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# **old cars**

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## THE HORNET KEEPER

Hudson man's 1951 convertible



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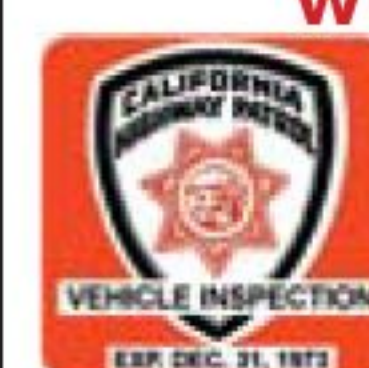
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# Watch for the signs

In nearly 40 years of reading car magazines and 30 years of owning vehicles — all collector vehicles or used cars — I’ve learned a few things about buying cars. But I still have more to learn, or remember.

In the “Hop In” editorial of the last issue, I mentioned that I bought a 1997 Acura CL as a winter beater. What I didn’t mention was the details of the purchase experience, and I made a lot of mistakes when buying this car, which we’ve dubbed “The Flying Saucer.” (Heck, buying this particular car may have been a mistake — the jury is still out.)

I’m a big believer in learning from my own mistakes and the mistakes of others, so I thought I’d swallow my pride and share my missteps in buying The Flying Saucer here for your entertainment and education.

Never buy a car while rushed. The Flying Saucer was located four hours away, and we had one available day to look at it. My stepson, who accompanied me (and who had necessitated this purchase by crashing our other winter beater), had to be to work that evening. Between the time the car lot opened and when we had to start heading home, we had about two hours to inspect the car and complete the purchase paperwork. That’s not much time. Sure, I test drove the car and checked its fluids and tire condition, among other inspection points, that didn’t tell the whole story.

While the oil looked fairly clean and the tires looked new, it felt like there were flat spots in the tires during the test drive. “Maybe the car has been on the lot for a while,” I thought to myself. Then the pieces started coming together on the drive home: the oil change sticker was revealed when I flipped up the visor and showed the next change was due in October 2016; a couple receipts also dating to 2016 were then found tucked in the car’s crevices. This car hadn’t been driven in years, and although the tire tread was good, the tires were probably at least seven years old and had developed flat spots from sitting so long.

The receipts found in the Acura provided additional information that might have stopped me from buying the car. I’ve generally made it a policy not to buy used cars from large metropolitan areas, and since we live in east-central Wisconsin, the nearest metropolitan areas are Chicago and, to a lesser extent, Milwaukee. Many years ago, I looked at several 1989-1993 Cadillac Coupe deVilles in Chicago in my search for a daily driver. What I discovered on that experience was that, although the mileage of these Chicago Cadillacs was low, they looked more beat up than higher-mileage cars from less-populated areas. There were more dings, dents, scrapes and scratches on the metropolitan cars than on the rural cars due to the greater number of cars that could bump into each other. And if you’ve ever spent time driving in Chicago, you know there’s a lot of stop-and-go driving, resulting in a hard life on a vehicle’s mechanicals.

When I asked the salesman at the car lot where The Flying Saucer had originated, he thought for a second and said, “Ohio, I think.” However, the receipts found in the car after its purchase were all printed with a difference location — they all showed downtown Chicago addresses. That’s probably why the car’s miles were low and why it has so many minor body scrapes.

Next time, I won’t be so rushed to buy a car. I’ll take my time, and I’ll bring a checklist of items to inspect: tire condition, body condition (top and bottom), fluid conditions, mechanical sounds and “feels” on a test drive and even the radio presets (kids’ modern rock stations or an adult stations), among other points. I’ll also spend more time considering the dates and locations on any receipts I might find inside....



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8,819 documented miles, all original



**1985 FORD MUSTANG GT**  
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**1972 CHEVROLET C10**  
Highlander package, recent major service



**1958 CHEVROLET IMPALA CONV.**  
National AACA Senior, 64,136 actual miles



**1963 VOLVO 121 STATION WAGON**  
Fully restored, original CA car





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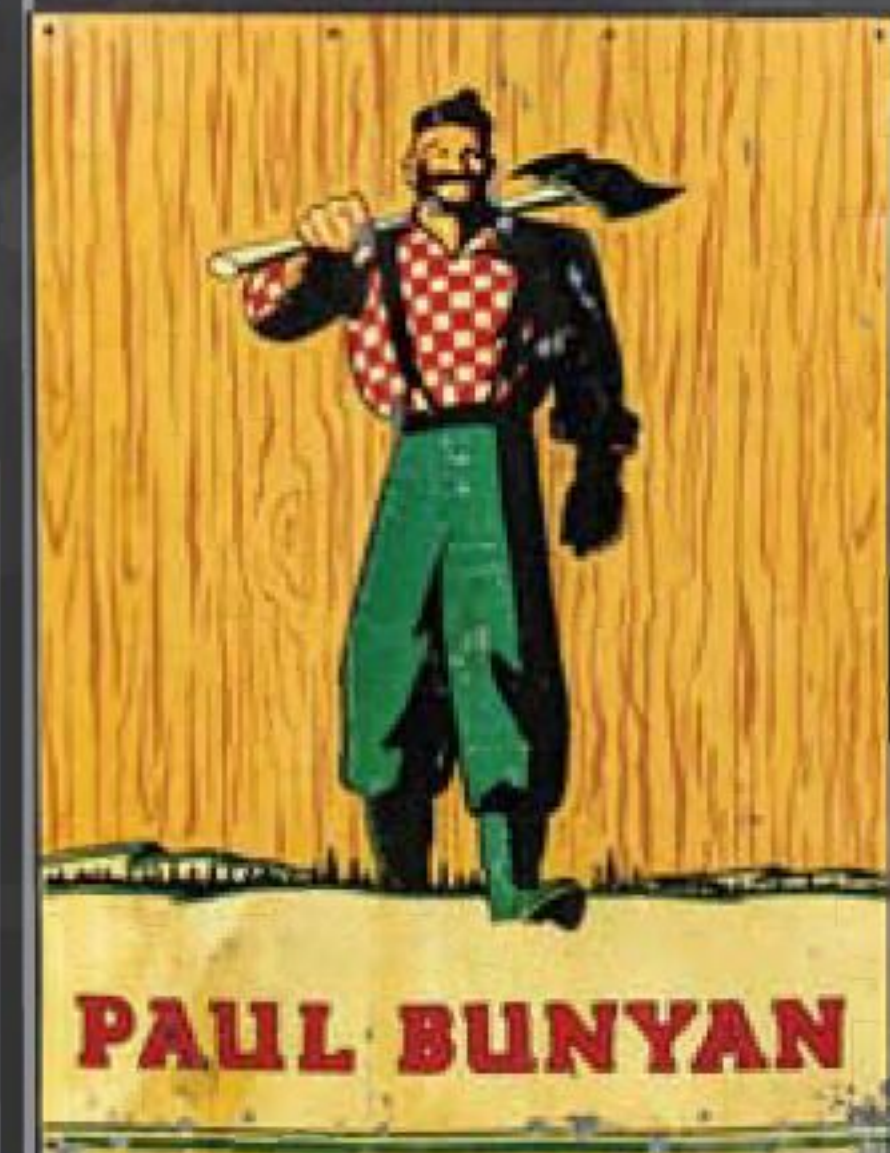
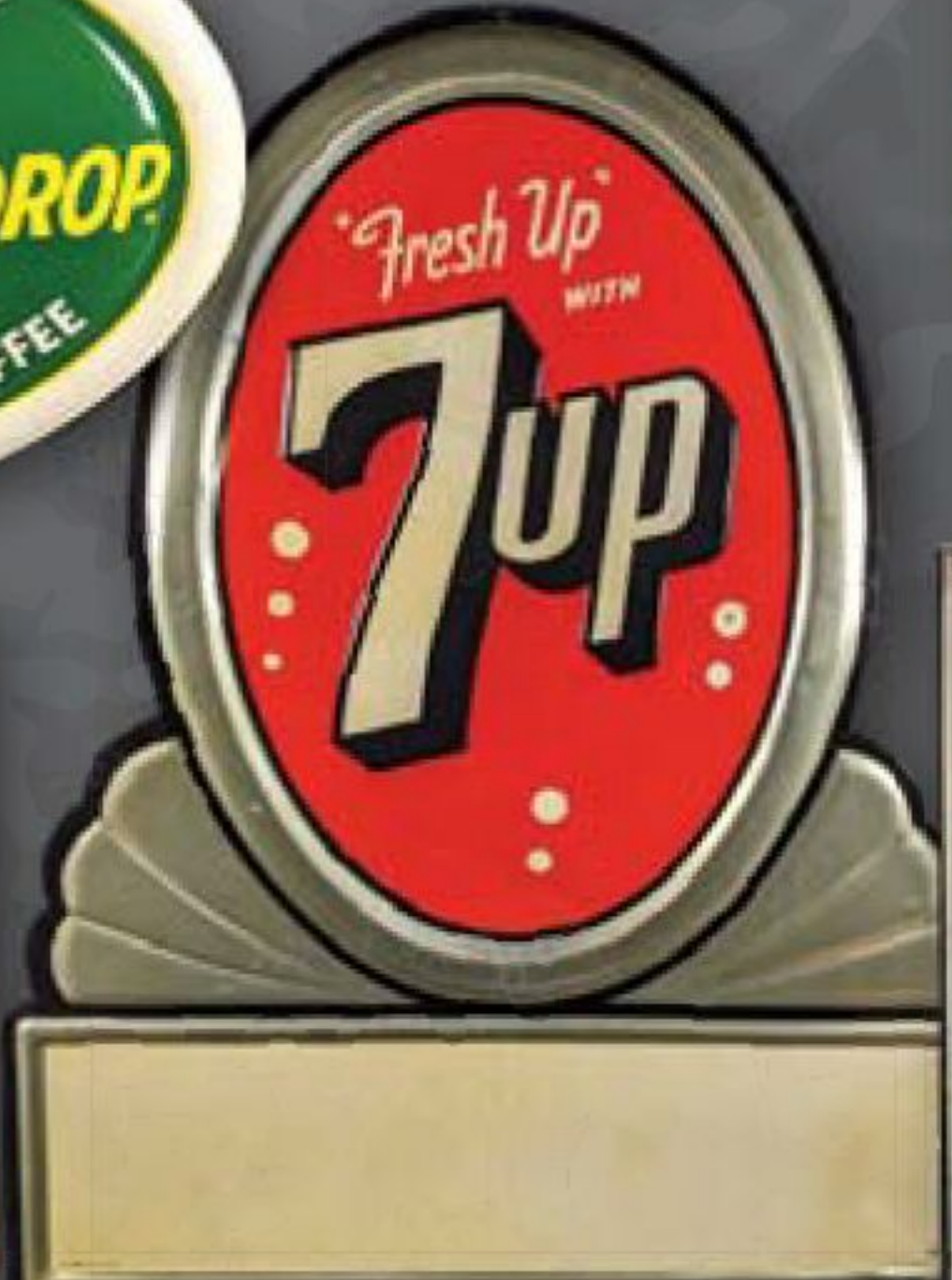
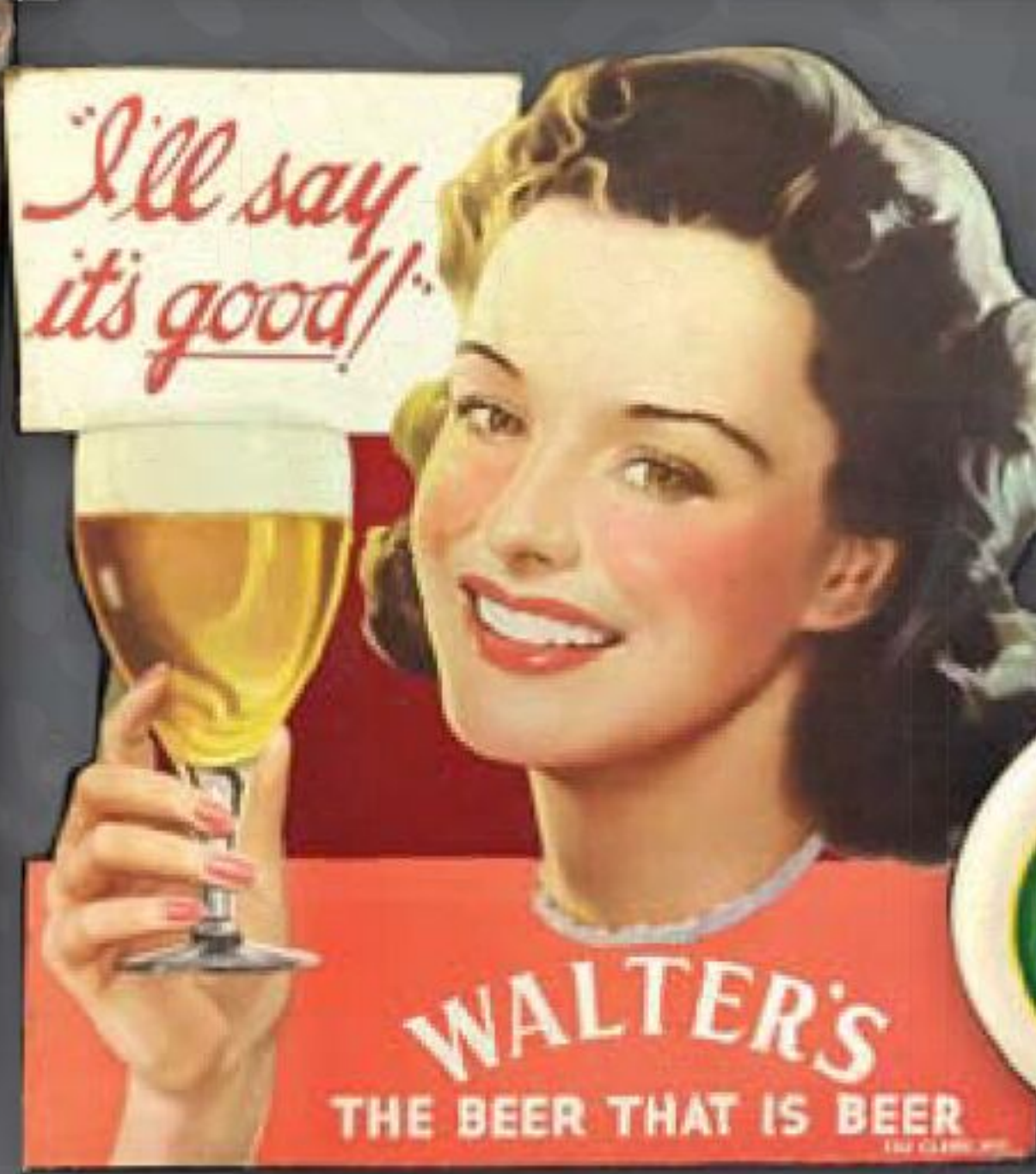
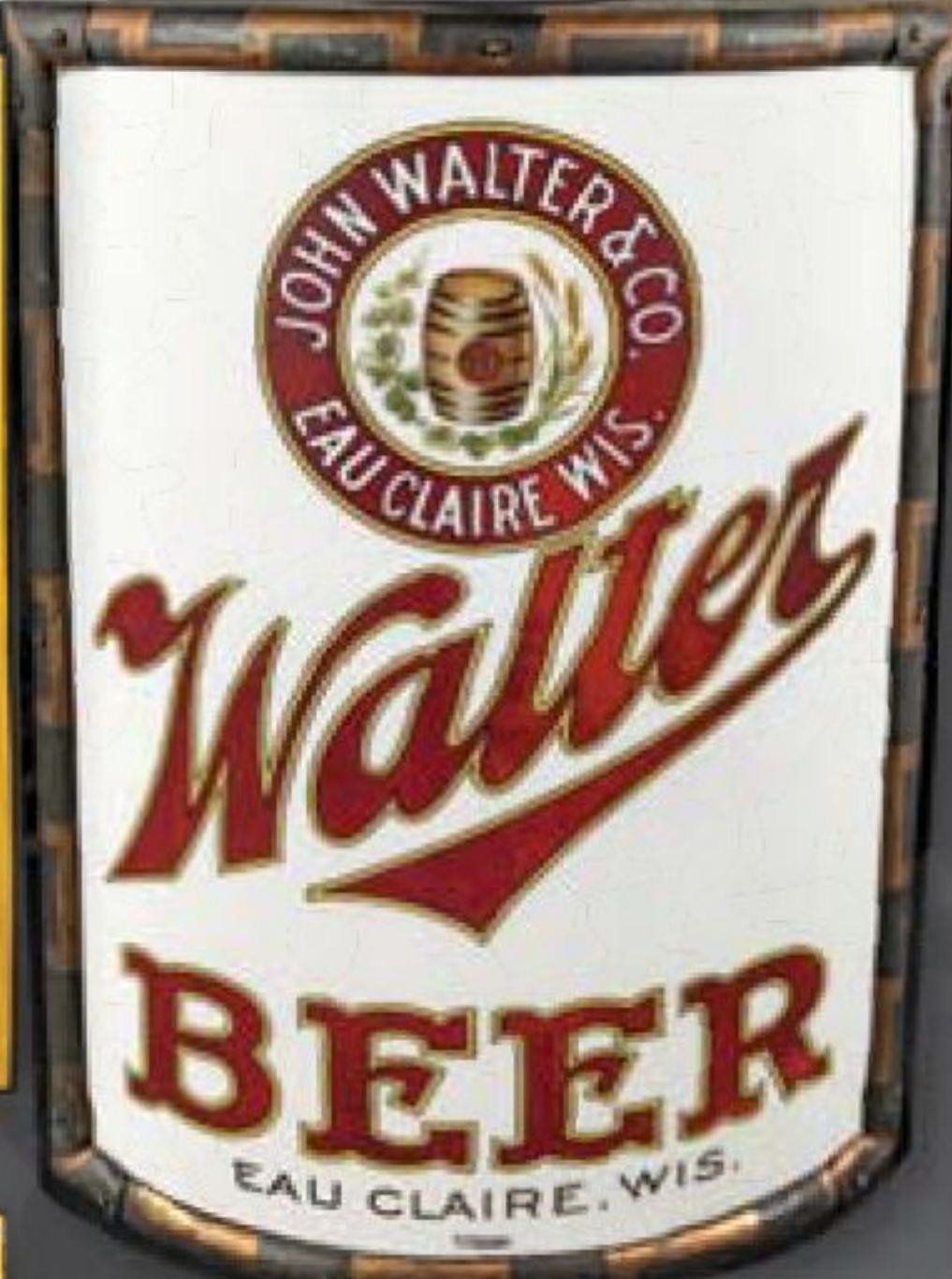
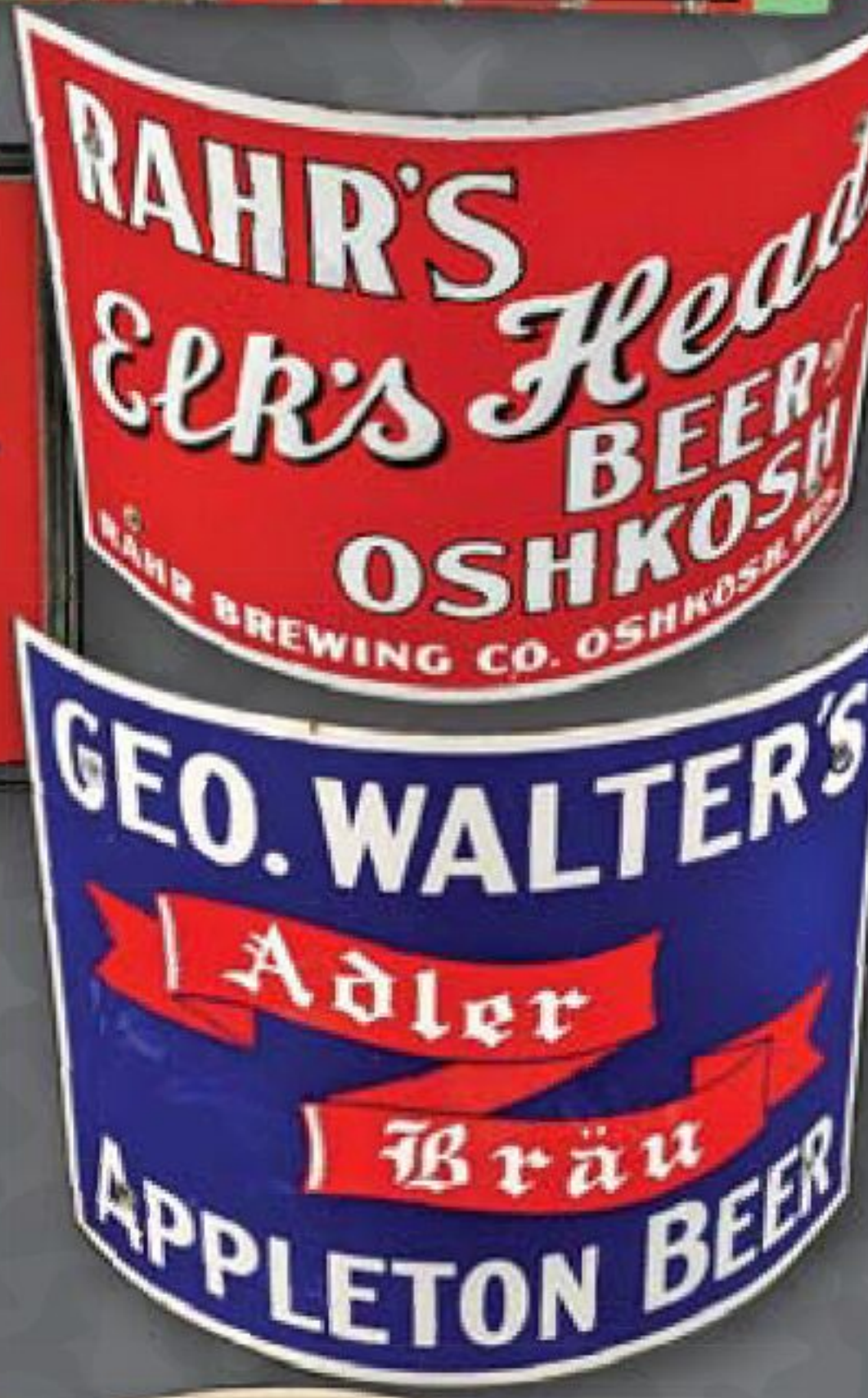
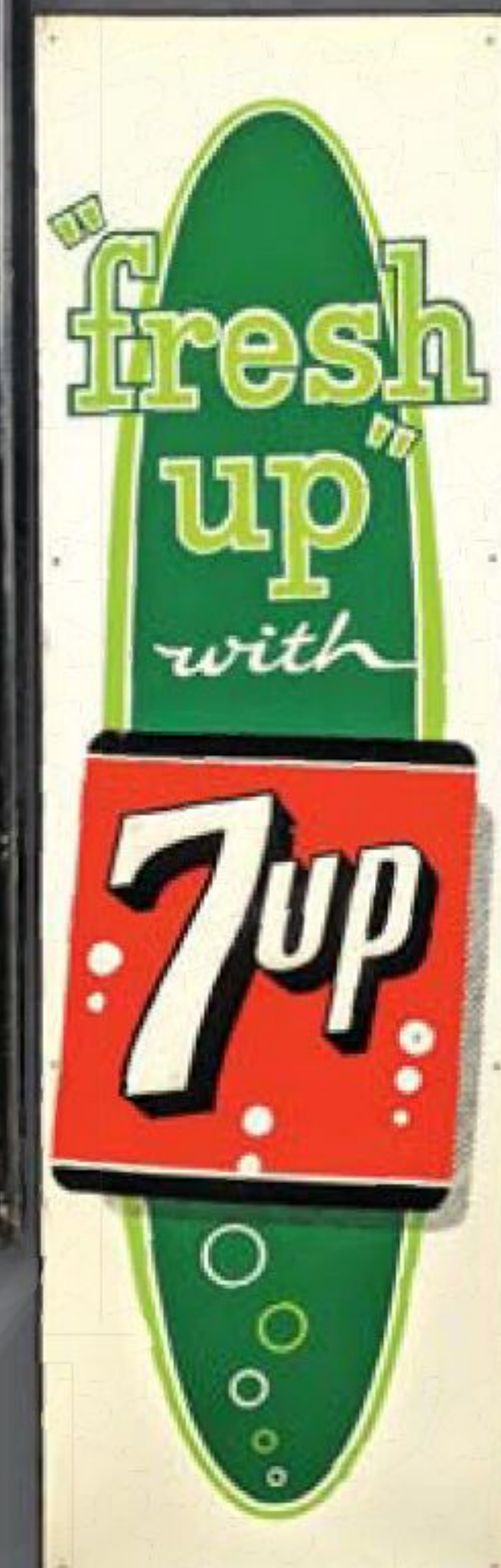
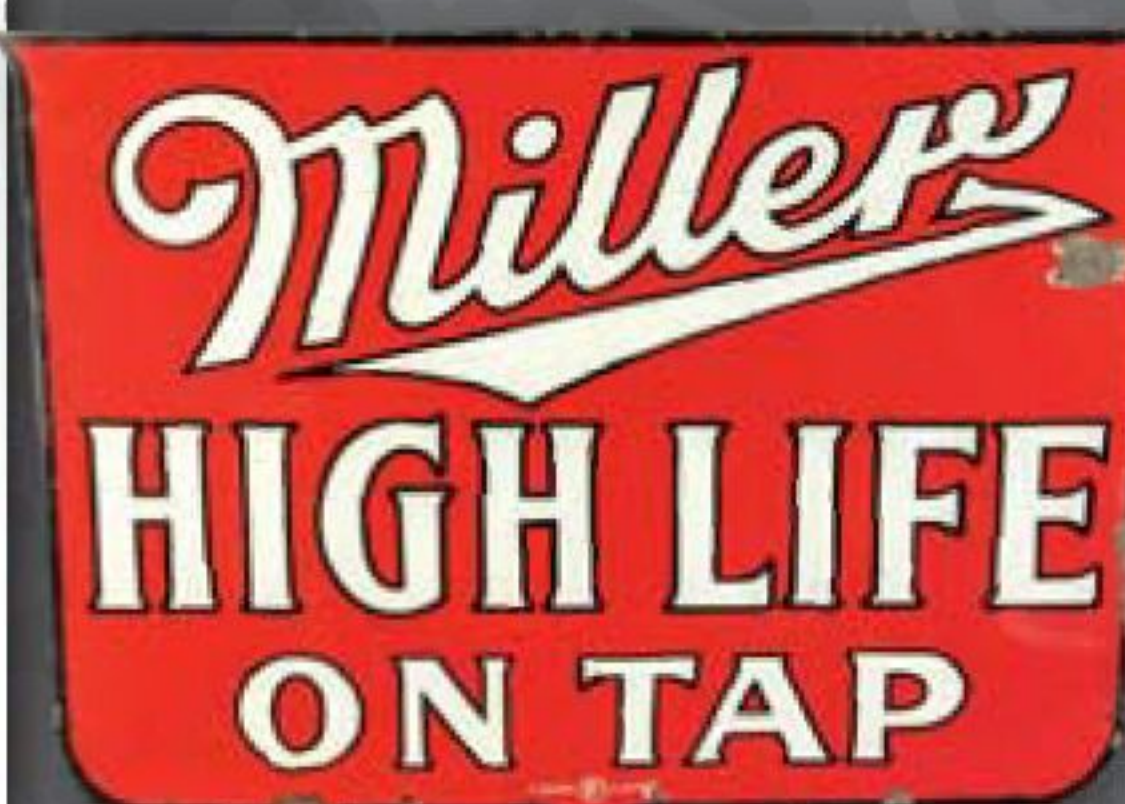
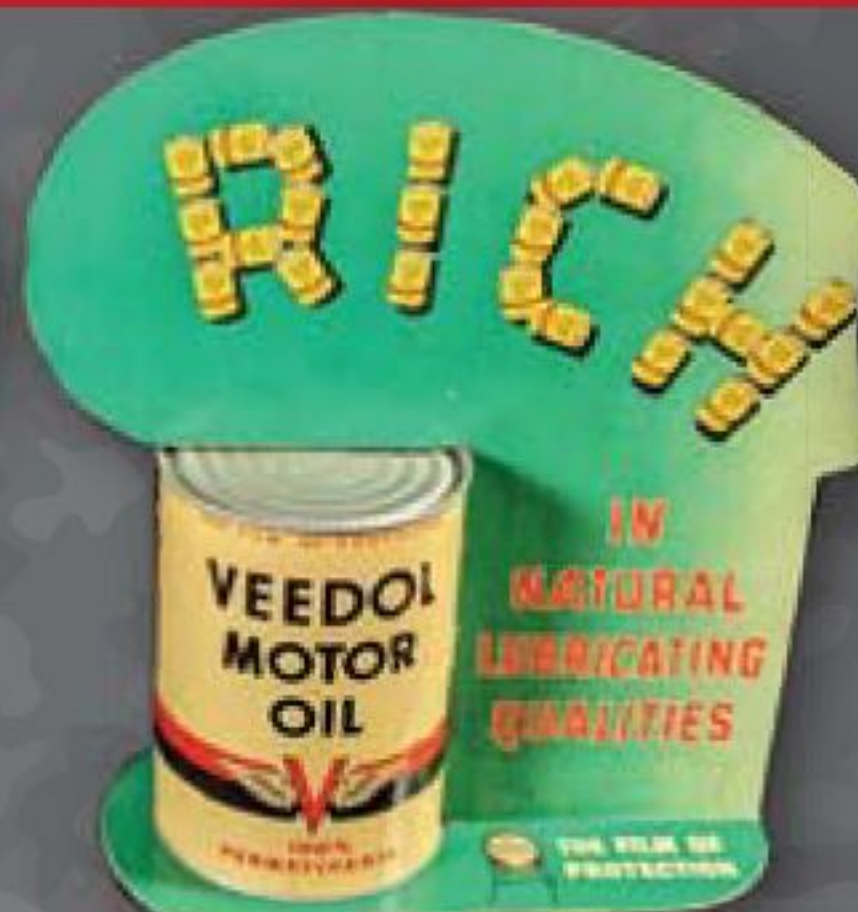
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## Model T Mystery

I have had my 1924 Model T since 1981. I've done lots of work on it through the years. One of the first things I did was install aluminum pistons and new rings. When I removed the bottom cover from the oil pan,



I saw something I had never seen before or since. The rod caps were attached to the connecting rods with spring-loaded nuts and special bolts (See the photo above). Basically, the nut was tightened to compress the spring, then as the rod babbitt wore, the spring pressure forced the cap closer to the rod, keeping the bearing clearance to a minimum. On my Model T, there were no brass shims to interfere with the cap sliding up the rod bolt.

It was an interesting setup, but somewhere in my mind I was not sure I really trusted it. I replaced all of the rod nuts and bolts with the original-style parts and shimmed them just

the way Henry's workers did at the factory. In the 41 years I have owned the T, I have only tightened the rods once.

As Model T owners know, every gadget you could ever think of was available for a Model T. The aftermarket catalogs were full of items, from special bodies to fancy radiator caps. One of the best accessories I ever added to my T was a Ruckstell Axle. In hilly country, such as we have here in northwest Connecticut, it really makes a difference. For now, the T is jacked up for the winter waiting for warm weather.

*Bill Braislin, Sharon, Conn.*

## See you down the road, John

John Gunnell and I grew up together on Staten Island, N.Y. I was the local president for the local AACA region. John assisted in writing our club paper. We both drove Pontiacs, mine being a 1940 and his an early 1950s.

This past July, I celebrated my 77th birthday at the Iola Car Show. I contacted John and renewed good times and Pontiac stories. The visit to see his collection was the highlight of my visit. John was not able to go with us to the show, but he did take us through a dusty back road to the entrance of the show. At the fork, he went right and we went left. The last time I saw John and his Pontiac, he was heading down the road with a big-handed wave. Drive safe, John Gunnell. After all these years, it was like we were still on Staten Island again.

*Larry Farrell, Staten Island, N.Y.*

# Reader Wheels



Reader Mike Tyler says he found his 1957 Jeep FC 150 pickup about 30 years ago in Wyoming.

He's added some aftermarket wheels for now, but otherwise, "it is all original," he says. "It's painted the original color... [and I] replaced all the interior."

The FC 150 was introduced in 1956 and was based on the CJ-5 with an 81-inch wheelbase. The little "Forward Control" cab-over trucks had great visibility, were very tough and had a 6-foot-long cargo bed.







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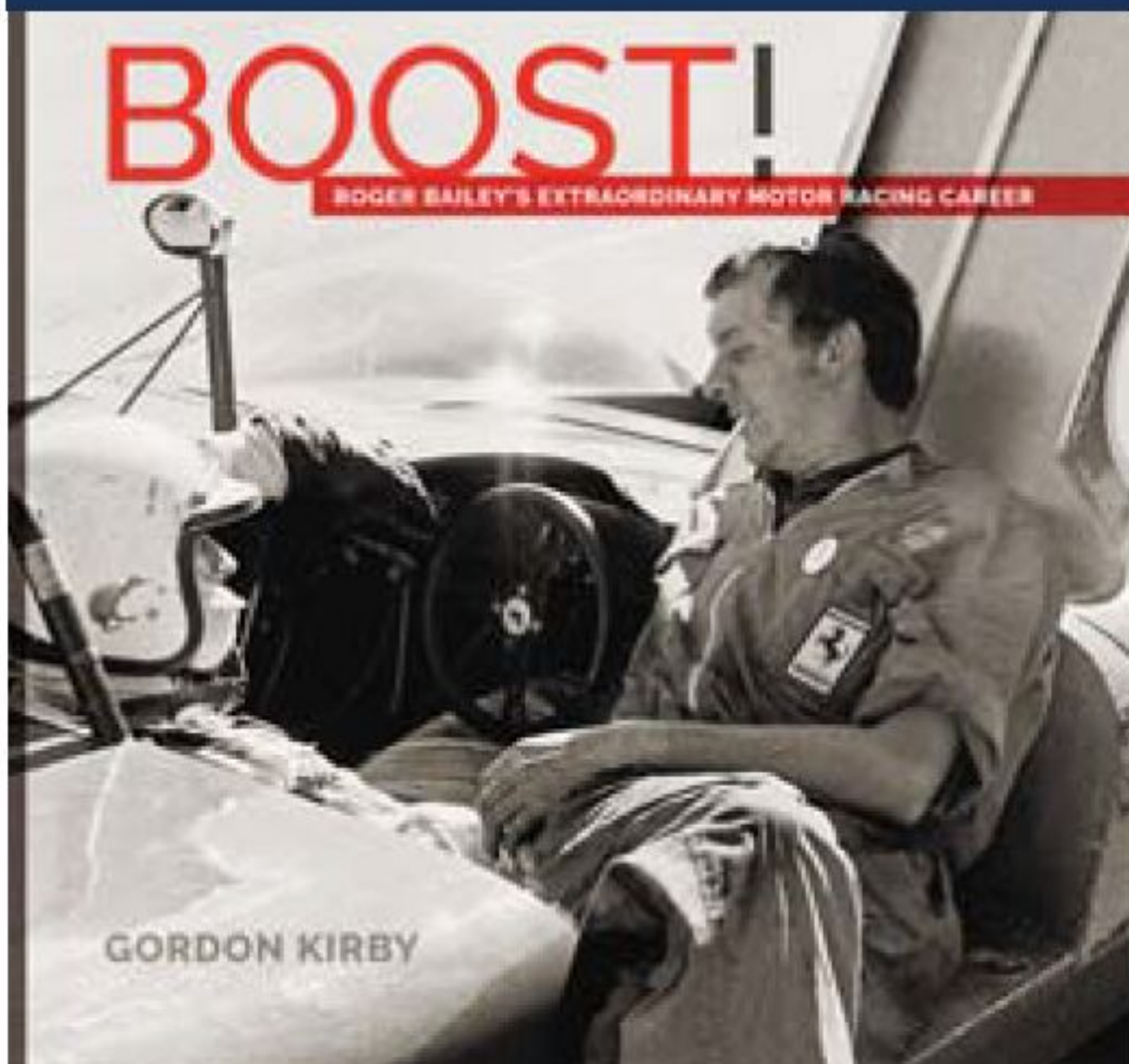
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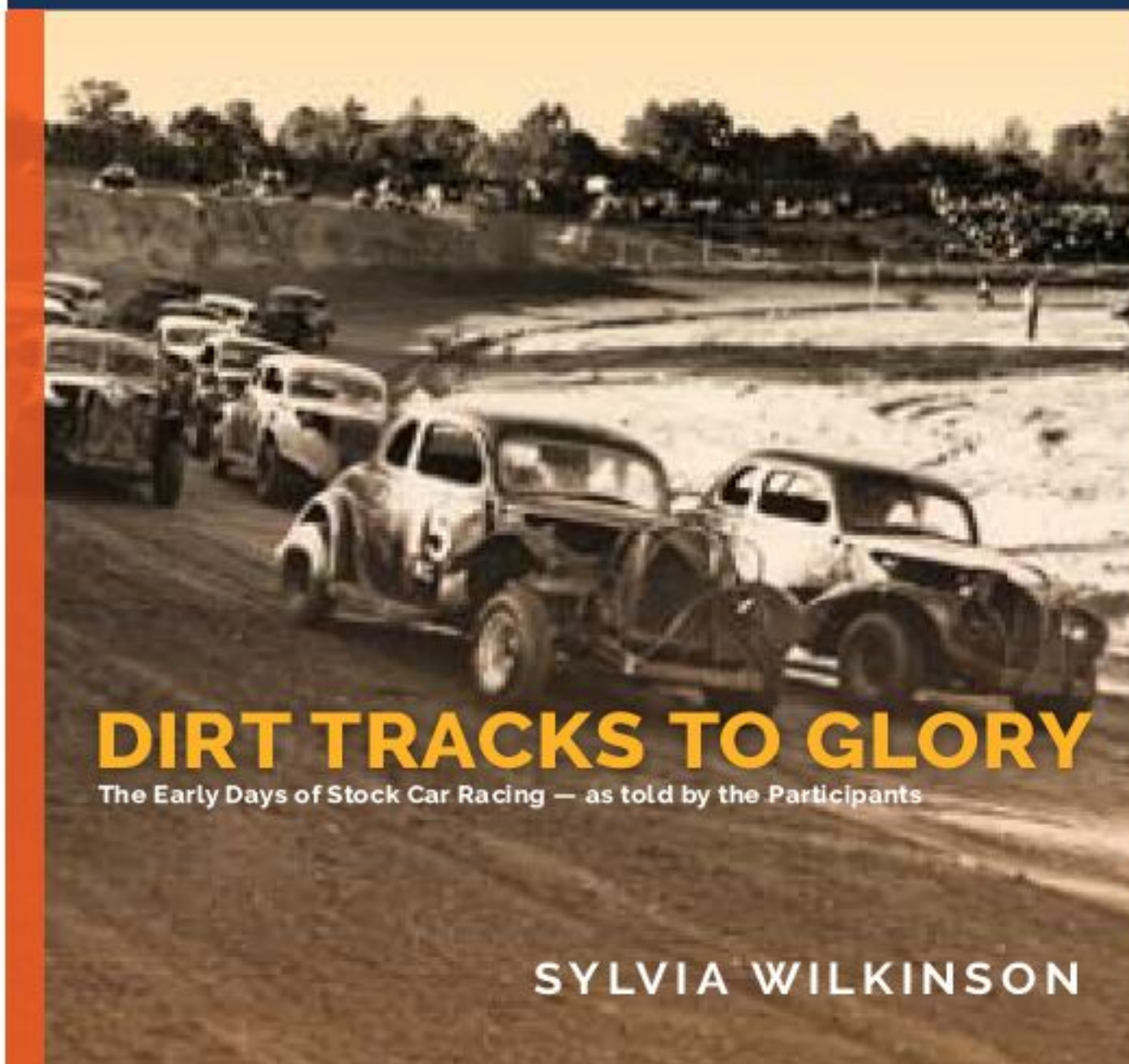
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## THE LATEST RELEASES FROM RACEMAKER PRESS

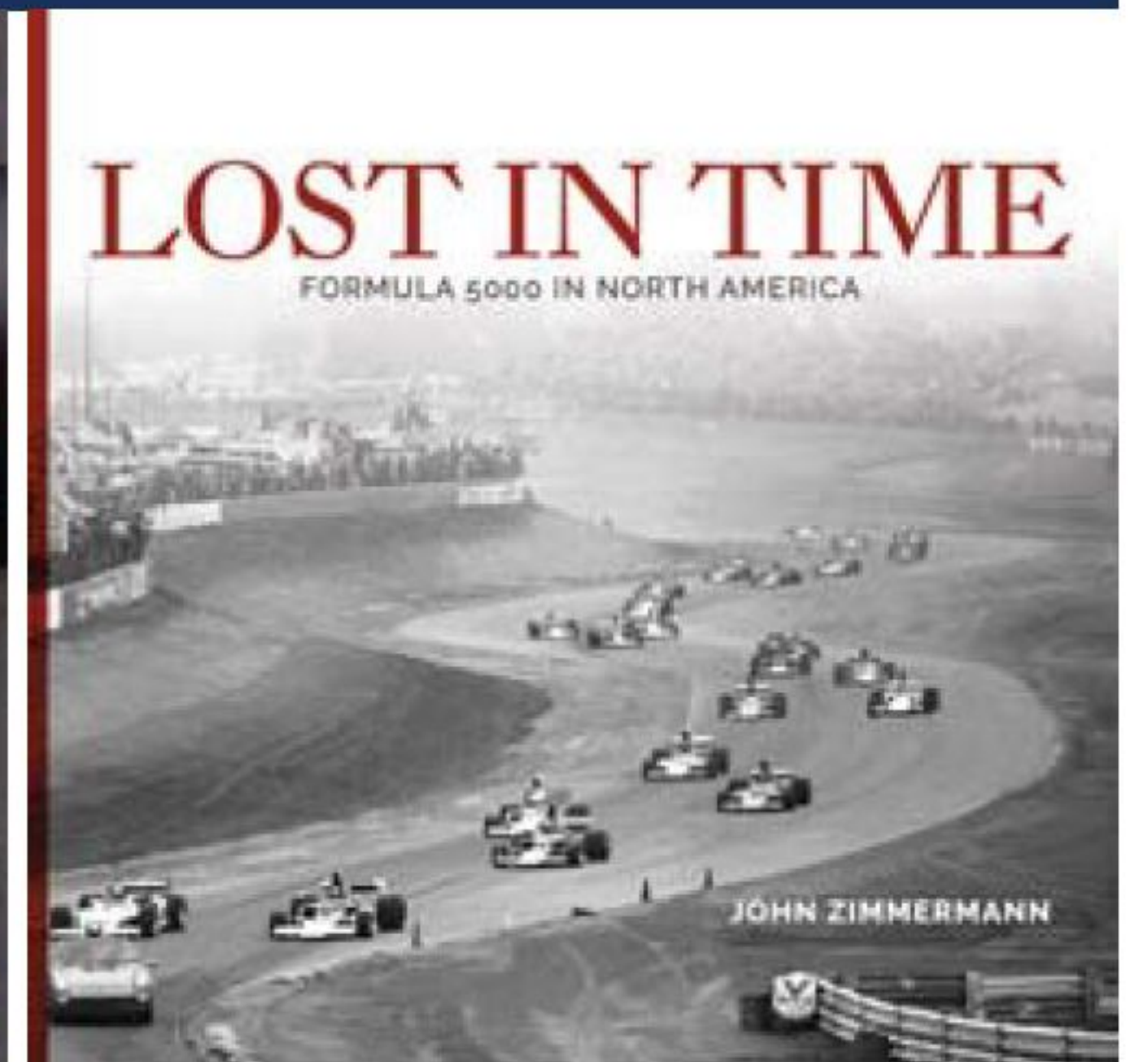


**Dirt Tracks to Glory**  
In this all-new edition of *Dirt Tracks to Glory* we return to the very personal and often hilarious inside stories of sharp-witted people who became legends in the early days of NASCAR. Bill France Sr, Humpy Wheeler, Curtis Turner, "Little Joe" Weatherly, Glenn "Fireball" Roberts, the Flock Brothers, Banjo Matthews, Smokey Yunick and a host of others emerge from these pages with their personal reflections and wry commentary on the way it was in the days of "haulin' shine", bangin' fenders and out-smartin' the other hot-shoes on Saturday nights.



### Rick Mears • Thanks The Story of Rick Mears and the Mears Gang

Racemaker presents a second edition of Gordon Kirby's biography of four-time Indy 500 winner Rick Mears. Rick announced his retirement from racing in 1992, just after his forty-first birthday. He went out a winner with four Indy 500 victories, three CART Indy Car World Series championships, twenty-nine individual race victories and forty pole positions. He was the most successful Indy car driver of his era.

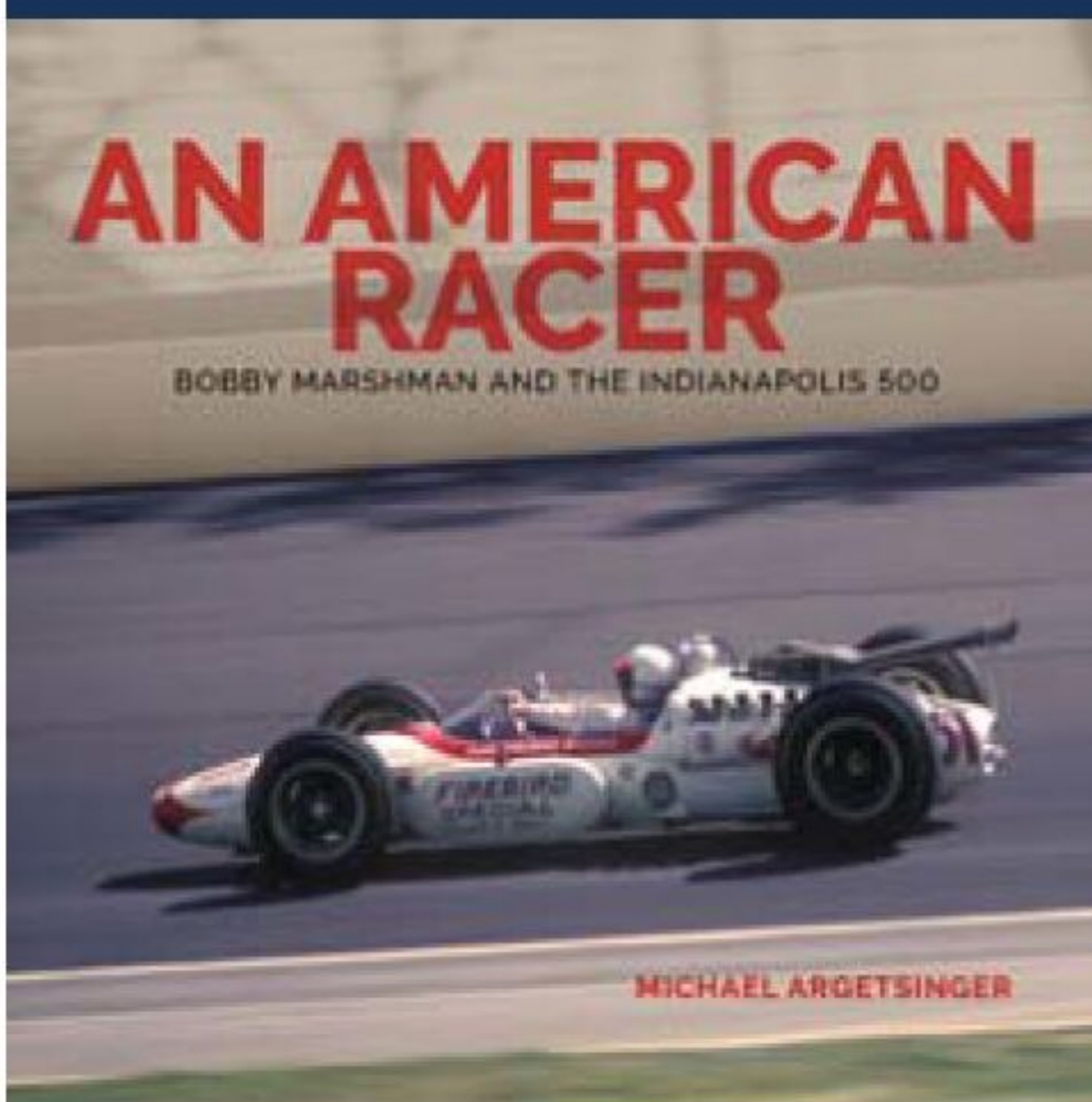


### Lost In Time Formula 5000 In North America

During the 60s and 70s, American road racing flourished, with hard-fought championships for the Can-Am, the Trans-Am and last but not least the Formula 5000 series. Formula 5000 attracted excellent entries from well-known teams such as Dan Gurney, Jim Hall, Carl Haas, Parnelli Jones, Roger Penske and Carl Hogan. The series led manufacturers to develop relatively affordable chassis designed to compete on the road courses in the US and Canada.

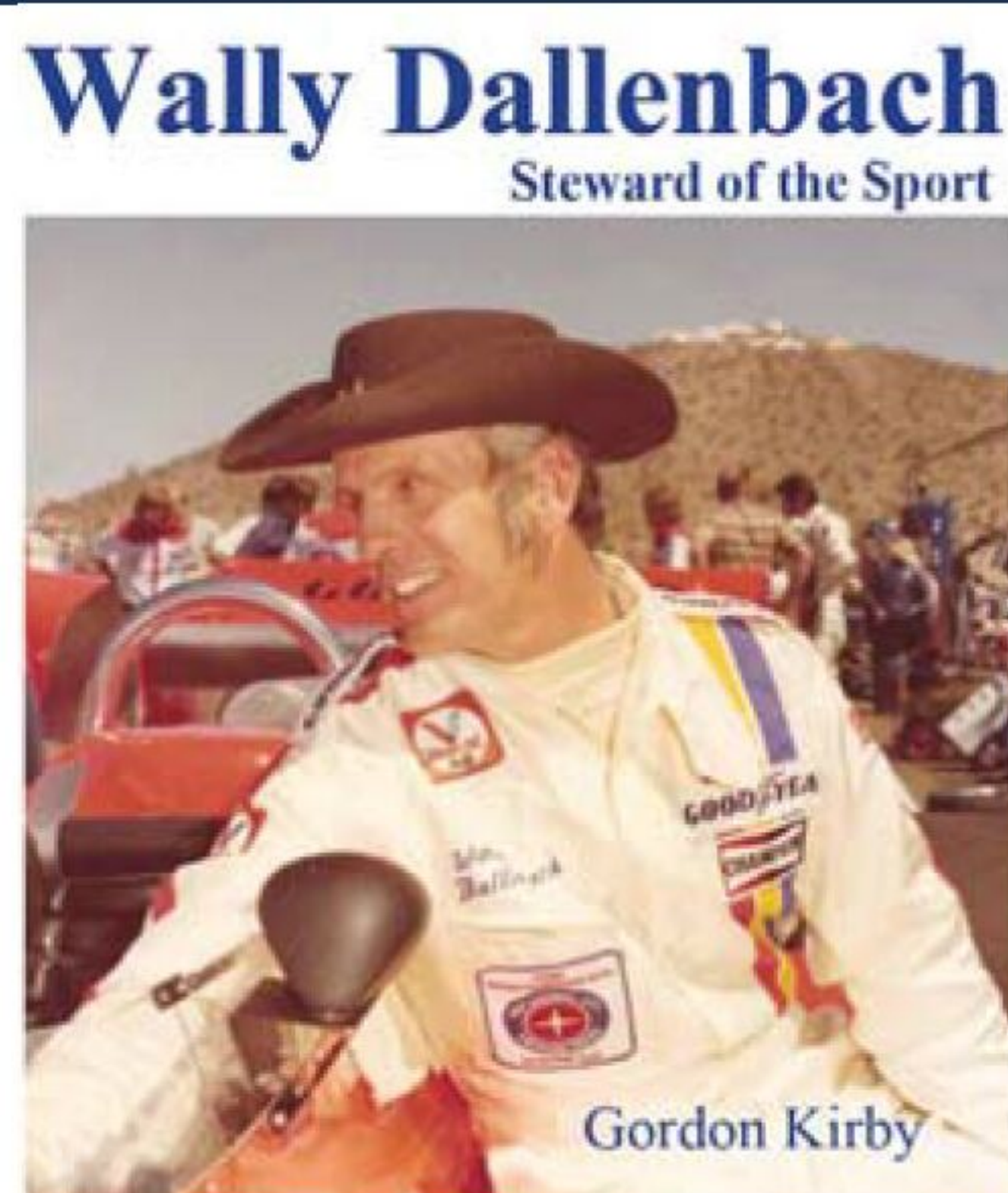
Racemaker Press is an award-winning, unique publisher specializing in niche books on automotive racing and its history, determined to keep the sport's rich history alive for future generations by offering diverse titles from children's books to biographies and other non-fiction work that are sure to pique the interest of all racing fans.

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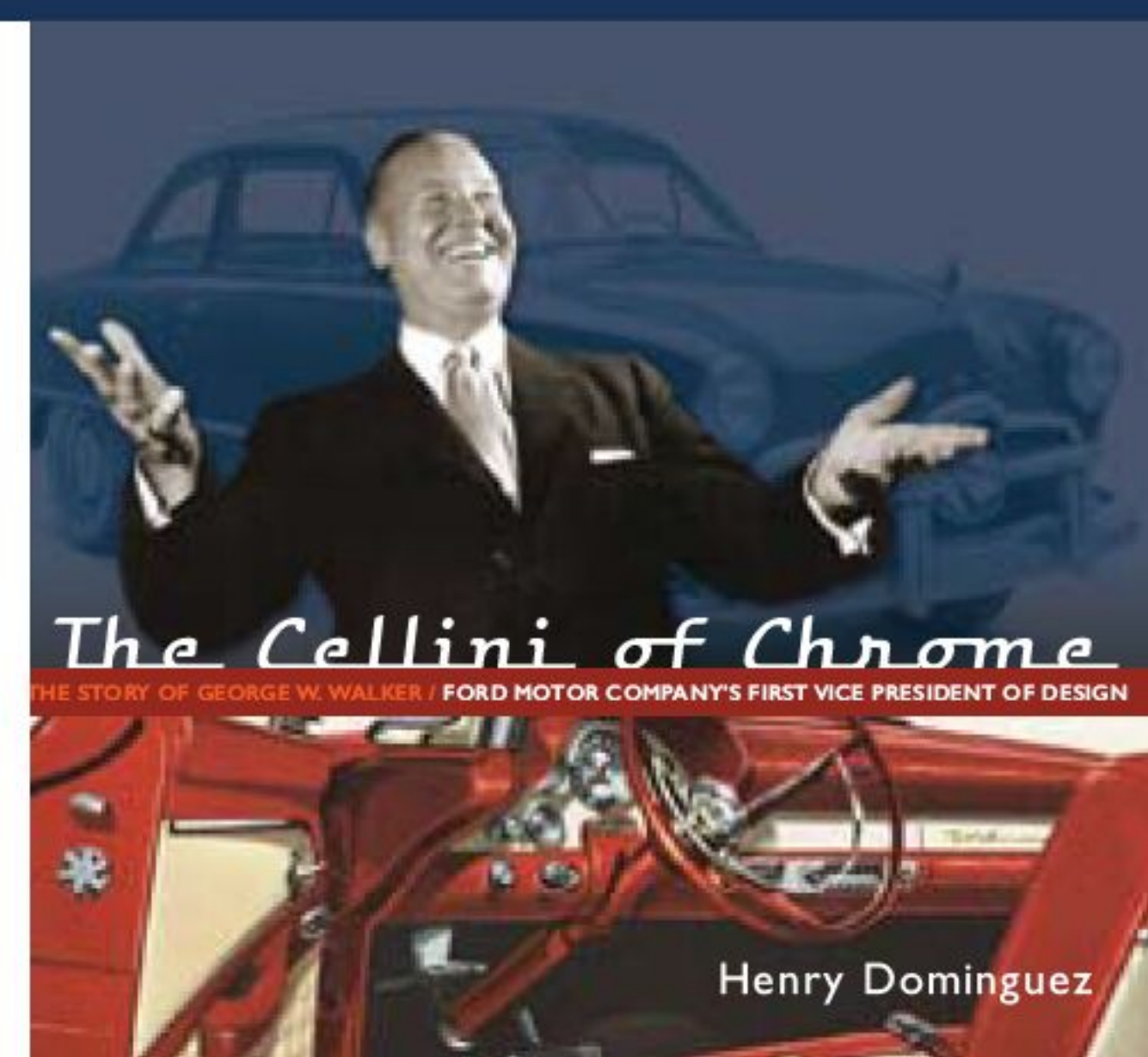
### An American Racer Bobby Marshman and the Indianapolis 500

Author Michael Argetsinger traces life of Bob Marshman, whose rapid rise to the very top of American Championship racing was phenomenal but sadly cut short by a tragic accident in 1964.



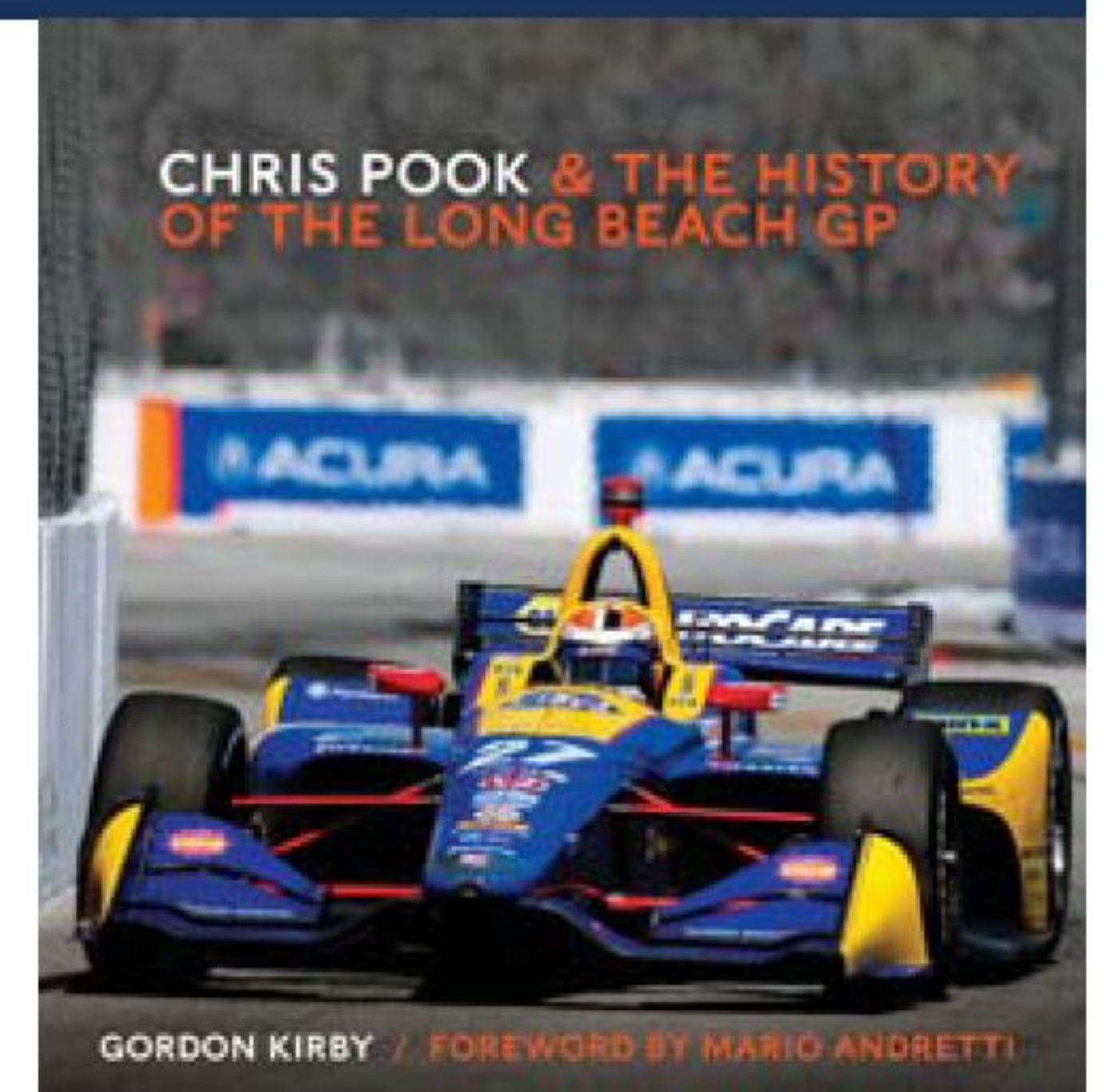
### Wally Dallenbach Steward of the Sport

Celebrated author Gordon Kirby traces the long and significant life of Wally Dallenbach whose contributions to the sport of automobile racing have been enormous over the 50 years of his remarkable career.



### The Cellini of Chrome The Story of George W. Walker / Ford Motor Company's First Vice President of Design

In the same flamboyant vein as design greats such as Harley Earl, Gordon Buerig, Vergil Exner, Raymond Loewy and William "Bill" Mitchell, Walker developed the standard for key Ford Motor Company Products for the 1950s and '60s. Beginning with the enormous success of the 1949 Ford, George elevated Henry's company to one of the all-around best-selling automotive operations in the world.



### Chris Pook & the History of the Long Beach GP

When Chris Pook declared his intention to run a Grand Prix race through the streets of Long Beach many people thought he was out of his mind. But with the support of racing legend Dan Gurney, and many other enthusiasts, Pook built the most successful street race in American history. Pook's crazy idea turned into a model for bringing racing to the people and using the surrounding event to rebuild a flagging community.





# The Scoop



## Hobby News & Views

### Studebaker Museum lands coveted Indy 500 racer

**SOUTH BEND, Ind.** — The Studebaker National Museum has acquired the #34 Studebaker Special, one of the five Studebaker factory-built Indianapolis 500 race cars which competed in the 1932 and 1933 Indianapolis 500.

Studebaker's five-car entry in the 1932 Indianapolis 500 was one of the race's largest factory-backed efforts. The cars were powered by Studebaker's 337-cubic-inch President inline eight-cylinder engine and featured other chassis components sourced from Studebaker's parts bins. The Studebaker team's top finisher took 3rd place with the rest of the team placing 6th, 13th, 15th and 16th.

The Studebaker team returned for the 1933 race with new streamlined bodies designed with the aid of a wind tunnel. The #34 car finished a team-best 7th, and took home \$1,300 in prize money.

The #34 Studebaker Special is the only surviving factory car with its streamlined 1933 coachwork. After its racing career was over, the car passed through several owners before



being acquired by industrial designer Brooks Stevens in 1957. Stevens gave the car an extensive restoration and placed it in his private museum in Mequon, Wis. In 1996, the #34 Studebaker Special was purchased by August Grasis of Kansas City, Mo., following Stevens' death. The Grasis family has

campaigns the car in numerous vintage racing events since that time, most recently competing in the 2021 Weathertech International Challenge at Road America in Elkhart Lake, Wis.

Acquiring a Studebaker Indy Car has been a top priority of the Studebaker National Museum for several decades. Studebaker National Museum Executive Director Patrick Slebonick noted: "Adding the #34 car to the collection allows the museum to connect the history of Indiana's

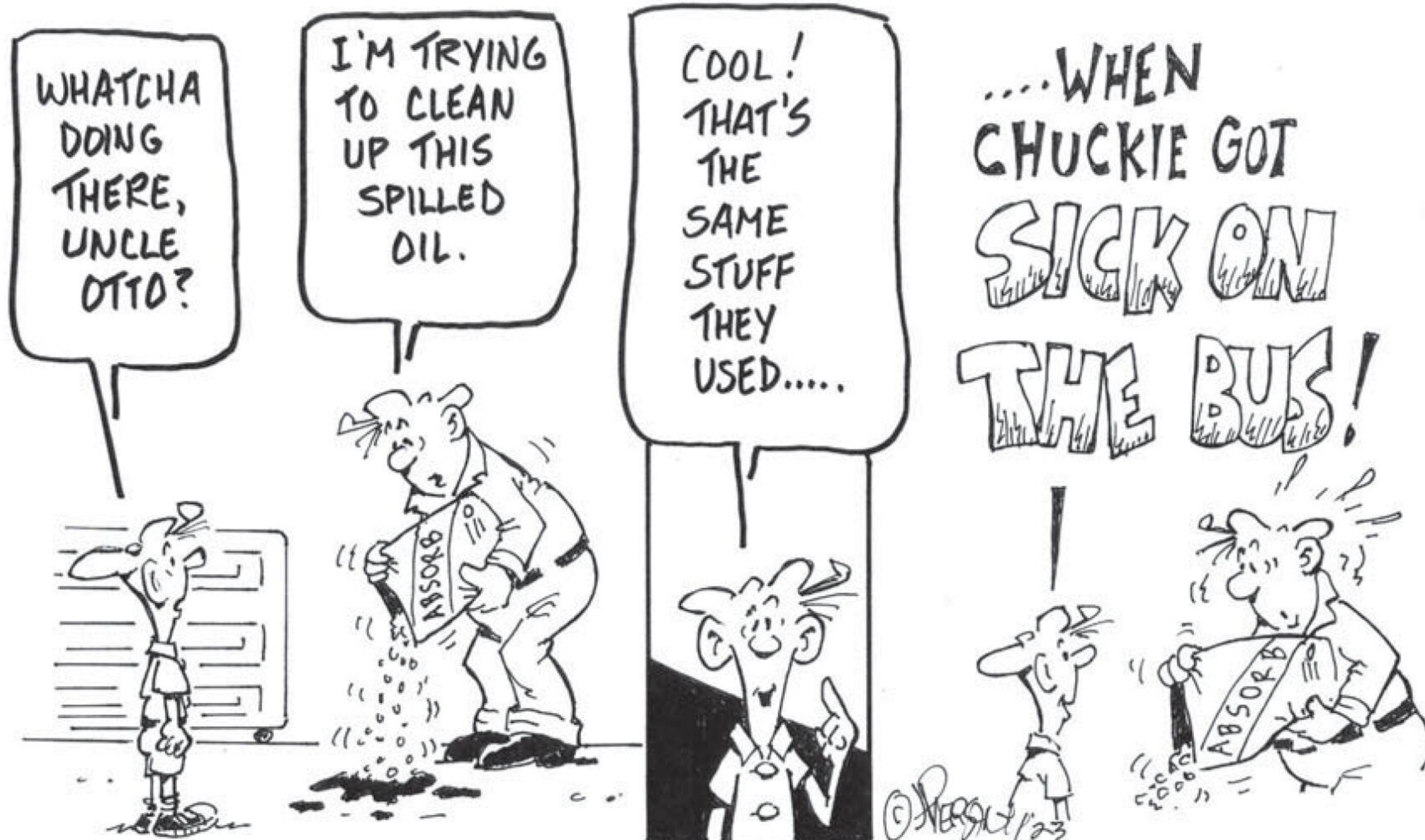
signature automotive event, the Indianapolis 500, with its most prominent automotive manufacturer. When the opportunity to acquire this remarkable vehicle became available, the local community and Studebaker enthusiasts rallied to make this dream a reality. We are incredibly grateful for all of the generous supporters who made this possible."



## Reader Photo

David Clark, of Hickory, N.C., shared this photo from the mid 1950s. The photo captures a scene in the city of Logan, in McDowell County, W.Va. There are a lot of '50s beauties lined up next to each other on this one-way street. How many of them can you identify?





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### // 2024 SEASON SCHEDULE

<b>AUTO MANIA</b> ALLENTOWN PA FAIRGROUNDS	JAN. 19-21
<b>CARLISLE AUCTIONS</b> LAKELAND WINTER COLLECTOR CAR AUCTION SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	MARCH 1-2
<b>SPRING CARLISLE</b> CARLISLE PA FAIRGROUNDS	APRIL 17-21
<b>CARLISLE AUCTIONS</b> SPRING CARLISLE COLLECTOR CAR AUCTION CARLISLE EXPO CENTER	APRIL 18-19
<b>CARLISLE IMPORT &amp; PERFORMANCE NATIONALS</b> CARLISLE PA FAIRGROUNDS	MAY 10-11
<b>CARLISLE FORD NATIONALS</b> CARLISLE PA FAIRGROUNDS	MAY 31-JUNE 2
<b>CARLISLE GM NATIONALS</b> CARLISLE PA FAIRGROUNDS	JUNE 21-22
<b>CARLISLE CHRYSLER NATIONALS</b> CARLISLE PA FAIRGROUNDS	JULY 12-14
<b>CARLISLE TRUCK NATIONALS</b> CARLISLE PA FAIRGROUNDS	AUG. 2-4
<b>CORVETTES AT CARLISLE</b> CARLISLE PA FAIRGROUNDS	AUG. 22-24
<b>FALL CARLISLE</b> CARLISLE PA FAIRGROUNDS	OCT. 2-6
<b>CARLISLE AUCTIONS</b> FALL CARLISLE COLLECTOR CAR AUCTION CARLISLE EXPO CENTER	OCT. 3-4
<b>CARLISLE AUCTIONS</b> LAKELAND FALL COLLECTOR CAR AUCTION SUN 'N FUN EXPO CAMPUS, LAKELAND, FL	NOV. 15-16



Andrew Beckman, museum archivist, added: “Studebaker’s Indianapolis 500 racing team was one of the Speedway’s largest factory-backed campaigns and represents an almost-mythical era of Studebaker history.”

For information on the museum, visit [www.studebakermuseum.org](http://www.studebakermuseum.org).

## Mecum offers loaded lineup for Las Vegas Auction

**LAS VEGAS** – Mecum Auctions, host of The World’s Largest Collector Car Auction, will return to the Las Vegas Convention Center for its seventh annual collector car auction in the city this Nov. 9-11 with an estimated 1,000 American muscle cars, classics, Corvettes, exotics, trucks, hot rods, customs and more to cross the auction block.

Among the event’s featured offerings are nine motorcycles and seven cars from The George Walker Collection. All 16 vehicles will be offered at no reserve, with the exception of a 1985 DeTomaso Pantera. The collection includes a 1933 Ford roadster, a custom 1934 Ford hot rod and a rare example of a 1929 Stylon motorcycle.

From The Holden Grace Collection of more than a dozen lots is a 1937 Ford custom cabriolet that’s benefited from a four-year build. Other lots included in the collection are a highly original 1977 Pontiac Firebird Esprit Skybird and a 1970 Chevrolet K5 Blazer.

Among the road art selections are nearly 100 items from The Montana Collection, including gas pumps, gas pump globes, neon signs, tin signs and other automobilia collectibles, all to be offered at no reserve. A pair of original, restored gas pumps – a 1924 Grizzly Gasoline Gilbert and Barker Model 67 visible gas pump and a 1931 Orange Crown Aviation Milwaukee Model 781 clock face gas pump – headline the 20 gas pumps included in the collection. The collection’s 50 neon and tin signs include an original 1949 Gulf dealer double-sided porcelain sign.

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## Wreck of the Week



The 1956 Chevrolet Two-Ten two-door sedan is undergoing inspection by the driver of the 1956 Buick Special Riviera two-door hardtop. The woman was explaining to the police officer that her dog ran out of the house and into the street, causing chaos. Apparently, the Buick swerved to avoid the puppy and hit the Chevy, which spun around. Then the Buick caused damage to the rear of the 1948 Oldsmobile in the background.



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## VanDerBrink to auction Ouderkirk collection

WOOD HEIGHTS, Mo – VanDerBrink Auctions has earned a reputation for offering amazing private single-owner collections of vehicles for sale, and the Hardwick, Minn., company will be at it again Nov. 11 when it offers more than 80 cars and trucks from the Bob Ouderkirk Collection. The sale will be packed with collector favorites from both Chevrolet and Ford, among others.

A wide variety of Chevrolets from 1951 through the 1990s will include Nomad wagons, Chevelle SS coupes and convertibles, Corvettes, trucks and project vehicles. Fords will include everything from Model A examples to 1960s Mustangs, Lincolns and Thunderbirds. Other marques on the docket include Cadillac, Willys, Pontiac, Dodge/Chrysler/Plymouth, Buick and Oldsmobile.

For more information, visit [www.vanderbrinkauctions.com](http://www.vanderbrinkauctions.com). **OC**

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# Weathered Wheels

*Old Cars* contributor John Bellah took this photo a few years ago when he was traveling through Tonopah, Nev. He couldn't resist photographing this once-glorious 1959 Lincoln Continental up on blocks in front of what once was the Tonopah Garage. We don't know if the Lincoln just didn't get fixed when the shop closed and it's just been sitting there ever since, or was a recently started project. Either way, it still looks worth saving.

"Some wheels, tires, hood, and some Bond-O, good to go!" Bellah says.

We like his optimism!





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## Style and substance come from Kalamazoo club

The Kalamazoo Auto Restorers Club hit a home run on this reviewer's scorecard when *Art and Spark* editor David O. Lyon (lyon@wmich.edu) produced Vol. LVII, #10, with solid commentary plus fine color images on the subject of streamline styling. Included were front and rear cover images of a modified Art Deco Ford roadster and a classic 1938 Delahaye.

The feature, titled "The Artistry of Streamline," mentioned key elements of "vertical radiator grille, flowing lines and a bold fender line." Saluted are the Stutz and Auburn Speedsters with "boattail" treatment. An additional 1936 Ford V-8 of like design is temptingly shown. A salute is given for a cover of *MoToR* magazine by artist Arthur Radebaugh as he experimented with the art of auto airbrushing in the 1930s.

This issue is a toss-back assessment of the 1930s, an era when memorable design and style took hold of car buyers as never before. An additional article salutes the artistry of James Scripps-Booth and sculptor Stanley Wanlass. The text stresses that "the pursuit of design is not just in the work of art. It is an everyday experience from formatting of a written page, to the style of a wrench to the creation of an automobile sculpture or a massive tree celebrating an historic event."

The realization is sobering. It makes a car hobbyist pause and consider cars of fine styling as reflections of the artistry of the decade from which they came. **OC**



## Vintage ad of the week

By the *Old Cars* staff

This ad from International made being a delivery truck driver in the late 1930s look like a pretty good gig! We don't know who the pretty gal is in the ad — maybe some readers can help us — but we can tell you the sweet delivery truck is a D-300 Series International. International produced its D Series from 1937-'39 with a wide variety of bodies and configurations available. Most of them were built for making deliveries — such as hauling Coca-Cola — and all featured the same rounded cab-over-engine design and split windshield. International touted the truck in this ad as "the ideal truck for close work in crowded traffic. Short turning radius, maximum load space, perfected load distribution, and a completely comfortable cab make this truck a stand-out in the low-price 1 1/2-ton field."

### INTERNATIONALS DELIVER THE GOODS

Everywhere you go, smiling girls remind you of "the pause that refreshes" with ice-cold bottles of Coca-Cola. And have you noticed, too, how people turn to look at the Internationals that are used to deliver Coca-Cola? This eye-arresting quality is a real prestige builder in the bottled beverage business.

On top of that, Internationals deliver Coca-Cola on a rock-bottom economy basis. More and more businesses with years of hauling experience are turning to International Trucks.

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**Q.** My 1956 Ford oil light came on. I looked in a Ford repair book and the oil pressure should be 7 psi. Is this right for the 292 or 312 block? I have a gauge to test the oil pressure.

— Ernest Hart, via e-mail

**A.** The Thunderbird Forum (<https://forums.fordthunderbirdforum.com/>) indicates that oil pressure for those Y-block engines should be at least 20 psi at idle, and 45-50 psi at 2,000 rpm with a hot engine. I see one comment that the warning light is set to come on at 10 psi. By all means test your pressure. The wire to the pressure sensor is “hot” while the engine is running. The sensor grounds the hot wire when pressure falls, turning on the light. If the wire is damaged and touches the engine or body, it will turn the light on, but in that case, the light would, in most cases, stay on regardless of rpm.

**Q.** Do you know of a company known as Jacquet Motors Corp. that manufactured the B J Steam Gas Generator around 1921? This company appears to have been in the Grand Rapids and Belding, Mich., area. A member of our local car club, the Flat River Antique Auto Club, wants to find one of these generators. At this time, I don't know if this device is automobile-related or not.

Don Rush, via e-mail

**A.** Yes, the Jacquet Motors Corp. is known for the Jacquet Flyer automobile, which was intended to be a Stutz Bearcat competitor. The company was organized in 1920, capitalized at \$100,000. The principals were Alfred J. Jackson and Charles Marquet — the company name was a merger of their surnames. A sporty two-seater on a 130-inch wheelbase, the car was to have an aluminum body and an 82-hp four-cylinder engine. Operations were set up in a former shoe factory in Belding, but production never really started. By June 1920, Jackson had been ousted from the company. Production never got beyond one car. In March 1921, efforts had been diverted to build the BJ steam gas generator you mention. My conclusion is that the car and the steam gas generator are related only by their location and the personnel involved.

There's a plethora of related information online, of which you are probably aware: [www.wheelswaterengines.com/belding-mi.html](http://www.wheelswaterengines.com/belding-mi.html)

**Q.** In the Q&A about the cars of the movie “It's a Mad, Mad, Mad, Mad, Mad” (Oct 15), you left out one of the most important vehicles, the 1963 Seagrave hook-and-ladder fire engine used in the final scene! Also, another famous actor you failed to mention was Jimmy Durante,

who was thrown from the car and who told the other motorists that the money was buried, “unda da 'Big W,’” then “kicked the bucket” at the beginning. Great movie, some great scenes with the Power Wagon, too (it was a 1951 Dodge M-37 tow truck). Here is a very complete list of the vehicles used in the movie: <https://community creations.mattel.com/forums/topic/120927-its-a-mad-mad-mad-mad-world-vehicles-where-are-they-will-hot-wheels-ever-produce-a-premium-line-what-are-you-waiting-for/?ct=1696432885>

Jeff Taylor, New Jersey, longtime reader and Old Cars subscriber.



Suzanne Somers and her 1957 Thunderbird were a memorable pairing in “American Graffiti.” The actress recently passed on Oct. 15, 2023.

**A.** You're right that I left out some vehicles and actors. I wasn't attempting an authoritative list. More than one person has commented to me, “I can't believe you had never seen ‘It's a Mad, Mad, Mad, Mad, Mad World.’” Maybe it's my age, but the more seminal flick to my mind is 1973's “American Graffiti,” (yes, I graduated from high school in 1962). We didn't do much Modesto-style cruising in my rural part of Connecticut, but we had plenty of those cars and concerns. Many of my classmates later saw combat in Vietnam and all of us could relate to the teenage angst of the era. Suzanne Somers in the T-Bird aside, the highlight of the film has to be the car chase with the 1961 Ford police cruiser (sorry, no spoilers here — you'll just have to watch it). **OC**

To submit questions to Kit Foster, e-mail [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

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# LUXURY LEMANS

## Midsize Opulence



### Pontiac introduces midsize and mid-priced luxury

STORY AND PHOTOS BY BOB TOMAINE

Any Luxury LeMans is an unusual sight today, and the two-doors made up only 8,641 of the 46,256 produced in 1972.

Some cars are lucky enough to pass through a series of owners whose appreciation for them ensures their futures.

“My grandmother got a different car and she didn’t have the space in her garage for it,” explained Dadeon Canfield, whose 1972 Pontiac Luxury LeMans is shown here, “so we took it and it became my first car.”

The complete story is somewhat more complicated than that, and it would almost have to be in order to explain the car’s excellent condition when its owner lives in the upstate New York town of Oxford.

“It spent most of its life in Florida,” said Dadeon’s father, DeForest Canfield. “A fellow in Norwich owned it, and he actually had it stored at the antique car museum for a while. Whatever changed, he decided to sell it and a guy I know at a body shop had it for sale.”



Pontiac advertising spoke of the Luxury LeMans’s “look of rare Ceylonese teak” on the dashboard and “wood-like inlays” on the wheel.



The Pontiac's days living the good life at the Northeast Classic Car Museum in New York obviously served to protect it, but that might have been for nothing had it not been the right car becoming available at the right time.

"My father had passed away," DeForest said, "and he and my mother used to go to car shows all the time. He'd had a bunch of old cars, and she wanted something she could take to shows."

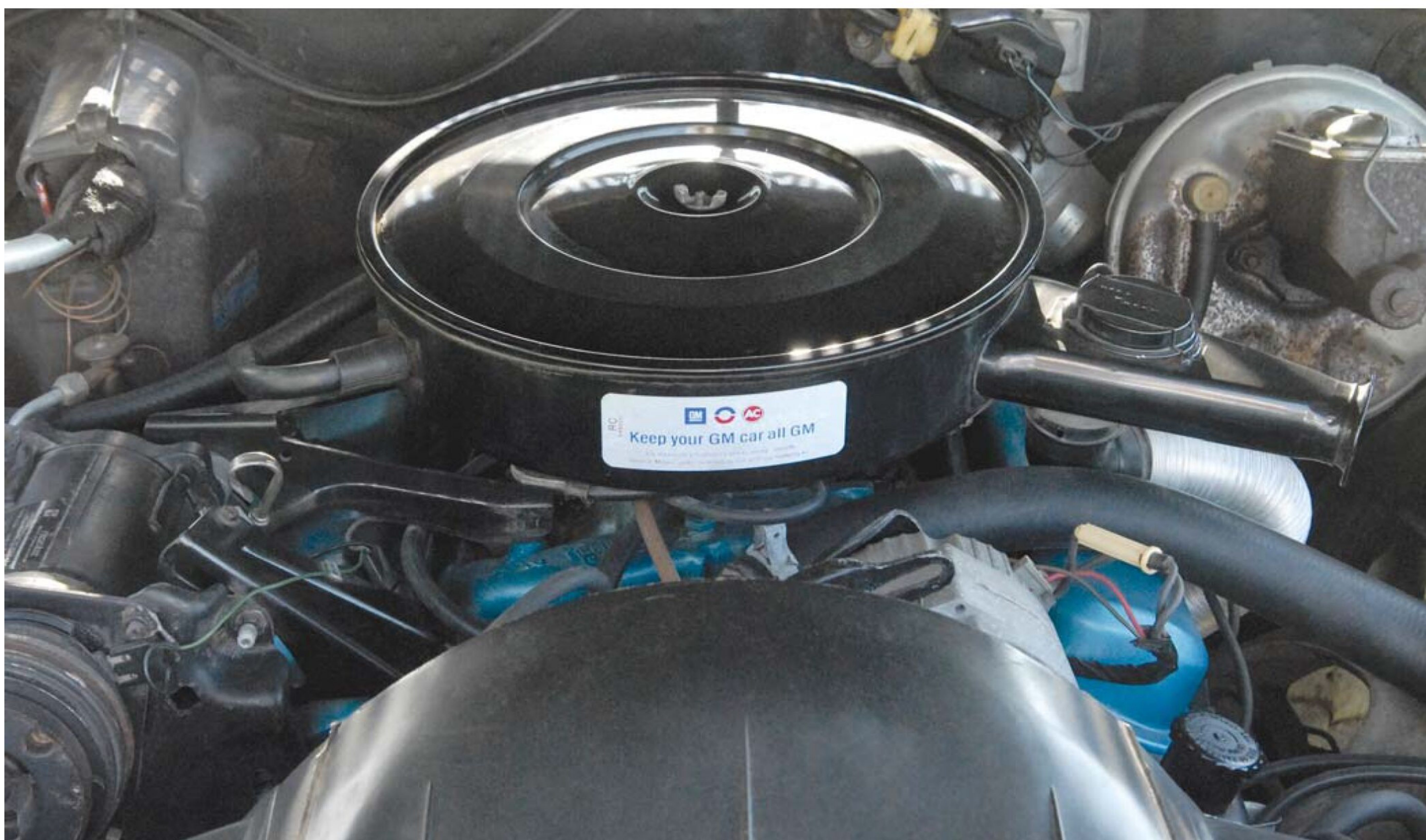
### Pontiac offers midsize luxury

The Luxury LeMans was a good choice. When Pontiac introduced the model for 1972, it made the simple observation that, "Buying a car with real luxury used to mean buying a big car," a difficult point to dispute in the time before American cars were downsized. As an alternative, the Luxury LeMans was "a true luxury car in a very manageable medium size." Marketing material listed the "special" grille, trim, wheel covers and fender skirts, as well as "a tasteful monogram on the roof sail panel." With all of that, the "Luxury LeMans doesn't flaunt ... but it gets noticed."

If not quite a bargain, the Luxury LeMans was, at the very minimum, a good value. At \$3,196 for the two-door hardtop and \$3,319 for the four-door hardtop, it cost about \$200 more than a base LeMans two-door and \$400 more than a base four-door sedan. In today's figures, those costs would be \$23,665 and

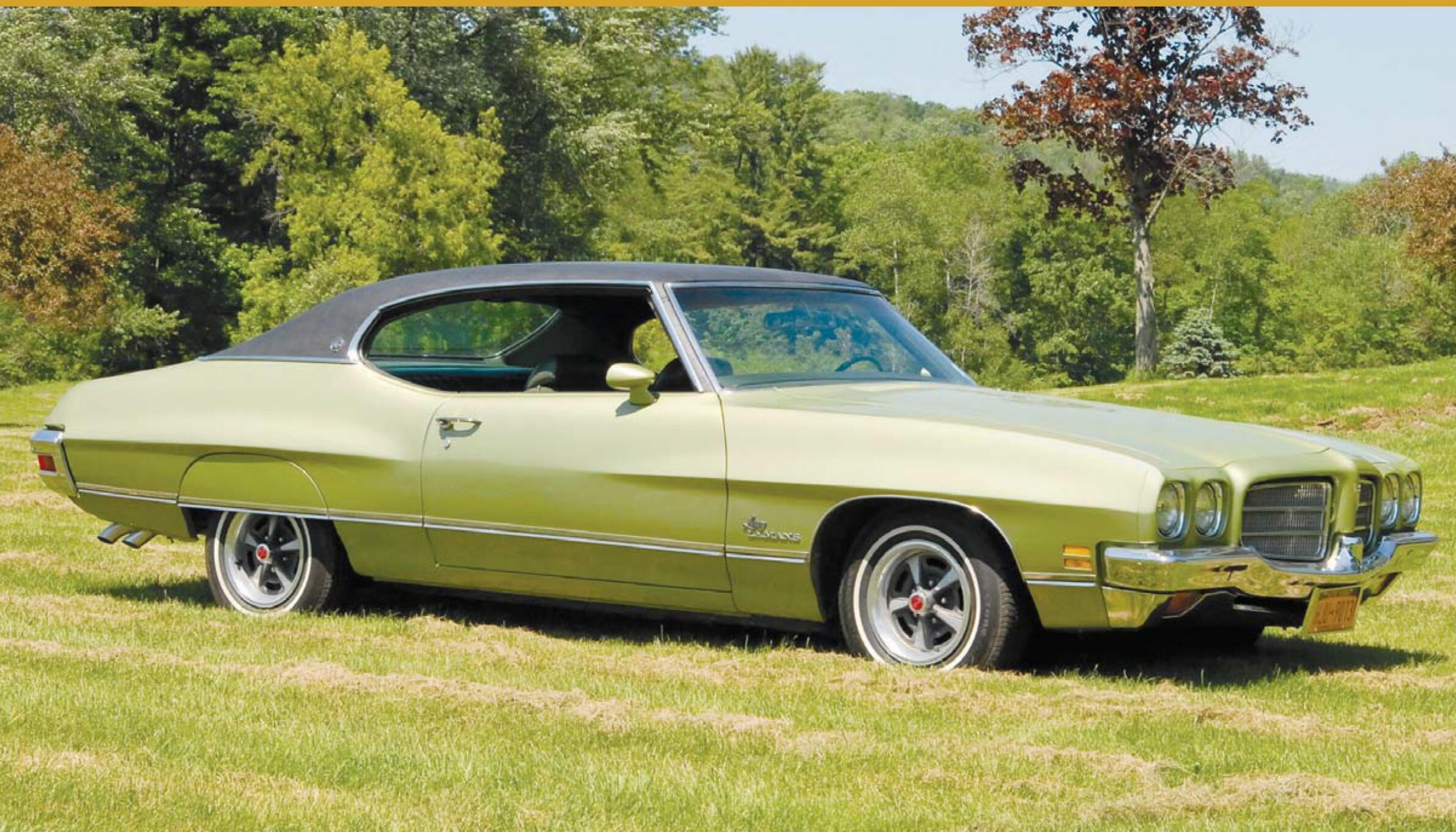


The "LeMans" script was standard fare for the model, but the cursive "Luxury" script added the panache of the new higher-trimmed model. A special "LML" monogram on the C pillar sail panel added more elegance.



Pontiac's two-barrel 350-cid V-8 was the base engine in the Luxury LeMans and put out 160 net hp with single exhaust and 175 net hp with duals.





Extra trim sets the Luxury LeMans apart from its lesser Pontiac LeMans contemporaries with which it shared its midsize GM A body.

\$24,576, meaning they would be as affordable now as they were then.

The affordability factor wasn't overlooked in advertising, although Pontiac used it in an unusual — but notably clever — way when it called the Luxury LeMans a “luxury fleet car for the up-and-comer.” Senior-management types might get the “big luxury cars,” it explained, “but what do you do about the man on the move? The up-and-comer? The man everyone expects big things from? The man who represents your company to your customers?” It was solid reasoning and, naturally, it led to the “brand-new Luxury LeMans. A fleet car that delivers all the luxury a man could want without buying more car than he needs.”

### Too nice to leave the family

Luxury LeMans sales totaled 46,256 in that first year, only 8,641 of which were two-doors, but like many midsize models that aren't muscle cars, the Luxury LeMans is frequently overlooked today. Still, DeForest realized that it would be a good fit for his mother.

“I saw that,” he recalled, “so I got hold of her. We made a deal on it and

bought the car, and we did whatever it needed to get it into shape for her. She drove it for quite a few years. She worked at a bank and she'd drive it to work once in a while on nice days, and take it to shows and cruises.”

But if the car was so well-matched to his mother's tastes, why did she part with it?

“She always wanted one of those little Pontiac Solstices,” DeForest said. “She liked them since they came out. They're cool. So I found her one ...

“When she bought that, she came over to the house with it and she said, ‘I don't know. I think I'm going to sell the Pontiac, because I don't need both of these.’ I said, ‘Well, if you're going to sell it’ — (Dadeon) was 15 at the time — ‘we'll work out a deal. I'll bring it over here and give him his first car.’”

Everything smoothly fell into place and the Luxury LeMans did indeed become Dadeon's first car. Its condition, given the care it had received and its protection from winter road salt, was excellent, and it required very little work.

“Just a good polishing,” Dadeon said. “I clay-barred it and there were a few

things that I needed to do, a few spots I needed to repaint and things like that, but it was a very good car when I got it.”

It would be a fair question to ask why he wanted it. After all, its 350-cid V-8 with a two-barrel carburetor and automatic transmission make a good combination, but by no stretch is it a muscle car, and it's not even a convertible.

“How many 16-year-olds,” Dadeon asked, “drive around in a Luxury LeMans?”

Even if it hadn't been in his family, he said, he'd still find it interesting.

“It's just so much different from a modern car,” he observed. “It has a different feel to it. It just kind of rolls down the road instead of the way modern cars almost drive themselves.”

He did have one very big advantage that helped him to see it and appreciate it for what it is, which might explain why seven years later, he still owns the Pontiac.

“It was just kind of that I grew up around antique cars at home,” he said, “and so I just always had an interest. An opportunity arose.” **OC**



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



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BY RODNEY KEMERER



## Awakening the Sleeping Packard

LEFT: The 1941 Packard 110 as it appeared once the garage door hiding it was opened for the first time in 62 years.

When we last left our “Sleeping Beauty,” she had just been discovered (Oct. 1, 2023, *Old Cars*), still fast asleep in her garage of 62 years. Phone calls were made and emails were sent. The car community equivalent of an “AMBER Alert” was issued. A 1941 Packard 110 needed to be saved.

I had told the family of the Packard’s original owner that it is difficult to sell a non-running prewar vehicle. Unfortunately, many fans of prewar cars are now at the age of selling rather than buying. Adding to those issues was that Packard is a long-defunct brand (not that there’s anything wrong with that), and their Packard was a lower-end sedan model — not highly desirable. I predicted to the family that our buyer, should one appear, would most likely be a Packard fan, and one who would already own a few. I suddenly felt like a police profiler.

While waiting for my phone to ring, a potential buyer was — where else? — staying in Rohnert Park, Calif., at the Packard Grand National Meet, sponsored by the Nor Cal Packard Automobile Club. Big surprise! It only took two weeks for six degrees of separation to do its magic.

Once our prospective buyer was back in town, a meeting was set up and our Sleeping Beauty opened one eye when the never-opened garage door rolled up for the first time since



The 1941 Packard in its new garage and in the care of a longtime Packard fan and owner.



John F. Kennedy was president. Squinting in the sunlight, the car began to awaken.

Our prince in this story, Eric, pored over the car from top to bottom. He was as astonished as I was by her preserved as-is condition. The Holy Grail of barn finds, this Packard was a one-owner/driver car since new with known history in secure dry storage. Who could resist? Not Eric. A quick negotiation transpired, a deposit was handed over and the Packard's next chapter had begun.

Eric is a lifelong Packard fan and has a long Packard resumé, as did his now sadly deceased father, Larry. At the height of their combined collection, there were 15 Packards (nine for Larry, six for Eric). Among them was a 1937 Twelve Club Sedan, a 1993 Pebble Beach Concours d'Elegance winner.

There were some challenges removing Sleeping Beauty as the flatbed could only be at 90 degrees to the garage opening. Cables, pulleys and countless repositioning moves of the truck were required to remove Sleeping Beauty from her bed. Four now-flat tires made the short trip back into the California sunlight a bit harder. Once onboard, the tall Packard grill seemed to stand a little taller.

It is always the little details that make these stories come alive. When asked about the key to the car, the original owner's family produced a



Loaded on a flatbed, the Packard is prepared for its next destination and a new life.

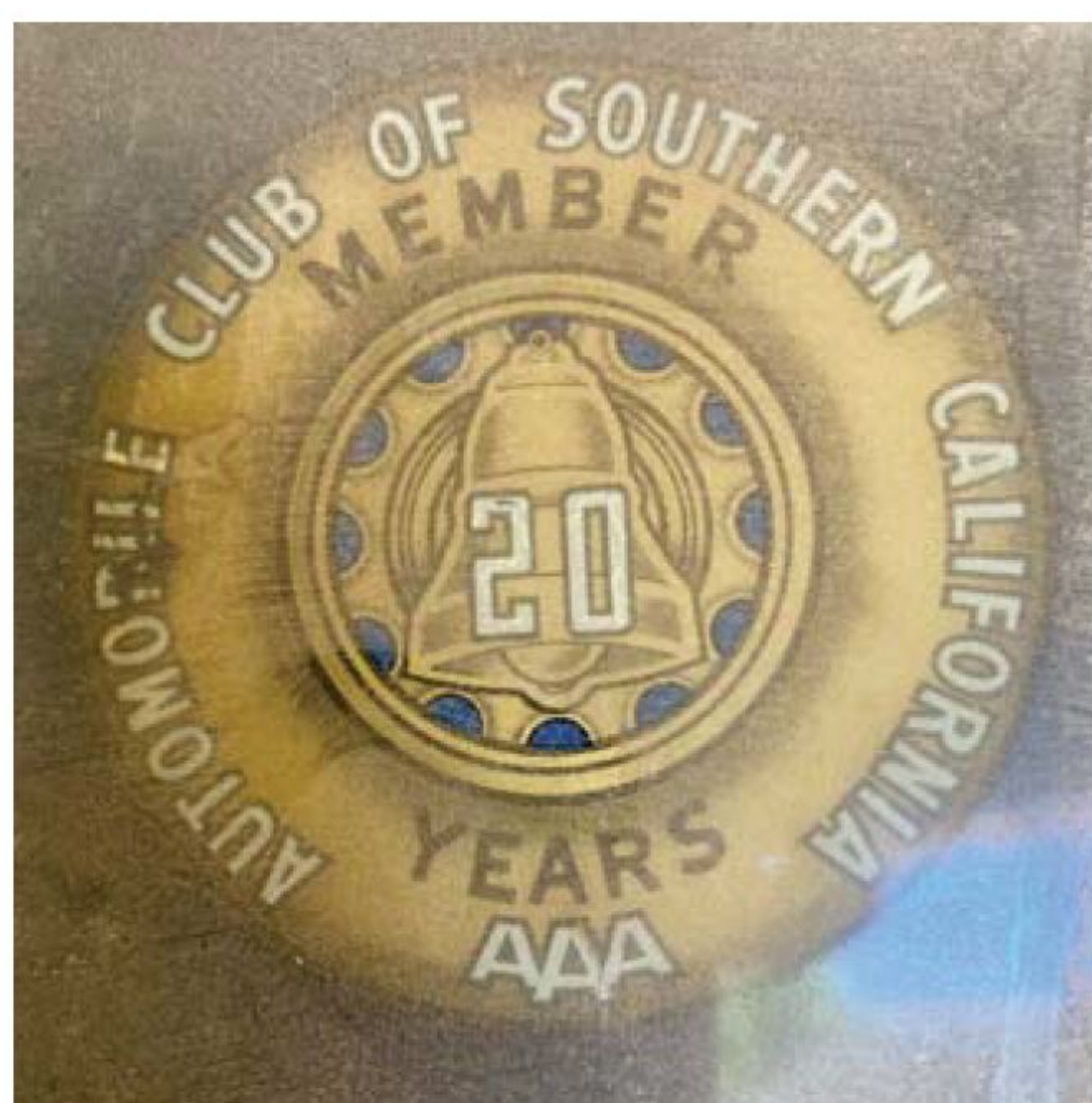


Once the 1941 Packard was revealed in the California sun, it became clear that the car was a straight, solid example deserving to be resuscitated.



shoebox full of unmarked keys — perhaps a hundred or so of them. *Good luck.* I asked Eric if the key would have any unique markings. He said, “No, it will just be a very small key,” and with that, he reached into the box and pulled out one key and said, “It will look like this.” I said, “Well, let’s try it.” Bingo! The first key tried was a success.

If a car ever sent a message to a new owner, this was it. Car and owner locked in an embrace. Just like the fairy tale. **OC**



“Sleeping Beauty” retained an old automobile club sticker and many other small traces of her past life with the good doctor who bought her new.

BELOW LEFT: Flat tires didn’t keep the Packard from getting loaded on the flatbed — eventually.

BELOW RIGHT: The tire may be flat, but the condition of the sheet metal is fantastic. The doctor who bought this Packard new clearly took good care of her.



The 1941 Packard shows off its butterfly-style hood. The new owner has spent enough time under these hood panels to already have the car running again after its 62-year slumber.





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# THE HORNET

Stunning 1951 Hornet is one of many in Hudson collector's nest

STORY BY AL ROGERS & LARRY KENNEDY; PHOTOS BY AL ROGERS



In the summer of 2010, I was on the hunt to photograph factory-correct 1951-'54 Hudson Hornets. Fortunately, I live within 30 minutes of the Ypsilanti Heritage Museum in Ypsilanti, Mich. Over the years, I had visited the museum several times and would be greeted by museum curator Jack "Mr. Hudson" Miller. This visit was no different than the others.

When I told Miller about my goal to photograph Hornets, he knew just the person to contact.

"I know a Hudson Hornet collector who can help you with this," Miller said. "His name is Larry Kennedy; he

has just about every Hudson automobile in every body style produced, and he's not far from here in Indianapolis, Indiana." Jack walked back to his desk, retrieved a roster of Hudson automobile owners, and showed it to me. I wrote down the model year and body style of each of Kennedy's 1951-'54 Hudson Hornets while Miller provided me with Kennedy's contact information.

When I returned home, I called Kennedy. We discussed his collection, came up with a list of Hornets and a plan for me to photograph each of them in the coming weeks.

One of Kennedy's Hornets stood apart from the pack: a Cornish Cream 1951 convertible with a red leather interior. The color, overall stance and fit and finish were exceptional, and it's the Hornet featured here.

## A History with Hudsons

Larry Kennedy bought his first Hudson automobile, a 1951 Pacemaker Club Coupe, in 1966 at the age of 12. He had saved up \$50 from his paper route earnings to buy the car. Initially, his intent for the paper route money was to buy a mini-bike or go-kart, but his mother, Marie



# KEEPER



Hardin Kennedy, was not having it. As an emergency room nurse, she had seen too many hospital patients get seriously injured from losing control and then crashing their mini-bikes and go-karts, so she told her son to stay away from them. With respect to his mother, the 12-year-old looked for another form of transportation that was safer, more practical and something she would approve of.

While on his paper route, Kennedy noticed a 1951 Hudson Pacemaker offered for sale at \$50. He and his late father, Bennie W. Kennedy, used to play the “identify that car” game, and the



A cousin to one of Larry Kennedy's friends contacted Hudson convertible sellers during the '60s and requested photos of their cars. When Kennedy bought his '51 Hudson, the license plate on its bumper matched this 1963 photo collected by his friend's cousin!





The triangle was well-established as Hudson's symbol by 1951, and it appeared throughout the 1951 Hornet, from atop the taillamp bezels (left), to the hood ornament (center) to even the serial number tag (right). Emblems on the front fenders of the 1951 Hornet also had the famous Hudson triangle. Note the serial number tag mentions the Hudson's all-steel "Monobilt" unit-body construction.

Hudson automobile was one he fondly recalled from the many times he and his father played their game while on the road.

After talking to a friend who was a little older and into cars, Kennedy learned that Hudsons were known for being fast and had won the National Stock Car Championship in the early '50s, so he decided to make the purchase.

Kennedy's mother supported his '51 Hudson Pacemaker purchase by providing him with Clifford repair manuals and other reference materials to teach him how to repair and keep the car on the road.

For Kennedy, the Pacemaker turned out to be the first drop in a river of Hudsons. By the time he was 18 in the summer of 1972, Kennedy had acquired 42 Hudson automobiles, which he stashed all over his area. Over the years, he has owned 345 Hudson automobiles, 38 of which remain in his collection.

### Hudson Creates a Buzz

The Pacemaker model name had previously been used by Hudson in 1939 and was resurrected on entry-level Hudson models produced for the 1950-'52 model years. It was the most affordable model in the Hudson lineup in each of the three model years it was produced after World War II. The Pacemaker utilized a 119-inch wheelbase, a span 5 inches shorter than that used for other contemporary Hudson models. Pacemakers were powered by a flathead 232-cid six-cylinder engine. The Wasp debuted in 1952 with a larger 262-cid six, but when the Pacemaker was discontinued, the 1953-'54 Wasp base engine became the 232-cid six from the Pacemaker. The 262-cid-equipped Wasp models were then designated as "Super Wasp" models.

The Hudson Motor Car Co. produced Hudson automobiles from 1909 until 1954. In 1954, Hudson merged with Nash-Kelvinator to form American Motors Corp. (AMC). The Hudson name was continued through the 1957 model year, after which it was discontinued by AMC.

In 1948, Hudson launched its "step-down" bodies, which lasted through the 1954 model year and were used on all models from the Pacemaker series all of the way up to the Hornet. The term "step-down" referred to Hudson's placement of the passenger compartment down inside the perimeter of the frame; riders stepped down into a floor that was surrounded by the car's frame. The result was not only a safer car with greater passenger comfort, but through a lower center of gravity, it was also a good-handling car. In time, almost all U.S.

automakers would embrace Hudson's "step-down" feature as the standard when building bodies.

For the 1951 model year, Hudson's six-cylinder engine received a new block with thicker walls and other improvements to boost horsepower by almost 18 percent and torque by 28.5 percent, making the Hudson a hot performer. A GM-supplied four-speed Hydra-Matic automatic transmission was now optional in Hudson Hornets and Commodore Custom Sixes and Eights.

Hudson's strong, light-weight bodies, combined with its high-torque inline six-cylinder engine technology, made the company's 1951-'54 Hornet an auto racing champion, dominating NASCAR in 1951, 1952, 1953 and 1954.

Herb Thomas won the 1951 and 1954 Southern 500 races in Hudsons, and Dick Rathmann won with a Hudson in 1952. Some NASCAR records set by Hudson in the 1950s (e.g., consecutive wins in one racing season) still stand today. Hudson cars also did very well in races sanctioned by the AAA Contest Board from 1952 until 1954, with Marshall Teague winning the 1952 AAA Stock Car Championship and Frank Mundy doing so in 1953. Fabulous Hudson Hornets often finished in most of the top positions in races. Later, these cars had some success in drag racing, where their high power-to-weight ratio worked to their advantage. Hudsons additionally saw some success at local dirt track events.

### Catching a Hornet

In 1995, Kennedy landed the beautifully restored 1951 Hudson Hornet convertible featured here. He'd known about the car for more than a decade, but it didn't look as good as it does today.

"I first heard about this car at the 1984 Hudson Essex Terraplane Club National Meet in Natural Bridge, Virginia," he said. "I met Billy Pitts there and he stated that he had the car at White Post Restorations and was planning to do the final detailing and assembly himself. Since I had already restored a 1950 Hudson Commodore Eight convertible, Billy asked if he could contact me for the details of completing this car. I never heard from him again.

"For many years, I would go to Fall Carlisle with my buddies, and then go to my friend's place in West Virginia for a few days, and then to Hershey. My buddies would go home and leave me there with some money and a license plate. I would



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*Sincerely, A. Macon, Williamsburg, VA*

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Like many cars from of era, the “step-down” Hudson design had a rounded theme which earned it a comparison to bathtubs.

always buy something interesting to drive home. While staying at my friend Paul O’Malley’s (house) in 1995, his brother called and asked to speak with me. The brother’s wife is Billy Pitt’s sister. As it turns out, Billy had White Post do the first 10 grand or so work on the Hornet, and then decided not to have them continue as they said the final total might be \$50,000 in 1984 money. The car and a myriad of parts were then taken to Billy’s mother’s place in Alexandria, Virginia, where it had been for 10 years. The mother had passed, and the quite expensive house could not be sold with the Hudson and parts stored there. A deal was struck to buy the convertible and parts, which included a nice running and driving 1951 Hudson Hornet sedan.

“We made the trip down to D.C., made partial payment, and drove away in the Hornet sedan. The Hornet sedan was stored in the U.S. House of Representatives’ parking garage, as Billy was the Republican parliamentarian. I returned about a month later with a rented Ford F-150 to collect the car and parts. We had the car and all the parts it would hold taken to Capon Bridge, West Virginia, for the mechanicals to be completed by Paul O’Malley there. We filled two pickup trucks to the max with the remaining parts!

“Paul did the all the mechanical work on the ’51 Hornet convertible – rebuilt the 308-cid matching-numbers engine, did a DOT-5 brake job, and assembled the car so it could roll and stop when pushed by hand during transporting.



The red leather interior adds a luxurious contrast to the convertible’s Cornish Cream exterior.



Owner Larry Kennedy with his 1951 Hudson on the day purchased it in November 1995.





The 308-cid six-cylinder in the 1951 Hornet produced 145 hp; with dual carburetors (aka “Twin-H Power”), the same engine was good for 160 hp. The engine in Larry Kennedy’s Hornet is the single-carburetor version.

“The Hudson Hornet was transported to my place near Indianapolis, Indiana, the next spring. I was also restoring a low-mileage 1950 Hudson Commodore Six convertible and used it as a pattern, as the Hornet came completely disassembled. I just made two of everything. The ’50 Commodore was completed first and debuted in the spring of 2000. John Pontius completed the body and paint on this car, and delivered it back to me in the spring of 2001.

“Our Southern Indiana Chapter of the Hudson Essex Terraplane Club was planning the Central Region Meet for 2001 in Auburn, Indiana. The plan was for this Hornet convertible to be done and be the featured car at this meet. The car was done just in time and was driven to Auburn, Indiana, in June 2001. The banquet dinner was held at the Auburn Cord Duesenberg Museum, and the car was driven into the banquet room.

“The car was then invited to the Cincinnati Ault Park Concours in 2004 and won a Best in Class and appeared on the ‘My Classic Car’ program with Dennis Gage. It was then invited to the 2005 Indy Concours; the event was held on Monument Circle in downtown Indy. It was beaten out there by the 1950 Hudson Commodore convertible restored just before it. This car was pictured on the cover of the October 2011 issue of *Collectible Automobile* to accompany their Hudson Hornet article, and on the cover of the June 2015 issue of *Hemmings Classic Car* to accompany their ‘Engineering Marvels’ article. The car was nicely stored for several years. The car was then invited to be part of the ‘Independent Thinking’ class at the 2022 Concours at Copshaholm in South Bend, Indiana. I was quite surprised when they came and put a “Premier Award” ribbon on the car. A representative of Lavine Restorations had earlier come over and asked me about my history with Hudson automobiles. It turns out that I had won their ‘Spirit of the Hobby’ award, which is a lifetime achievement award.”

Although its restoration is more than 20 years old, Kennedy’s 1951 Hudson Hornet convertible remains in top condition and would be a centerpiece to any collection, especially one containing rare Hudsons. **OC**

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# Fabulous Fiesta

1958 Olds  
wagon is  
equal parts  
grocery getter,  
timeless  
beauty queen

STORY AND PHOTOS BY BRIAN EARNEST

It wasn't that long ago that station wagons were the unwanted step-children of the collector car hobby. Relatively few wagons had been kept around, not many guys wanted those survivors, and even fewer guys restored them.

But times have certainly changed — especially for haulers as stunning and stylish as Bill and Billie Ginta's scarce 1958 Oldsmobile Dynamic 88 Fiesta.

The New Lenox, Ill., couple were only too happy to give it a home after it was — in a familiar story — not particularly wanted by the previous owners.

"The kids were selling it at the Volo Museum as part of an estate sale. I bought it there and they were practically giving it away, and only because it was a station wagon," Bill Ginta recalled. "That was 30 years ago. I was an Oldsmobile



guy and I knew how rare these cars were and when I saw it, I bought it right way. It's unbelievable now how much station wagons have escalated in price! It's crazy! But at the time, nobody wanted them."

Ginta said the gorgeous Fiesta station wagon had only 46,000 miles when he took it home. It was one of 3,323

Dynamic 88 Fiesta hardtop wagons built for the 1958 model year, of which only 24 are known to remain.

To be sure, the '58 Fiesta is a quintessential 1950s people mover — rivers of brightwork all around, ornate tailfins, two-tone paint, whitewall tires and blinding chrome and stainless trim inside. All the Gintas' car needed to be truly glorious again was a little TLC and a die-hard Oldsmobile guy to fully appreciate it. Bill Ginta provided both.



"I've always been into the Oldsmobiles. I have a '55 Starfire convertible, which was my show car," he says. "I like the '50s, because these were rolling pieces of art. There was no concern for aerodynamics or concern for fuel economy. No concerns at all!"

"This, I just wound up being in the right place at the right time. We did a mild cosmetic restoration on it and I've been playing around with it for 30 years."

## OLDSMOBILE WAGONS RETURN

Olds buyers could order a station wagon in 1957 for the first time since 1950. It was a reflection of the growing popularity of six- and nine-passenger station wagons with the "baby boom" in full swing. Unlike the Fisher-built station wagon bodies from General Motors' Chevrolet and Pontiac divisions, Oldsmobile and Buick wagon bodies were built in partnership with the Mitchell-Bentley Iona Body Co., which had previously built the Packard Caribbean and other low-volume cars. The Oldsmobile Fiesta hardtop wagons took the 1955-'57 Chevrolet Nomad and Pontiac Safari two-door sport wagons — with their hardtop-style doors — one step and two doors farther with full four-door hardtop styling. However, a pillared Fiesta four-door wagon was also offered.

The 1957 Fiesta station wagon could be had in the 88 and Super 88 trim lines and featured the 371-cid V-8. Popular options included Hydra-Matic transmission, power steering and brakes, J-2 tri-power and other goodies. The pillared 1957 Fiesta sold for \$2,914 before add-ons, while the hardtop Fiesta listed for \$3,017.

The '57 Oldsmobiles were completely restyled for the model year, and 1958 Oldsmobiles received a nifty restyle. For 1958, Olds introduced its "Chrome Mobile" trim on the body, especially the upper-echelon Super 88 and Ninety-Eight models. The long front coves behind the new quad headlamps stretched all the way back to the front door handles, and four chrome spears extended from the middle of the rear doors to the massive rear taillamp bezels, which were supposed to look like jet airplane exhausts. "Oldsmobile" was spelled out across the front edge of the hood with 2-1/2-inch lettering.

The Dynamic 88 bowed for '58 and was placed one level below the Super



The J-2 option featured three two-barrel carburetors that helped squeeze 312 hp from the 371-cid Rocket V-8.

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Chrome ribs ... spears ... whatever you want to call them — they were everywhere on the Fiesta! The rear doors and huge rear quarter panels had four for decoration, and the roof rack had a bunch more.



88, replacing the 88. The new Dynamic 88 featured a slightly de-tuned 371-cid V-8 with an Econ-o-way two-barrel carburetor and produced 265 hp. The Super 88s had the four-barrel Rocket 371-cid V-8 as standard that produced 305 hp. The J-2 option was available on all models and upped the ante with three two-barrel carburetors that kicked out about 312 hp.

A new instrumental panel featured a deep-dish “Safety-Vee” steering wheel with “horn bars” in place of the old horn ring. The “Trans-Portable” pull-out radio was a cool new option that slid out of the instrument panel and could be used as a portable transistor radio. Among the three series — Dynamic 88, Super 88 and Ninety-Eight — 17 standard colors were available, including five extra-cost metallic choices. Upholstery choices included a wide variety of color and material combinations.

### ‘SILK OVER VELVET’

The Gintas’ wagon got the full treatment from the factory, even though it was lower-tier Dynamic 88 version. In addition to getting the J-2 tri-carb engine, it sports power steering, brakes and antenna; roof cargo carrier; the K-5 interior trim package that included fancier carpet and seat upholstery; courtesy lights; clock; heater; glove box light; under-hood light; windshield washer;



The 1958 Olds Fiesta wagons were some very fancy haulers, but with a huge cargo area in back and a roof rack, they were the Ford Explorers and Chevy Tahoes of their time. The clamshell-style tailgate assemblies were true works of engineering, with lots of moving parts. Somehow it all worked together with those great jet-exhaust taillamps! Note how the aftermarket fender skirts make the Olds look even more massive.





The huge, arched printed-circuit instruments in a jet-like pod were pretty elaborate, even by 1950s standards. A clock was integrated into the new strut-mounted instrument panel, and the portable pull-out radio was certainly one of the year's coolest options.

and white walls. It has the aforementioned removable radio, and a unique prism "Traffic Light Viewer" on the dash that allowed the driver to see overhead traffic lights that may have been obstructed by the roof.

All those goodies no doubt added to the \$3,395 base price of the Dynamic 88 Fiesta wagon, in addition to adding a few pounds to the roughly 4,400-lb. curb weight.

Bill Ginta said he initially did quite a bit of work on the Fiesta to get it looking and running right again, but most of those efforts were undertaken nearly three decades ago. Amazingly, the car still looks like it just rolled out of a restoration shop.

"It was actually pretty beat up," he says. "It needed a paint job because it was pretty much used as a shelf in a garage someplace. The headliner was fiberboard and that had all warped and deteriorated to where it was just kind of falling down. I was able to find a pattern that was the same pattern as the fiberboard that was up there, but only in a soft material. The rear decking — that was beat up. The rear decking in the '58 Corvette was the same pattern, so I called the Corvette people and said, 'Do you have that pattern in blue and can you send me out a 5 x 8 sheet?' So I got a sheet of that and I just cut it up myself. The perimeter trim on the inside of the car needed to be painted, because








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it was sun damaged. The dashboard obviously needed to be replaced for the same reason. The seat upholstery, the perimeter panels, that's all original. The chrome and the stainless I just put back on the car.

"The mechanical restoration was done by somebody else. It sat for a long period of time. The engine pretty much needed to be rebuilt so I had it rebuilt. I had case-hardened valves and seats put in so I could use the gas of today. And yeah, the car just runs great."

These days, Ginta says he has no qualms about regularly driving the wagon, but he tries to keep his trips within 100 miles. "Anything over 100 miles, I'll throw it on a trailer. It's just too rare a piece to take it out much on the highway... But anything less than 100 miles, I'll drive to shows or cruise-ins. The way I explain it to people, it's like pulling silk over velvet. It just kind of cruises down the road. It's a nice, smooth ride."

One of his stops this year was the big Iola Car Show in Wisconsin, where it drew plenty of admirers, as usual. The car also makes annual trips to Oldsmobile national shows, where



There were no visible gas caps or gas cap doors to clutter the appearance of the beautiful '58 Olds. The filler was hidden inside the driver's side taillamp assembly.

Ginta is always on the lookout for other Fiesta wagons — a rare sight, even at big Oldsmobile events.

"I've been to every national Oldsmobile show since '92, and I've only seen six," he says. "I just saw the seventh at Lansing [Mich.] at the homecoming, and that was a Super 88."

No matter how popular station wagons eventually become, Ginta knows he'd have a hard time parting with his flashy

Fiesta. He's been the caretaker for 30 years, and he has more than a little incentive at home to keep it that way.

"This is my wife's favorite car, out of all the cars I've had. She loves this car," he laughs. "And what else is funny about this car: Whenever I take it to a car show where there is a 'Lady's Choice Award,' I always win. I don't know why, but the ladies love this car." **OC**



---

"Whenever I take it to a car show, when there is a 'Lady's Choice Award,' I always win. I don't know why, but the ladies love this car."

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# 1920s Style for a 1920s Price

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

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## Continental's Ill-Fated Cars



The Ace six-cylinder sedan was Continental's top offering in 1933 with a base price of \$816 in Deluxe form, but didn't sell well. Continental sold just 3,310 cars of all types (Ace, Flyer and Beacon) that year, each of which being based on De Vaux models after Continental took over that company.

**M**any people knew the production of good engines was the mainstay business of the Continental Motors Co., but for 1933 and 1934, company officials decided to join in the car-making business under the name Continental Automobile Co. of Detroit.

Bad timing. With the collapse of stocks on Wall Street in October 1929, dire days loomed ahead. Not everyone realized it at first. Some citizens figured it was a blip and that the economy may be slowed for a short time, but rebound as healthy as ever. Some business experts carried mixed feelings about the severity and length of the downtrend.

Earlier, the economy had flung

some fledgling companies into receivership and sent its original owners packing for the pavement in 1908 and again in 1920 and 1922, but those dips proved to be little more than corrective adjustments. By 1929, the market for cars was booming and resulted in one of the greatest sales years for the industry. That is, until October of that ill-fated year. Regardless of positive thinkers, there were rumblings that the 1929 dip was more serious than anticipated. The nay-sayers were correct.

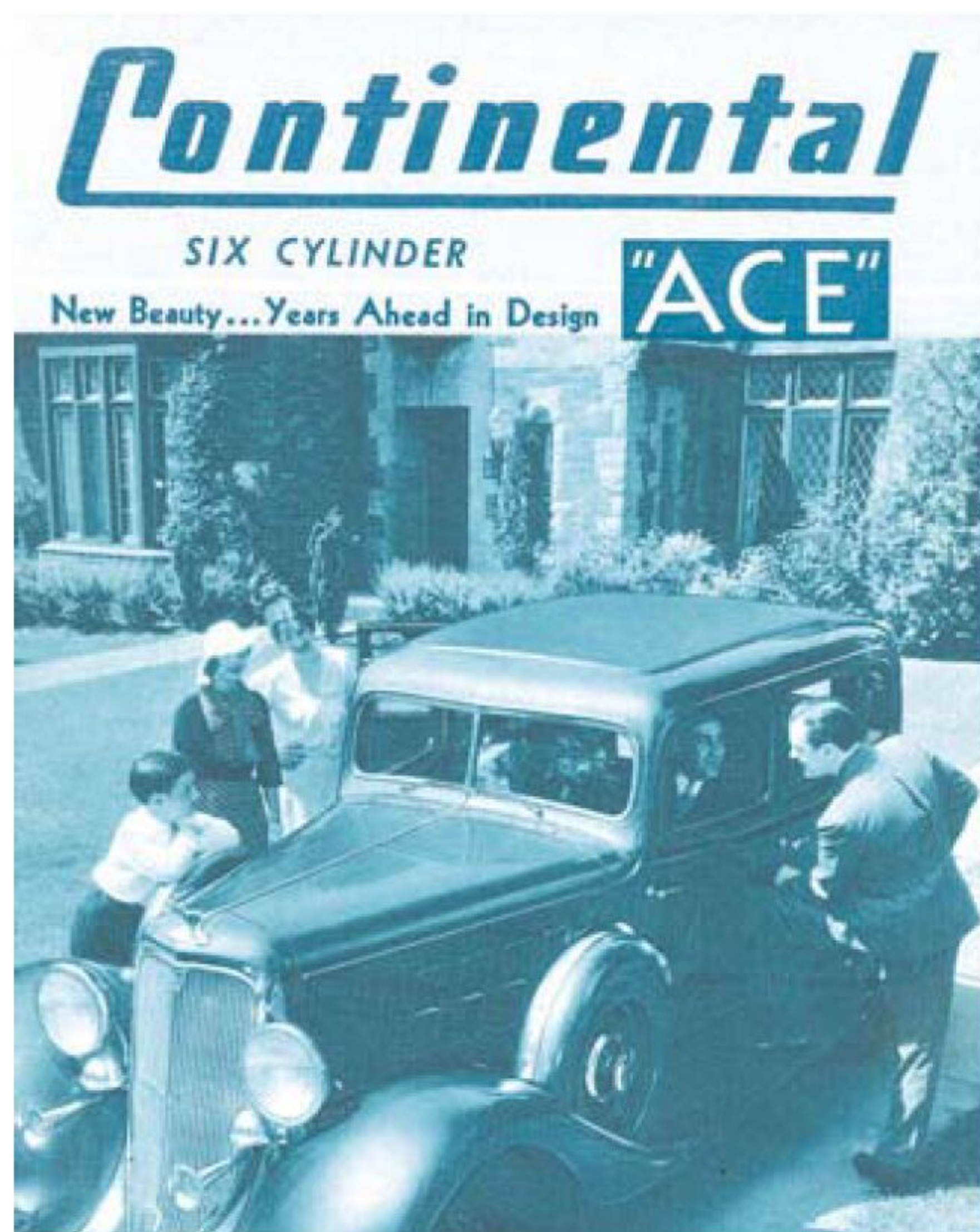
The idea of making cars always took time. It took time for the idea to germinate, time for a prototype to be made and time to line up suppliers of raw goods

and finished components to gear up for production. The timing of these factors may have played a role in the decision by Continental to join the ranks of auto makers. Seeing how good the market was during the 1920s was enticing. Orders were pouring in for motors. Those orders had to be met. Then car maker De Vaux went bankrupt in early 1932 with most of its debt owed to Continental, so Continental took over its assets. By the time car production was underway by Continental in late 1932, it had become an even worse time to build a new car.

### Engines, then complete automobiles

Continental was in the engine-building business by 1905 with engines





A CAR YOU'LL BE HAPPY TO OWN  
AND TELL YOUR FRIENDS ABOUT

The Ace five-passenger sedan had a very short life in sales and was only offered in

fit for aircraft usage. By the 1910s, it was a supplier to car makers. William C. Durant, who formed General Motors in 1908 but lost control of the operation, set out to make his very own cars under the blanket of his company named Durant Motors in the 1920s. Much of the investment market was geared to speculation, and the rising star of motorcars was enticing as the popularity of personal transportation grew. As Continental complied with its contracts to supply engines to Durant and other companies such as Moon, the poor economy sucked the life out of Durant's latest empire. Moon was in that same fix. Likewise, the Continental-powered De Vaux automobile had risen suddenly and just as quickly was a fallen star. So by the early 1930s, Continental had to recoup its losses indirectly accrued through the failure of the companies it supplied (namely, De Vaux).

### A car to stop the bleeding?

Continental's effort to build its own cars were three De Vaux-based model lines carrying the Continental name: The six-cylinder Ace, then a somewhat downsized Flyer and, lastly, the Beacon, which was meant for the low-price field with its four-banger block. The automobile-building venture soured, but did not sink Continental before World

War II. Continental rebounded and made headway in the postwar years by supplying engines to the likes of Kaiser and Frazer automobiles, but its venture into making cars carrying its name was as dead as the Dodo bird. Resultantly, survivors are rare, to say the least.

Continental promoted the Ace as "luxury transportation...a luxury car brought down to the bottom rung of the medium price bracket. It is all that its name implies...the 'ace' value in the fine arts of engine building and coachcraft. On the open road, its 85 horsepower Special Red Seal engine will open up to 85 miles per hour...and hold it...while you breeze along with effortless ease and never a quiver of vibration."

The company promoted the Ace's "glittering grille" and the model's "rakish sweep of harmonized smartness," which were more in the mind of the beholder as subjective conclusions rather than objective results. Still, ad copy and catalog talk influenced some potential buyers who wanted to dream that same dream.

The six-cylinder cradled by the frame of the Ace was of 214.7 cubic inches with bore and stroke of 3 3/8 by 4 inches. It was said to deliver "exclusive Continental Winged Power," which seems honest enough due to the company's experience in aviation. Other features appeared relatively conventional with a few twists to the verbiage in catalogs: "Four wheel steeldraulic brakes are fully enclosed internal expanding, self-energizing" — a description that made the brakes sound downright innovative.

What people were buying in the Ace was a good car, reliable and with established features. What Continental wanted to get as a result was enough cash to offset any red ink derived from the earlier failure ventures. In effect, Continental may not have wanted to make cars as much as it wanted *not* to lose money. By so doing, officials saved their investments, pleased stock holders and kept assembly lines operational, even though the number of line workers was likely to lessen before it got better.

Continental achieved something special, you might say. Its Beacon appears to have been the cheapest full-size roadster of that decade, priced at a measly \$335! **OC**

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## An International Frozen in Time

Vehicles built roughly before 1920 share, in many cases, the wonderful contradiction that what they have in common is the fact that they differ so widely.

### What's underneath that funky hood

Since convention had not yet been established, builders used whatever designs and configurations they believed to be best (or cheapest) in everything from propulsion to controls. Differences in pedal layouts don't matter much in the real world, and left-hand drive versus right-hand drive has little impact on operation, but some features made sense. Consider, though, the Renault-style hood.

On American vehicles, the example that comes to mind for many is Mack's AC model — nicknamed "the Bulldog" during its service in World War I — but there are others with a similar hood design, and they have that look because the radiator is behind the engine. For International, that was a selling point and more than mere hype.

"There are many advantages in a construction of this type," International explained. "The radiator is much better protected in this position. There is less danger of the radiator being injured in



The International is a one-ton and its size becomes clear when it's compared to the Pontiac parked next to it on the AACA show field at Hershey.

case of collision or accident." That's a valid claim, but a second factor was more important on a day-to-day basis, as the same advertising noted that "another advantage of having the motor located in front of the radiator is the accessibil-

ity of all its parts ... (T)he hood is so hinged that it can be raised and will remain in that position until released. This makes all the parts of the motor readily accessible — spark plugs, magneto, carburetor, pump, are all located within easy reach of the driver where all adjustments can be made conveniently."

The motor under that hood was a four-cylinder flathead rated at 19.6 hp and built of materials "of the highest grade combined with superior workmanship. The design is the result of years of practical experience gained by high-class engineers in building a motor that would prove the most satisfactory under the adverse conditions required in commercial work for a truck of this capacity."

The International's one-ton capacity made it a fairly serious truck in its day, and at \$1,500 — or about \$35,600 in today's dollars — it was affordable, and apparently it was a wise investment.

### In it for the long haul

Kerry and Christina Snapp of Centerville, Pa., bought their 1917 Model F in October 2019 from the family of



It's difficult to dispute International's claim that the Renault-style hood provides excellent access to the engine. Hiding the radiator behind the engine also prevented damage.



its original owner, Robert Odie Willberger, who used it in his general store business and farm in New Hope, Va. In 1932, it was retired to a barn on the farm and remained there until the Snapps purchased it.

A 15-year working life for a comparable truck today would hardly be noteworthy, because a 2008 truck could easily do everything a 2023 model could do, but the differences between a 1917 International and a 1932 International are considerable. To cite only two points, the 1932 M-2 one-ton used a 39-hp four and cost just \$850, or a bit under \$19,000 today.

The Snapps' International probably had been parked not because of some problem, but because it had become obsolete — it was rated for a top speed of 20 mph, and even in 1932, that was slow — and that was a good thing. Kerry Snapp said he learned of the truck's existence after missing out on another International in Ohio and mentioning it to a friend. That led to a tip from an Australian about the Willberger truck, so he contacted the family, made an offer and brought the International home.

"The motor was frozen up," he said, "so I dumped just about everything that the old-timers told me to mix up and dump in her. Nothing seemed to work and so finally, in the winter of 2020, over the winter I decided I'd better do something and I put it up in the garage. We couldn't get it freed. So I pulled the block off the crankcase and the pistons flopped, so I thought, 'Bingo! It's free,' I grabbed the hand crank and about broke my arm.

"It was still frozen. There's a big gear that runs the water pump and the magneto — that was frozen up. That was it. That big brass gear was tight. Naturally, not wanting to break anything, we just kept playing with it and soaking it. I finally got it freed up and then I made a gasket and put it back together and *voila!*"

Today, Snapp said, it gets out on the road, although its speed limits its trips to not more than a few miles at a time, but it's not as challenging to drive as might be expected.

"No, it's very easy to drive," Snapp said. "... You can enjoy the ride. Run it down the road, even on blacktop, just one hand. You can let go of the wheel and it'll just run straight. Maybe there's so much old grease in there that it doesn't want to wobble."

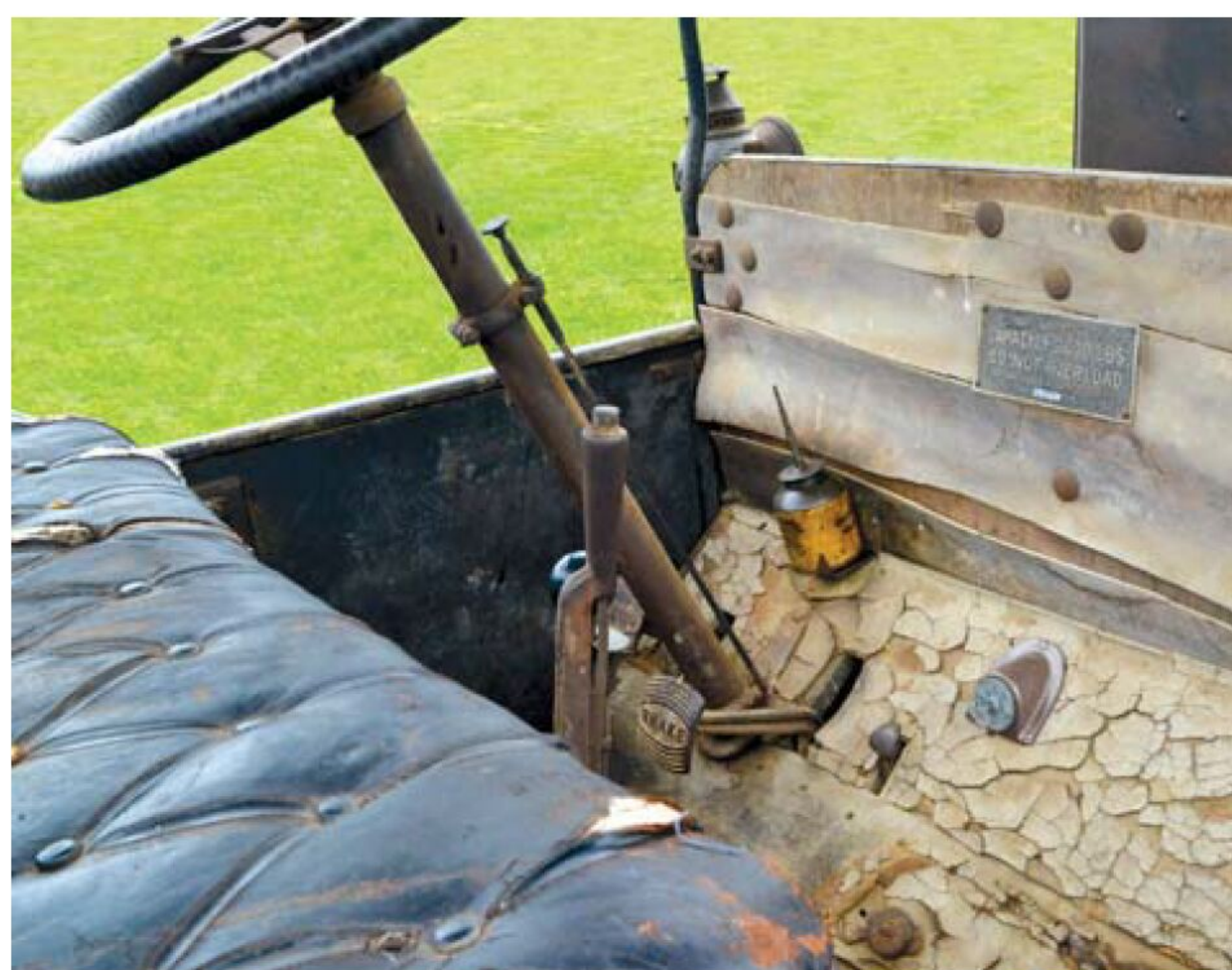
He guessed that since he got it running, he's covered a total of about 100 miles in it and that's enough to know.

"Most definitely," he said, "it is a joy to drive." **OC**



Look carefully at the photo — the blurred fan shows that the 20-hp engine is running.

Typical of vehicles of its time, the International's controls are basic.



Although the brass era is considered to have ended for cars around 1915, trucks were slower to erase all vestiges of the era.



# AMC Innovator Passes

## Remembering former AMC CEO Gerald C. Meyers

STORY BY PATRICK FOSTER

Former American Motors CEO Gerald C. Meyers passed away at his West Bloomfield, Mich., home on June 19 of natural causes. He was 94. In a long career in the automobile industry, Meyers built a reputation as an aggressive, innovative executive.

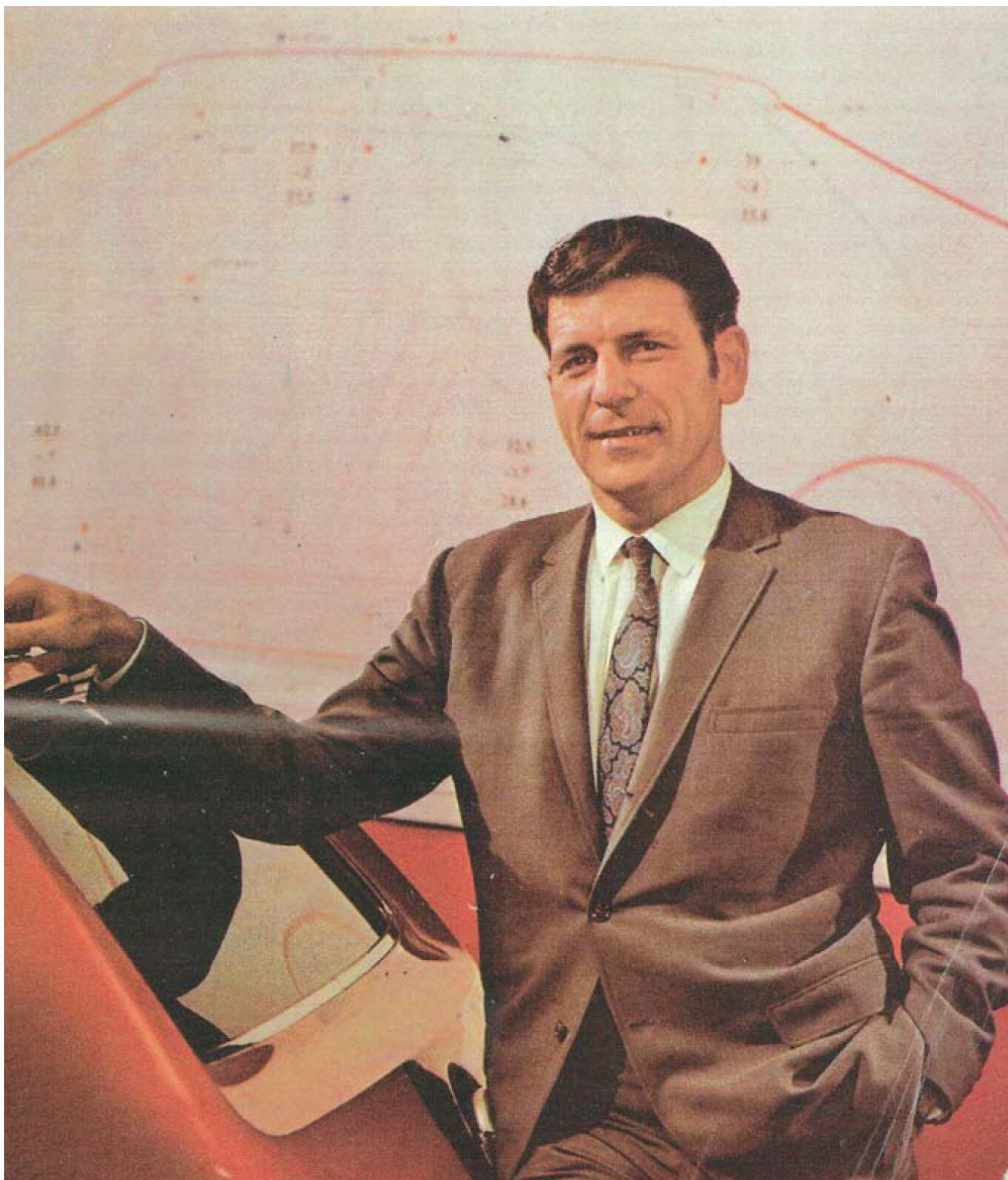
Originally from Buffalo, N.Y., Meyers went to Carnegie Tech (now Carnegie Mellon University) in Pittsburgh, working towards a Bachelor of Science degree in engineering. To help pay for schooling, he dug ditches on road crews during the summer. He later briefly worked at Ford Motor Co. and then served in the U.S. Air Force in Greenland during the Korean War. Meyers returned to Carnegie Tech to earn a master's degree in business, magna cum laude.

After college, he went to work at Chrysler Corp., later moving to American Motors. He became Manager of Purchasing in 1962 and went on to become Director of Manufacturing. In 1967, he rose to Vice President of Product Engineering just as the "New Generation" of AMC cars – the Gremlin, Hornet, Sportabout and the new Javelin – was being planned.

Under his direction, the Matador coupe and Pacer were developed. Both proved very popular until an economic downturn drove buyers to smaller, more fuel-efficient cars.

By 1977, he had been named the President and Chief Executive Officer of American Motors, becoming the youngest CEO in the industry at age 49. Meyers began to boost Jeep to profitable production while cutting costs in the money-losing automobile side of the business. In 1979, AMC reported its most profitable year ever.

Business began to decline in 1980 as a result of severe inflation and high unemployment. Meyers engineered a joint venture agreement with Renault, but continuing losses led to a Renault takeover. Meyers quit the company to become a professor at Carnegie Mellon University from 1984 to 1990. He



wrote a popular management book titled "When It Hits the Fan: Managing the Nine Crises Of Business," published in 1986. For 26 years, until 2017, he taught a course with a long wait list at the University of Michigan in Ann Arbor. The class featured top executives from renowned companies, including Whole Foods and Harley-Davidson, discussing how to lead companies through crisis.

In retirement, Meyers was interviewed for an upcoming six-part public television series titled "The Last Independent Automaker," which is scheduled to air in the fall of 2024. **OC**

Gerald C. Meyers worked for Ford Motor Co. and Chrysler Corp., but he's best known for his work as CEO at AMC.



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# Old Cars Calendar

**NOTE:** We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed the Old Cars Calendar, email us at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

## SHOWS

### ARIZONA

**Dec 2 AZ, Gilbert.** 8th Annual REV'D UP for Autism Car and Bike Show. Mesquite High School 10am-3pm. [www.pawstivefriendships.org/event-directory/carshow](http://www.pawstivefriendships.org/event-directory/carshow)

### CALIFORNIA

**Nov 11 CA, Los Angeles.** RADwood California. [www.radwood.com/schedule](http://www.radwood.com/schedule)

**Nov 17-26 CA, Los Angeles.** Los Angeles Auto Show. Los Angeles Convention Center [www.laautoshow.com](http://www.laautoshow.com)

**Nov 19 CA, Burbank.** Community Chevrolet 22nd Annual All Chevy Vintage Car Show. Community Chevrolet - 200 W. Olive Ave. Steve Rosenberg 805-379-9666, Larry Pearson 848-2653, [sfvregionvcca@aol.com](mailto:sfvregionvcca@aol.com), Bob Greene 818-521-2172, [www.yourchevy.com](http://www.yourchevy.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](http://www.lajollaconcours.com)

### FLORIDA

**Nov 12 FL, Fort Lauderdale.** The Annual Cadillac LaSalle Car Show. Bayview Cadillac. 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.mustangclubofwestcentralflorida.com](http://www.mustangclubofwestcentralflorida.com), Tracey 920-944-8137, [trabin2137@gmail.com](mailto:trabin2137@gmail.com). [www.eventbrite.com](http://www.eventbrite.com)

**Feb 29-Mar 3 2024 FL, Amelia Island.** The Amelia - Amelia Concours d'Elegance. [www.ameliaconcours.com](http://www.ameliaconcours.com)

### GEORGIA

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

### ILLINOIS

**Dec 10 IL, Tinley Park.** Tinley Park Annual Holiday Show. Tinley Park High School - 6111 West 175th Street. 10am-2pm.

[www.uniqueeventsshow.com/shows-1/tinley-park-annual-holiday-show](http://www.uniqueeventsshow.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](mailto:mail@performanceracing.com), [www.performanceracing.com/](http://www.performanceracing.com/)

### MICHIGAN

**Nov 25 MI, Kalamazoo.** Kalamazoo Fall Antique & Collectible Toy Show. Kalamazoo County Expo Center - 2900 Lake Street. 9am-2pm. [www.uniqueeventsshow.com/shows-1/kalamazoo-antique-%26-collectible-toy-show--](http://www.uniqueeventsshow.com/shows-1/kalamazoo-antique-%26-collectible-toy-show--)

### 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. Glen Osborn 541-928-1218, [albanyswapmeet@comcast.net](mailto: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/2023](http://www.rockabillaque.com/2023).

### TEXAS

**Nov 11 TX, Colony.** Bubba's 33 Car & Truck show. 4025 SH 12. 9am-2pm, 217-707-6348, [www.monthlymuscle.com](http://www.monthlymuscle.com)

### WISCONSIN

**Dec 3 WI, Waukesha.** Milwaukee Miniature Motors Show. Waukesha Exposition Center. 10am-2pm. [www.uniqueeventsshow.com/shows-1/milwaukee-miniature-motors-show-](http://www.uniqueeventsshow.com/shows-1/milwaukee-miniature-motors-show-)

## AUCTIONS

### NOVEMBER

**Nov 9-11 NV, Las Vegas.** Mecum Las Vegas Sale. [www.mecum.com](http://www.mecum.com)

**Nov 10-11 FL, Lakeland.** Lakeland Fall Collector Car Auction. 4175 Medulla Road. 717-243-7855, [www.carlisleauctions.com](http://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-carauktion.com](http://www.classic-carauktion.com)

**Nov 24 United Arab Emirates, Abu Dhabi.** F1 Abu Dhabi. [bonhams.com](http://bonhams.com)

**Nov 30- Dec 2 MO, Kansas City.** Mecum Kansas City Sale. [www.mecum.com](http://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](http://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

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**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 NJ 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.

**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.gilmorecarmuseum.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 Mannoek 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 bad weather, 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 restaurant 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. 4-8pm. 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 the Month, TX, Georgetown.** "Pistons on the Square" Cruise-In. 8-10am., www.facebook.com/pistonsonthesquare

**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-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. 9-11am. 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



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**WANTED: SUNBEAM** from 1900 to 1968, Tigers only; 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 3970644

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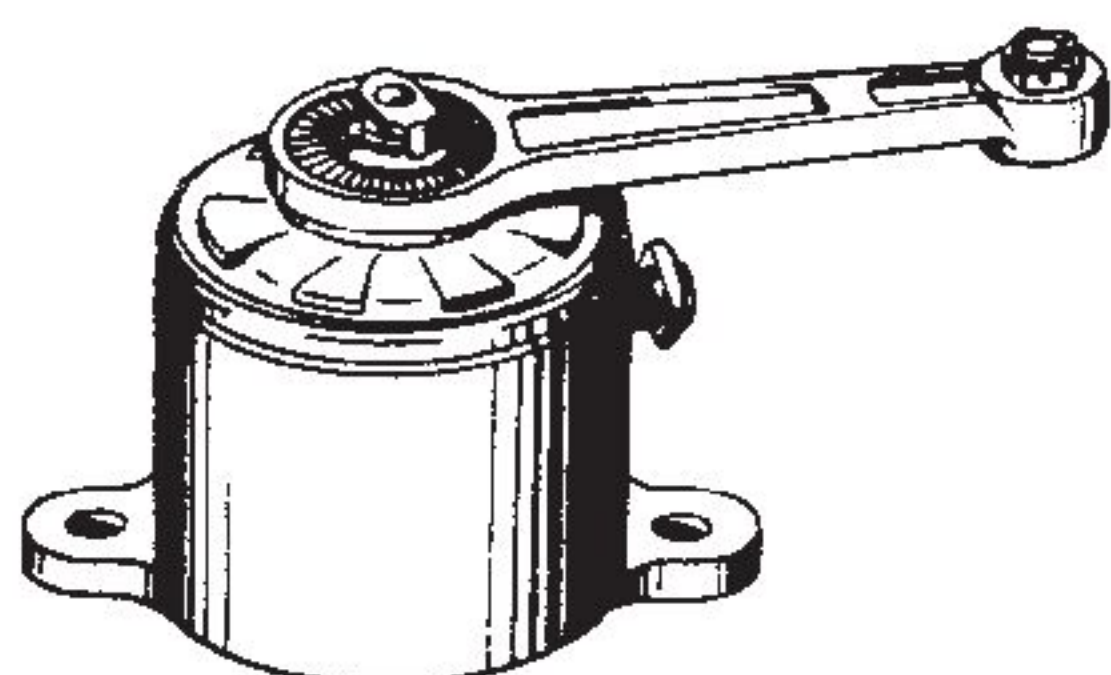
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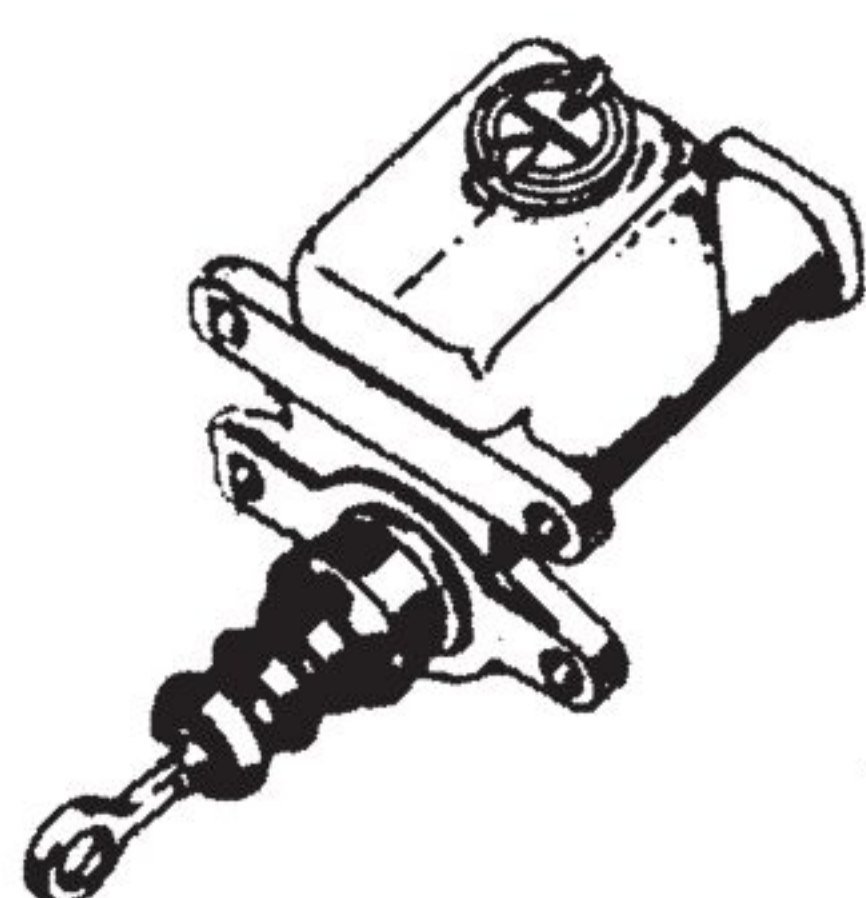
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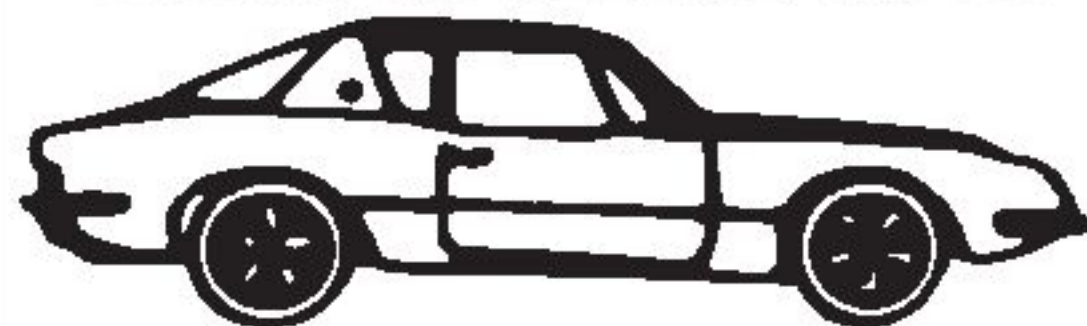
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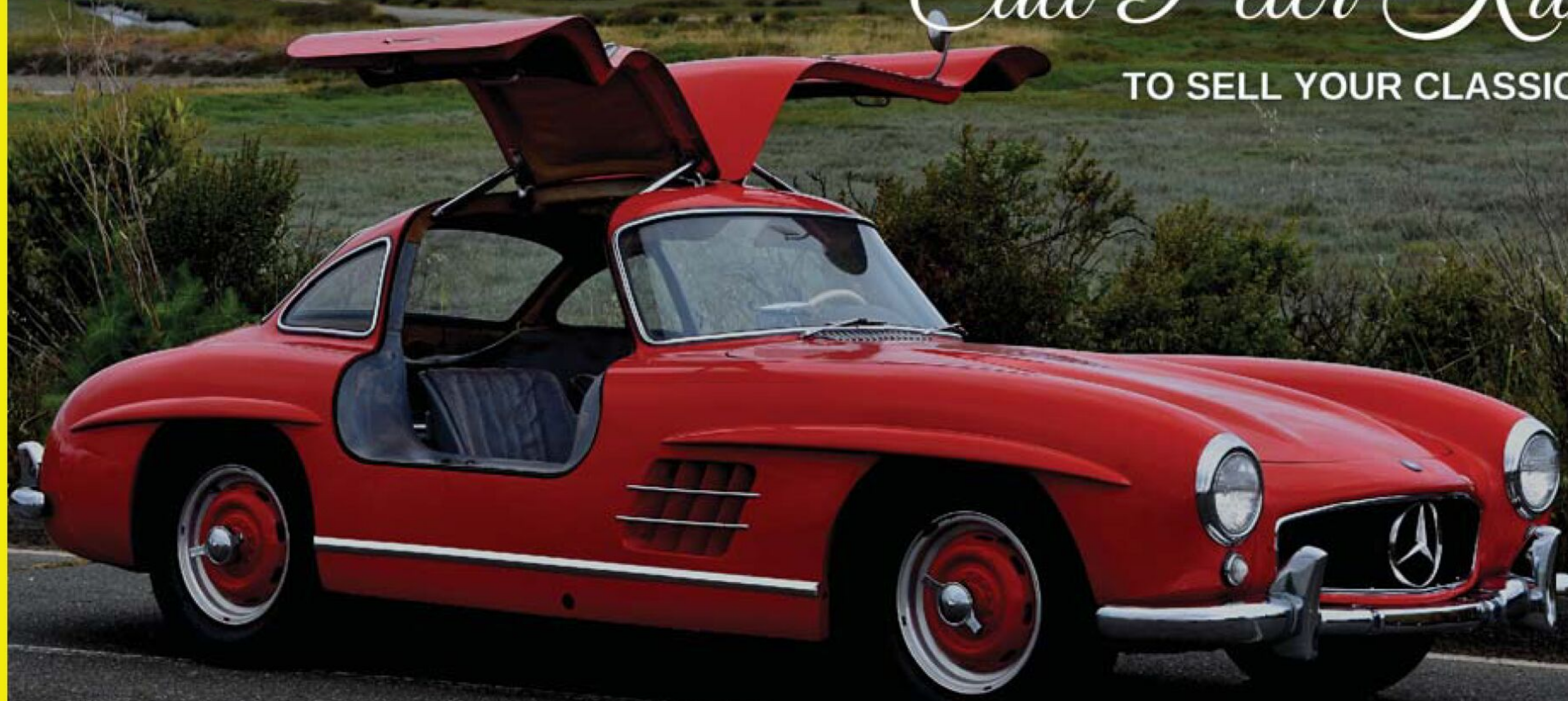


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