

**HOLIDAY GREETINGS FROM OLD CARS!**

# **old cars**

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## **NUN TOO SLOW**

The interesting past of a 427 1966 Chevrolet wagon



### **Still Fresh**

Bakery's 1936 Chevy panel still unrestored

### **Buying Back Dad's '57**

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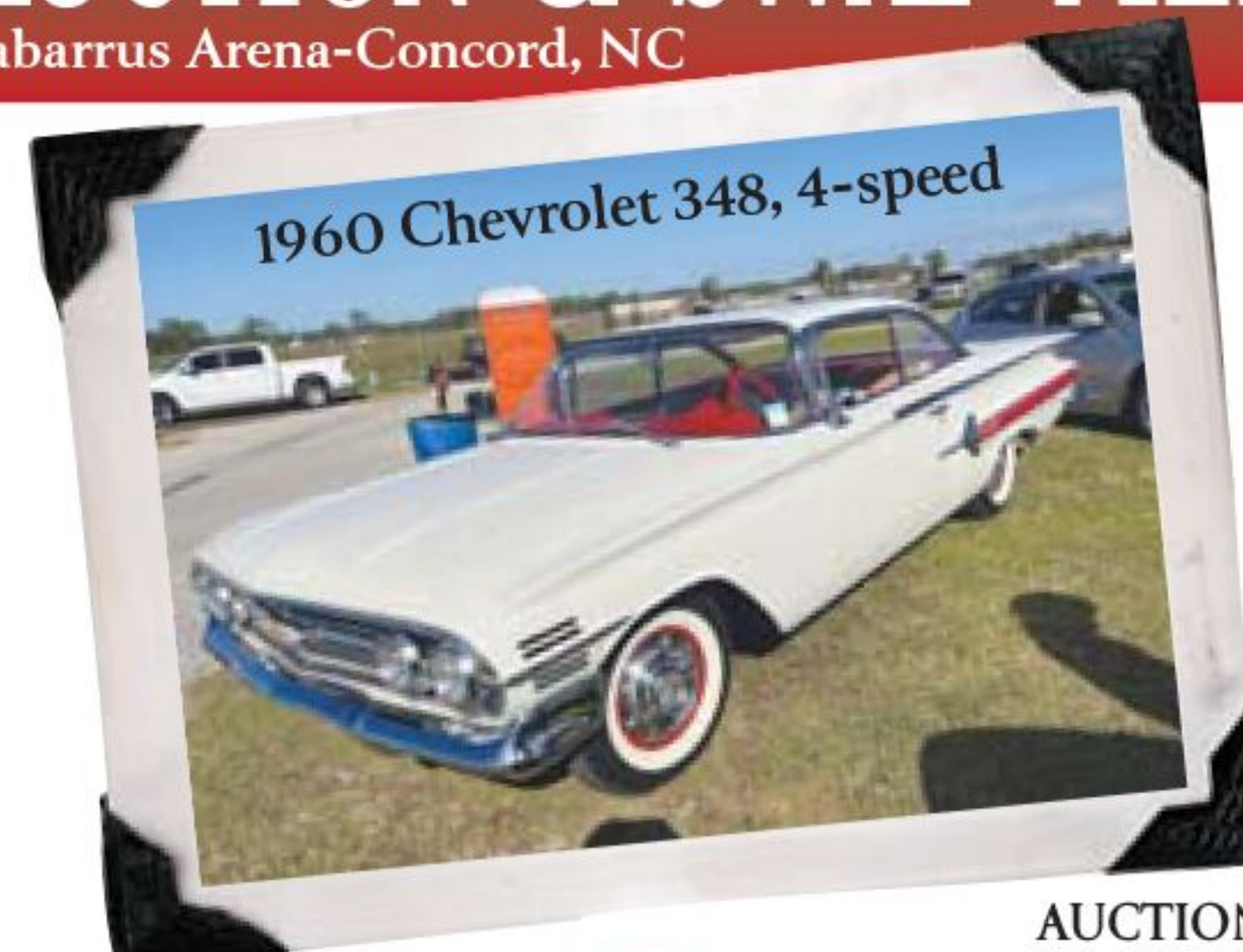
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# A Christmas Classic

**O**ld Cars reader Richard Boice recently sent us a clipping from the Dec. 22, 1983, issue of *Old Cars Weekly* featuring past contributor Linda Clark's take on the classic 1823 poem "A Visit from St. Nicholas," aka "'Twas the Night Before Christmas." For the enjoyment of all – including the *Old Cars* staff – we have re-published Clark's version here for the 2023 holiday season, along with our wishes for a Merry Christmas and Happy Hanukkah.

'Twas the night before Christmas  
When all through the garage  
Not a wrench was turning,  
Not even a battery-charge.  
The tools were all hung  
on the pegboard with care,  
In hopes that an old car  
soon would be there.

While I was nestled  
all snug in my bed,  
Visions of Model A's  
danced through my head.  
I in my bibs  
and Papa in his cap  
had just settled down  
for a long winter's nap  
When out in the driveway  
There arose such a clatter,  
I sprung from my bed  
To see what was the matter.

Away to the window  
I flew like a flash  
Tore open the bars  
And threw up the sash.  
The moon on the breast  
Of the new fallen snow  
Gave the lustre of midday  
To objects below.  
When what did I see parked there  
under the stars  
But a miniature sleigh  
and eight shiny old cars.

With a little old driver  
So lively and quick  
I knew in a moment  
It must be Saint Nick.

And he cranked and shifted  
And called them by name  
Now Buick, now Chevy  
Now Packard, now Firebird  
On Bentley, on Cobra  
On Alvis and Thunderbird.  
And then in a twinkling  
I saw him discreetly  
Remove a big bundle of *Old Cars Weekly*.

As I drew in my head  
And was turning around  
Down the chimney Saint Nicholas  
came with a bound.  
He was dressed all in fur,  
This vintage man  
And I said, 'Hey Santa,  
Can I have a sedan?'  
A sack of hubcaps  
He had flung on his back  
And he had a Hershey decal  
on the front of his pack.  
His eyes, how they sparkled,  
his dimples how merry;  
His sleigh was mint  
and his cars were all cherry.

A wink of his eyes  
and just a hint of a smile  
Soon gave me to know  
he had my Model A all the while.

He spoke not a word  
But went straight to his work  
And filled my garage  
Then turned with a jerk.  
He sprang to his sleigh  
and started his cars  
Then in a tail of tire smoke  
disappeared in the stars.  
But I heard him exclaim  
as he drove out of sight,  
"Merry Christmas, old car lovers,  
And to all a good night!"

— Linda Clark



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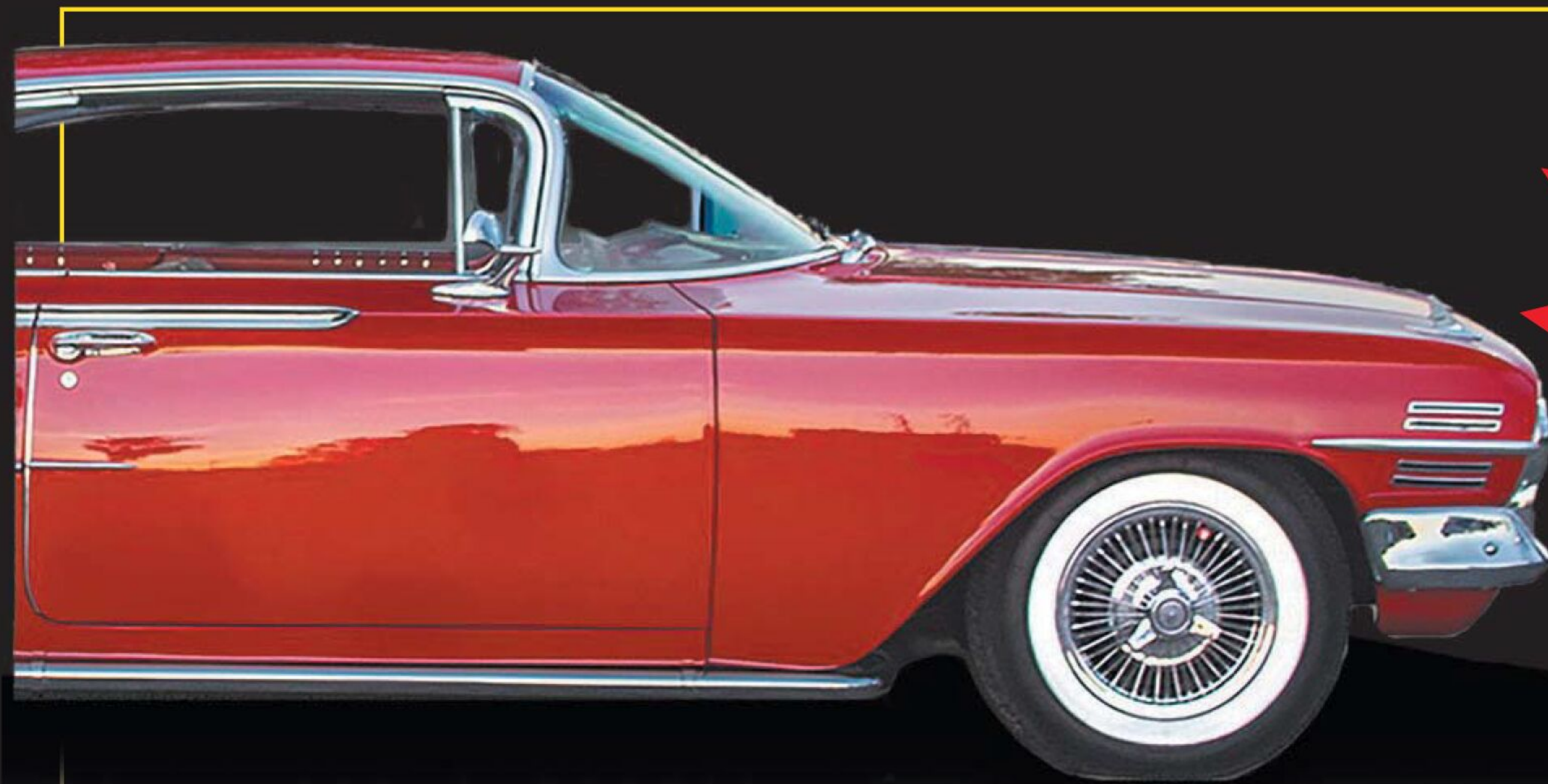


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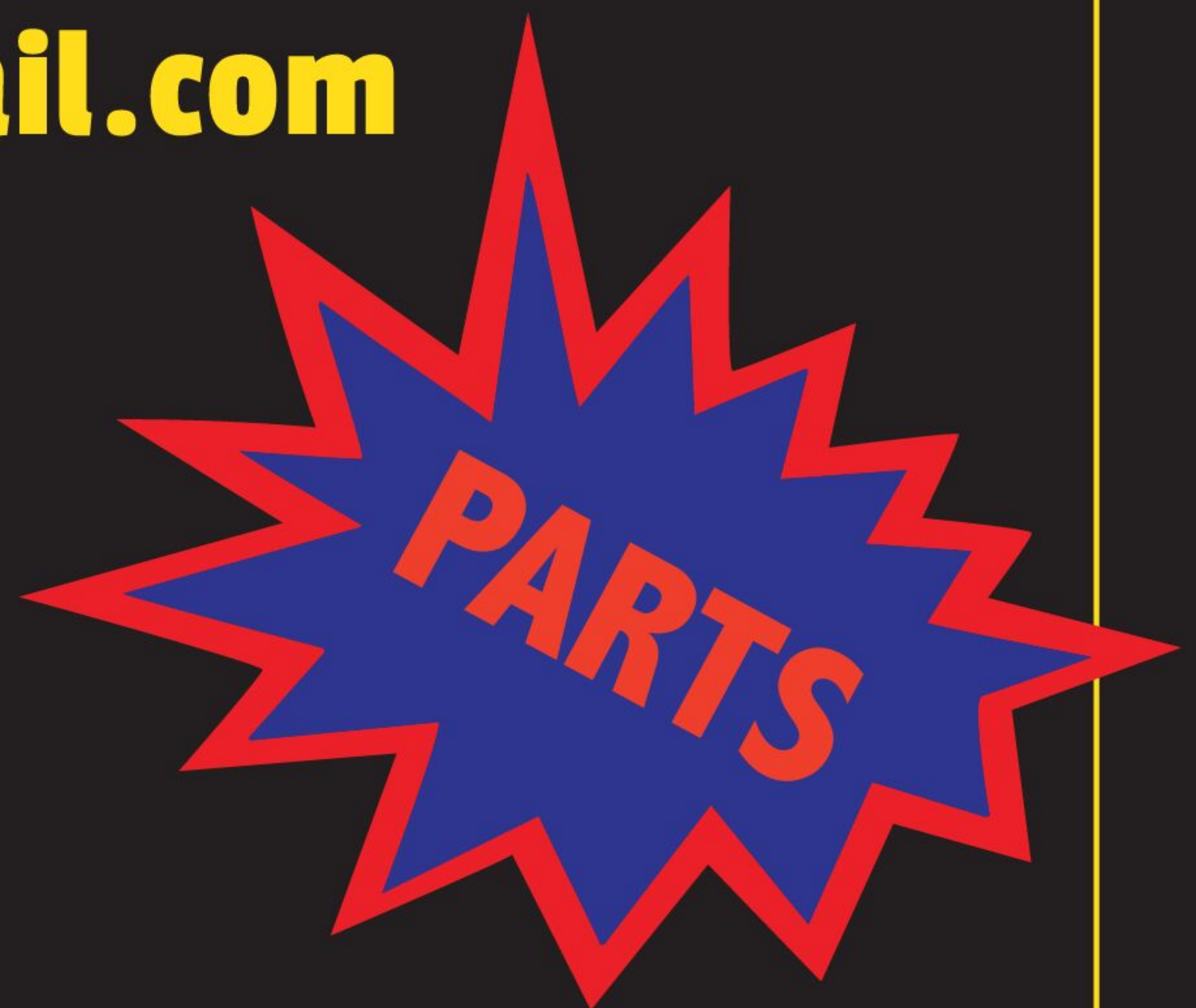
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## But wait, there's more to Peerless....

In his recent "Classic Customs" column "Peerless: The Advance Years," author Gerald Perschbacher doesn't mention the company's final years and exit from automobile manufacturing. It's a great story. Production ended in 1931, but the company produced a one-off V-16 with a custom sedan body by the coachbuilder Walter M. Murphy. It was a spectacular coda for Peerless. Unlike most automobile companies that faced closure in the 1930s, the Peerless Company ceased production in the black. The Peerless factory became a brewery when prohibition was repealed in 1933, and the beautiful V-16 remains in the collection of the Crawford Auto-Aviation Museum in Cleveland.

*David Schultz, Massillon, Ohio*

## Also overlooked the details

Angelo Van Bogart's "Hop In" column about the foibles of used-car shopping made me feel 10 years younger. I recently traded my beloved race-red V-6 Mustang for a GT that looked identical. It wasn't until I was home that I realized how "doctored up" this car was. I couldn't believe what I had not noticed before the purchase. I'm glad I'm not the only one to do this. Happily, I'm almost done restoring it to stock, and I love that Ford V-8.

*Jack Kovach, via email*

## A 'Honda man' (with a GMC)

Like Angelo Van Bogart, I also like Honda automobiles. The first new car I ever bought was a 1973 Pontiac LeMans. What a piece of junk! Fading paint, bad brakes and oil leaks, just to mention a few of its problems. It was a gas hog, get-

ting about 12 mpg. After a while, I found a used 1975 Civic four-speed that I loved to drive and got about 30 mpg. It had 12-inch tires that were very easy on the purse strings to replace. After wearing it out, we put a deposit down and got our name on the list for a new 1985 Civic. They were in short supply and we ended up getting a new '86 Civic. We wore out that car and then looked for a replacement and narrowed it down to a 1992 Saturn or a 1992 Civic. We decided to wave the American flag and purchased the Saturn. After listening to the squeaky plastic interior parts for eight long months and 8,000 miles, we had enough and traded it for a new 1992 Accord and have driven Hondas ever since. Our current family vehicle is a 2017 Honda CR-V Touring with all-wheel drive, and in 1999, I bought my first and only new pickup, a GMC Sierra regular cab, that I am still driving daily.

*Leroy Drittler, via email*

## A 'sleeper' daily driver

I loved the recent "Hop In" about shopping for a used car with a manual transmission. and overlooking some of its flaws. About 12 years ago, I found a little gem for my stick-shift daily driver. From 2002 to 2005, the Jaguar X-Type was available with a five-speed plus, as a bonus, all-wheel drive. The X-type got a bad rap with a very poor automatic, which has kept even the stick-shift prices low. At 76 years old, I've probably bought my last: a 2002 with 32,000 miles, sunroof, navigation and all the other finer touches — except Bluetooth — for \$3,500. They are getting harder to find and some people think they are worth two to three times their actual value. My current 32,000-mile Jaguar has more than 115,000 miles, and my kids aren't allowed to drive it.

*Howard Lieber, via email*

# Reader Wheels

Robert Luczun, of Clifton, N.J., owns this sweet 1929 Ford Model A Deluxe sedan. He reports that he bought it in 2001 after it had been in storage since 1958. "One-hundred percent original with 20,000 miles," he says. "Washed it, added oil and gas, cleaned it three times, plugs, new tires... and away we go. Needless to say, the car is amazing."





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# The Scoop



Hobby News & Views

## Ferrari 250 GTO breaks mark at \$51.7 million

**NEW YORK** — The sole factory-owned Ferrari 250 GTO Series I sold for \$51.7 million on Nov. 13 at Sotheby's Marquee Week of Modern and Contemporary Art, making it the second-most-expensive car ever sold at auction.

The top-selling car remains the one-off 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 Ferrari GTO Chassis 3765 that sold in New York becomes the top seller ever at a public sale, breaking the mark of \$48,40,000 set by another 250 GTO at RM Sotheby's Monterey Auction in August 2018. The previous record before that was \$38,115,000 for a Ferrari 250 GTO set by Bonhams in August of 2014. In 2018, WeatherTech founder David MacNeil reportedly paid \$70 million in a private sale for a retired 1963 Ferrari GTO 250 racer.



RM Sotheby's photo

Pre-sale estimates for Chassis 3765 had numbers even higher, with some market watchers expecting bidding to reach north of \$60 million. The final price tag turned out to be \$51,705,000.

The record-setting car is the only GTO Tipo 1962 raced by Scuderia Ferrari and boasts an extensive and successful racing history. It won an FCA Platinum Award and the Coppa Bella Macchina at the Cavallino Classic, placed second in the GTO class at the 2011 Pebble Beach Concours d'Elegance and received a Best of Show at the Amelia Island Concours d'Elegance.

All 36 examples of the Ferrari 250 GTO still exists. 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 had kept it ever since.

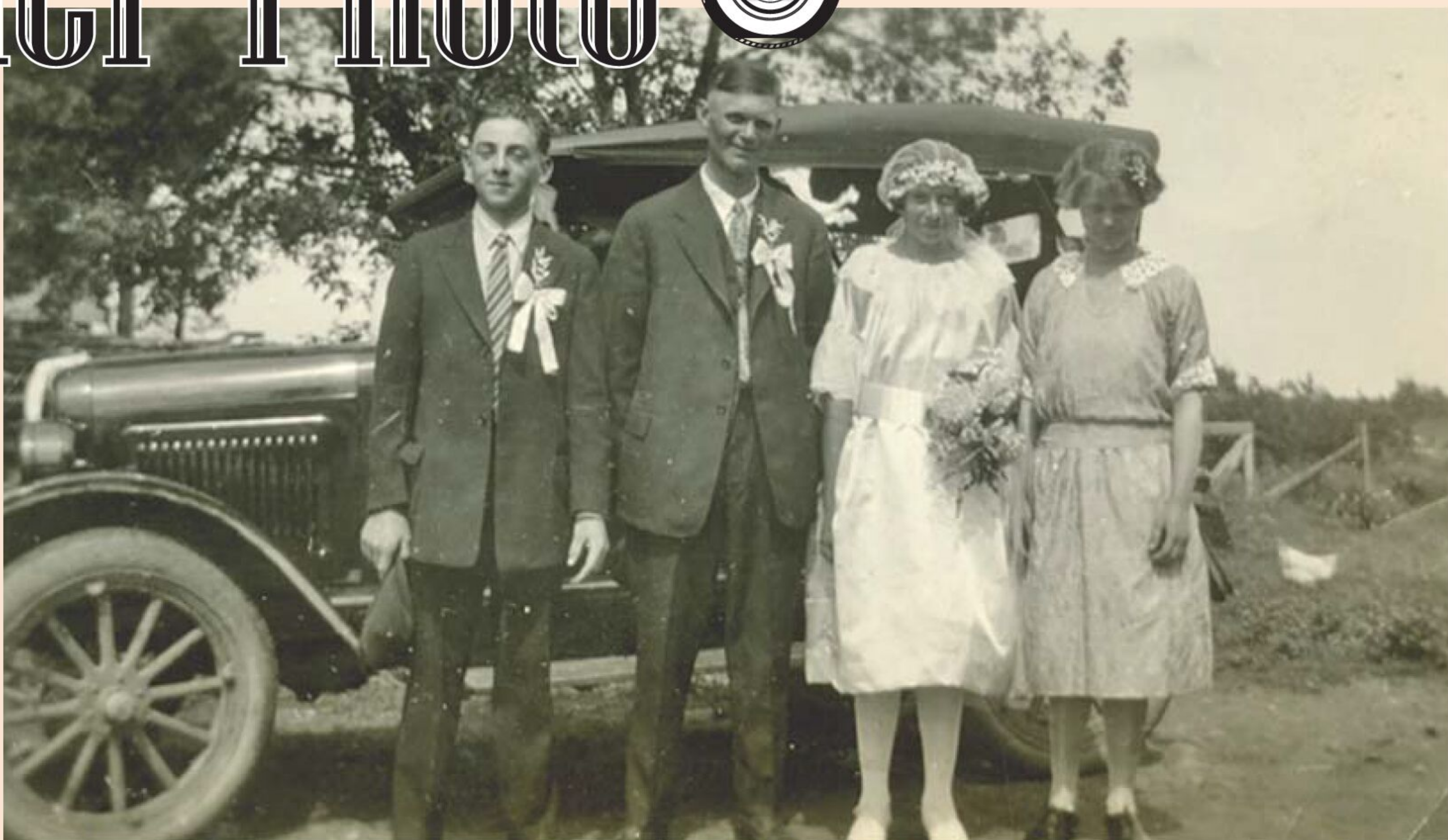
### Wealthy car collector gets 8 years in jail

**CLEVELAND (AP)** — A businessman who orchestrated a \$180 million check-kiting scheme and used the proceeds to live a lavish lifestyle and amass one of the world's most

## Reader Photo

It looks like it was a big day — probably a wedding day — for these well-dressed folks. We don't have any information on who these folks were, or where and when the photo was taken, but we love old photos that have automobiles in them!

Can you identify the car?  
E-mail us at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com) if you have a guess!





revered classic car collections has been sentenced to more than eight years in prison.

Najeeb Khan, 70, of Edwardsburg, Mich., told a federal judge on Nov. 2 that he was “blinded by greed” to carry out the scheme and buy more than 250 cars, as well as airplanes, boats and a helicopter, according to Cleveland.com. Besides receiving a 97-month sentence, he must pay \$121 million in restitution to Cleveland-based KeyBank, \$27 million to clients and \$9.8 million in back taxes.

Authorities have said Khan carried out the fraud from 2011-2019 while growing his payroll processing business in Elkhart, Ind. He funneled dozens, sometimes hundreds, of checks and wire transfers with insufficient funds through three banks, artificially inflating the amount in his accounts. He siphoned off about \$73 million for himself.

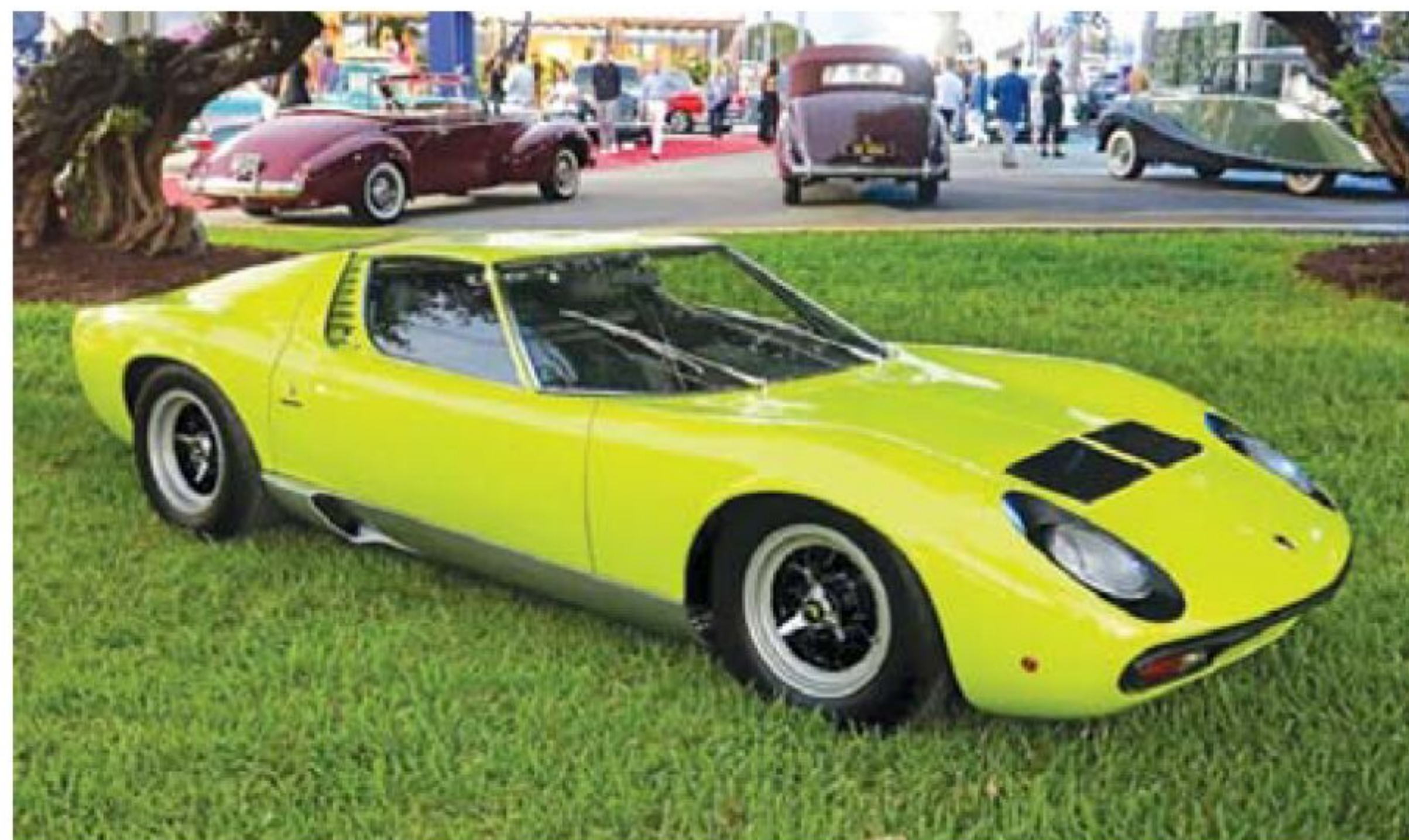
He used the money to fund a lavish lifestyle that included expensive vacations, mansions in Arizona and Michigan and properties in Florida and Montana, as well as planes and yachts. His massive car collection included pristine vintage Ferraris, Fiats and Jaguars.

Khan had pled guilty to bank fraud and attempted tax evasion. His attorneys said he had helped his victims recover some funds, in part by selling off his car collection that fetched about \$40 million at auction.

Prosecutors said that when Khan’s scheme collapsed, about 1,700 of his clients lost out on money Khan’s company had withdrawn for payroll taxes. Those companies included small- and mid-sized businesses, nonprofits and charities, including the Boy Scouts of America and four Catholic dioceses.

Some victims had to pay the IRS or their employees out of their own pockets or take out lines of credit, prosecutors said. Others laid off employees.

## Lambo steals the show



Fort Lauderdale Concours

A 1967 Lamborghini Miura P400SV owned by Mark Butter was crowned “Best of Show” Oct. 27 at the 3rd Annual Fort Lauderdale Concours.

## McPherson art museum opens classic car exhibit

**McPHERSON, Kan.** — Visitors to the McPherson Museum & Art Foundation will have an opportunity to see several unique cars this winter in a temporary exhibition open now through March. The museum is hosting “Classic Cars of McPherson College,” featuring the Pebble Beach award-winning 1953 Mercedes-Benz 300 S Cabriolet.

“The college has helped the museum coordinate a car exhibit over the winter for the past several years,” said Tyler Glidden, executive director of the museum, in a story posted on [www.mcpherson.edu](http://www.mcpherson.edu). “Last year’s exhibit brought many out-of-town visitors to the museum, and we anticipate this exhibit will draw a large crowd to see the Mercedes.”

The exhibition’s centerpiece is the recently restored Mercedes-Benz 300 S that was invited to participate at the

# Wreck of the Week

Evan Christian, of West Mansfield, Ohio, shared this photo of a 1957 Ford Sunliner in Starmist Blue with a white top that met its “end of the road” on Oct. 13, 1964, in Point Judith, R.I.

Two sailors, who were speeding on their way back to their ship, rounded a curve too fast and wrecked the Ford. Neither the driver or passenger sustained any serious injuries, according to Christian.



Rusty Herlocher collection



2023 Pebble Beach Concours d'Elegance in August. It received a second-in-class finish in the Post-War Luxury class. Its restoration took seven years to complete and thousands of hours of research and work, all done by students in the Automotive Restoration program at the college.

The exhibit includes other cars from faculty and the college's collection dating back to 1907. A rare 1910 Auburn Baby Tonneau, on loan to the museum from Chris Paulsen, professor in the automotive restoration program, is one of only four known to exist.

One of the earliest examples of the automobile, a 1907 Holsman, is also on display. The vehicle was originally purchased by the grandfather of a former college biology professor, Gilford Ikenberry, and has been in the family its entire lifetime. It was restored by McPherson College students in the auto restoration program.

A 1929 Lincoln Model L town car from the college's collection is another of the cars on display. **OC**

## Hilton Head 'Best of Show'



A 1935 Duesenberg SJ convertible victoria, owned by Chip Cofer of Tucker, Ga., was chosen as the 2023 "Best of Show" winner at the Hilton Head Concours.



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## SHOW US YOUR WHEELS!!

Have a cool car? The editors at *Old Cars* want to see it! E-mail us a photo at [oldcars@aimmedia.com](mailto:oldcars@aimmedia.com)

# Weathered Wheels



This resilient 1967 Ford F-100 pickup had been living in the woods for many years before being extracted and offered for sale recently in Iola, Wis. We're not sure what the future holds for this baby, but somebody wanted her and paid a few bucks to take her home!





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## 'Viva Carrera!' gives even more reasons to love Lincolns

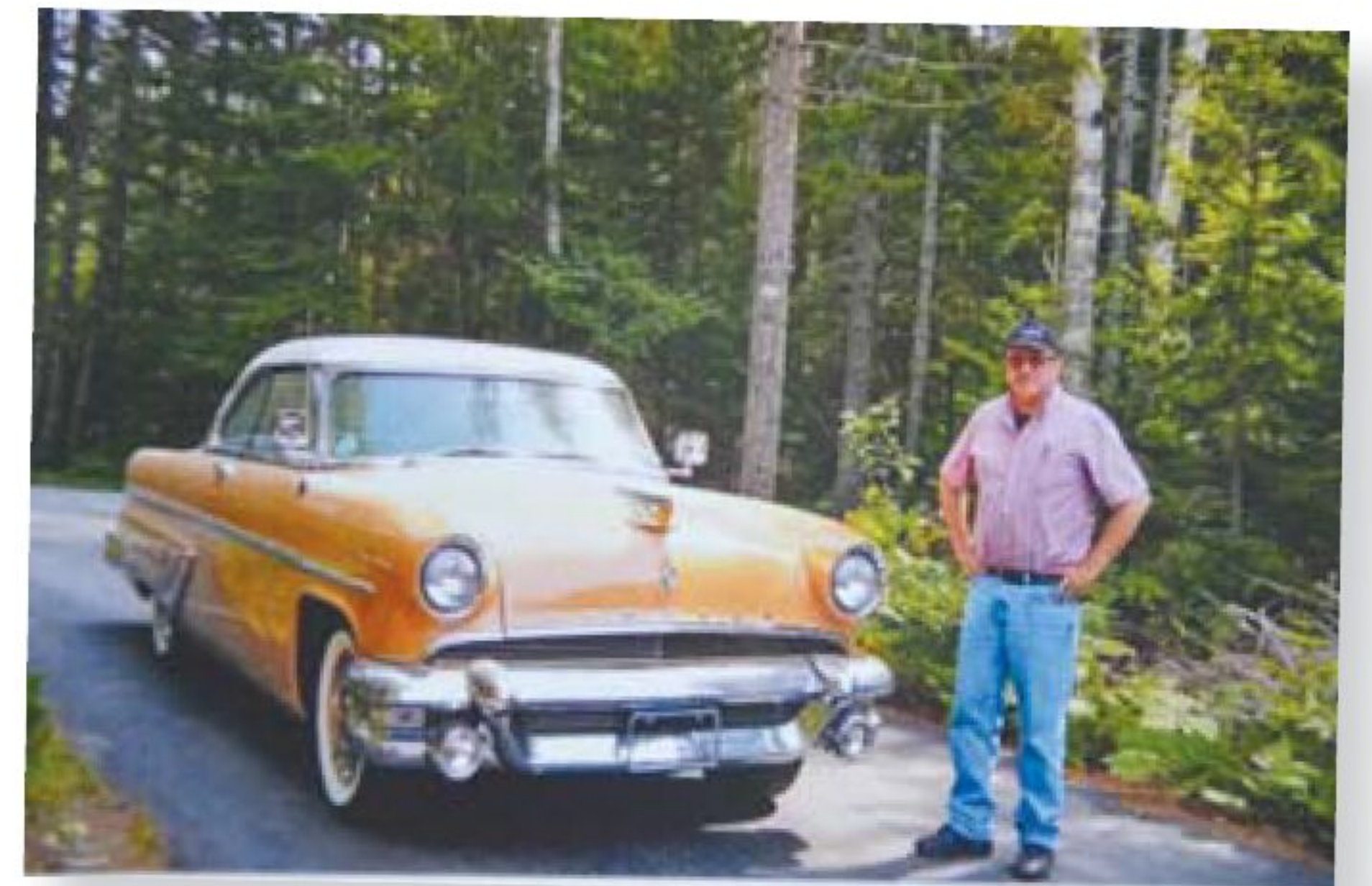
A bit of Photoshop magic brings the past to mind, showing bathing beauty Marilyn Monroe beside what had been her 1955 Lincoln Capri convertible. The picture catches attention for a recent issue of *Viva Carrera!*, published by the Road Race Lincoln Register Club, and edited by Charles & Elvie Clark (charlesrrlr@gmail.com, www.rrlrclub.com). The club specializes in Lincolns from the 1949 through 1957 model years.

But beyond the Photoshopping is the lead feature on Bob Faustini's same-color 1955 Lincoln Capri hardtop coupe. Like many car collectors, Faustini migrated from one model to another, enjoying the ownership of each. He began with Zephyrs, then "graduated to a later 1972 Mark IV and a 2000 Continental daily driver," he says. Then, in 2021, the 1955 came to him.

Faustini's good friend, Jim Westervelt, had owned a rust-free Lincoln and relied on Westervelt for car care, including mechanical and wiring help. For reasons of his own, Westervelt seemed to grow tired of the car. He planned to put it up for auction, but Faustini expressed his desire and "wrangled it from the owner before the sale." "Bully for him," as Teddy Roosevelt would say.

Faustini tracked the car's history from Los Angeles to northern Ontario, Canada, then obtained scarce parts, such as a window wiper and original compass. The effort was fitting for a car with a mere 39,000 miles.

Faustini not only made fast friends and advisors along the way, but he also is proud to own a snazzy 1938 Lincoln-Zephyr. Consider Faustini an example of one way to balance prewar and postwar car collecting.



## Vintage ad of the week

BY M.J. FRUMKIN

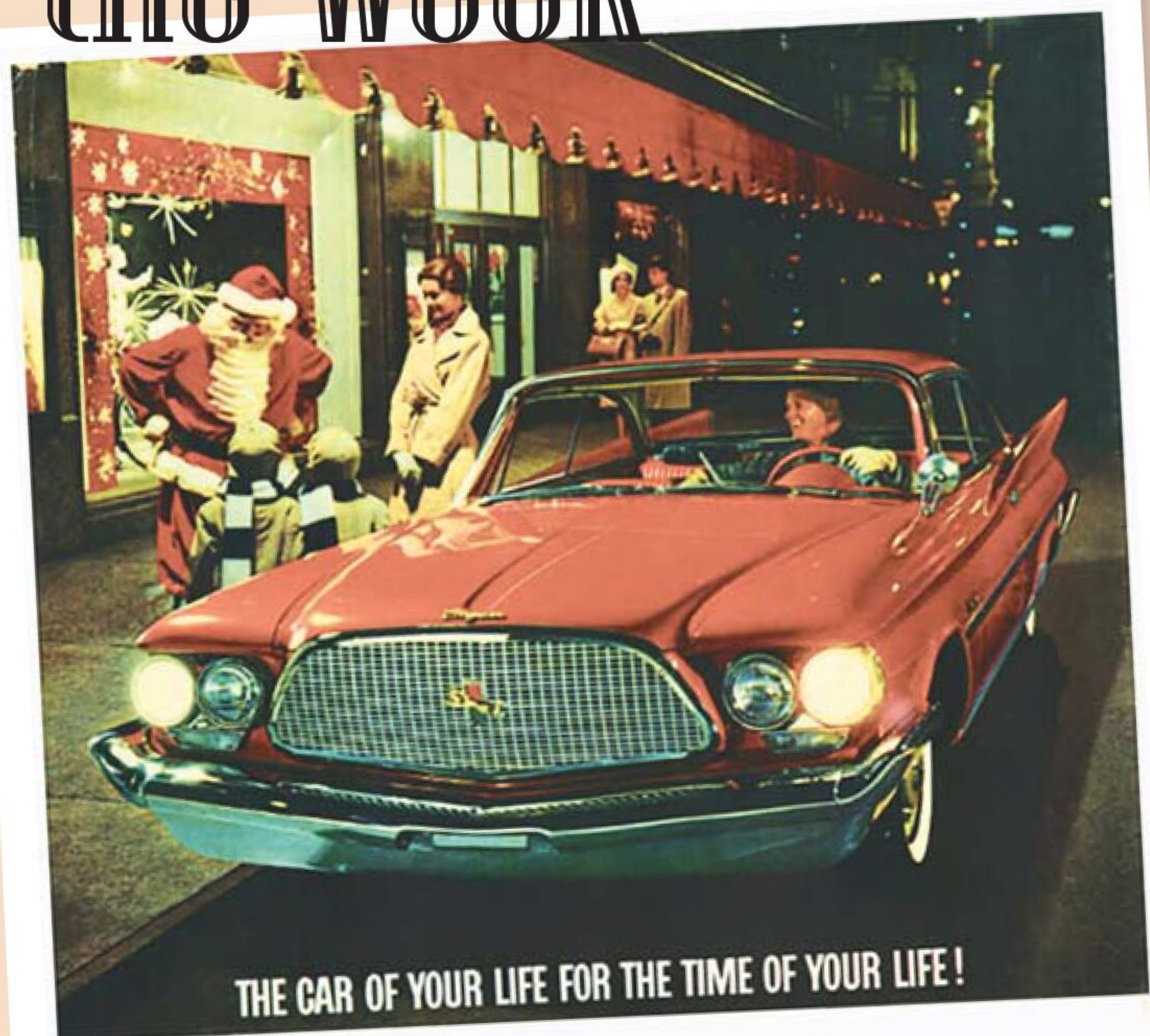
Painted in a red as bright as Rudolph's shiny nose was the 1960 Chrysler Windsor featured in this holiday-themed Chrysler Corp. ad from late 1959. The actual color, Toreador Red, like all 18 Chrysler colors available for 1960, was touted as being sheathed in Lustre-bond, "the hardest automotive finish known."

As depicted in this ad, the stunning Windsor was an early yuletide present for mother, father and their two little "elves." Jolly Dad was an educated buyer, as the 1960 Windsor was promoted as being a "fresh, fiery beauty at a surprisingly modest price."

Replacing the reindeer on this Christmas sleigh was the Windsor's "brawny" 383-cid, Lion-hearted V-8, which came gift-wrapped with a standard two-barrel carburetor producing 305 horses. The engine was backed by the now-standard pushbutton TorqueFlite, "the simplest, smoothest automatic transmission ever made."

And, the trip over the river and through the woods to grandmother's house was smooth with a "velvet road touch," thanks to Chrysler's rattle-free Unibody and Torsion-Aire suspension.

The 1960 Windsor remains as great of a gift today as it was in 1960, and maybe, just maybe, Santa Claus will leave one under your tree this holiday season.



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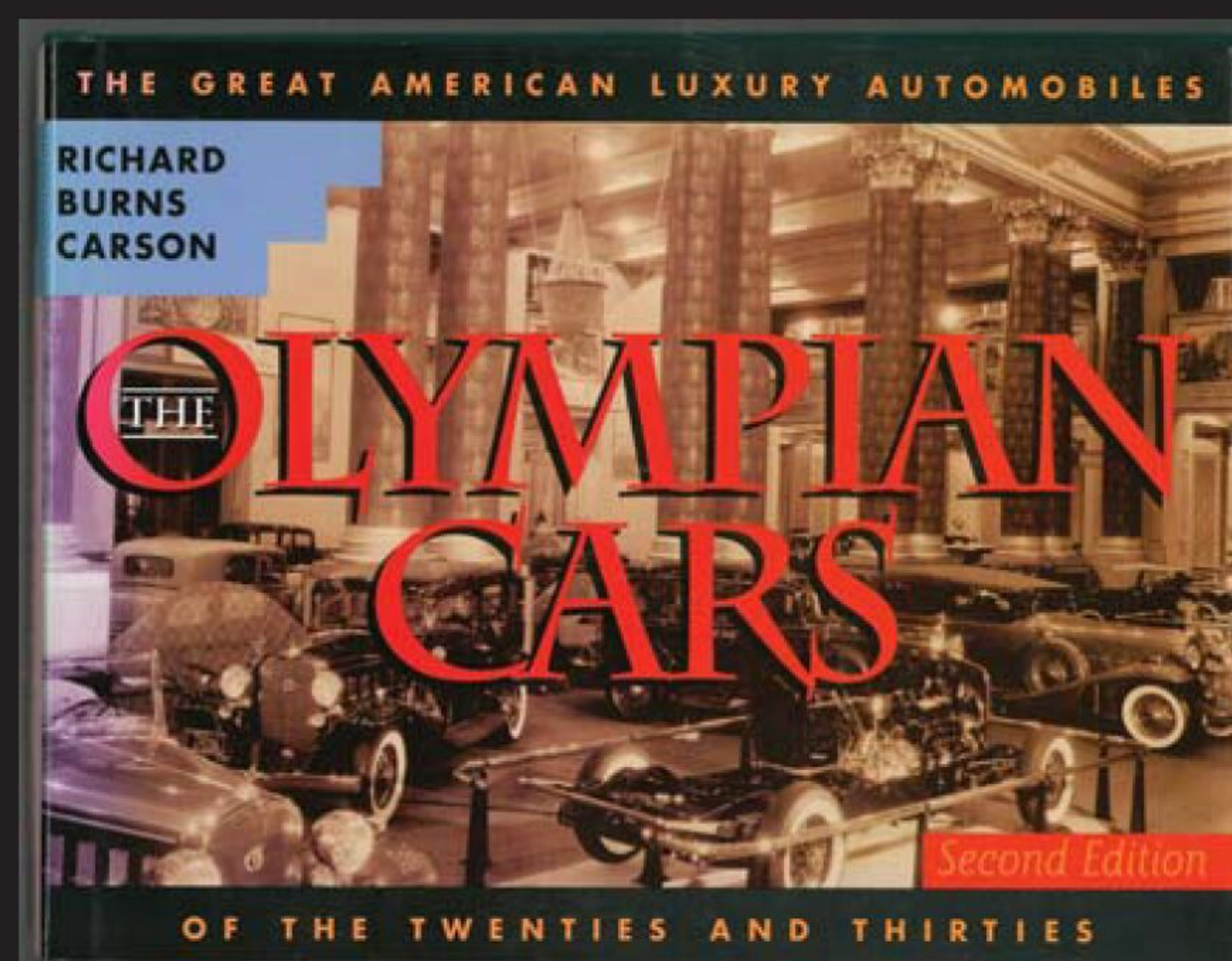
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**Q.** Can you or someone identify the source of this wooden model of a Buick? It says "Buick" on the radiator. The radiator, wheels and lights are plastic, and the rest is wood. It's a very light wood, possibly balsa.

The best I can recall, an elderly great-aunt gave it to me back in the mid 1960s, when I was a child. It was already assembled, but in not the best of condition. I made a few repairs and painted it the red color it is now. The original color was a bluish gray. I'm not sure why I painted it red, but I was a child then. I've never seen another wooden model like this.

— Robert C. Daly,  
Jacksonville, Fla.



**A.** I don't have any information on your Buick, but I do remember that, back in the 1950s, there were a number of kits available for building model antique cars. My father once built a Model T Ford from one of those kits. As I recall, the body was mostly made of cardboard, painted (of course) black. My mother was not very accomplished at sewing, but a family friend made some miniature seat cushions for it, also in black. The brand name of the kit escapes me at the moment.

Readers, can anyone tell us more about Robert's Buick?

**Q.** Two questions have bugged me for years: 70-plus years ago, my mom, dad and myself went on a vacation from western Pennsylvania to Canada and Niagara Falls. On a major highway in Canada, I saw a sign stating "headlights on next 10 miles." Years later, I read

about the study to determine if that would decrease accidents and, statistically, it made a difference. General Motors and Toyota eventually installed daytime running lights, but Ford and Chrysler did not. What was the reasoning behind that?

My second question: Why has there never been a class-action lawsuit regarding these plastic headlight lenses that oxidize and decrease efficiency and look so disgusting?

—Charles O. Thompson, MD, Chino Valley, Ariz.

**A.** In the first instance, I suspect the 10-mile stretch of highway may have had a high rate of accidents. I know of a case where, on U.S. 6 in Cape Cod, Mass., a four-lane divided highway throttles down to a two-lane section. For years, there were signs that headlights were mandatory on that stretch. Apparently it was not entirely successful in reducing the accident rate – today, the two-lane section has Jersey barriers separating the oncoming lanes.

As for daytime running lights, Canada has required them on new cars since 1990. DRLs did start to appear on U.S. cars after that time (my 1997 Chevy Suburban is so equipped), but I was surprised to find that there is no federal requirement for them.

Regarding your second question, I agree that the plastic lenses compromise visibility in night driving. Perhaps by raising the issue, you can assemble a class to take action.

**Q.** Regarding "Q&A" in the Aug. 1 issue about a rear bumper filler set for a 1989 Oldsmobile Custom Cruiser station wagon, there is good news and bad news. The good news: GM used that bumper filler set from 1977 to 1990 and it was the same part, regardless which GM-brand B-body wagon (B35) it was for. The bad news: I cannot find any of the three pieces he needs, and they may be hard to come by. Here are the part numbers, and superseding part numbers: GM group number 7.833, Center rear filler panel was: 20080109, superseded by 20080152, superseded by 20298260. GM group number 7.833, LH/RH corner rear fillers were: 20297918 - 20297919 superseded by 20512952 - 20512953. The only way Fernand Colombe will be able to find them is by having these part numbers.

—Tom Truhlar, via e-mail

**A.** Thank you. We have passed your suggestions on to Mr. Colombe. **oc**

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

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# Buying Back Dad's '57



Yvette VanDerBrink finally finds the '57 Chevy she auctioned for her father

STORY BY ANGELO VAN BOGART



ABOVE: (Clockwise from left) Yvette VanDerBrink, Johnathan VanDerBrink, Steve VanDerBrink, Art Nordstrom and Marie Nordstrom circle the 1957 Chevy that was one of two particularly special 1957 Chevrolets to Art Nordstrom, who had collected 61 of them until his daughter, Yvette, auctioned all but one. Yvette recently rediscovered the “other” special '57 (pictured) and bought it back.

Of his 61 1957 Chevrolets, Art Nordstrom of Nordstroms Auto in Garretson, S.D., had a couple favorites. So did his daughter, Yvette VanDerBrink.

“When we were kids, we would play in all the 1957 Chevrolets, pretending (we were) driving,” VanDerBrink recalled. “This and a four-door hardtop were special.”

The second special '57 Chevy in her dad's collection was a black-and-white Bel Air Sport Coupe. Her father had found the car for sale in the parking lot of the McDonald's in Sioux Falls, S.D.,



some time in the early 1970s, when VanDerBrink was just a child.

“I remember riding in the back seat, going up Cliff Avenue hill in Sioux Falls,” she said of her earliest memory of the car. “I think I was probably 5 years old, maybe.”

Despite being an elementary-age child too young to reach the pedals, VanDerBrink remembers finding a way to get into trouble with it.

“I remember it being in the corn crib, and it sat in there for a while,” VanDerBrink recalled, “and Mom used to hide Christmas presents in the trunk of it. My sister Suzy and I would bust in there (with a screwdriver) and see what we got!”

The black-and-white '57 Chevy was a rust-free, drivable survivor, and Nordstrom decided it was worthy of having its condition brought up a notch or two. He went as far as removing some of the Chevy's exterior trim and having the lower body of the car repainted and its original two-barrel 283-cid V-8 rebuilt. However, the exterior body trim was never put back on and the new seat covers and mat that he ordered for the '57 were never installed as the Chevy sat — and sat — waiting to be finished. VanDerBrink never forgot the stalled project car and tried to buy it from her father, but the answer was no.

“He didn't think I needed it because I had little kids, and dad knows best,” VanDerBrink recalled.

By 2003, VanDerBrink's kids had grown older and she had a budding auction business. That year, Nordstrom charged his daughter with auctioning most of his car collection. He planned to keep the four-door hardtop '57 Chevy that was so special to him, and recalling his daughter's earlier interest in the other special '57, he suggested she buy it from him before the auction.

“He gave me a price or said, ‘You can buy it in the auction’ — that's what you do with family,” VanDerBrink recalled. But she didn't bid on the car. Instead, she bought a different Chevy.

“I decided to buy my own car and said, ‘I am not going to buy that one,’” VanDerBrink said. “That's when I bought my 1965 Chevelle Super Sport and he kind of got miffed. I auctioned (the '57) and it went to Colorado.”

To this day, VanDerBrink still owns that '65 Chevelle SS purchased just before the auction she held for her father's col-



OPPOSITE BOTTOM AND ABOVE: The 1957 Chevrolet Bel Air Sport Coupe as Yvette VanDerBrink finally found it in Colorado. The car remained in almost identical condition to the way she sold it 20 years ago — even the bid number from her father's auction was still on the windshield!

lection. The white Chevelle has become almost as famous as the auctioneer herself, having appeared with her leaning on it in her thousands of advertisements since her purchase of it in 2003.

With 60 1957 Chevys offered in one sale, Nordstrom's auction really put his daughter's VanDerBrink Auctions on the international map — even if that meant she didn't get to buy her father's other special '57 Chevy.

VanDerBrink almost immediately regretted not buying the Bel Air Sport Coupe and was destined to eventually buy it back, but on her own terms. When she was in a position to buy it, she prepared to track it down. She knew she had a record of it from the sale, and then had a brush with the buyer.

“In 2008, I had an auction in Delta, Colorado, and the guy came up and talked to me and said, ‘I have your dad's '57,’ and that's the last I heard about it.

“I told him I'd like to buy it back, but I was doing the sale and didn't get (his) info.”

Making contact with the '57 Chevy's current owner at that Delta, Colo., amped up VanDerBrink's mis-

sion. She began secretly looking in earnest to reconnect with the car's current owner, counting on her original auction files to lead her back to him. But there was a problem.

“All my data was on floppy discs” and couldn't be retrieved, she said. “I found my inventory on a CD so I had the VIN, but that's all I had. So the last I knew, it was in Colorado in '08. I kept having people I knew look it up, but there was no record... (they) couldn't find it, because it was too old.”

For years, VanDerBrink carried a slip of paper in her pocket with the car's VIN, and whenever she spotted a 1957 Chevrolet Bel Air Sport Coupe, especially one painted black with a white top, she'd compare the car's VIN to the letters and numbers hand-inked on her little slip of paper. In her work conducting sizeable auctions across the country, VanDerBrink sees many 1957 Chevys, but no dice. She even checked with dealers to see if the car had popped up on their radar, and still no luck. Her father's old '57 was persistent in eluding her.

Finally, in August of this year, VanDerBrink hit pay dirt when she





Marie (left) and Art Nordstrom flank their daughter, Yvette VanDerBrink, who recently bought back the 1957 Chevy they all remember so well going back to the early 1970s.

tried another method of tracking down the car.

“I put it on Facebook this summer with the VIN and these guys called me and said, ‘We have it’ and showed me pictures,” VanDerBrink recalled.

“I talked to the (owner) and he and I made a deal,” VanDerBrink said. “He wanted me to fly out there to see it in person first to make sure it was the right one, so I flew out there and back in the same day.”

When VanDerBrink arrived at the seller’s location, she was greeted by a dusty black-and-white 1957 Bel Air Sport Coupe parked in the middle of a dirt lot. The car was missing most of its body trim — just how she last remembered seeing

her father’s car at the auction. To view the Chevy’s VIN, she opened its driver’s side door to locate the tag attached to the front of the door jamb and was greeted by a red-and-black interior. So far, so good. Then she dug into her pocket and pulled out her little slip of paper with the VIN of her father’s old ’57 and placed it against the VIN tag of the Colorado ’57 Chevy. It was a perfect match.

“I got my handy, dandy little piece of paper and held it up and sure enough, it’s the Nordstrom car,” VanDerBrink said. “So we made a deal and I bought my Dad’s and Mom’s ’57 Chevy back.”

The seller had done very little to the car since he bought it from VanDerBrink’s father exactly 20 years earlier. Even the white bid number — “57,” coincidentally — still remained from the 2003 sale on the dusty Chevy’s windshield.

“It was pretty much identical to when I sold it in ’03,” Yvette said, adding the few differences were a different steering wheel and that her father’s re-paint had been allowed to fade. The rebuilt engine had also seized from the car sitting. And, alas, there were no Christmas presents hiding in the trunk.

The first thing VanDerBrink did upon sealing the deal to purchase the Chevy was surprise her parents in South Dakota as she stood next to the car in Colorado. Coincidentally, they were at a McDonald’s restaurant, although it wasn’t the same McDonald’s where her parents found the car 50 years earlier.

“I called them, but sent them a picture first, sent them a text — thank God for texts — and they were at McDonald’s or something, and I said, ‘Hey, open up your texts.’ They opened up the text and Mom said, ‘What the heck is that — is that a ’57?’ I said, ‘It’s *your* ’57! I bought it back!’



Once the 1957 Chevrolet Bel Air Sport Coupe arrived in South Dakota, Yvette VanDerBrink and her husband, Steve, determined that the repaint her father had applied decades ago might be saveable before the car’s original trim is re-installed.





Art Nordstrom had bought new seat covers for the '57 Chevy, but never installed them. Luckily, his wife, Marie, kept them and passed them down to their daughter.

"[Mom] said, 'We still got that brand new interior in the basement and a floor mat (for it),' and I said, 'Well, I guess I'll be needing that!'"

VanDerBrink returned to her home in Minnesota with the title to her parents' old 1957 Chevrolet in hand, but had to leave the car behind while she arranged its shipment. When it returned north, she had it delivered to her parents' home first so they could see it before its stop at a body shop.

"He absolutely couldn't believe it," she said of her father's reaction. "He didn't know I was actively seeking it."

"It's amazing!" her mother said. "After 20 years, I can't believe I am touching the same car," VanDerBrink's father added upon seeing it again.

Her father reminisced how he'd found the rust-free car and then eventually sent it off to have it restored.

VanDerBrink plans to finally complete that restoration. If her husband, Steve, can't revive the black paint that her father had applied decades ago, she plans to have a body shop work it more or repaint it. And then she plans to install that new interior her parents bought for the car so many years ago.

"It's always a good thing when family can buy back cars, and now is my chance," VanDerBrink said. **OC**

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# LANDAU BARS & BOW TIES



## Chevy and professional car clubs hold joint meet

STORY AND PHOTOS BY GREGG D. MERKSAMER

When two or more car clubs co-stage their events in this time of declining and aging membership, there is synergy. That was evident Aug. 8-12 when the Professional Car Society held its 46th International Meet in concert with the Vintage Chevrolet Club of America's 2023 Eastern National Meet. The memories and new friendships forged in Morgantown, Pa., during the clubs' meet week surely bode well for next year's International Meet that the PCS Mid-Atlantic Chapter will be staging with the American Truck Historical Society (ATHS), the Divco Club of America and the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus

(SPAAMFAA) at the York, Pa., fairgrounds from June 3-8, 2024 ([www.TheProfessionalCarSociety.org](http://www.TheProfessionalCarSociety.org)).

The success of the 2023 PCS International Meet was also assured by how the Holiday Inn in Morgantown, Pa., was so well-suited to serve as the meet's headquarters hotel. On top of being conveniently situated off the Pennsylvania Turnpike only 40 miles west of Philadelphia and 15 miles south of Reading, it recently already had experience hosting car gatherings; the Buick Club of America Tri-Regional Meet and the Camaro Club convention had been respectively welcomed over the two weeks preceding the joint PCS/Chevy shindig. The headquarters

ABOVE: A standout tour stop of the Professional Car Society's 2023 Pennsylvania meet was the Boyertown Museum of Historic Vehicles, which occupies the original factory of the Boyertown Auto Body Works that built its first motor truck body in 1914 and stayed in continuous operation until 1990. Military ambulances proudly displayed where they were made eight decades prior included (background) a 1942 Dodge WC-54 that Boyertown later converted to the Korean War-era S8-MA-50-1 spec retrofitting a wider, taller, six-stretcher "walk-through" body and (foreground) an open-sided 1942 International Harvester MI-4 intended for service in the hot-and-humid Pacific Theatre.





The sight of George Hamlin's Henney-bodied 1953 Packard ambulance parked beside Jeff Beyer's 1955 Studebaker standard-wheelbase Ambulet at the Professional Car Society's 2023 International Meet brought to mind how both cars first "met" and were photographed together 51 years earlier at the AACA's 1972 Fall Hershey Meet (right). This indirectly led to the 1976 founding of the PCS after George and Jeff began wondering if there were other hobbyists interested in preserving, restoring and showing professional cars unsullied by ghoulish trappings that diverted attention from their aesthetics and fine craftsmanship.



RIGHT: This 1959 S&S Cadillac Professional High-Body ambulance was the most-honored entrant at the 2023 PCS International Meet, earning Joseph Puleo of Wall, N.J., Best-of-Show as well as Medics' Choice and the Cadillac & LaSalle Club Award. This awe-inspiring rig originally cost Deal, N.J.'s First Aid Squad a then-astounding \$20,000 and stayed in their service until another S&S Cadillac ambulance succeeded it in 1970. After Puleo purchased it in rust-free condition from a Connecticut Cadillac collector in 2018, the hardest part of its restoration proved to be the 10-foot rocker panel moldings. "Luckily, I found a guy in Pennsylvania to re-create them by running flat stock through a jig," he noted.







The oldest hearse at the 2023 PCS International Meet was this Superior-bodied 1940 Pontiac “straight eight”. Peter Lockwood, of New Holland, Pa., “paid not much for” as a 21-year-old in 1978. Business-branded “Funeral” procession windshield cards he discovered in its glove box 45 years ago established this conveyance originally belonged to the Brumbach Funeral Service of Kutztown, Pa. Its blue mohair casket compartment touts arched quarter window flower trays and a Superior-exclusive “Sidroll” side-service setup teaming angled casket rollers with extra-wide side doors.



South Dakota denizen John “Ed” Renstrom received the 2023 Pontiac Oakland Club International Award (co-sponsored by Wayne Guy & Gregg D. Merksamer of POCI’s Pontiac Commercial and Professional Vehicle [PCPV] Chapter) at the Morgantown meet for his home-garage restoration of this 1953 Pontiac “Utility Ambulance.” The ambulance was originally built in Arkansas by Armbruster from a two-door Pontiac sedan delivery stretched about 45 inches. “The kid I bought it from bought it from an old man who had been using it for a fishing wagon (until) the water pump crapped out,” Renstrom said of its acquisition in Wyoming about a decade ago.



1965 Cadillac funeral cars were the first to fit stacked headlamps and extra-tall commercial glass roofline,s as recalled by this extremely rare flower car, one of only 35 completed at Superior’s Lima, Ohio, plant that model year. Allentown funeral director Nicos Elias acquired it Lititz four years ago. In addition to gracing the 2023 PCS International Meet T-shirt, it earned PCS Senior certification during rigorous judging at Saturday’s Concours. Restorers at the renowned NB (Nicola Bulgari) Center of Allentown repaired the power assists that adjust the height and angle of this car’s stainless-steel flower deck.

hotel is also conveniently connected to Morgantown’s Classic Auto Mall, which offered meet attendees another 900-plus consignment and 300 permanent collection vehicles to admire under climate-controlled conditions.

Morgantown’s location on the western border of Berks County also meant Lancaster County’s many scenic and pastoral delights were just a short drive down westbound Pennsylvania State Highway 23 and the rural routes to which it connects. These were the byways by which PCS members visited a 17-acre factory in New Holland where more than 600 people are employed building Case and New Holland-branded agricultural hay balers. Formally scheduled Berks County tour stops north and east of Morgantown included a truck bodyworks-turned-museum in Boyertown that touts the country’s biggest collection of Pennsylvania-made motor vehicles, and a 1905 carousel in Pottstown that took 20 years to restore. Come evening, mealtime diets were simply unmaintainable, thanks to three days’ worth of group dinners diving deeply into the calorie-rich Pennsylvania Dutch cuisine that keeps Amish men going at communal barn raisings.

That a PCS International Meet is about camaraderie as much as the cars was underscored by how the 2023 edition attracted registrants who drove to Pennsylvania from points as far dispersed as Michigan, Tennessee and the Canadian province of New Brunswick. Ed Renstrom, with his dog Jack joining him as co-pilot, trailered his Armbruster-bodied 1953 Pontiac ambulance almost 1,700 miles from Hot Springs, S.D., while the Philadelphia International Airport’s proximity to Morgantown facilitated participation by central Texas denizen Nick Studer and Tom Shafer of Los Gatos, Calif. Shafer flew from San Francisco and truly made the most of his time in the East by also visiting bus photo archives in Virginia, Pennsylvania and New Jersey in his capacity as VP and Head Archivist of the Pacific Bus Museum ([pacbus.org](http://pacbus.org)). John Dietzel, of Aiken, S.C. — a dedicated rail fan like so many other PCS members — and his father-in-law, Bill Roberts, took Amtrak from Columbia, S.C., to Philadelphia, and also visited the Strasburg Railroad on their own.

“This is my first meet. but I’ll definitely be back,” Dietzel promised. **OC**





Brice & Barbara Harris of Blythewood, S.C., recently acquired this 1969 Miller-Meteor Cadillac "Classic 48" (a model designation derived from its patient compartment headroom) ambulance originally delivered to the Jamestown, N.D., Fire Department and kept in their service until 1980. The period rescue equipment display that augmented it included an Epic Systems Communications Mease F8 Biophone, a Protecta-Pak defibrillator and a fire blanket recalling the rig's second-tier service as a raceway ambulance in Brainerd, Minn.

The only Oldsmobile at the Professional Car Society's 2023 International Meet was this 1974 Cotner/Bevington "ambulancia" that might have served in Mexico before Michael Hysek of Bristol, Pa., bought it online out of San Diego in September 2019.



Edwin Logan's 1988 Buick LeSabre six-door limousine from Limestone, Tenn., (seen here departing Case New Holland's plant following the PCS' tour of it) was one of four originally built for a Memphis mortuary by Henry Brothers of Manila, Ark. Its Texas license plate recalls how Logan acquired it from a Dallas funeral car dealership in December 1999, because "both of grandfathers and my dad had Buicks and I already had six decades of Buicks from the 1940s-on-up. After I sold off the 1987 LeSabre I'd bought for my daughter so she could get a pickup truck, I thought it would be fun to fill in that gap with a 1980s limo."

Joe Wurm of Aberdeen, Md. — a 1969 Woodstock "designated driver" who subsequently spent 30 years in the U.S. Army before serving it as a civilian employee for another 23 years — has raised \$100,000 for an Ordinance Soldiers Memorial at Ft. Lee, Va., by displaying his patriotically airbrushed 1957 Chevy One-Fifty sedan delivery at Chevrolet shows around the country. Tooled leather Vietnam scenes adorn its cargo-area interior walls to complement the exterior.







ABOVE: This Teal Blue 1968 Impala convertible John Metz showed in Morgantown was built in Tarrytown, N.Y., and delivered new to Barnes Chevrolet in Summit, N.J. The window sticker detailed its \$3,197 base MSRP was boosted to \$4,807.70 by an \$89.50 destination charge and \$1,521.20 worth of options, including SS equipment (adding Strato-bucket vinyl seats and a center console for \$179.05) and a 325-hp/396-cid Turbo-Jet V-8 (\$158) linked to a four-speed manual gearbox (\$184.35). Power steering, surprisingly, was still a \$94.80 extra also.

MIDDLE: The oldest Chevy shown at the jointly hosted PCS/VCCA Morgantown meet was this 1928 AF four-cylinder touring car brought from southern New Jersey's Hammonton by Steve & Theresa Jones. "We just recently purchased it a year ago on a phone call," Steve said, adding it came out of "a Virginia basement as you see it."



RIGHT: Ken Kreary's 1975 Cosworth Vega from White Plains, N.Y., has clocked just 11,805 miles since new and surely couldn't be confused with the more common grocery-getter versions. Its electronically fuel-injected 16-valve engine has a 7,000 RPM redline and its \$6,126.40 as-delivered MSRP put it within a grand's spitting distance of a \$7,117 Corvette coupe. No wonder only 2,061 Cosworths were sold during the 1975 model year versus 112,912 standard-spec Vega hatchbacks starting at \$2,899.





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# Still Fresh



A life spent mostly in storage kept the Chevrolet in remarkably solid condition.

## The bakery may be closed, but 1936 Chevrolet panel still delivers

STORY AND PHOTOS BY BOB TOMAINE

Patience can triumph over engine problems, resolve and distractions, even if the waiting goes on for decades.

“Lou Perrine, he bought it new in '36,” explained Augie Binder, current owner of the 1936 Chevrolet panel truck shown here, “and then he must’ve had engine trouble in '44, because the engine was all apart when I got it, and the last inspection on it was 1944.”

Given that it was parked during World War II when gas and parts were in short supply, it’s believable that the Chevy could not have been realistically repaired at the time, but Perrine was a distributor for Schaible’s Bakery. It’s not clear whether he used another vehicle in his business, or simply went on to work at something else.

What is known is that Perrine didn’t want to sell the truck. Binder said that his father owned a fuel oil business in Hackettstown, N.J., the city where the Chevy was garaged, and had tried for years to buy it.



ABOVE: The artist responsible for the character on the Schaible’s Bakery logo seems to have had difficulties with proportions.

LEFT: It might technically be termed “vandalism,” but the mustache and beard added to the faded baker on one side of the truck at least gives him a face.



“I remember going to see it when I was a kid,” he said. “... So when (Per-rine) passed away, my dad got hold of the executor and they worked out a deal. My dad bought it, that was 1979, and we flat-towed it back to our house. We blew the old tires up and just got it home. When we took the tires apart, they still had the red inner tubes in them. They had the boots inside, because they couldn’t buy tires back then with the war.”

His father’s initial plan was to have the Chevy restored, but when the cost to do so was determined to be prohibitive, the plan was revised. The truck, Binder said, was placed in his father’s garage where the restoration would be carried out. It didn’t happen quite that way, though, as his father bought a farm and as that drew more of his attention, the Chevy became less of a priority.

After his father passed away in 2014, the truck sat for about five more years until Binder decided that the time had come to do something with it. He transported it to his home in Bath, Pa., and began addressing the brakes and other work that any long-parked vehicle is likely to need. A correct engine was found in California and that was installed — although not hooked up — and then a major problem having nothing to do with the Chevy developed.

“In January 2021,” Binder said, “I had a stroke and so it just sat for a couple of years. My dad had had a bunch of other old cars, a ’39 Olds, stuff like that, and I was trying to get some money for my mom and so we started selling stuff off. One kid bought the ’35 Ford truck. I was telling him about it and he said, ‘Let’s go look at it. Bring it to my shop. We’ll get it running.’ We took it over there and within a month’s time, we had it running around the yard ...

“A friend of mine knew how to adjust the valves the right way for me, so he came over and got the valves all adjusted so they didn’t clatter like crazy.”

The first trip with the Chevy was an ice cream run (“it’s a good excuse for ice cream and to drive the truck”), and then he began showing it earlier this year. He started with an event that was notable, because it marked the truck’s return to its hometown.

“The first one was at M&M Mars in Hackettstown,” Binder said. “I had to go back to Hackettstown for the show.



When it was a rolling billboard in 1936, Chevrolet figured it needed only one taillight. The second was subsequently added in the interest of safety and allows for turn signals.



Engine problems retired the Chevrolet during World War II, and its last state inspection dates to June 27, 1944.



The 100-mph speedometer is probably optimistic. If it’s not, small red letters below the “50” admonish the driver with a “safety first” message.



That's where the truck was and that's where my dad's business was, too. I said, 'It's got to go there.' It was barely running, but we took it to that show. I have a rollback, so I just took it on that. I parked about two miles away. Same thing with here."

"Here" was Das Awkscht Fescht in Macungie, Pa., about a 30-mile drive from Bath, and he chose to transport the truck rather than drive it just to be safe.

"It overheats if I drive it too far," Binder said, "so I'm going to get the radiator re-cored this winter ... We're kind of working the bugs out. In June, the points stuck and it wouldn't start. We went to another show a couple of weeks ago and the coil went bad. We're working stuff out, but I drive it two or three times a week, around five or 10 miles. I'm just trying to see what things do."

He expects to drive it to Das Awkscht Fescht and other local shows in 2024. He already knows the reactions to expect because of both the truck itself and the fact that Schaible's Bakery — a local business in nearby Easton — wasn't shy about promotion. Chevrolet advertised that the panel truck was a "trim, fast, streamlined delivery unit that reflects its smart appearance and distinction in direct advertising value for every business that employs it."

Schaible's emblazoned its name across the visor above the windshield and painted graphics on all of the doors and on the side panels. The bakery closed nearly 50 years ago, but it's not forgotten.

"Especially up by us," Binder explained, "everybody knows somebody who worked there. They'd be older, because it closed in '75. I remember as a kid the bakery being there, smelling it when they were baking the bread. Around there, somebody always has something to say about the bakery."

And since the Chevy is unrestored, all of the lettering and graphics are still there and mostly, they're in remarkably good condition. The passenger-side image of the baker proudly displaying a loaf of bread survived better than did his driver-side counterpart, whose barely visible face has



In 1936, 72 hp from 206.8 cubic inches was more than ample.



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One of the Chevy's surprises is the general lack of the dents that might be expected on a delivery truck that contended with city traffic.

been enhanced in a twisted kind of way by the beard and mustache added by some unknown graffiti artist.

"I love it," Binder laughed, "that and the driver's seat being all crushed down from the guy getting in and out. The mustache and the seat are my two favorite things on the truck. This (driver's) side is all faded, because where it was parked in that guy's garage, there was a window on this side. But that baker is so creepy. If you see pictures online, he's out of proportion. There are postcards online with a good picture of him and he's just creepy-looking."

Creepy-looking? Yes, but memorable, and he's going to be around on the side of Binder's Chevy for a long time.

"It's already in my will to my nephew," he said. "I would always worry about somebody cutting it up if I sold it or making a hot rod out of it. It would keep me up at night, worrying about that. There's enough junk out there to start with and stuff that's already done. You don't need to chop up something good." **OC**





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# NUN TOO

The interesting past of a 427 1966 Chevrolet station wagon

STORY AND PHOTOS BY AL ROGERS



One of the great things about the 1960s American automobile industry is that a customer could pretty much order the new car of their choice equipped just about any way they desired. The automotive industry hadn't yet discovered in-line vehicle sequencing or begun using cost-cutting processes that intentionally limited the manufacturers' flexibility to produce vehicles that were rare and,

in some cases, one-of-a-kind. Some truly unique vehicles were built on the assembly lines at each of the "Big Three" assembly plants throughout North America during the 1960s. For example, a fully optioned, near-luxury automobile could be produced with a three-on-the-tree manual transmission. A bare-bones Biscayne might have factory air, while a Cadillac could be ordered without a heater!

A highly desirable anomaly is this 1966 Chevrolet Impala nine-passenger station wagon ordered with a 390-hp, 427-cid V-8 engine and four-speed manual transmission. A dermatologist in Iowa is responsible for ordering this people hauler in the fall of 1965, and he clearly had a penchant for performance. As more evidence of his taste for speed, he also owned a Corvette that matched this originally maroon Impala in color.



# SLOW



Jim Adams' rare 427-powered 1966 Impala station wagon was ordered with a four-speed by a doctor who eventually loaned the car to a convent.

Other performance options on the dermatologist's Impala station wagon included metallic brake linings and a Positraction rear axle. While fast for a "grocery getter," the wagon wasn't ordered as a stripped-down lightweight model built for speed in Main Street stop light races or formal quarter-mile competitions; it was ordered as a well-equipped Impala loaded with air conditioning and climate control, tilt/

telescopic steering wheel, tinted glass, roof rack and mag-style wheel covers. Cruise control and load-leveling suspension were also checked on the original order form.

The dermatologist used the wagon as a daily driver for nearly three years before selling it to a friend. Several years later, his friend sold it back to the dermatologist. After reacquiring the '66 Impala station wagon, he loaned it to

a local Catholic church. The parochial school's mother superior was said to have enjoyed the high-performance V-8 and four-speed transmission, so perhaps the students did a little extra praying from the rear seats while Mother Superior was joyfully rowing through the Impala's gears. The big nine-passenger wagon's seating provided plenty of elbow room for comfortably praying Hail Marys, all the while delivering the nun





Although a more even weight distribution saw some station wagons drag raced, this wagon was ordered by a doctor simply into street performance.



The big-block 427-cid V-8 is the L36 version with 390 hp. The canister on the driver's side fender is the vacuum canister for the car's optional load-leveling suspension, and the unit for the car's optional cruise control can be seen facing the alternator.



and her students to their destinations at an accelerated pace.

Jim Adams of Edmonton, Alberta, Canada, eventually bought the 427 station wagon and sent it to Detroit Automotive Restorations, which specializes in full-sized 1966 Chevrolets. The Impala had been disassembled for a restoration that never happened. Leigh Scott, owner of Detroit Automotive Restorations, described it as a “pile of parts.” Like the Impala station wagon’s original owner, Adams already owned another maroon Chevrolet (Adams’ being an Impala SS instead of a Corvette), so Adams had the color changed to Lemonwood Yellow. Rare options added during the restoration were a 60/40 split-folding second-row seat and carpeted load floor with stainless-steel trim. The latter was originally a Caprice wagon option that was extended to the Impala line as a midyear option. Also added during the restoration was a rear sway bar.

The Impala’s big-block 427 V-8 was based on the “Turbo-Jet” 396-cid V-8 engine introduced by General Motors’ Chevrolet division in 1965. In ’66, the 427 Turbo-Jet was made available in two versions. The fire-breathing L72 427 had mechanical valve lifters, an 11:1 compression ratio and was rated at 425 bhp. The L36 427 in this wagon had a tamer 10.25:1 compression,



With air conditioning, a four-speed, cruise control, power windows and a tissue dispenser, the driver of this 1966 Impala station wagon could want for nothing.



ABOVE: An in-dash tachometer was standard with the 427-engine option, and since the tach was placed in the clock’s location, the clock was relocated to atop the instrument panel.

LEFT: The third seat could be lowered for more cargo space, and with the third seat lowered, the split in the second row of seating is visible. The split second row of seating was a station wagon option added to this Impala during its restoration.







LEFT: The mag-style wheel covers were another original option on this 1966 Impala station wagon.

RIGHT: The controls to the power windows are conveniently located straight ahead of the armrest.

BELOW: 1966 Chevrolet authority Leigh Scott gets credit for leading us to this rare 427-powered four-speed 1966 Impala station wagon. He restored the car and says he's seen only four 1966 Impala wagons with this powertrain.





# The 1965-1966 Chevrolets: Peak Production

Under design head Bill Mitchell, General Motors' Chevrolet division redesigned its full-size line in 1965, and the new 1965 Impala set an all-time sales record for a model with more than one million units sold. The new full-size Chevrolet body featured "Coke bottle" styling that was especially enhanced in profile by the hardtop models. The front fenders of all 1965 Chevrolets featured a forward lean borrowed from the stylish 1963-'65 Buick Riviera coupe. All new full-size Chevrolets eschewed the previous "X" frame for a full-width perimeter frame underneath the new body that featured curved, frameless side glass (for pillarless models), a sharper-angled windshield with newly reshaped vent windows and redesigned full-coil suspension. The fabled big-block 409-cid V-8 was phased out in 1965 with the introduction of the new 396-cid V-8 engine.

The full-size 1965 Chevrolet line included the top-line Impala and Impala Super Sport models, the mid-tier Bel Air and entry-level Biscayne. Impalas continued to include three taillamps on each side while Bel Air and Biscayne models used two per side. At midyear, the luxurious Caprice four-door hardtop was crowned at the top of the Chevrolet line (it also featured three taillamps per side). The Caprice is said to have been Chevrolet brass's response to a GM edict that employees within each division only use company cars built by their division, and so Chevrolet managers had the Caprice created by trimming an Impala to be more like a Buick or Cadillac!

Since the full-size 1965 Chevrolets were all new, the 1966 Chevrolets were only mildly restyled. The 1966s did feature a new instrument panel, grille, wheel covers (except for SS models) and lower, rectangular taillamps that wrapped around the sides of the quarter panels. Standard full-size Chevy features now included lap belts front and rear, reverse lamps, day/night rear-view mirror and a padded dashboard.

The Caprice that debuted only as a four-door hardtop in 1965 was also offered in 1966, but with the addition of two-door hardtop and station wagon body styles.

Full-size Chevrolet production had been an astounding 1,647,600 cars for 1965 – a production record for Chevrolet – and fell about 150,000 units for 1966 to 1,499,876 cars – still not too shabby.



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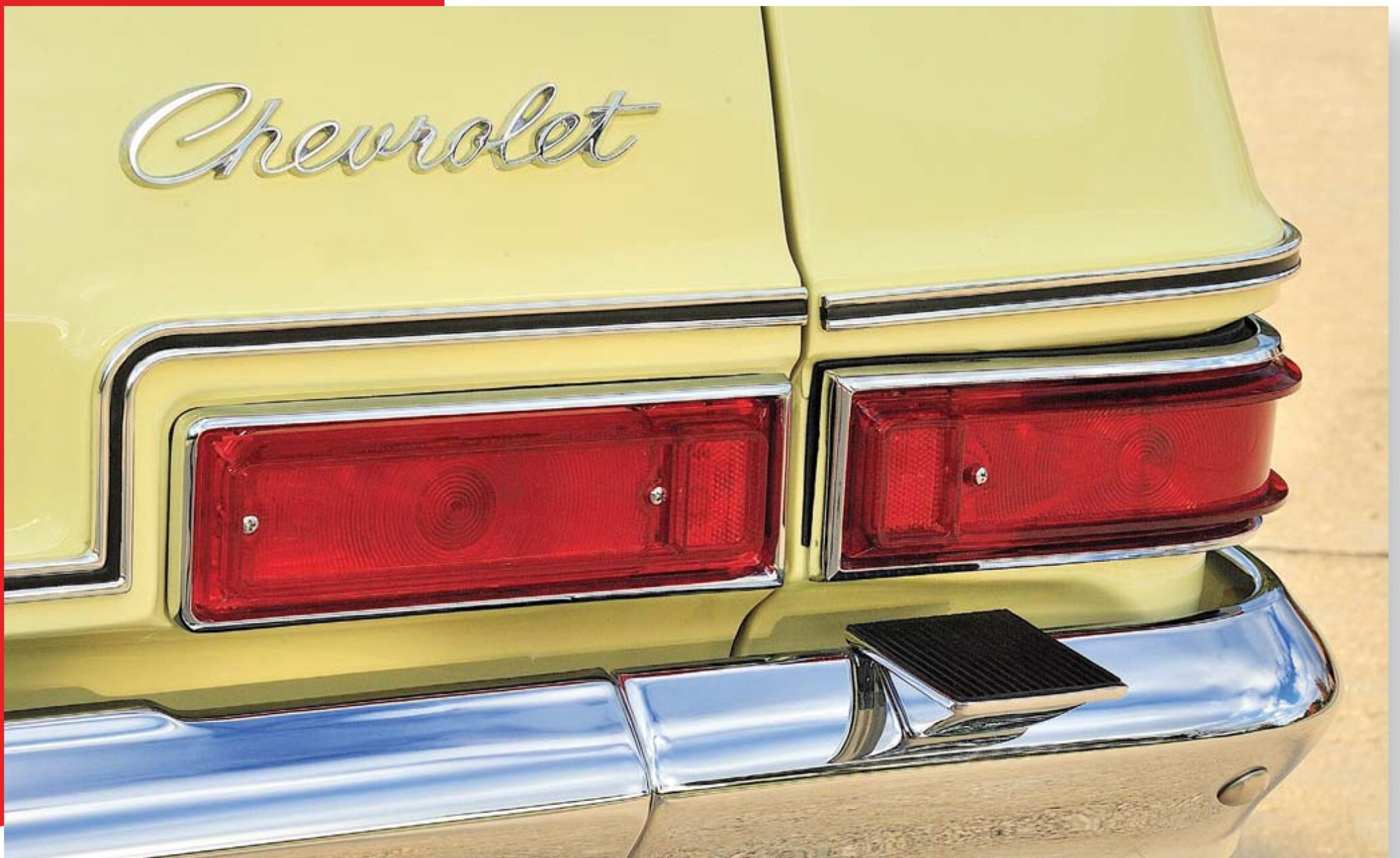


ABOVE: The accessory tissue dispenser even bears the Chevrolet bow tie.

BELOW: The only Impala model in 1966 with a two-lens rather than three-lens-taillamp arrangement was the station wagon.

hydraulic valve lifters and was rated at 390 hp. Included with the 427-engine option was a tachometer that replaced the Impala's standard clock in the instrument cluster, and the clock was relocated atop the instrument panel.

Chevrolet records don't break down engine and transmission installation by body style, so how many station wagons were produced with the 427 engine option and four-speed manual transmission is unknown, but







Since the 1965 Impalas were all new that model year, there were only revisions for 1966, including a mildly changed grille and bumper design that more integrated the two components than in 1965. A single brow above the paired headlamps was among the specific grille changes for 1966.

it had to be extremely low. After all, have you ever seen another?

Leigh Scott started collecting and restoring 1966 Chevrolets in 1977, starting with a Caprice Custom Coupe (two-door hardtop) project car. That '66 Caprice was the start of a 45-year-plus dedication to studying and restoring 1966 Chevrolets. Scott has also helped others within the full-size Chevrolet community locate correct parts and find reliable information, and he often provides general restoration tips to fellow '66 Chevy owners and restorers. His passion is the L72 427 Turbo-Jet cars, and refers to them as "the best of the best for 1966."

Given Scott's dedication for 1966 Chevrolets, his Detroit Automotive Restorations specializes in the restoration of '66 full-size Chevrolets. The business took off after Scott retired from General Motors a few years ago following a long and successful career with the auto-maker, and he hasn't looked back since. He channeled his knowledge, newfound time and synergy into his highly successful restoration business, and he's known as an authority in the full-size Chevrolet community. In his many years of working on 1966 Chevrolets, Scott has only seen and recorded in his database four other 1966 Chevrolet station wagons

with this drive-train combination.

Scott and owner Jim Adams have both spent their share of quality time behind the wheel of the restored 427-equipped '66 Impala station wagon. Each of them has felt its raw power and put it through the rigors of seeing how fast the big Chevy can carry itself.

"It drives wonderfully," Scott says. "Chevrolet advertised 'jet-smooth ride' and it rides nice. It's not as fast as a modern performance automobile, but it's still plenty quick. It'll get you down the road at a pretty fast pace if you give it the gas." **OC**



The familiar leaping impala badge was placed in front of the "Impala" script on the front fenders of Impala models during 1966.





# Sweet Dream

Gorgeous 1954 Bel Air was a sure-fire cure for the blues

STORY AND PHOTOS BY BRIAN EARNEST

**D**uane “Dewey” Stromberg’s 1954 Chevrolet Bel Air is just one of those “feel good” cars. It’s really hard not to smile when you see it — a 1950s beauty queen if ever there was one.

For Stromberg, a retired resident of Green Bay, Wis., the car came along at just the right time and has helped him get over a mourning period.

“A year and a half ago, I had just got my ’72 Chevelle redone. It was really nice,” he recalled. “I was about a half a block away from home, going onto my service road, and an EMT hit me in the rear end ... I had my left turn signal on and was waiting

to turn in, and she hit me and pushed me into a heavy-duty pickup truck. So I got hit on both ends... It was totaled. I’m a Chevy guy. We loved the Chevelle. I just about cried when that car got destroyed.”



Stromberg decided he’d replace the Chevelle with another one, but before he got on the trail of another Chevelle, he came across a lovely 1954 Horizon Blue Bel Air two-door sedan for sale in a local newspaper. He figured it was at least worth the short drive to check it out.

“[The seller’s] father had died and left the two cars to her,” Stromberg noted. “I know her father used to be the automotive repair man at NWTC (Northwest Wisconsin Technical Col-



lege), and that's where the car was repainted. He did all the paint and chrome work, and the interior was done by some outfit in Appleton... Everything had been redone: chrome, interior, even the screws. The only thing that was wrong was the transmission didn't work right. It wasn't shifting right ... It turns out it was just a little low on fluid!"

According to Stromberg, the 66,000-plus miles on the odometer are accurate. The Bel Air still has its original engine and Powerglide transmission. The car was simply too stunning and well-put-together for him to pass up, and these days it looks great in his driveway sitting next to his '57 Bel Air custom.

"I was 14 years old when this came out, and I had a friend that had a '54 Chev station wagon, so I thought this would be nice," he chuckles. "I had a '56 Chev Bel Air at one time, too. I like them all. I thought having a '54 and a '57 would be nice!" he laughs.

### 1954: End of an Era

The Bel Air nameplate first appeared on Chevrolets in 1950 when the Bel Air Sport Coupe moniker was applied to the new two-door hardtop models. In 1953, Chevrolet brought out new names and the Bel Air was placed at the top of the lineup, ahead of the One-Fifty and Two-Ten. The cars were advertised as all-new, but in reality weren't much different under the skin than 1949-1952 models.

For '53, Chevrolet added a double molding on the rear fender bulges to help identify its new luxury model. It enclosed a panel that began with a short, wide-ribbed beauty molding, followed by a Bel Air script and Chevrolet crest on the leading edge, all above a chrome gravel shield. All Two-Ten trim features and equipment were incorporated, plus rear fender skirts; double windshield pillar moldings; extra-wide window reveals on sedans; and saddle moldings on Sport Coupes (hardtops) and convertibles. Exposed bright-metal roof bows and dashboard-mounted rearview mirrors were standard in Bel Air Sport Coupes.

For 1954, the Bel Air was largely unchanged from '53. It had the traditional assortment of extra equipment and



The 1953 Chevrolet body was carried over with few changes to 1954. The most visible changes for 1954 were a simplified taillamp design and a revised grille incorporating oval parking lamps mimicking the taillamp shape. The headlamp bezels also became hooded for 1954. This example is well-accessorized with front fender markers, front gravel guards, an exhaust tip extension and door handle and gas door guards.





The blue-and-white color scheme is carried throughout the interior, including the upholstery. A bench seat and three-speed manual were standard. This example has the Powerglide two-speed automatic transmission that shifts “on the tree” and is hooked to a “Blue Flame” inline six-cylinder rated at about 125 hp. The engine is original to the car and has 66,000 miles and counting.

features such as full carpeting; newly designed full wheel discs; horizontally ebbled vinyl door panels; and an electric clock. The Sport Coupe had special “fashion fiesta” two-tone upholstery; rear pillar courtesy lights; chrome-plated inside roof garnish moldings; and rear window frame and bright metal exposed roof bows. The convertible interior seemed even richer, with two-tone all-vinyl trims and a snap-on boot cover. The rearview mirror was no longer mounted atop the dashboard. Identifying all Bel Airs externally were full-length sweep-spear moldings with double moldings on rear fenders enclosing the “Bel Air” name and Chevrolet crest; bright metal double windshield pillar moldings and window molding; body belt molding; rocker panel moldings; bright-metal gravel guards; and rear wheel fender skirts. All 1954 Chevrolet models, including the Bel Air, received a revised grille incorporating new oval parking lamps mimicking the taillamp shape, hooded headlamp bezels and a simplified taillamp design.

There were five different Bel Airs in all for '54: two- and four-door sedans, sport coupe, convertible and four-door station wagon. They ranged in price from \$1,684 for the four-door sedan up to \$2,263 for the eight-passenger wagon. A bench seat and three-speed manual were standard. Among the options were power steering and brakes, Guidematic headlight dimmer, two-way power front seat and power front windows.

Propulsion came from the “Blue Flame” inline six-cylinder, which utilized hydraulic valve lifters and aluminum pistons. The 235-cid power plant produced 115 hp in stick shift cars and 125 with the Powerglide.

A total of 486,240 Bel Airs were built in 1954, which was more than 42 percent of Chevrolet's total production. Stromberg's two-door sedan was one of 143,573 assembled for the model year — a whopping total, but still well behind the even



more popular four-door sedan (248,750 built). As successful as the 1949-'54 run had been, the company was ready to move forward with a totally new car featuring V-8 power, and the '54 Bel Airs were the last of their breed.

The bold reinvention of the entire lineup paid off in spades in Bowtieland, as sales soared when the “Hot One” '55 models hit showrooms and the lovely '54s became yesterday's news. The good news for collectors and enthusiasts is the '54s that remain today are generally more affordable and considerably less common than their higher-profile successors.

### A Cure for the Blues

Stromberg hasn't put many miles on his beautiful blue 1954 two-door sedan in the short time he's had it, but the car has made it to some shows and gotten plenty of attention. The short local trips have been made smoother by a new set of radial whitewall tires. “It runs great, and it drives





The Bel Airs had two trim strips across the rear fender bulge that joined before the rear of the body. The area between the strips was painted a coordinating color, and “Bel Air” scripts were added inside the strip. The Bel Air’s fender skirts could be interchanged from side to side, which saved GM on manufacturing costs and also eases replacement.

great,” he says. “Before we put the radials on, we had bias-ply tires, and with those, if you hit a crack in the road you’d go like this [swerves] ... It has the original AM radio, but we put a replica AM/FM in it. Otherwise, we didn’t have to do much of anything else.”

Stromberg doesn’t know a lot about the car’s history prior to recent years, but the car had clearly been preserved and pampered by previous owners. With only 66,000 miles on the clock, it’s likely it endured a lengthy slumber somewhere along the line.

It was the right car at the right time for Stromberg, however, and he’s hoping to continue to share it with the world as much as he can — and collect a few trophies along the way.

“I get more compliments on the color than anything,” he says. “Women really like that color of blue. I get a lot of comments... And the good thing about the shows, the classes are usually up to ’54. So it’s nice not to have to compete with ’55, ’56 and ’57s ... I have only seen one other ’54 at the shows I go to.

“You know, I always loved the Chevelles, but there are a lot of Chevelles around. There aren’t many cars like these.” **OC**



Stromberg is still partial to Chevelles — and he loves his 1957 Chevrolet, too — but his lovely ’54 two-door sedan gets a lot of attention from folks who enjoy the car’s quintessential 1950s styling and personality.





# BARE MEMORIES WITH A CHEVY

## A ‘streaking’ 1939 Chevy in the summer of ’74

STORY AND PHOTOS BY PHIL STOFANAK

**T**he signs said it all: a silhouette of a colonial gentleman, tri-corner hat in hand, in a stately bow. Beneath him was the lettering in blue-on-white to honor the local high school Blue Eagles: “Welcome to Nazareth, Colonial Hospitality since 1740.”

The signs, one at each main highway entrance into the Pennsylvania borough — north, south, east, and west — held special meaning to me, because of the Saturday I spent as a 14-year-old helping put them up. It had been a project of the Nazareth Kiwanis Club, of which my dad was a member. When the Saturday of the sign project rolled around, my dad, who had much more important plans on the golf course that day, sent me in his stead. So I spent the day with a bunch of Kiwanians digging post holes and shoveling dirt so that travelers coming in any direction would be reminded of the colonial past of our fair town. I can’t say that I enjoyed myself that day (I’m quite sure that I had better things on my teenage agenda that Saturday), but I always felt something special when I passed one of “my” signs.

### A cruise thru Nazareth to remember

It was early summer of 1974 — June 11, to be exact. I was a 19-year-old kitchen cabinet installer with a penchant for old cars, specifically a 1939 Chevrolet two-door sedan that I had purchased the year before for \$250. In

my home town of Nazareth, even in this post-gas-shortage world, the thing to do was cruise around town. We didn’t just cruise “our” town, we visited other towns in the area: Easton, Bangor, Pen Argle, even Bethlehem. Yet somehow Nazareth was always more inviting.

Nazareth, settled in 1740, was well established by 1974 with its ivy-covered stone-and-brick structures, its town square with the cannon from some long-forgotten conflict and the granite stones etched with the names of the heroes who gave their last full measure of devotion in wars dating back 200 years. Perhaps it was so inviting because we knew everyone on the sidewalks, in front of the steak shop and on the corner where the two gas stations acted as sentries to any interlopers entering from the north. Nazareth, to us, had what all the other towns in the area lacked: a perfect block to circle the town. We knew all the cars and who drove them. There were plenty of cars in town, too, from the occasional hot rod, to the many muscle cars, and even the oddball old cars, such as mine.

The evening in question started innocently enough. My good friend, Roger, and I were just cruising around town, waving, beeping, shouting at friends, trying to impress girls. While taking one of our many laps around the “circle,” as we called the town square, we were shouted down by my younger brother, Mark,

and a bunch of his friends. Mark, two years younger than I, was celebrating his graduation from high school. What better way to do so, they reasoned, than to doff their clothes, hop on my Chevy’s running boards and take a trip around town? Streaking was all the rage that summer of 1974, and I quickly agreed, jealous that he thought of it before I did. So, Mark and five of his friends quickly shed their clothes, threw them in the back of the Chevy and hopped on the side, hanging on to the window openings in Elliot Ness-style. We took the perfect cruise around town: south on Main Street, east on Belvidere and, oops, right past the police station (why didn’t anyone think about that?). Then north on Broad, west on Center and back to the circle. All the time we were creating quite a ruckus with the passers-by, some of whom were children, women and the elderly. Again, why didn’t someone think about that? Ah, the shortcomings of the adolescent mind, not fully developed, especially in the critical-thinking area!

Once back to “Square One,” we parked and quickly threw the clothes out of the back seat, not caring where they ended up or whether anyone needed to sort through them to properly assign the correct boxers to the correct buttocks. A hasty exit out of town was agreed upon, and we took the fastest, darkest street west to the friendly confines of our home township, rural Lower Nazareth



Township, where we could get lost among the cornfields and back roads.

After an hour or so of basically doing nothing, Roger suggested we head back to town, just to see if anyone is talking about us. "What can it hurt?" (I can still hear his voice to this day!) Past the sign that I so dutifully dug the holes for years earlier, into our fair borough we drove. No sooner than it took to hit South Main Street, I saw a flashing light in my mirror through that beautifully shaped rear window of my Chevy. Approaching the car, pointing his flashlight menacingly in my eyes, was one of the borough's finest, Officer Philip Pierog, and he was not a happy man!

"Just what in the name of all that is good and decent do you think you're doing, driving this old heap around here with all those naked guys on it?" asked Officer Pierog. "What were there, eight of them?"

I tried everything in my admittedly sparse arsenal to try to argue my way out, from "It wasn't me" to "I didn't know them, they just jumped on my car" to "There were only six." Officer Pierog wasn't having any of it. I was in trouble, and he was going to make sure that I paid the price as he began

to write me up on a charge of "Disturbance of the Peace, #369, sec-2."

"So, what's this thing, a '36?" he asked. "'39," I told him. "You had eight guys on here?" I told him that, really, there were only six. "Doesn't matter, there were a bunch of them, I'm just going to call it a gang," he assured me.

"Who were they, anyway, because I'd love to get my hands on them, too," Officer Pierog interrogated. For once I stood my ground and told him that there was no way I was telling him, to just give me my summons and to let it go at that.

The fine was \$36, which I made my brother and his buddies pay. It served them right for thinking up this bone-headed scheme in the first place.

Word spread pretty quickly about our stunt. The very next day, my father heard about it while golfing with his friends. If my mom knew, she never let on, probably because she was too embarrassed. I never ratted on Mark and his buds, and it was only years later that it came out, when we were all older and could laugh about it with my parents.

#### **You can run from your past, but...**

Flash forward 45 years and I'm now considered a well-respected citizen

around the same town I terrorized years earlier. I, along with my brothers and sisters, run a successful business. I am a eucharistic minister at my church and serve on its building and grounds committee. Recently, my parish celebrated its 100th anniversary and my wife, Colleen, and I attended the dinner, along with my parents. While introducing ourselves to the other people at our table, I recognized the flinty stare that could only be Officer Pierog. In a look that would make Clint Eastwood green with envy, he reached for my hand and said, "You don't have to tell me your name; you were that guy with the '36 Chevy with all the guys on the running boards streaking through town." "It was a '39," I remind him, while also reminding him that it was a long time ago. He's having none of it, and while my parents and wife looked on horrified, Officer Pierog leaned over and told the man sitting next to him, who just happened to be the former mayor of Nazareth, "This is that kid I was telling you about, remember?"

I guess it just proves the old saying that you can run from your past, but you can never quite run away. **OC**





# THE 1955 CHEVROLET DESIGN STORY



## Part 1: Creating Chevrolet's first small-block V-8

STORY AND PHOTOS BY DAVID TEMPLE

In this first part of a three-part series on the innovative 1955 Chevrolet, David Temple looks at the development of the small-block V-8 engine that was engineered for the all-new '55 Chevrolet — and went on to power more than 100 million Chevrolets in total.

Chevrolet took the number-one sales position from Ford in 1927, and for the majority of the succeeding years, Chevy stayed at number one via continuous innovation and keeping up with market trends (and even establishing market trends). However, Ford presented a threat to Chevrolet's sales supremacy in the early '50s. From 1949 to 1954, Chevrolet built approximately 7.5 million cars with Ford trailing by as much as 40 percent in calendar-year production through 1951, at which point the sales gap narrowed to about 25 percent. By 1954, Chevrolet's advantage over Ford was gone. Ford actually bested Chevrolet in model-year production by a little more than 15,000 cars for 1954.

Ford beat Chevrolet to the marketplace with an overhead-valve (OHV) V-8 — the Y-block OHV engine — that was new for Ford's 1954 model year. Even Studebaker was offering a V-8! Within General Motors, only Chevrolet and Pontiac lacked a V-8. Demand for a V-8 engine was 26 percent of the new-car market in 1950, but quickly grew to 33 percent in 1952 and to 50 percent by 1954, proving that the V-8 was a paramount consideration among buyers of new cars.

By the time the 1952 models were in showrooms, Thomas Keating, Chevrolet's general manager at the time, warned GM's



Edward N. Cole, chief engineer for Chevrolet, was tasked with heading the design of Chevrolet's modern OHV small-block, which made its debut with the introduction of the new 1955 models. (GM Media Archive)



Engineering Policy Committee that Chevrolet was “too six-cylinder minded.” His arguments were evidently convincing, because in December 1951, the committee agreed a modern V-8 was needed. General Motors purchased new plants, including facilities in Flint, Mich., for production of the new V-8, as part of a major expansion program the press labeled as, “GM’s Billion Dollar Gamble.”

### Passing the V-8 torch

The small-block program started under Edward Kelley, the chief developer of Chevrolet’s “Stovebolt Six” introduced for the 1929 model year (a second-generation version arrived for 1937). Kelley was a respected engineer, but those around him thought he was stuck in the past. The first attempt at a new V-8 was a scaled-down version of Cadillac’s 331, released for 1949. Kelley’s V-8 displaced 231 cubic inches and was essentially complete when engineer Edward N. Cole was assigned to take over the project in May 1952. (Kelley was moved over to head the manufacturing side of the upcoming V-8.) Cole understood the Cadillac-based engine had little potential for growth, was relatively heavy and had unacceptably high production costs for Chevrolet. Furthermore, he believed new manufacturing methods were necessary to significantly reduce the cost of mass-producing Chevy’s forthcoming V-8. Cost was as critical a factor as any engineering specification!

In the book, “Chevrolet 1955 - Creating the Original” by Michael Lamm, Ed Cole is quoted as saying in regard to the engine developed under Kelley, “... you lay down a design and you start making just little changes on an existing design without starting with a clean sheet of paper. What we did was to start with a clean-sheet approach. We did that with the entire car.” His “clean sheet approach” included a different way to cast the engine block:



Only two photographs of the V-8 engine developed under Edward Kelley are known to have survived, and this is one of them. The irregular lines across the photo are the result of cracks in the negative. (GM Media Archive)



This photo of a prototype Chevy small-block reveals the stamped rocker arms that proved to be a major breakthrough in the design of the engine. (GM Media Archive)



“I felt there were other ways to make that engine; make it better, more precise and less costly... we decided to make the precision cylinder block, which became the heart of the engine... We used the green-sand core for the valley between the bores — the 90 degree V-angle in the center. We used a green-sand core to eliminate [most of] the dry-sand cores [used previously]. Getting rid of the dry-sand cores let us cast the block upside down. That allowed the plate that held the bore cores to be accurately located, so the wall thickness could be controlled. And we could cast down to 5/32-inch jacket walls.”

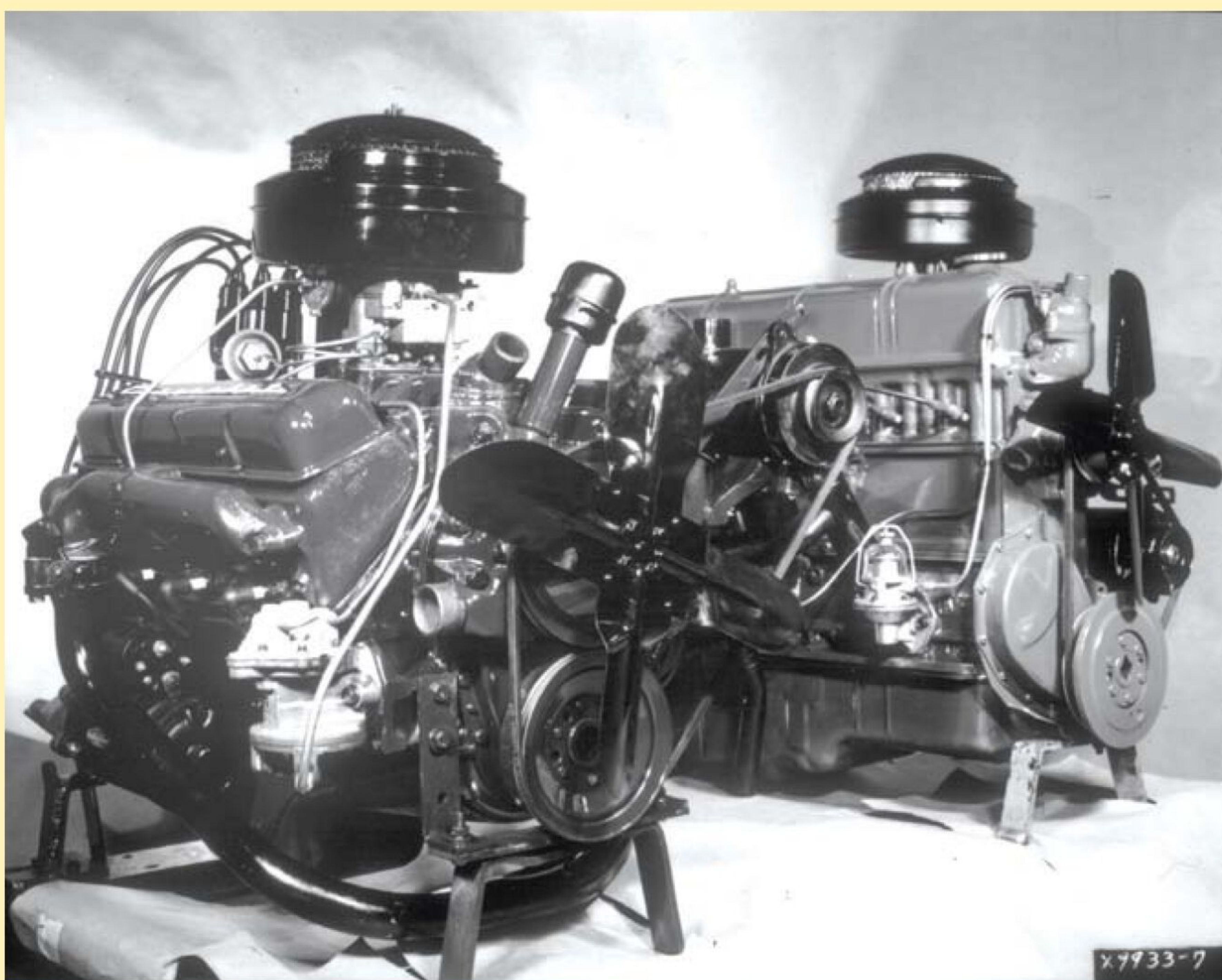
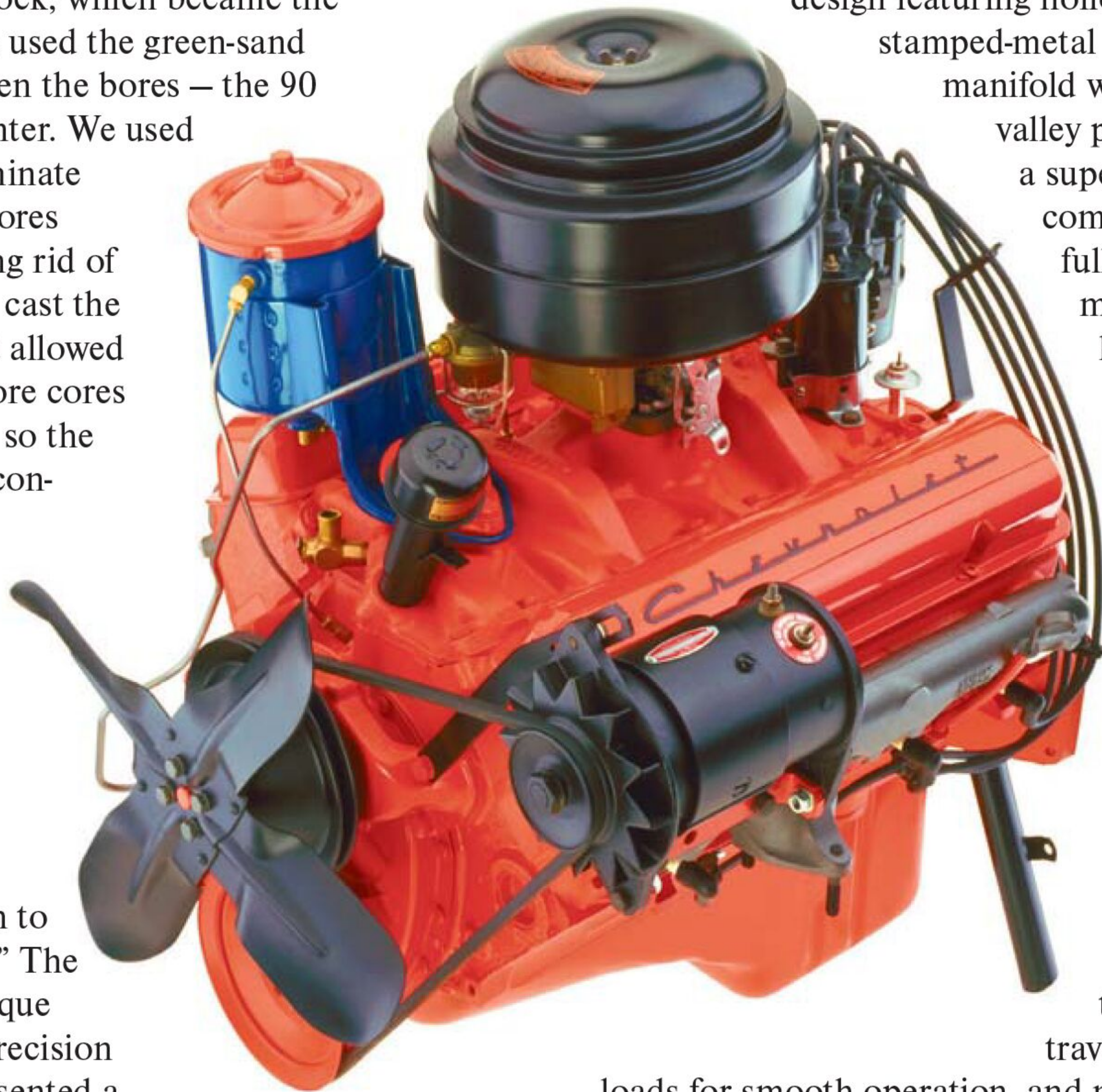
The green-sand technique, according to Cole, “was a combination of ideas,” and he credited John Dolza, of the GM Engineering Staff, as having “as much to do with that as anybody.” The new block-casting technique delivered much higher precision cylinder bores and represented a breakthrough in thin-wall castings.

Initially, the new engine’s displacement was specified as 245 cubic inches, but was soon increased to a range of 260 to 265 cubic inches, and ultimately, the latter was chosen. This change was judged as necessary to keep pace with the trend of ever-increasing displacements. Bore centers were firmly established at 4.4 inches which, in turn, determined the length of the crankshaft and other parameters leading to a compact cylinder block that was 21.75 inches long.

The resulting “Turbo-Fire V-8,” as it was labeled, was a compact over-square (larger bore size than stroke) design featuring hollow pushrods, independent stamped-metal rocker arms, an intake manifold which also served as the valley pan, interchangeable heads, a superior heat rejection rate compared to the straight-six, fully water-jacketed ports, aluminum pistons, a relatively high compression ratio, wedge-shaped combustion chamber and a pressed forged steel crankshaft rather than alloy iron.

According to the “1955 Chevrolet Engineering Features” manual, the 265 V-8 had one of the best stroke-to-bore ratios (0.8:1) attained up to that time in an over-square design, noting that it offered less piston travel per mile of vehicle

travel, lower reciprocating loads for smooth operation, and materially less wear on the pistons, rings and cylinder bores. Its 8.0:1 compression ratio (a higher ratio than in the past) improved fuel economy and power. (The availability of increasingly higher octane fuel made possible higher compression ratios. At the time, engineers could foresee going as high as 12:1 for production engines.) The compact size (cylinder block length less than 22 inches) resulted in high structural rigidity and allowed ample installation clearance within the engine compartment for easy serviceability.



ABOVE: The innovative features of Chevy’s small-block not only made it the basis for high-performance variants, but also made it cost-effective to produce. (GM Media Archive)

LEFT: According to GM Media Archive records, this image shows a prototype Chevy V-8 alongside an inline-six. The V-8 was lighter than Chevy’s outdated inline-six by 41 pounds. (GM Media Archive)



The engine's wedge-shaped combustion chamber had, as explained in the 1955 Chevrolet Engineering Features manual, "a large quench area for control of detonation. This flat quench area also acts as a squish surface when the intake mixture is compressed by the piston. As the piston rises, the mixture is forced away from the squish area, imparting turbulence to the fuel-air mixture and assuring fast and complete combustion. The cylinder head design places the spark plug in the hottest area of the combustion pocket. When ignition occurs, the flame spreads evenly and rapidly throughout the combustion chamber for a smooth pressure rise and freedom from detonation. A portion of the cylinder head forms a lip which overhangs the cylinder bore and protects the spark plugs from oil which may be scrapped off the cylinder walls by the piston rings, thus ensuring reliable ignition."

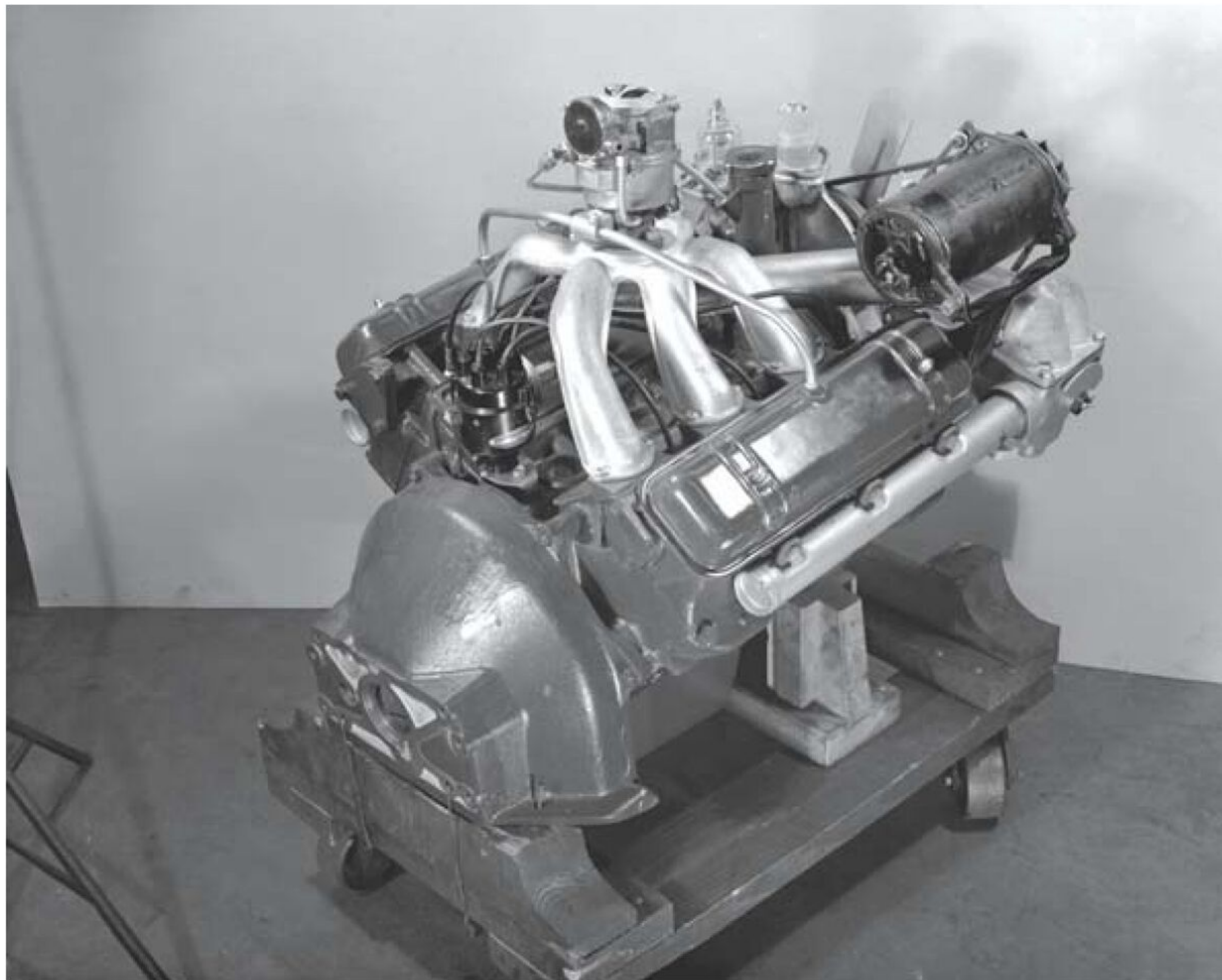
As compression ratios increased during this era, consideration had to be given to preventing detonation, or premature combustion of the fuel-air mixture, which can impart destructive forces upon the pistons. Higher compression was a key component to increasing power as well as economy from engines, and was made possible by tetraethyl lead, a fuel additive. The heads, by the way, were interchangeable, which eliminated the need to produce left and right versions, thus lowering production costs.

### Inside Chevy's first small-block

Hollow pushrods allowed for splash lubrication to the rockers and valve stems, thus eliminating the need for separate oil lines, as well as the typical oil passages in the heads. The idea was not new, though; hollow pushrods had been in use for about a half century by this point. Still, there were other issues regarding the rocker arm mechanism, which required innovation. In "Chevrolet 1955: Creating the Original," Harry Barr was quoted: "There were problems with the hemispherical ball; the mating surface of the rocker arms. Also in the amount of the oil that came up through the hydraulic lifters. One of our engineers, [Bob] Papenguth was his name... came up with a little wafer, a method of metering that oil in the lifter... a little logjam that was essentially overcome. Then there was the mating surface between the rocker ball and the arm to be sure that contact was broken. That contact was heavier at the lower surface. In other words, [we needed] some mismatch of contact [in order for the oil to get between the two surfaces]. And then [we had to have] the right amount of [oil] metering and distribution." That matter

was still not exactly right when the engine went into production. Early engines had squeaks at the rocker balls and there were other problems which had to be fixed. Three holes were drilled horizontally into the block — one main and two tappet oil galleries. A drilled hole from the high-pressure main oil gallery aligned with a hole in the camshaft rear bearing shell to maintain steady oil flow under high pressure to it and through another hole to each of the tappet galleries.

The stamped sheet metal rocker arm originated at Pontiac and is credited to an engineer named Clayton Leach while working on the division's V-8 in 1947. (Pontiac's V-8 program experienced a number of delays before finally arriving for 1955.) Chevrolet's engineers consulted with the manufacturing group that soon determined the stamped rocker arm could be made without the need for any machining. It was an important development during the process of engineering the small-block, because it allowed for the assembly of a lightweight valve train, which gave the small block the ability to safely rev up to about 5,500 to 6,000 rpm. According to Leach, who was interviewed by Lamm, "So Chevy, in order to prevent too much oil from flying around, going down the exhaust valves into the combustion chamber... Chevrolet decided to save some money by not



Chevrolet almost released a V-6 for 1955, but backed out even though the engine was production-ready, fearing that too much "new" at one time was taking too much risk. (GM Media Archive)

drilling the passages to the main ball pivots which carry, of course, the main load. And when they did that, they had to get some lubrication on that, so they had to drill a small hole in the pushrod socket in the rocker arm..." Incidentally, the rocker arm covers were designed with aesthetics in mind. Ed Cole believed they should have as nice an appearance to them as cost considerations would allow, hence the stylish Chevrolet script across the top.

Turbo-Fire's fully water-jacketed ports and aluminum pistons provided an improved heat dissipation rate. (The superior heat dissipation allowed for a lighter radiator which, in turn, further reduced production costs.) The "autothermic" slipper-type piston with three rings had a circumferential expander for the single oil ring which provided axial and radial force to control the burning of oil. Piston pins were pressed in place, which eliminated the need to slit the rod and a locking bolt. The short stroke naturally kept the rod length relatively short. This, in combination with the use of aluminum pistons, reduced the overall reciprocating mass.

New forging techniques made possible a rather short crankshaft and reduced torsional vibration. Testing showed the vibration levels to have very low peaks without sharp peaks throughout much of the rpm range; a harmonic bal-



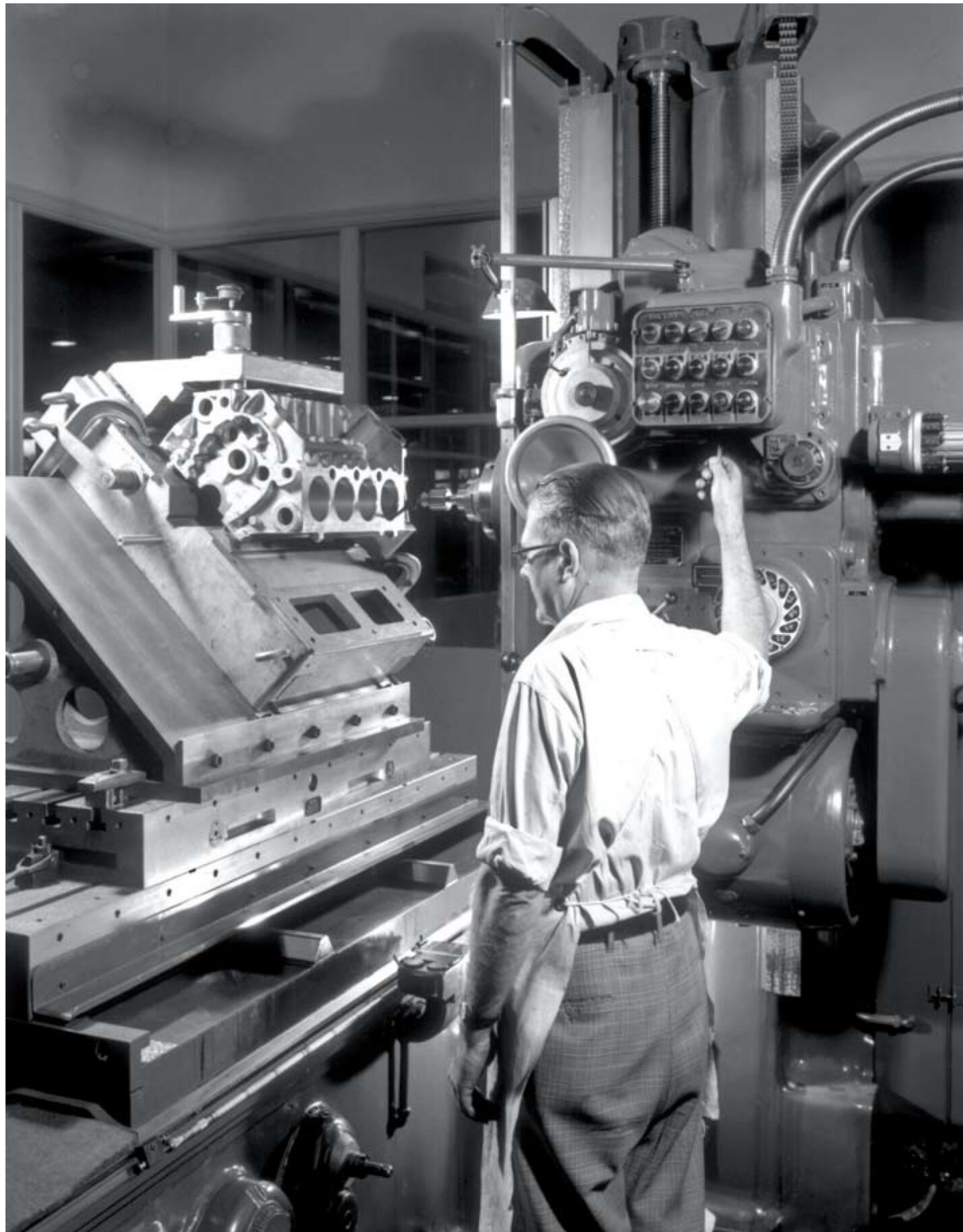
ancer canceled the remaining vibration. New technological and processing developments had to be adopted to balance the engine. Its crankshaft was partially balanced on a new machine with electronically controlled indicators; final balancing of the assembled engine was accomplished on another new device that could stop the rotation at an out-of-balance point and drill the front and rear crankshaft counterweights the required amount to achieve balance.

Also important in regard to damping engine vibration was the dynamically balanced four-point “Poised-Power” engine mount setup for the V-8 (as well as the six-cylinder). The four mounting points were inclined so that the roll axis derived resulted in only minor reactions to the frame and body from the engine torque produced. In front were two strut-type mounts, each consisting of four circular rubber biscuits on a metal spacing stud secured to a bracket on the front lower corner of the cylinder block and perpendicular to a seat on the frame front cross member. A set of the rubber biscuits was placed on either side of the bracket and likewise on either side of the cross member. Two shear-type mounts were in back. They attached to the lower rear edges of the clutch housing, and the engine mounting brackets welded to the frame side members. The mounts consisted of two brackets separated by bonded rubber. The rubber acted in shear upon engine roll and in both shear and compression for engine support.

### Off and running

Fifteen weeks after taking charge of the program, Ed Cole had the first prototype Chevy V-8 ready for testing. Less than two years after the first prototype engine was built, the new small-block was in production. In all, about 2,900 people were responsible for the engineering of the 1955 Chevrolet. One of them included Assistant Chief Engineer Harry Barr, with whom Cole worked when designing the Cadillac OHV V-8.

The 265-cid Turbo-Fire was offered in two versions for most of the 1955 model year. Both came bolted to one of three transmissions offered – the standard three-speed transmission, the optional three-speed with overdrive or the optional Powerglide automatic. The base 265 had a Rochester two-barrel carburetor and was rated at 162 hp at 4,400 rpm and had a torque rating of 257 lb.-ft. at 2,200 rpm. It added \$99 to the base price of any model. The 265-cid V-8 with the “Power-Pack” Carter four-barrel carburetor became available shortly after the start of the 1955 model year and was rated at 180 hp at 4,600 rpm while torque was advertised as 260 lb.-ft. at 2,800 rpm. A special air cleaner and a dual exhaust system (except in station wagons, which had a fuel tank shape preventing the use of a second exhaust pipe) was included with the Power Pack. To get the Power Pack option, the buyer had to pay an additional \$59.20 above the \$99



A technician sized the cylinder bores on both sides, marking each one with a unique number so the pistons could be matched to the bores. (GM Media Archive)

base price of the V-8, thus it cost \$158.20. (A 154 hp version with 7.5:1 compression was an option for Second Series 1955 Chevrolet pickup trucks.) Very late in the model year, a Super Turbo-Fire version packing 195 hp became available.

Compared to the six-cylinder 1953-'54 Chevrolets, the V-8 1955s offered great improvement in performance. A 1954 Bel Air with Powerglide required about 18.1 seconds from a stop to reach 60 mph. A 1955 Chevrolet powered by the 180-hp engine, however, cut that time by almost half, according to a road test conducted by *Motor Trend*.

Though the new engine plant in Flint operated at maximum capacity, it was not enough; additional V-8 production had to be performed at the Tonawanda (New York) plant. Despite this, demand still outpaced production capacity and some sales were lost because of buyers who chose not to wait for a V-8 Chevy. Forty-three percent of the people purchasing a 1955 Chevrolet opted for the 265.

Watch for part two of Bold Innovation in an upcoming issue of *Old Cars*. **OC**



## Skylark Flies Home

Buying back a 1953 Buick after more than 50 years

STORY AND PHOTOS BY RICHARD SISSON



After 52 years, reader Richard Sisson recently bought back this 1953 Buick Skylark that he previously owned.

**T**hey say you can't go back home again. I recently dispelled that notion by reacquiring a 1953 Buick Skylark that I previously owned more than 50 years ago. Now, if I could only return myself to that time.

### GM hatches the Skylark

During its 1953 Motorama traveling displays of its corporate might, General Motors offered to the public four specialty 1953 models showcased during the event: the Cadillac Eldorado, the Buick Skylark, the Oldsmobile Fiesta and the Chevrolet Corvette (Pontiac was excluded from the venture). All of these cars were special, but the Skylark was by far the most popular at just 1,690 units built. The Skylark's price was a lofty \$5,000 — \$1,200 more than a new top-of-the-line Roadmaster convertible, an expensive automobile in its own right. The sporty Skylark luxury car was a sensation at the Motorama show and at Buick showrooms, and remains so to this day. It was based on a Roadmaster chassis and had Buick's new 322-cid V-8, but had many body changes that gave it a more sporting flair.

The only Skylark body panels that were the same as a production Buick were the hood and trunk. All of the other body panels were custom-made by Buick for the Skylark. The Skylark's top was lower, and the windshield was almost 3

inches shorter than a production Roadmaster. The Skylark also had unique "Darrin Dip" cut-down doors and wheel well cut-outs with the inner fender panels and brake drums painted red or white, depending on the exterior color of the car. There were no traditional Buick portholes in the Skylark's front fenders, and the side spears were flat and made of polished stainless-steel. Of course, the Skylark featured all the power equipment of the day, as well as a special and more luxuriously patterned two-tone leather interior.

The Skylark was specially badged with stylized skylark bird side emblems along with door sill plates that read "Skylark." Interestingly enough, the front and rear badging on the bumpers said "Roadmaster." The Skylark package was finished by a set of beautiful Kelsey-Hayes chrome wire wheels.

### First flight with a Skylark

In 1968, I was 25 years old and owned a 1953 Cadillac Eldorado that needed almost everything. I knew of a guy in the Tidewater, Va., area who owned an excellent 15-year-old original Skylark. We worked out an even trade and I became the owner of a beautiful Skylark that I enjoyed for about four years.

When these cars were built, the horn button was inscribed "Skylark Customized for" and the delivering dealer was to have the original owner's name engraved in the gold





LEFT: The green interior that was in the Skylark when Sisson first owned the car has been restored with turquoise-and-white upholstery.

BELOW: When Sisson first owned the car, he had his name inscribed in the horn button. That inscription led the car back to him half a century later.

anodized plate. To my knowledge, this is the only car GM ever did this with. On my car, the space for the owner's name was blank, so I had my name engraved on it.

When it was time to move on to the next car, I was unsuccessful in selling the Skylark for \$2,500. I ended up trading it even for a 1937 Cadillac Series 70 sedan in Allentown, Pa., that I later sold for the same \$2,500.

An astounding 52 years later, when a friend of mine was recently at an antique car auction in north-central Pennsylvania, he spotted a 1953 Buick Skylark. When he stuck his head in the window, he found my name engraved in the horn button. He called me to exclaim his find. I was shocked to hear this, as I never knew what happened to the Skylark after I traded it.



LEFT: 1953 marked Buick's 50th anniversary and its first overhead-valve V-8 engine.

The Skylark that I had previously owned didn't meet its reserve at the Pennsylvania auction, so my friend gave me the seller's name. I called him and we struck a deal. A week later, the car was moved from Buffalo, N.Y., to my driveway in Walkersville, Md.

When I first owned the Skylark, it was painted a medium- to dark-green color with a green-and-white interior. It was completely restored about 20 years ago and changed to white. There's nothing about the car that is the same as when I owned it, other than the horn button.

It's a thrill to have this car back in my possession, and this time I plan on holding onto it until my driving days are over. **OC**



# 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.pawstivelifriendships.org/event-directory/carshow](http://www.pawstivelifriendships.org/event-directory/carshow)

**Jan 21 AZ, Scottsdale.** Barrett-Jackson Future Collector Car Show (FCCS) presented by Meguiar's. Polo Field at WestWorld of Scottsdale.FCCS.Barrett-Jackson.com.

### CALIFORNIA

**Mar 23-24 CA, Pleasanton.** Goodguys 40th Grundy Insurance All American Get-Together. Alameda County Fairgrounds. [www.good-guys.com/aagt](http://www.good-guys.com/aagt).

**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

**Jan 19-20 FL, Bushnell.** Vintage Trucks of Florida 11th Annual Winter National Truck Show. Sumter County Fairgrounds - 7620 State Rte 471. 8am- 5pm. All Trucks welcome. [www.vintagetrucksfl.com](http://www.vintagetrucksfl.com) Facebook: Vintage Trucks of Florida. 352-457-1557

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

### 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)

**Feb 25 IL, Wheaton.** 83rd Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds. 9am-2pm. Past-Time Hobbies Inc. 630-969-1847

### 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/)

### IOWA

**Feb 24-25 IA, Monticello.** 55th Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center, 766 N. Maple St. Sat. 11am-10pm, Sun. 8am-7pm. Galen Muller, 319-465-5119. [www.rodandcustomcarshow.com](http://www.rodandcustomcarshow.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-)

### WISCONSIN

**Dec 3 WI, Waukesha.** Milwaukee Miniature Motors Show. Waukesha Exposition Center. 10am-2pm. [www.](http://www.)

[uniqueeventsshow.com/shows-1/milwaukee-miniature-motors-show-](http://uniqueeventsshow.com/shows-1/milwaukee-miniature-motors-show-)

## AUCTIONS

### 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

**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](mailto: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/](http://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.

## 49<sup>th</sup> Annual Swap Meet January 7, 2024

7:00 AM to 1:00 PM • Donation \$7.00

Car Parts for All Makes and Models  
**Will County Fairgrounds**

710 South West Street  
Take I-57 to Peotone/Wilmington Road.  
East to the fairgrounds (turn north before the railroad tracks).

**Peotone, Illinois 60468**

Contact: Jim McDonald (708) 485-3633  
or Email: [oldcarswapmeet@aol.com](mailto:oldcarswapmeet@aol.com)



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## The Annual Tinley Park Holiday Toy Show

**Sunday, Dec. 10th**

**Tinley Park, Illinois**

**Tinley Park High School**

6111 W. 175th St., Tinley Park, IL

Show Hours: 10am-2pm

Admission: \$10.00, Kids Under 12 Free with adult  
Preview Admission 7:30 am - \$25 per person

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## 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**

Interested vendors contact  
[www.WiChapterMAFCA.com](http://www.WiChapterMAFCA.com)

Venue location  
**Washington County  
Fairgrounds**

**3000 Cty Hwy PV  
West Bend, WI 53095**

**Hosted by WI. Chapter  
Model A Ford Club of America**



**Wednesdays MI, Hickory Corners.** Weekly Gilmore Wednesday Night Cruise-In. Gilmore Car Museum. 5-8pm. [www.gilmorecarmuseum.org](http://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](http://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](http://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](http://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/](http://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](mailto: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](http://www.cruisein.us) or email [inex01@verizon.net](mailto: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 Show & Cruise. 1pm. [www.myoldtownusa.com/events/wednesday-night-car-show/](http://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](http://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](http://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](http://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](mailto: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](http://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](http://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](http://www.facebook.com/pistonsonthesquare)

**3rd Saturday CA, Grand Terrace.** Blue Mountain in City Terrace Cars & Coffee. 22365 Barton Road. 8-10am. [gallojm1@outlook.com](mailto:gallojm1@outlook.com), Facebook at: [www.facebook.com/GTCarsAndCoffee](http://www.facebook.com/GTCarsAndCoffee) or on Instagram at: [www.instagram.com/grandterracecarsandcoffee](http://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.

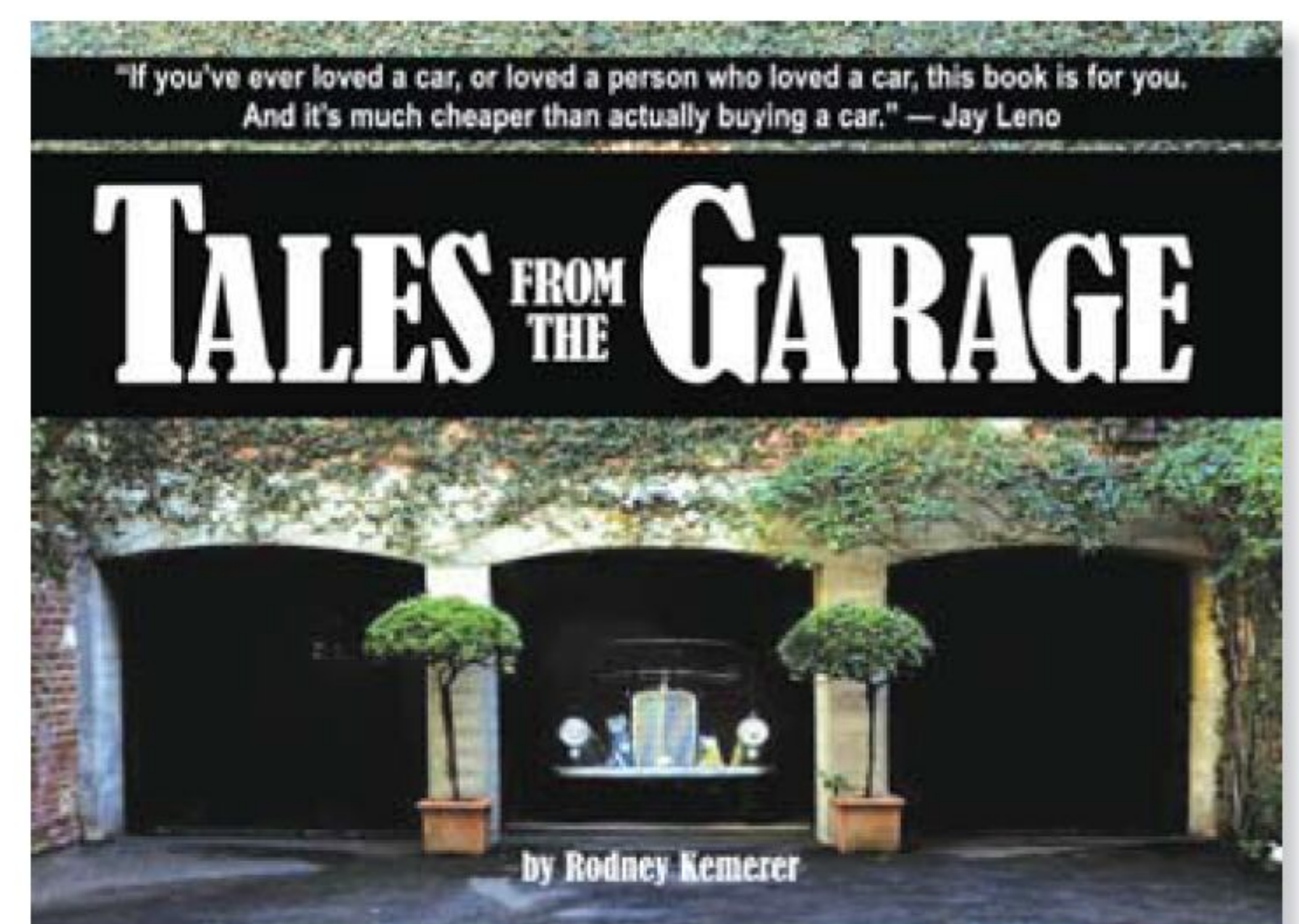
**Last Saturday of the month CA, Winnetka.** Cupid's Cruise. 20030 Vanowen St. 4-8pm. [www.cupidshotdogs.net](http://www.cupidshotdogs.net), [cupidshotdogs@gmail.com](mailto:cupidshotdogs@gmail.com), [cupidshotdogs@gmail.com](mailto:cupidshotdogs@gmail.com)

**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/](http://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](http://www.cruisein.us) or email [inex01@verizon.net](mailto:inex01@verizon.net)



Rodney Kemerer's "Tales from the Garage" column may be new to *Old Cars* magazine, but Kemerer has been putting his automotive experiences to paper for many years. His past "Tales from the Garage" columns from *Garage Style Magazine* have recently been compiled into a paperback, full-color book now available on [amazon.com](http://amazon.com). The book, "Tales from the Garage," immediately lifted to the number-one-selling spot on the ecommerce site as soon as the garage door opened on sales this last November.

Kemerer himself has an intriguing history with garages. His garage once housed the Duesenberg SSJ for the car's original owner, and his research into that original owner and his personal connection to the car and garage and its previous owners are one chapter in the book. Kemerer's additional "garage tales" in the book carry his same level of passion and personal connection through an intriguing writing style, ensuring the book is a quick page-turned that entertains tale after tale.

Although there's a personal angle to each story, Kemerer's wonderfully woven stories are relatable to all gear heads. By sharing his tales of the cars and the car people he's been encountered, Kemerer leads readers to reflect on their own experiences with the vehicles and the people *they* have encountered. The stories in "Tales From the Garage" are also organized in a fashion that allows readers to experience a wide variety of vehicles and personalities.

To order a copy of the 140-page book for \$26.50, go to [www.amazon.com](http://www.amazon.com). **OC**



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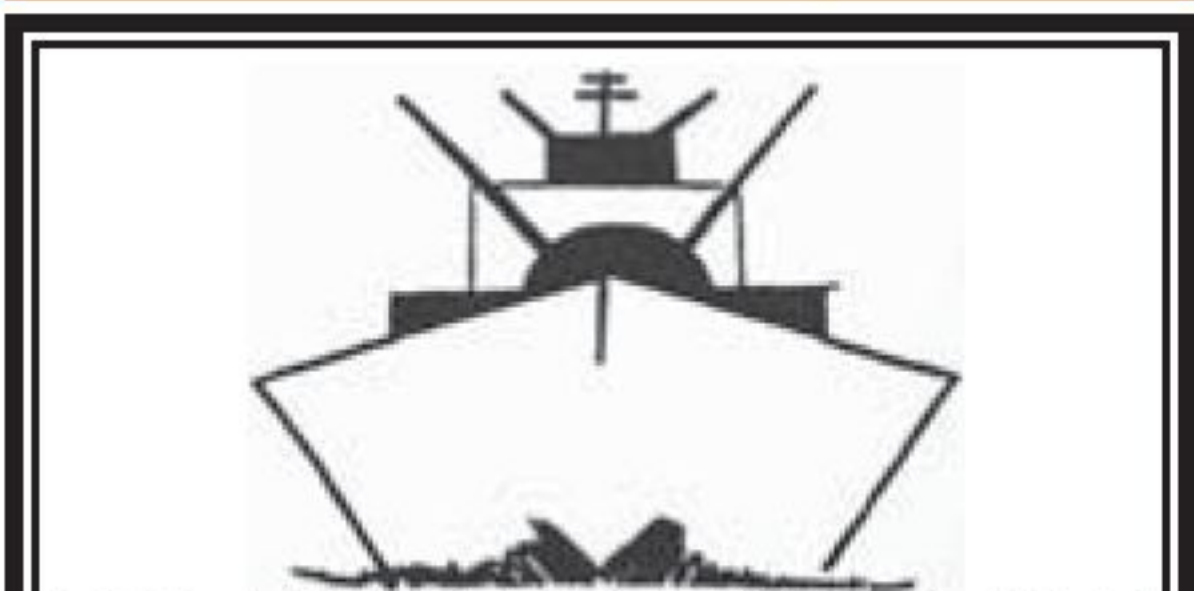
**WANTED: SUNBEAM** from 1900 to 1968, Tigers only; any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970644

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## 9080 BUICK CARS FOR SALE

### 1963 Buick Electra 225 Convertible

driven into a barn 20 years ago, Running, Have a Convertible top boot, had the correct rear speaker for a convertible, Car is complete, Bench seat, Trunk pan looks good, radio (not installed), may be able to deliver, Some rust on the driver's floorboard, 8 Cylinder, We have the keys to it, Process of getting it driver ready, the interior is decent and original, some parts are rusted but we have components to upgrade.

**301-672-1000, MD.**

Open house, Oneida, TN, December 11-12.

**WANTED BUICK** from 1900 to 1960, any model, any condition, convertibles only, top dollars paid, we will pickup anywhere in USA. Please call Peter Kumar at 1-800-452-9910 or email: peterkumar@gullwingmotorcars.com 3970559

## 9090 CADILLAC-LASALLE CARS FOR SALE

**1957 Eldorado convertible** solid w/dual quad carburetors, needs paint, correct factory hard boot, very complete, new Red interior was done by Karl Cranston, in Nevada museum for 30+ years, very solid car, \$47,500K.

**301-672-1000, MD.**

Open house, Oneida, TN, December 11-12.

### 1953 Eldorado Cadillac

a solid California car needing no bodywork, in mid-restoration, the interior is done in Red by Karl Cranston, very complete, \$110,000.

**301-672-1000, MD.**

Open house, Oneida, TN, December 11-12.

### 1959 Eldorado Cadillac convertible

very complete car with bench seat, most chrome has been done and the stainless has been flash-plated, the interior is done in Blue by Jenkins but not installed on the seat frames, the engine has been rebuilt and this is a real deal car that has the original lube ad cowl tag, needs bodywork and assembly, this is a non-a/c car but can be added, \$130K firm: no trades accepted.

**301-672-1000, MD.**

Open house, Oneida, TN, December 11-12.

**WANTED: CADILLAC** from 1900 to 1960. Any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: peterkumar@gullwingmotorcars.com 3970679

## 9091 CADILLAC-LASALLE CARS WANTED

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Email: [Peterkumar@gullwingmotorcars.com](mailto:Peterkumar@gullwingmotorcars.com)  
Website: [GullwingMotorCars.com](http://GullwingMotorCars.com)  
Ask for Peter Kumar

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## 9100 CAMARO CARS/PARTS

**WANTED: CHEVROLET** Camaro from 1967 to 1969, any model, any condition, top dollars paid. We will pick up anywhere in the USA. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970589

## 9130 CHEVROLET CARS FOR SALE

**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@GullwingMotorCars.com 3970597

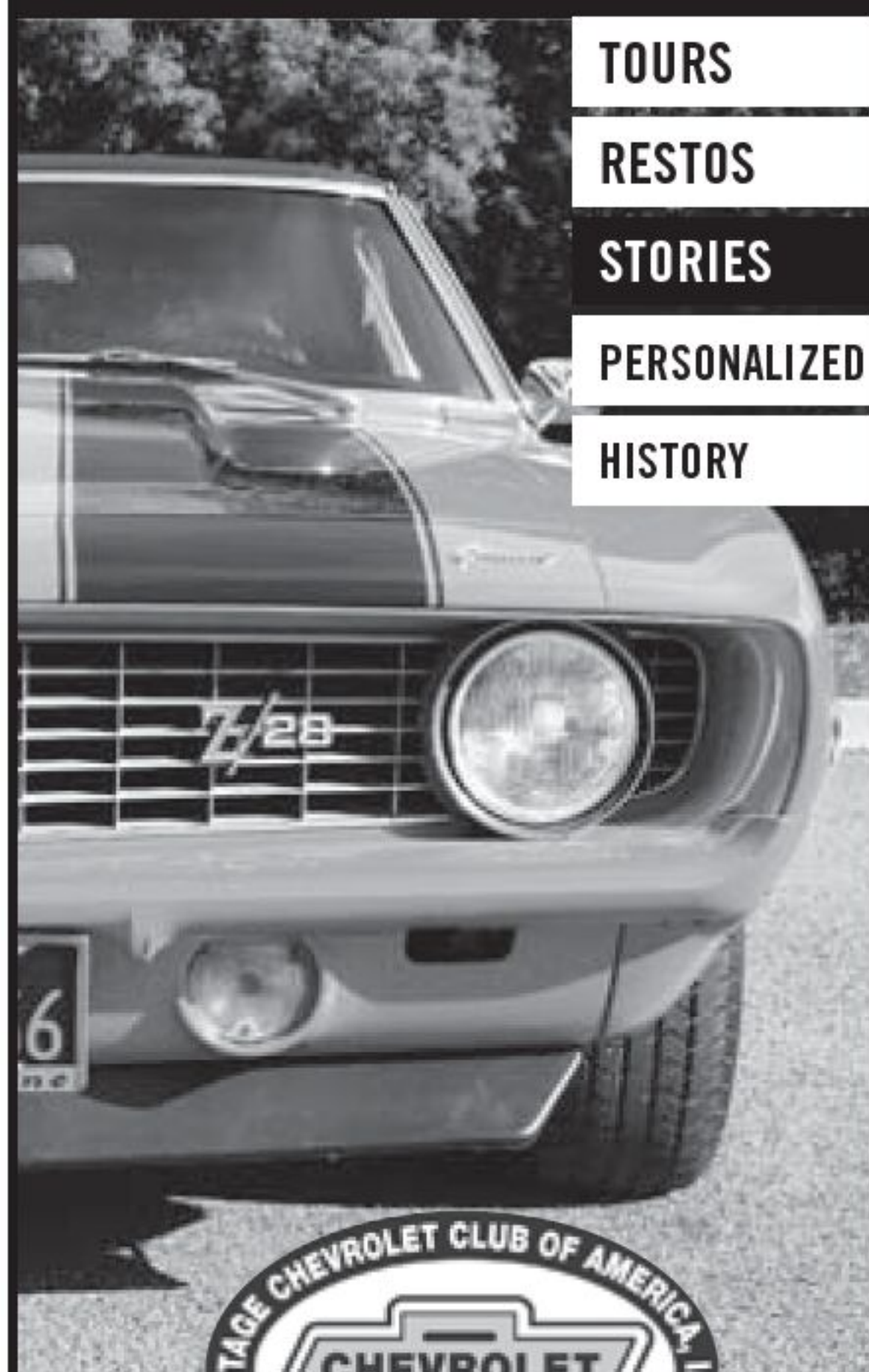
**WANTED: CHEVROLET** Impala from 1958 to 1964, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970584

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Open house, Oneida, TN, December 11-12.

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Open house, Oneida, TN, December 11-12.

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Annapolis Classic Cars

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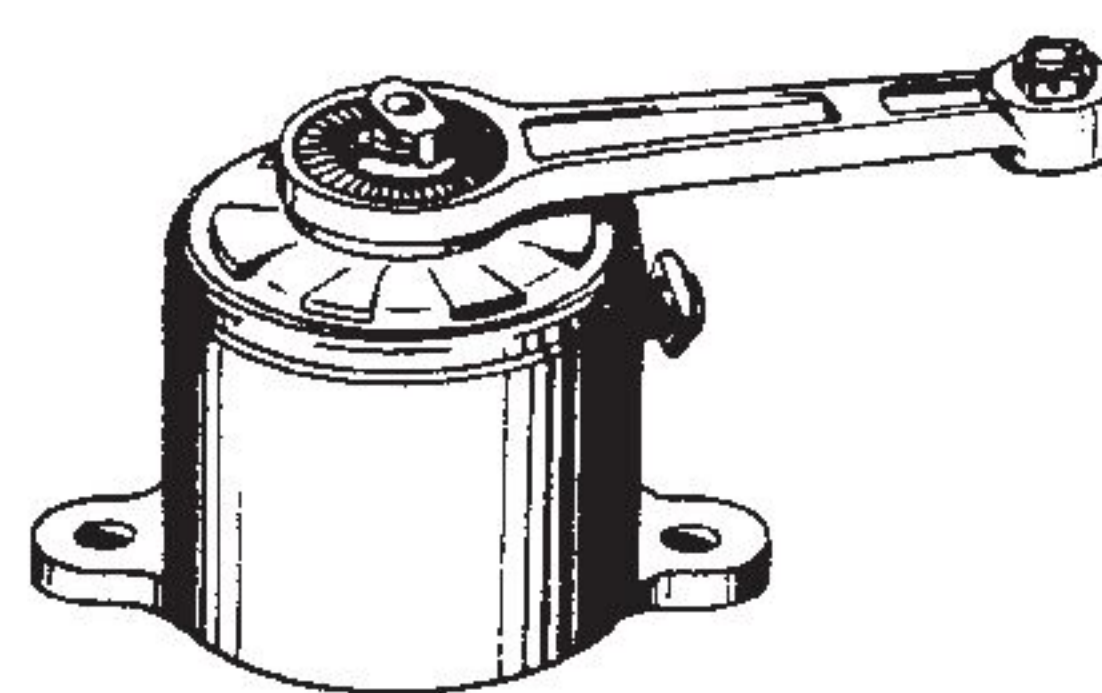
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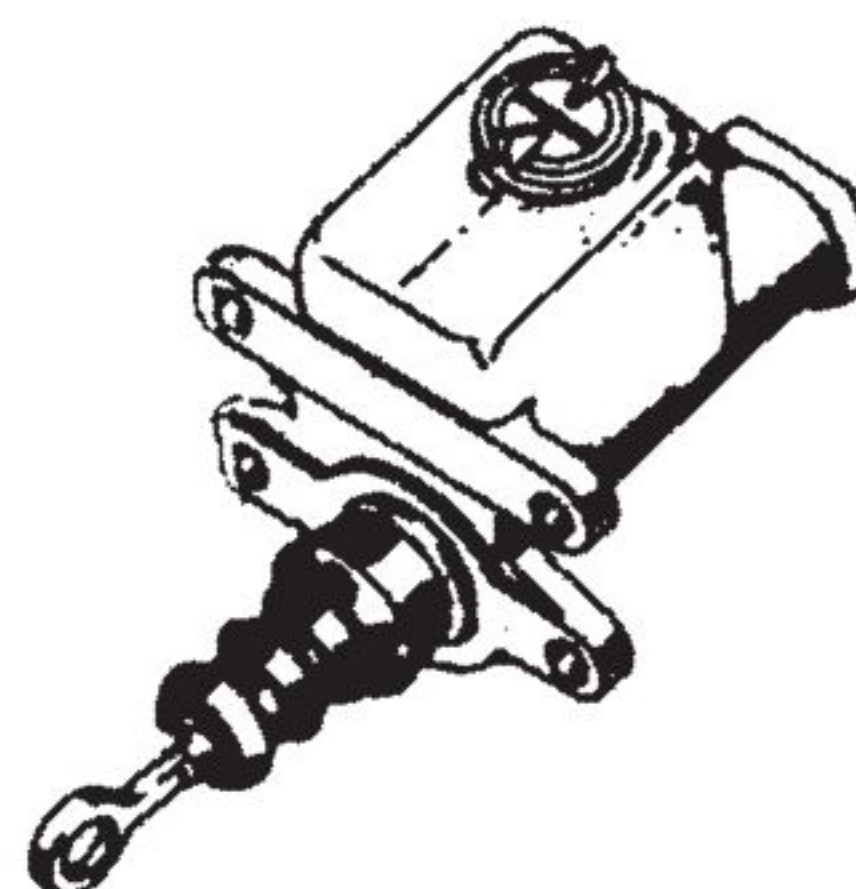
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1. Eat more veggies  
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**WANTED BANTAM**, any year, any condition, top price paid, we will pickup from anywhere in the US, please call Peter Kumar 1-800-452-9910, email: [peterkumar@gullwingmotorcars.com](mailto:peterkumar@gullwingmotorcars.com) 3970562

**WANTED BMW** 502, 503, 507, 327, 328 and Isetta, 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](mailto:peterkumar@gullwingmotorcars.com) 3970558

**WANTED: Alfa Romeos**, from 1900-1969 all classic and vintage cars, any condition, anywhere, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: [continental5000@gmail.com](mailto:continental5000@gmail.com) FWC11431318

**WANTED: ALPHA** Romeo, 1900 to 1969, 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](mailto:PeterKumar@GullwingMotorCars.com) 3970675

**WANTED: Aston Martin** DB2, DB4, DB5 and DB6, any Aston Martin, any condition. Top dollar paid, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; email: [continental5000@gmail.com](mailto:continental5000@gmail.com) FWC11431306

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**WANTED: ASTON** Martin, DB2, DB4, DB5, DB6, any other Aston Martin, 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](mailto:peterkumar@gullwingmotorcars.com) 3970554

## WANTED ASTON MARTIN DB2, DB2/4, DB4, DB5, DB6, DBS, Any Aston Martin From 1921 thru 1989

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Email: [Peterkumar@gullwingmotorcars.com](mailto:Peterkumar@gullwingmotorcars.com)  
Website: [GullwingMotorCars.com](http://GullwingMotorCars.com)  
Ask for Peter Kumar

**WANTED: AUSTIN-HEALEY** 100-4, 100-6 or 3000, MK I, II and III, in any condition; top dollar paid, serious buyer; will pick up from anywhere in the United States, please call. Alex Manos, 877-912-0007, CA; Email: [continental5000@gmail.com](mailto:continental5000@gmail.com) 0-1000 FWC8039513

## WANTED AUSTIN HEALEY

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Website: [GullwingMotorCars.com](http://GullwingMotorCars.com)  
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**WANTED: Bentley** from 1900-2005, any condition, top dollar paid; serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: [continental5000@gmail.com](mailto:continental5000@gmail.com) FWC11431308

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**WANTED: BUGATTI** from 1900 to 1957, 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](mailto:PeterKumar@GullwingMotorCars.com) 3970666

**WANTED: DELOREAN**, any condition, running or not; top dollar paid; will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; or email: [continental5000@gmail.com](mailto:continental5000@gmail.com) 0-1000 FWC9430365

**WANTED: DELOREAN**, any year, 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@GullwingMotorCars.com](mailto:PeterKumar@GullwingMotorCars.com) 3970591

**WANTED: DeTomaso**, any Pantera, any condition, anywhere, top dollar paid, please call. Alex Manos, 877-912-0007, CA; email: [continental5000@gmail.com](mailto:continental5000@gmail.com) FWC11446835

**WANTED: DETOMASO**, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: [PeterKumar@GullwingMotorCars.com](mailto:PeterKumar@GullwingMotorCars.com) 3970673

**WANTED: Excalibur** top dollar paid in any condition, any model and will pick up from anywhere in the USA, please call Alex Manos, 877-912-0007, CA; email: [continental5000@gmail.com](mailto:continental5000@gmail.com) FWC11446857

**WANTED: EXCALIBUR**, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: [PeterKumar@GullwingMotorCars.com](mailto:PeterKumar@GullwingMotorCars.com) 3970678

## WANTED FERRARI 246, 250, 275, 330, 365 Any Ferraris 1950-2015

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

**WANTED: FERRARI** 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

## WANTED FERRARI

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**WANTED: FIAT**, Jolly and Topolino, any year, any model, any condition. Top dollars paid. We will pick up anywhere in U.S.A. Please call Peter Kumar at 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970579

**WANTED: Fiat**, Jolly, Topolino, any model top dollar paid in any condition, will pick up from anywhere in the USA, please call Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11446863

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**WANTED: LAMBORGHINI** from 1900 to 1989, 400-GT, Miura, Espada, Jarama, Countach, and any other Lamborghini, 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 3970662

**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

## WANTED LAMBORGHINI

350GT, 400GT, Espada, Miura, Jarama, Countach & any other Lamborghinis



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**WANTED: MASERATI** 3500 GT, Ghibli, Mistral, Indy, Merak, Bora, Khamsin, and any other Maserati, any year, any condition. We pay top dollar, and will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970658

## WANTED MASERATI

Ghibli, Mistral, 3500GT, Bora, Khamsin, Mexico



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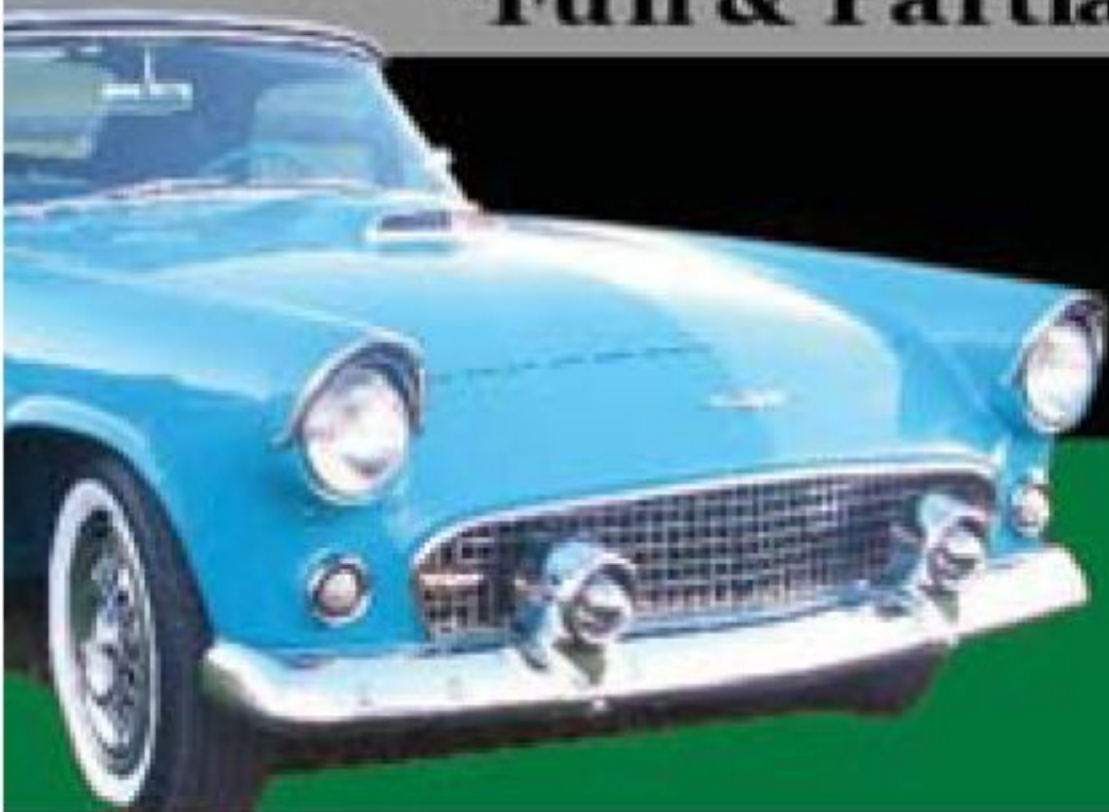
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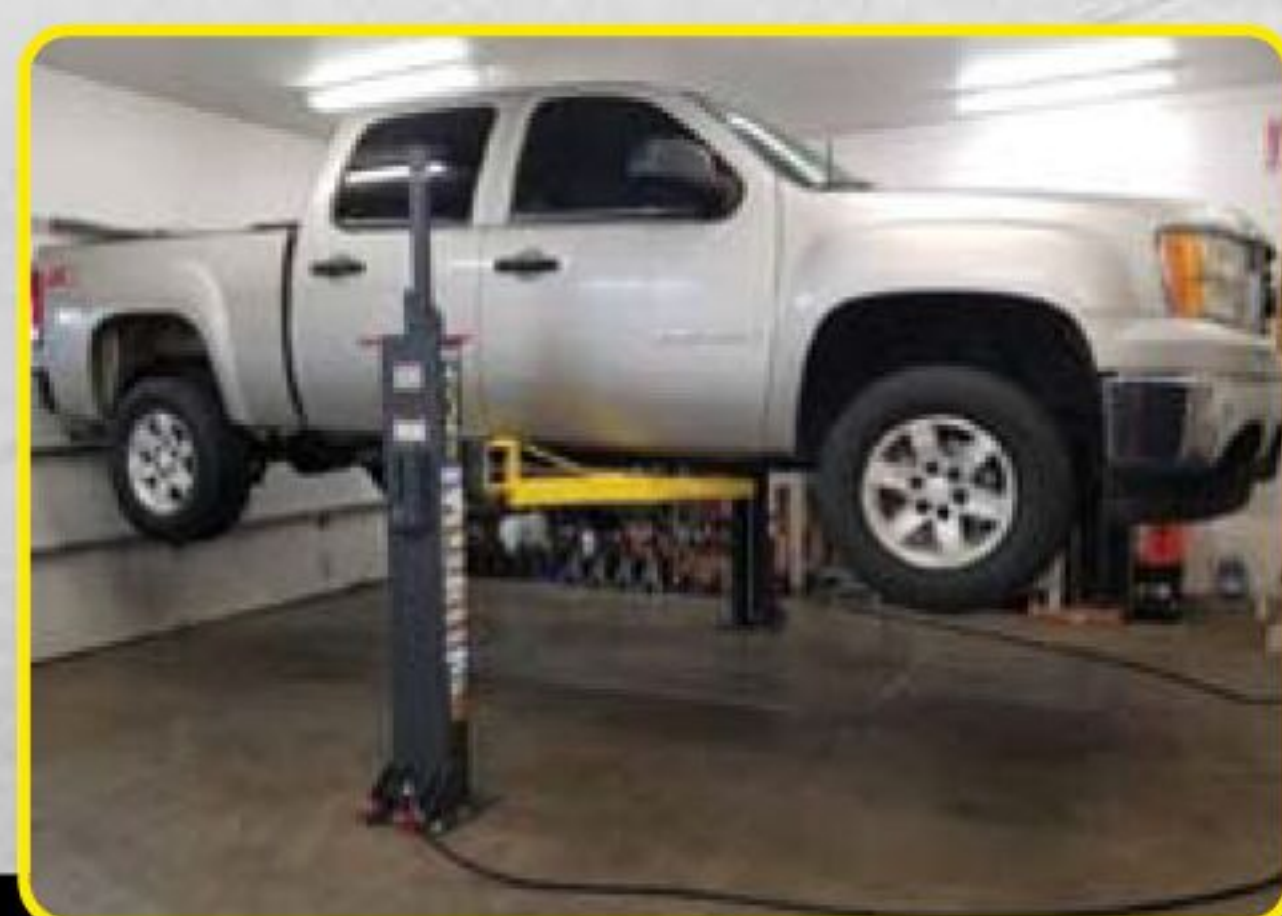
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