 240-682- 6432
- Last Thursday of Every Month, CA, Santa Monica. West End Santa Monica Car Club Mel's Drive-in Cruise Night. 1670 Lincoln Blvd. 7-9pm.
- **Fridays FL, Kissimmee.** Old Town Kissimmee Muscle Car Show & Cruise. 3pm. www.myoldtownusa.com/events/wednesday-night-car-show/
- **Fridays Year Round MD, Laytonsville.** Laytonsville Cruise-In. 6840 Olney-Laytonsville Road. Members meet in Italian restaurant during poor weather conditions. 5-8pm
- **Friday, MD, Glen Burnie.** Friday Cruise Nights. 6711 Ritchie Hwy, Tom 443-838-0948
- First Friday of the Month, NV, Las Vegas. "Breakfast Starter" Mad Matty's, 8100 W. Sahara Ave. 8am. Hosted by Cadillac DropTops.Hal Sheaks halscars@cox.net 702 203-0035
- **Friday Nights CA, Northridge.** Cruise Night. Bob's Big Boy 8876 Corbin Ave. 4pm
- **Friday Nights CA, Burbank.** Valley Cruise Nights. Fosters Freeze 201 South Glenn Oaks Blvd. 7-9pm
- **Friday Nights CA, Los Angeles.** Rollin Heaps Friday Night Roll In. Pep Boys Speed Shop on corner of Oxnard and Lankershim Blvd. 7-10pm.
- Friday Evenings MD, Laytonsville. (Year Round Cruise-in):
 Laytonsville Cruise-In Members meet in Italian resturant
 during poor weather conditions. 6840 Olney-Laytonsville
 Road, Laytonsville, MD 20882. 5-8pm. www.cruisein.us or
 email inex01@verizon.net
- **Saturdays NJ, Branchville.** Wanderers Car Club Saturday Cruise-In. 3pm till close. JumboLand Diner- 438 Route 206 North

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

 Promenade at Sunset Walk. 4-8pm. www.sunsetwalk.com/
 events/show-car-saturday-nights/
- **Saturdays VA, Sterling.** Potomac Falls Cars and Coffee. Calvary Temple - 50214 Triple Seven Road. 7-9am. 703-430-7307, www.calvarytemple.org
- First Saturday of the month CA, Rolling Hills. Peninsula Cars & Coffee. Promenade on the Peninsula's Top Deck of the Parking Structure 550 Deep Valley Road. 7-9pm. www. pvconcours.org
- **Saturdays CA, Ventura.** American Hot Rods & Classics Saturday Morning Coffee Cruise. Moose Ledge #1394 10269 Telephone Road. 8:30-11:30am.
- **Saturdays MD, Brookville.** Silo Cars N Coffee. 19501 Georgia Avenue. 9am-noon
- **Saturdays MD, Damascus.** Cars & Coffee. By the Dunkin Donuts in the Safeway shopping center off Main Street. 7:30-10:30am until cold.
- **Saturdays MD, Bethesda.** Cars N Coffee. Corner Bakery 10327 Westlake Drive. 8-10am
- First Saturday of each month NV, Las Vegas. Sonic Drive-In Cruise nights at 6455 W. Sahara (at Torrey Pines) 3-7pm. Cadillac Drop Tops Chapter. halscars@cox.net
- Saturdays CA, Santa Clarita. Saturday Night Sleds Walmart Parking Lot Carl Boyer Drive. 5-8pm.
- Saturday Nights IN, Central Indiana. Vintage Vehicles Cruise In. Noblesville Courthouse Square. 4:30-8:30pm. Dave Shank 317-674-8045, Larry Grabb 317-710-2585, www. civv.club.com
- **Saturday Nights IN, Noblesville.** Courthouse Square. 4:30pm to 8:30pm. Hosted by Central Indiana Vintage Vehicles. Dave Shank 317-674-8045, Larry Grabb 317-710-2585. www.civv.club.com.
- First Saturday of each month FL, Englewood. Cruise-In Dearborn. Downtown Englewood. 4pm. 8pm. Contact tom Brooks 941-815-6204
- Second Saturday of Month CA, Chatsworth. So Cal Cruising' The Munch Box. 21532 Devonshire St. 5-9pm. All Cars Welcome
- **Third Saturday of Month TX, Georgetown.** "Pistons on the Square" Cruise-In. 8-10am., www.facebook.com/pistonson-thesquare/
- **3rd Saturday CA, Grand Terrace.** Blue Mountain in City Terrace Cars & Coffee. 22365 Barton Road. 8-10am. gallojm1@outlook.com, Facebook at: www.facebook.com/ GTCarsAndCoffee or on Instagram at: www.instagram.com/ grandterracecarsandcoffee
- May October Last Saturday of Month. All Gateway Classic locations. Cruise into Gateway Classic Cars with your collectible car or daily driver. All makes and models welcome. 9am to noon.
- **Last Saturday of the month CA, Winnetka.** Cupid's Cruise. 20030 Vanowen St. 4-8pm. www.cupidshotdogs.net, cupid-shotdogs@gmail.com, cupidshotdogs@gmail.com
- Last Saturday of each month CA, Winnetka. Cruising'
 Cupids Hot Dogs 20030 Vanowen Street at Quakertown
 Ave. 4-8 p.m.

- Last Saturday of Month CA, North Hollywood. Pep Boys Speed Shop Cars & Coffee. 6065 Lankershim, Blvd. 8-noon
- Second Sunday of every month FL, Kissimmee.Car & Truck Show. Promenade at Sunset Walk. 11am 2pm. www. sunsetwalk.com/events/monthly-car-and-truck-show/
- **Second and Fourth Sunday MD, Poolesville.** Potomac Cars and Coffee. 19701 Fisher Avenue. 9 AM to 11 AM. www. cruisein.us or email inex01@verizon.net
- **Sundays CA, Northridge.** Classic Cars & Coffee. Carbon Ave. & Tampa Ave. 6-10am. www.facebook.com/groups/carscoffeebagels, carscoffeebagels@yahoo.com
- **Sundays CA, Northridge.** Classic Car & Coffee at Bob' Big Boy Cruise-In. 8876 Corbin Ave. Pre-1980 vehicles. 7-10am. https://www.facebook.com/groups/ClassiCarsCoffee
- **Sundays Year Round MD, Burnsville.** Church of the Holy Donut Cruise-In. Intersection of route 198 and route 29, in the parking lot of the new shopping center. 7-10am
- **Sundays Year Round MD, Rockville.** Shady Grove Cruise-in. (The McDonald's Parking Lot) 16701 Crabbs Branch Way. 9am-1pm
- **Sundays MD, Clarksburg.** Clarksburg Cruise-in. Harris Teeter Shopping Center 22700 Sweetshrub Drive. 8am-10am
- **Sundays MD, Gambrels.** Asphalt Angels Car Club of Maryland Cruise-In. Krispy Kreme 1149 Md--3 North. 8am.
- **Sundays CA, Northridge.** Classic Cars & Coffee. Suppressing Shopping Center 19500 Plummer Street. 6-10am. https://www.facebook.com/SoCalcrScene, www.facebook.com/groups/CarsCoffeeBagels, carscoffeebagels@yahoo.com
- **Sundays CA, Northridge.** Classic Cars & Coffee. Supering Shopping Center 195000 Plummer Street. 6-10am. www.facebook. com/SoCaleruScene, carsandcoffeebagels@yahoo.com



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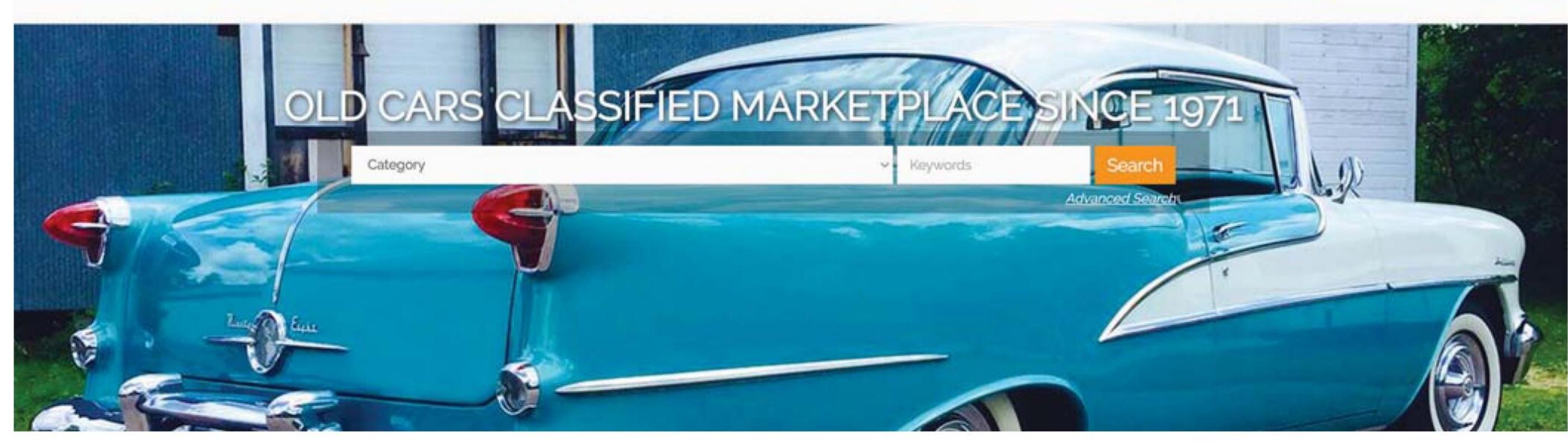
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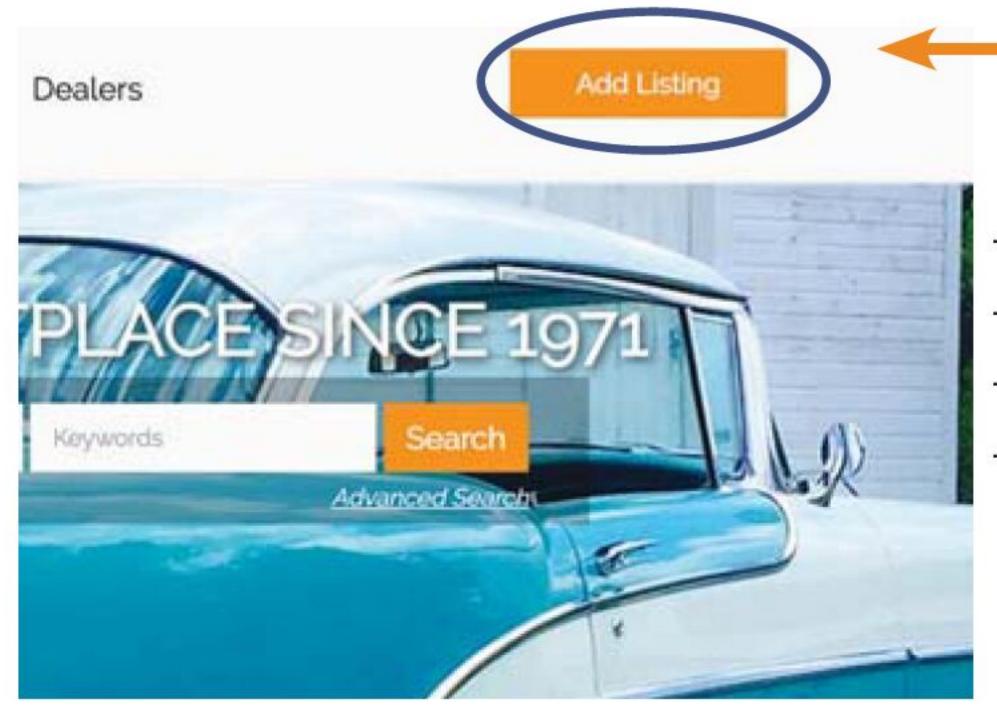
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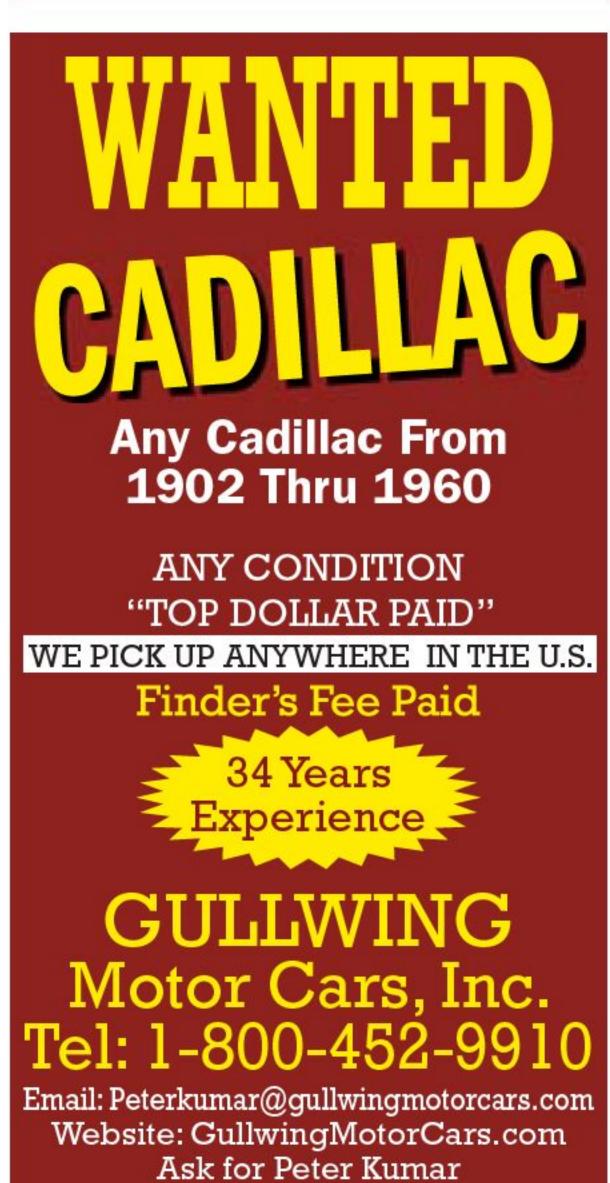


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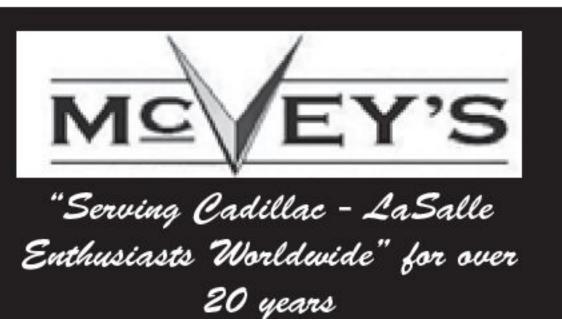
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9130

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1971 Chevy El Camino, All body work done except for left rear quarter skin, Small block V-8, automatic, Mostly complete, engine does run, a project someone ran out of money on, Ready to be finished, \$6800.00 620-786-4428 oc3358

WANTED: ANY Chevy, any year before 1972, any model, any condition, top dollars paid, we will pick up anywhere in USA. Please call Peter Kumar at 1-800-452-9910. E-mail:PeterKumar@GullwingMotor-Cars.com 3970597

WANTED: CHEVROLET Impala from 1958 to 1964, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotor-Cars.com 3970584

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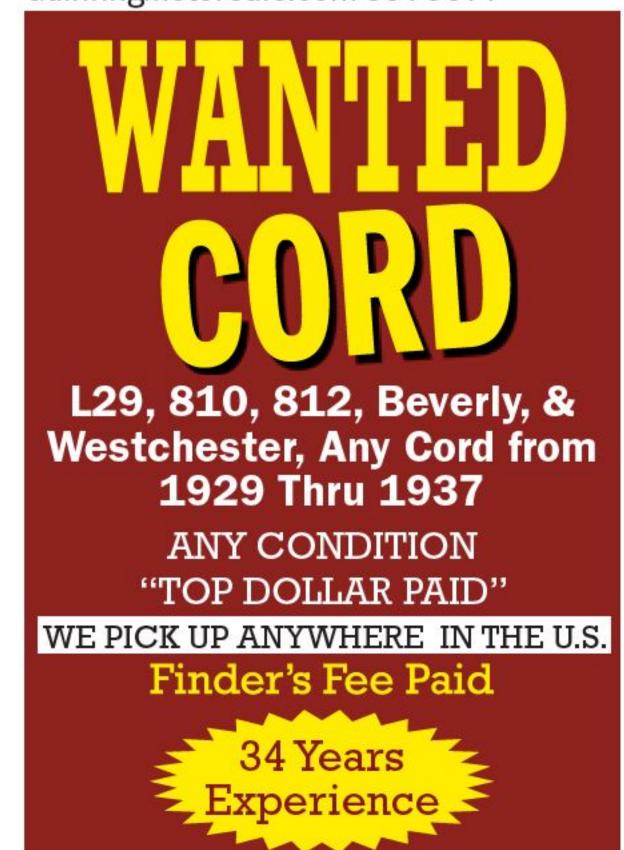
www.oldcarsweekly.com, please include your contact information.



9167

CORD

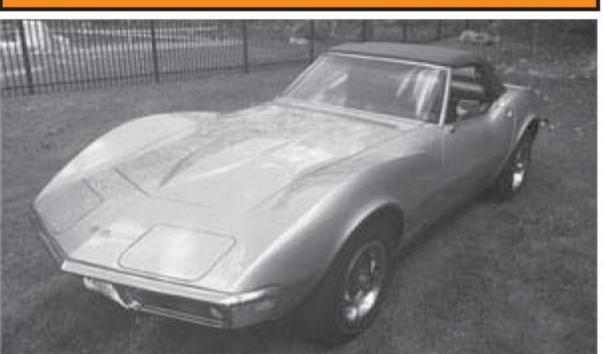
WANTED: CORD 812 model L29, Westchester, Beverly, any year, any condition, top price paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@ GullwingMotorCars.com 3970677



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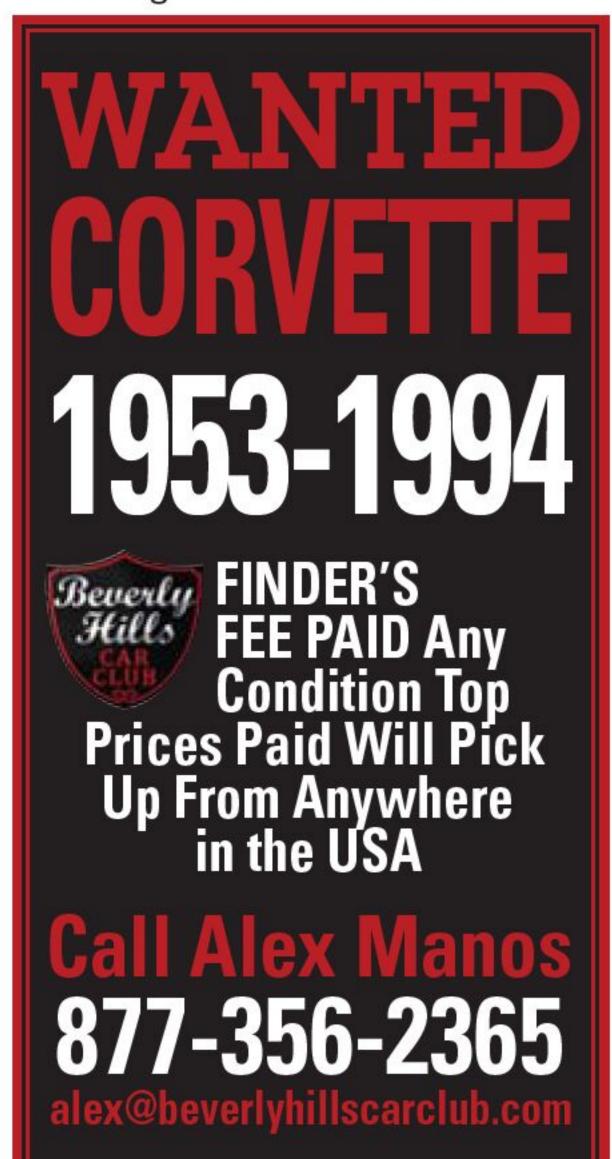
9180 **CORVETTE CARS**

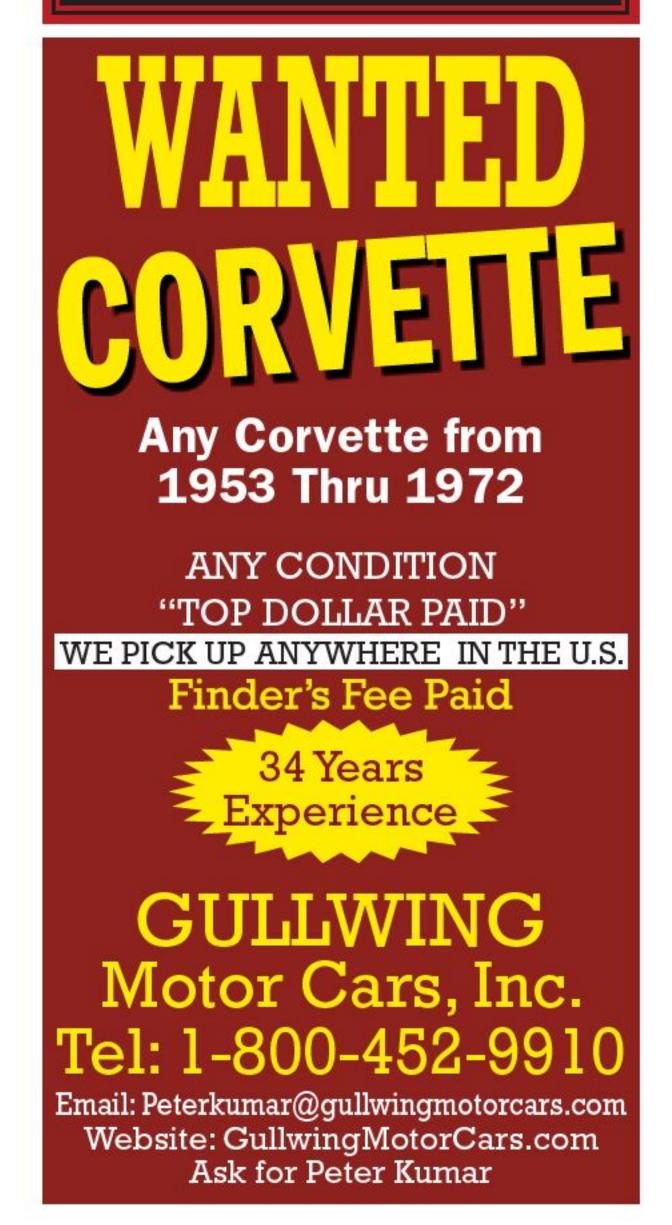


1968 Corvette conv, nmb match 327/350 4spd, w/posi. Two owners from new, no accidents, solid frame. Docs include dealer invoice, tank sticker, and owners manual w/POP. One repaint in mid 80's. \$36900 Tom 908-310-4045 or email tekasper45@ yahoo.com oc3371

WANTED CORVETTES from 1953 to 1972 coupe and convertibles, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: peterkumar@gullwingmotorcars.com 3970561

WANTED: CORVETTES 1953-1969, will pick up from anywhere in the USA, top price paid in any condition please call. Alex Manos, 877-356-2365, CA; Email: continental5000@gmail.com FWC8039379



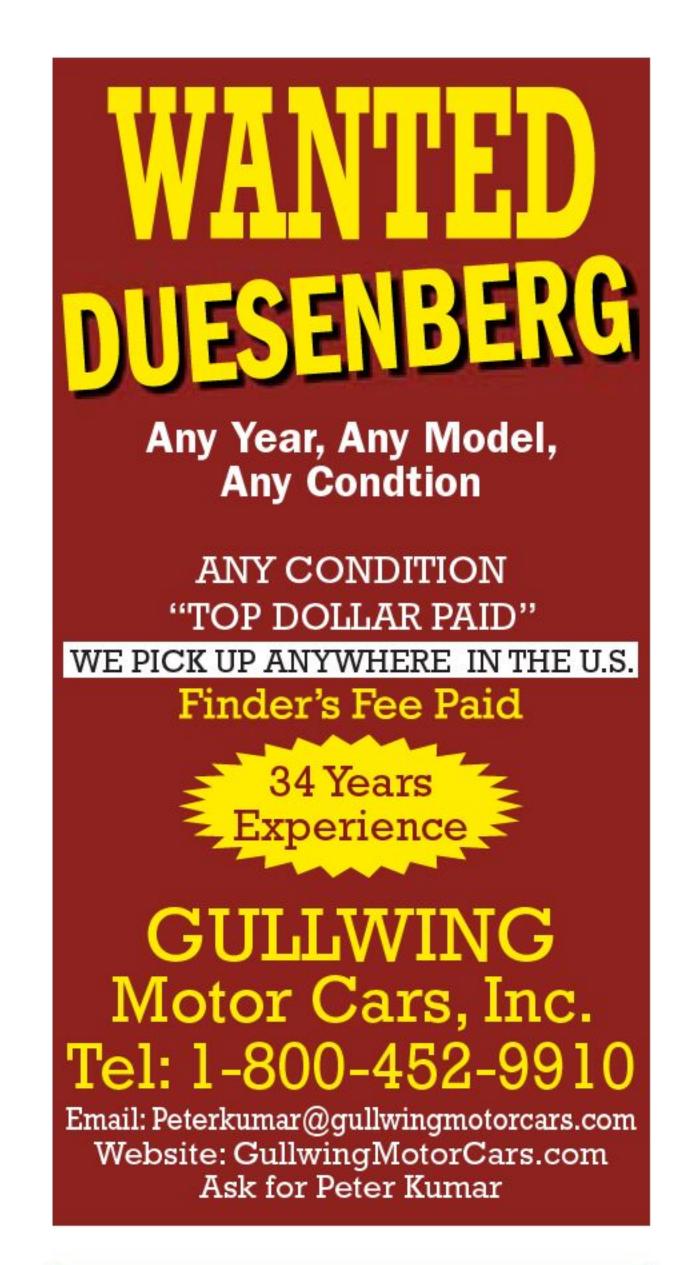


DUESENBERG CARS 9208

WANTED: DUESENBERG from 1900 to 1948, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970668

WANTED: Duesenberg from 1900-1948, and model, any condition; top dollar paid, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11447021





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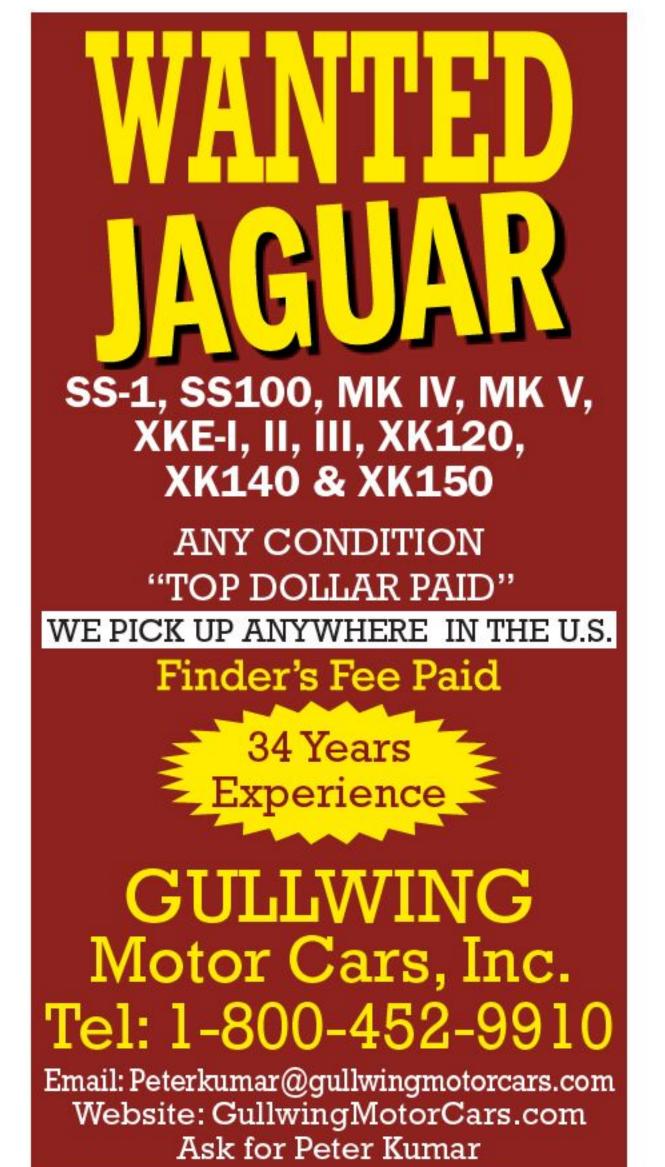




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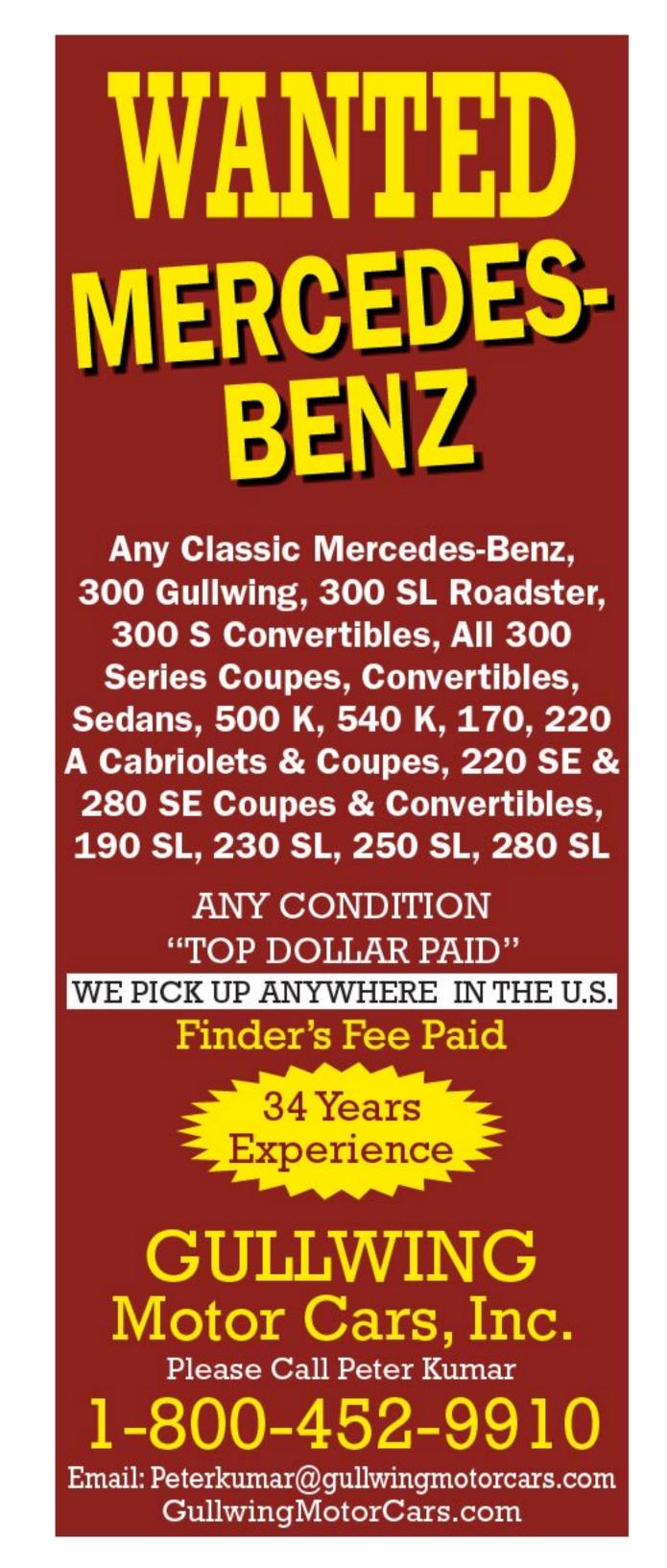
WANTED: MGA, TA, VA, TC, TD, TF. We buy British sports cars in any condition, top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC8177198

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WANTED: 190SL, 230SL, 280SL, 250SL, 280SE coupes & convertibles, 220A cabrio & coupes, Gullwing, 300SL, 300S convertibles & 300S coupes, all 300 Series coupes, convertibles, sedans 500, 540K, 280SE coupes & convertibles, any classic Mercedes in any condition, we will pick up from anywhere in the US, top dollar paid, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039402

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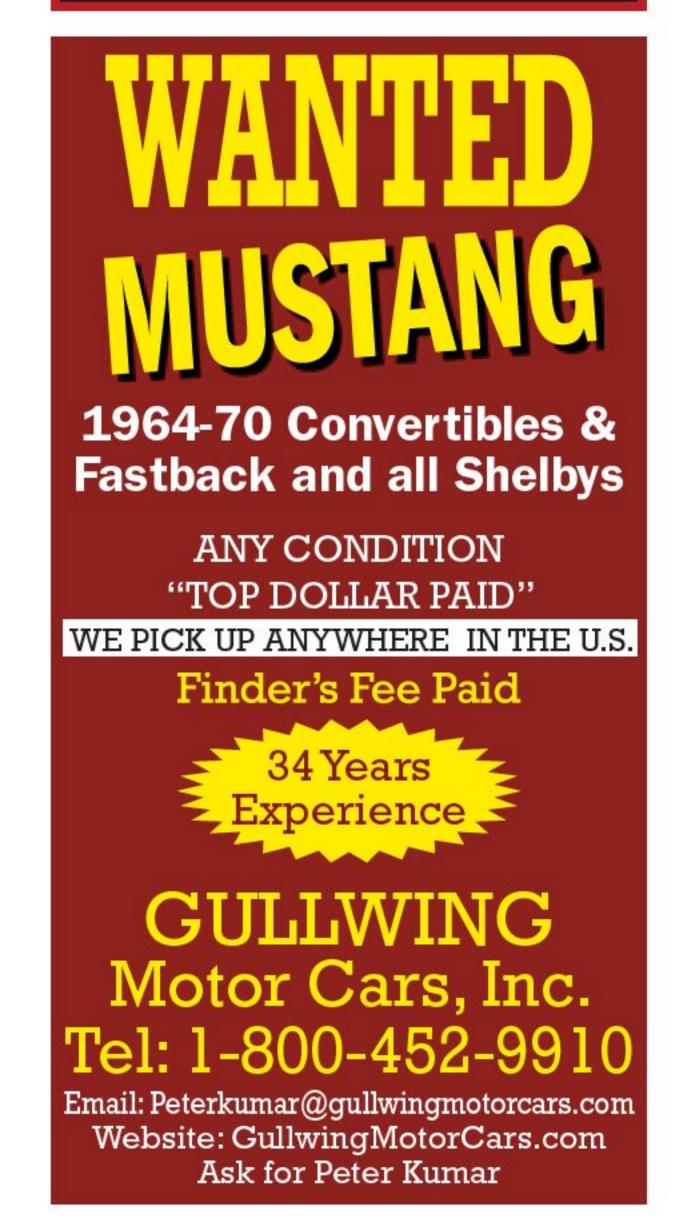
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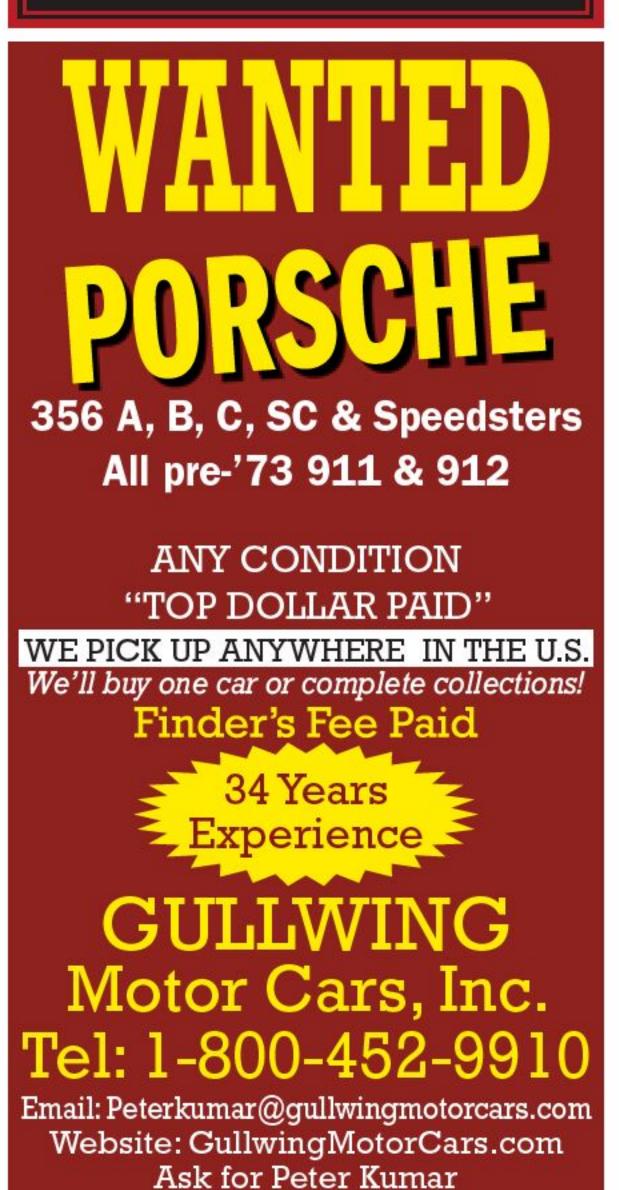
WANTED: PACKARD, any year, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@ GullwingMotorCars.com 3970650

9405 PIERCE ARROW

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9426 PORSCHE CARS





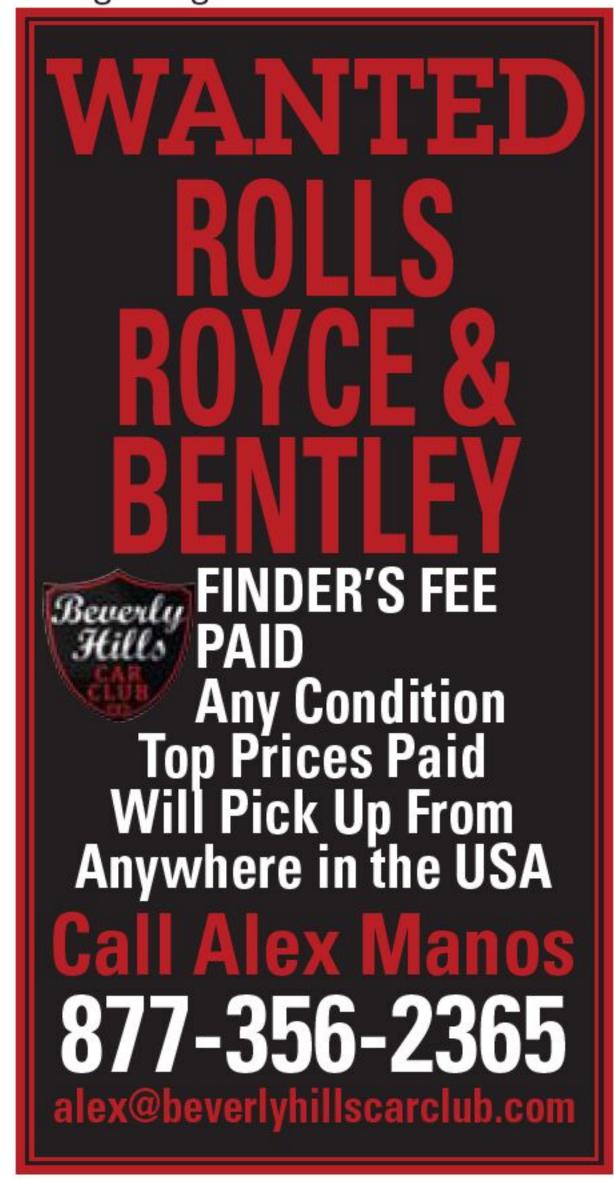


WANTED PORSCHE 356A, B, C & SC, 911, Speedster, any condition, top price paid, we will pickup from anywhere in the US. Please call Peter Kumar 1-800-452-9910, email: gullwingny@aol.com 3970557

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WANTED: ROLLS Royce Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom-I, II, III, IV, & V; Cloud-I, II, III and any Rolls Royce from 1900 to 2003, in any condition, top price paid. We will pick up from anywhere in the U.S. Please call Peter Kumar, 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970636

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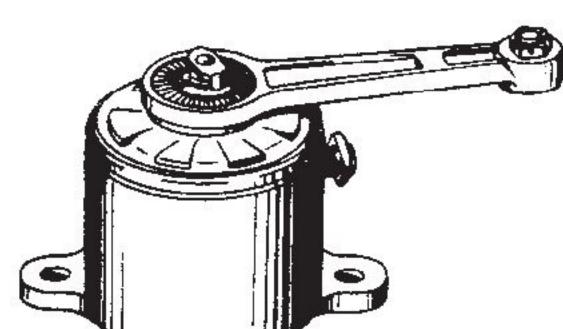
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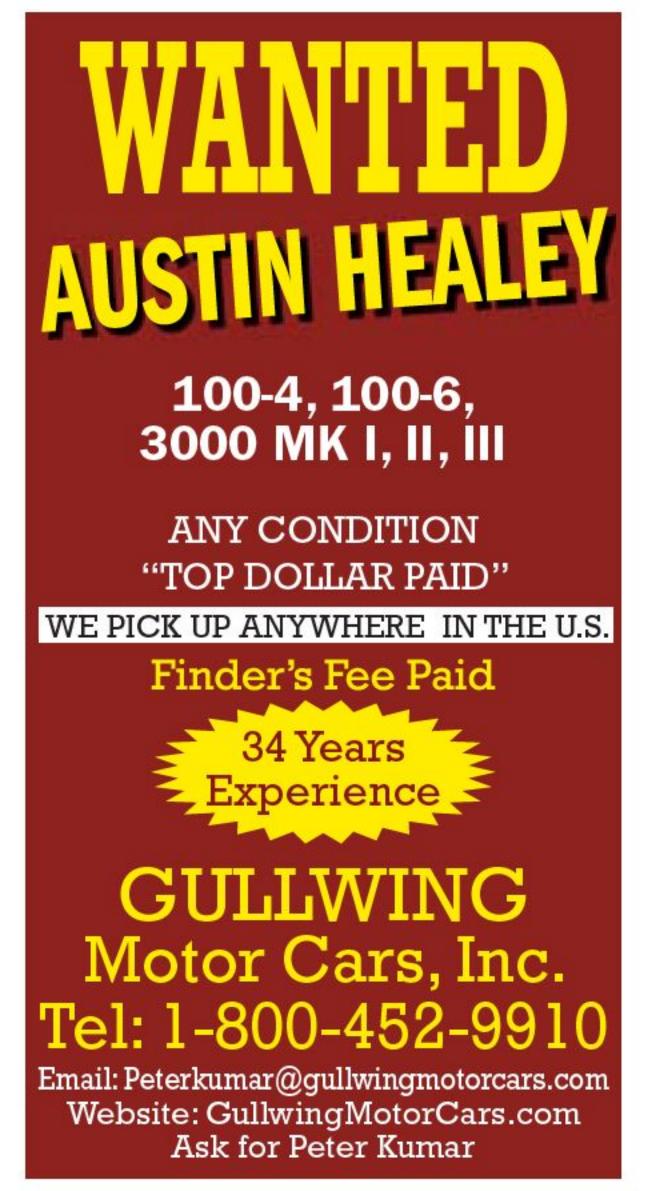
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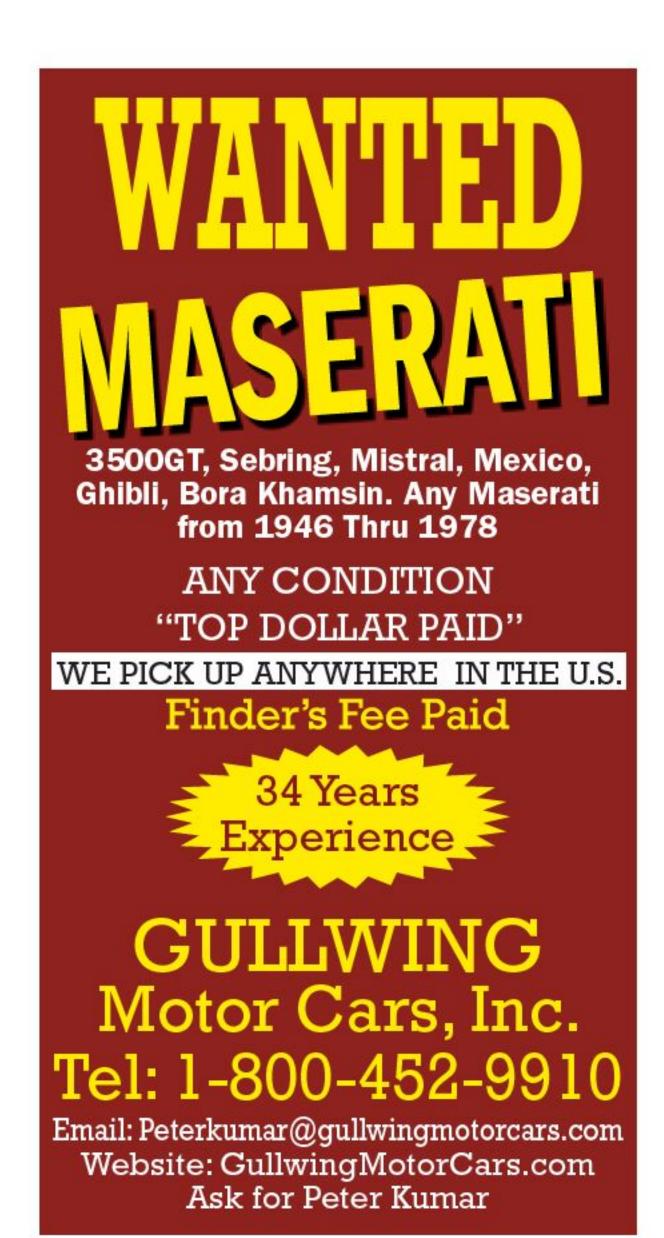
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WANTED: Lamborghini, Miura, Espada, Jarama, Countach, all other Lamborghini; top dollar paid, in any condition, anywhere, serious buyer. Alex Manos, 877-912-0007, CA; email: continental5000@gmail.com FWC11446834

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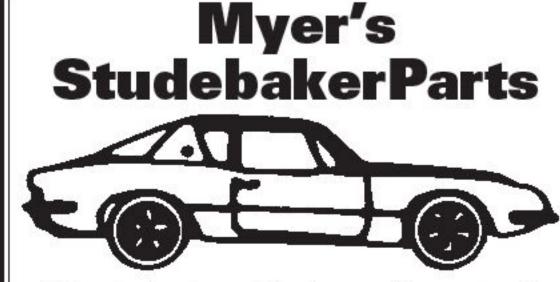
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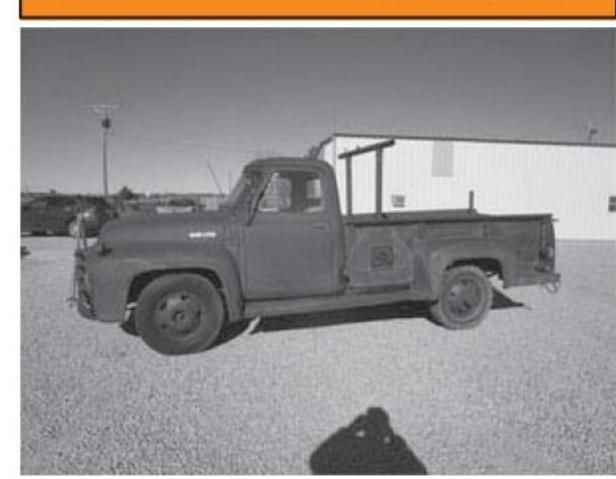


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