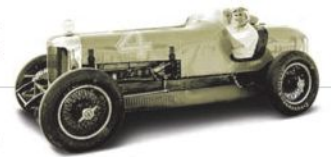


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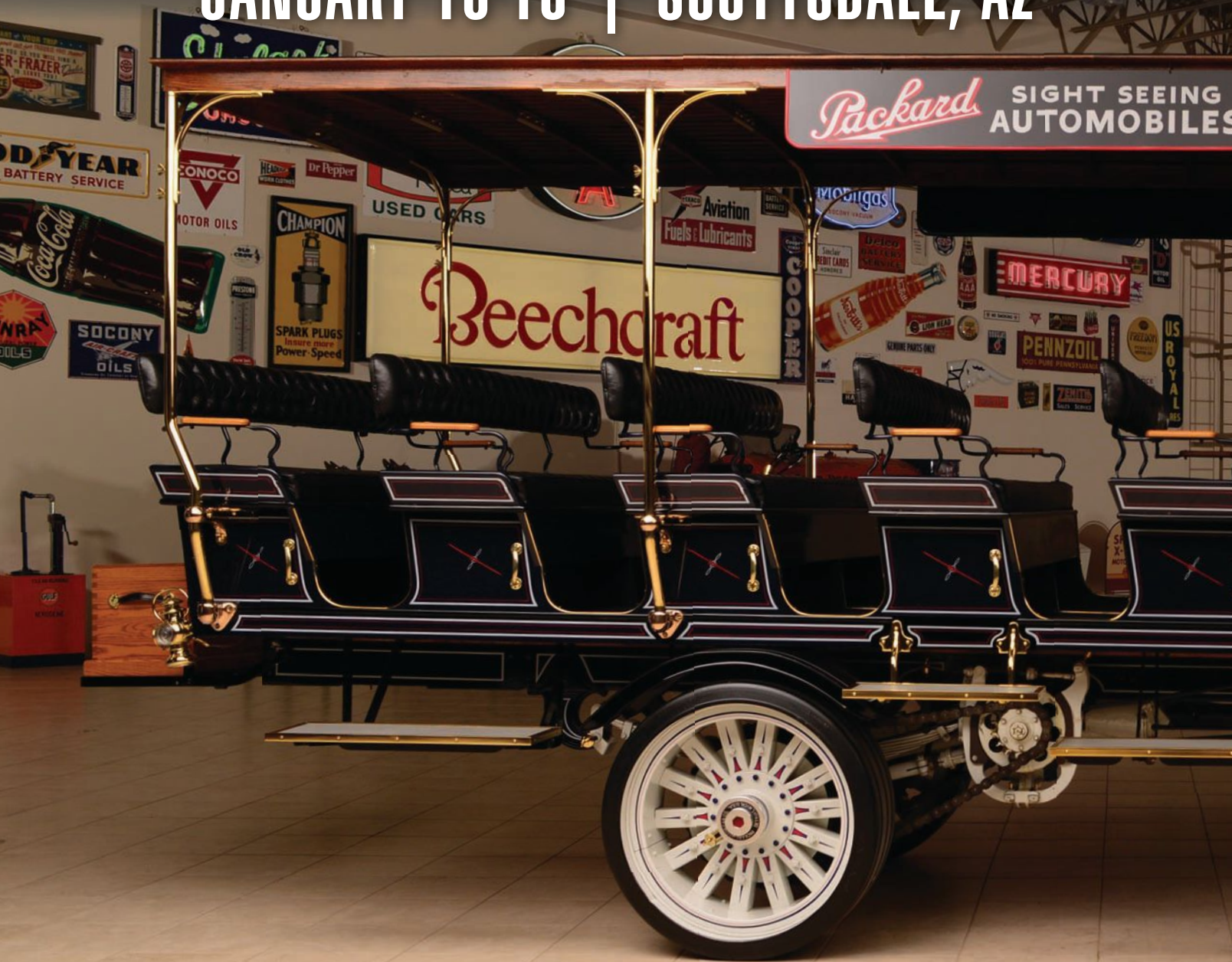


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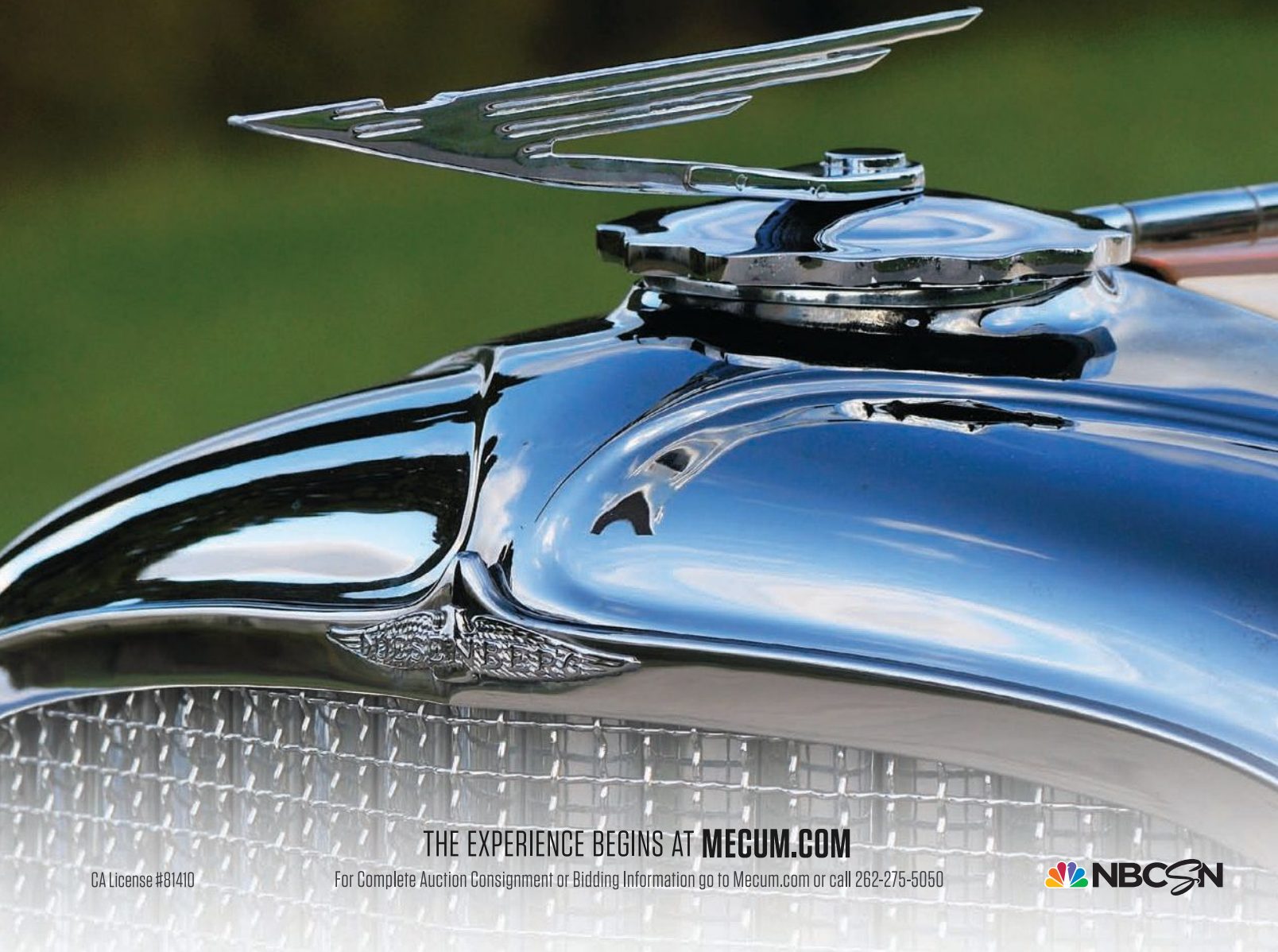
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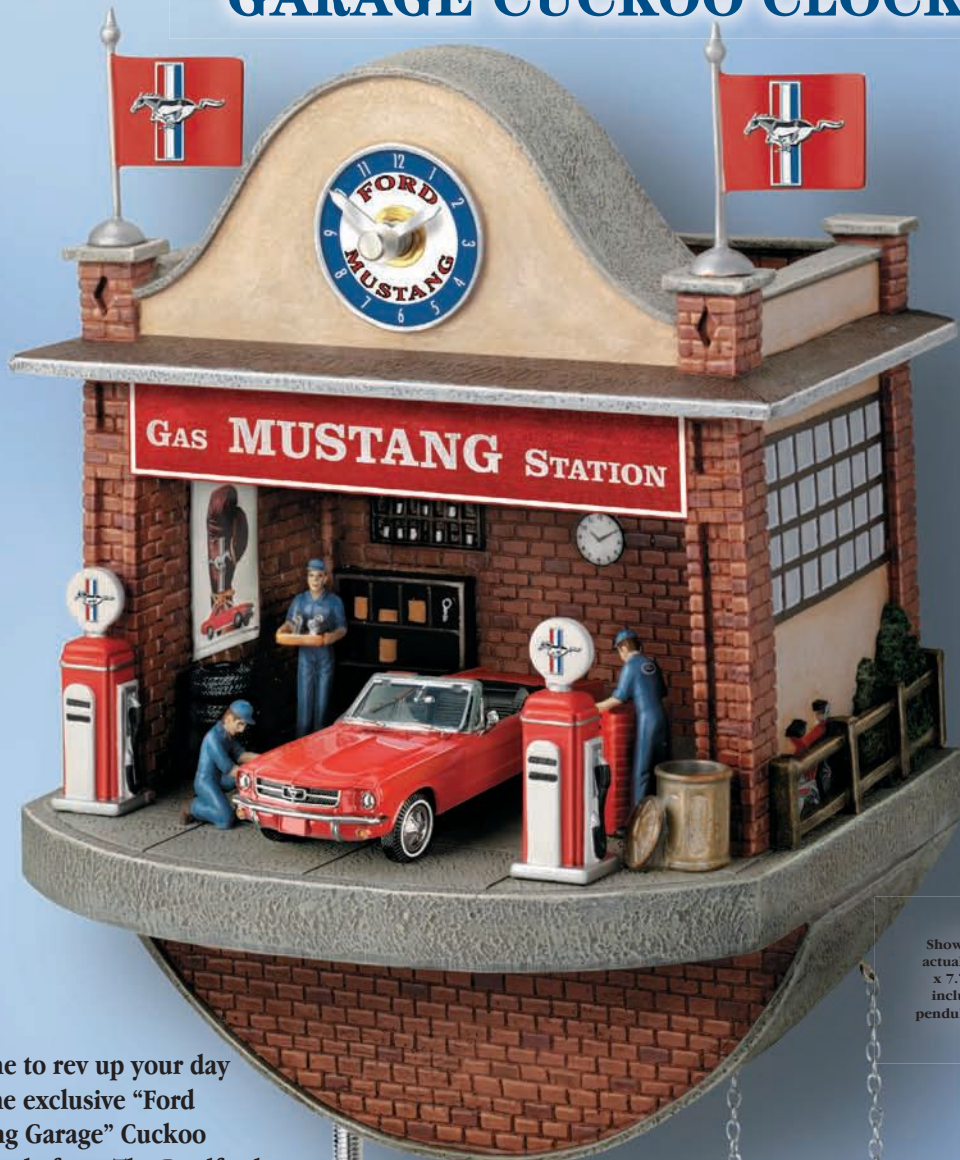
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“Automobiles are just as important as buildings and neighborhoods, thus the collector car hobby needs a similar organization to help protect old automobiles from destruction...”

richardlentinello

## Historic Automobile Preservation Society

Recently, I traveled up to New York to attend my youngest daughter's college graduation, which was held at the Brooklyn Academy of Music. One of New York City's grandest centers for the performing arts, and known as America's oldest performing arts institution, "BAM," as it is popularly called, has been located just one mile south of the Manhattan Bridge entrance since it first opened back in 1908.

The gala of that opening evening featured one of the greatest opera singers of all time, Enrico Caruso. French film and stage actress Sarah Bernhardt gave six performances there in 1917, and in 1940 President Franklin D. Roosevelt spoke to a crowded audience that overflowed into the street. Rudolf Nureyev, having just defected from Russia, made his debut with the Chicago Ballet at the Brooklyn Academy of Music in 1962. To this day, BAM continues to play an important role in showcasing the finest singers, musicians and dancers from countries throughout the world.

With its main façade finely crafted in the Beaux-Arts style, this is a magnificent opera house that showcases the outstanding craftsmanship and architectural design that America was known for. While I was waiting for the commencement proceedings to begin, I was staring up at the ceiling admiring all the intricate woodwork and plaster details that incredibly talented artisans proudly crafted more than a century ago. I then realized that it was 40 years ago to almost that same day that my high school graduation was held there, and that if it weren't for the continuing efforts to preserve this historic landmark, it would have deteriorated into disrepair. And America would have lost not only another historic old building from its past, but the history that went along with that building, too.

Thanks to the tireless efforts of the Brooklyn Historical Society and the New York City Landmarks Preservation Commission, this remarkable building not only survived but is in fantastic condition, and being appreciated by a whole new generation of supportive New Yorkers.

As stated on its website, "The Landmarks Preservation Commission is the largest municipal preservation agency in the nation. It is responsible for protecting New York City's architecturally, historically, and culturally significant buildings

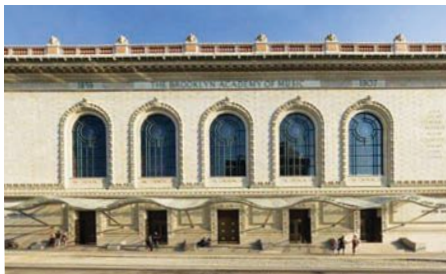
and sites by granting them landmark district status, and regulating them once they're designated." It's like the National Trust for Historic Preservation based in Washington, D.C., an organization working to save America's historic places, buildings, landscapes and entire neighborhoods.

Automobiles are just as important as buildings and neighborhoods, thus the collector car hobby needs a similar organization to help protect old automobiles from destruction and to duly recognize those vehicles that represent an accurate portrait of our nation's commitment to automotive engineering, design and construction. Therefore, I propose the creation of the Historic Automobile Preservation Society.

We don't need any more regulations than we already have in our lives, but it is imperative that we document our automobile industry, and the best way to accomplish that feat would be to institute a program similar to that of New York's Preservation Commission and the National Trust for Historic Preservation, whereby original automobiles, trucks and motorcycles, as well as those that have been accurately restored to exacting standards or that are untouched originals needing restoration, would qualify.

There already exists a similar organization called the Historic Vehicle Association, but they focus on historically significant automobiles—the kind of vehicles that are rare and highly valuable. The Historic Automobile Preservation Society, on the other hand, would focus on all vehicles, coachbuilt or mass produced, regardless of their value, rarity or significance.

Whether or not this is a credible idea, or even one that can be successfully implemented, remains to be seen, but I am determined to see if the many details involved can be worked out to make it a legitimate and meaningful organization. I would appreciate hearing your thoughts on this subject, as well as any ideas or suggestions you may have to help make the Historic Automobile Preservation Society concept come to fruition. America's history needs to be preserved, including all the wonderful, distinctive automobiles that its talented people created. 🗨️



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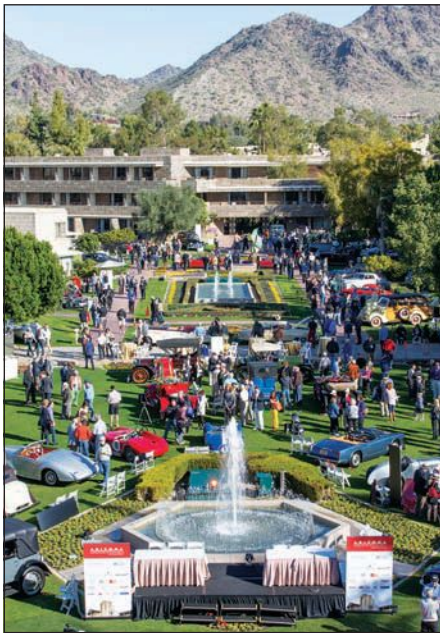
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## AACA Schedule

**IT'S NEVER TOO EARLY TO PLAN** for a car show, and the Antique Automobile Club of America has released its 2015 schedule of the national meets to be held around America. These events are among the largest and most diverse swap meets, car corrals and car shows every year. Regional shows are always taking place as well, so be sure to visit AACA's calendar at [www.aaca.org](http://www.aaca.org) for the entire schedule.

**March 6-8**  
Winter Meet  
San Juan, Puerto Rico

**March 18-21**  
Western Spring Meet and Grand National  
Tucson, Arizona

**April 9-12**  
Southeastern Spring Meet  
Charlotte, North Carolina

**April 30-May 2**  
Eastern Spring Meet  
Virginia Beach, Virginia

**May 7-9**  
Central Spring Meet  
Auburn, Indiana

**June 4-6**  
Central Spring Meet  
Independence, Missouri

**July 16-18**  
Southeastern Fall Meet  
Louisville, Kentucky

**October 7-10**  
Eastern Fall Meet  
Hershey, Pennsylvania

**November 5-7**  
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## 2015 Calendar

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**June 12-14 • The Elegance at Hershey**

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**July 26 • Concours d'Elegance of America**

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248-643-8645 • [www.concoursusa.org](http://www.concoursusa.org)

**August 16 • Pebble Beach Concours d'Elegance**

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Kozy Kaiser

SOMETIMES WE RUN ACROSS PHOTOS that seem like they have a story, but just lead to dead ends. Other times, we get both the story and the dead end, as is the case with this photo of the Don Haynes Kaiser.

As the story goes, Haynes, of Ashland, Oregon, made a bet that he could drive across the country, seeing all 48 states, without leaving his car. So he bought a 1949 Kaiser Deluxe four-door sedan, equipped it with all the luxuries of home (including a folding bathtub, running water and a chemical toilet), had the doors welded shut and bars installed over the windows, and took off in February 1949.

He didn't quite meet his goal, and never collected on the \$25,000 bet (and there's no on-the-record explanation why—we have more of the story online at HMN.com/DonHaynes), but what nobody seems to know is what happened to the Kaiser after Haynes returned to Oregon. It shouldn't be too hard to spot, given all the modifications Haynes made to it, but it appears to have vanished without a trace.



## RE: Corvette for More

A NUMBER OF READERS WROTE IN TO confirm that, indeed, the four-door Corvette that Marty Richelsoph spotted in the late 1980s in Flagstaff, Arizona (see HCC #120), was called the Corvette America, a product of California Custom Coach.

Alden Jewell was kind enough to forward a few photos of the America, one of which you see here, and Thomas William Cordier sent along scans of *Consumer Guide's* "Elite Cars" publication from 1980, which includes an entry on the Corvette America and

notes that the 30-inch stretch cost buyers \$39,500.

"The conversion leaves all the Corvette's weaknesses either unchanged or worse," *Consumer Guide* explains. "The four-door understeers even more than the two-door ... ground clearance is a serious problem on rough roads and steep driveways ... the moonroofs still leak, and there are twice as many of them to let water drip on twice as many shoulders."

Maybe that explains why only two taffied Corvettes still exist?

## Rocket to the Unknown

### THE MOHICAN HISTORICAL SOCIETY IN

Loudonville, Ohio, has plenty of info on Flxible buses, but the society's Facebook page also has this interesting one-off, described only as "Art Hilf's Rocket Car."

About all we can dig up on Hilf is that he was born in 1911 and died in 1988, and neither we nor the folks at the Mohican Historical Society have come up with anything else on the car.

While it looks vaguely similar to the Pininfarina-bodied Lancia Aurelia PF200 convertible of 1953 or the Bertone-bodied Abarth 1500 Biposto from 1952, Hilf by no means used the Abarth or Lancia—or any other car that we can tell—as a template. The flip-top lid looks rather innovative and could even prove useful as an air brake while racing, à la the 1955 Mercedes Le Mans cars.

We'd love to know if anybody recognizes the car and can tell us more about it and the elusive Mr. Hilf.



Recently discovered a unique or noteworthy classic car? Let us know. Photographs, commentary, questions and answers should be submitted to Lost & Found, c/o Hemmings Classic Car, P.O. Box 196, Bennington, Vermont 05201 or emailed to [dstrohl@hemmings.com](mailto:dstrohl@hemmings.com). For more Lost & Found, visit <http://blog.hemmings.com/index.php/category/lost-and-found/>.

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## Monterey Summer

**THE BONANZA OF ALL THINGS VINTAGE CAR AND MOTORCYCLE** in and around the Monterey, California, area known collectively as Pebble Beach marks the peak and primary end of the summer auction scene. The concours and vintage racing are a vital part of Monterey, but the auctions grab most of the headlines. This year's combined auction sales totals breached the \$400 million mark, but not every car sold for millions.

This 1936 Packard 120 with straight-eight power changed hands for \$18,000 at the Mecum auction. The three-speed manual Packard was one of over 350 cars that helped Mecum realize \$34,651,635 in sales and set a new mark for its Monterey auction in the process. Mecum has since put the lid on Dallas; come and gone from Chicago; will line up tractors in Davenport, Iowa, on November 7-8; and is slated to head back to California for its Anaheim auction on November 13-15. Contact: [www.mecum.com](http://www.mecum.com)



## Silver Supper

### LOOKING FORWARD TO A TASTY TURKEY

dinner for Thanksgiving and taking a holiday break doesn't mean you have to miss out on any classic car connections. Silver Auctions is once again holding its annual Fall in Arizona auction November 28-29 at the Fort McDowell Resort and Casino. While the day after Thanksgiving has unfortunately come to be known as the Black Friday retail shopping frenzy, Silver Auctions is counting on the Phoenix area's friendly fall weather and solid yet eclectic collector car community to come together as a successful and affordable way for those looking to get into the hobby or to add to their collections, instead of fighting the crowds for the best deal on the latest consumer electronics device. Silver is expecting 200 or more cars to gather for the Fall in Arizona event. Contact: [www.silverauctions.com](http://www.silverauctions.com)

DAN DUCKWORTH/MECUM AUCTIONS

## AUCTION PROFILE

**WHILE THE MAJORITY OF RECORD-SETTING** automobiles sold during Pebble Beach week this year originally came from Italy, this standout Ohio-built 1912 Speedwell 12-J Speed Car, the only one known to have survived, sped well past its initial estimates and set a record price for a Speedwell Speed Car. This very rare American car underwent an extensive restoration, which was completed in 1999 and is apparently holding up well.

The car was able to live up to its name and speedy good looks, thanks in part, to a huge 442-cubic-inch, 50-horsepower, four-cylinder engine, which packed pistons greater than five inches in diameter. The engine was modified during the restoration to accept an electric starter for modern convenience during brass-era motoring outings. It's a fascinating, and significant, piece of American automobile history.



BONHAMS

<b>CAR</b>	1912 Speedwell 12-J Speed Car	<b>LOT NUMBER</b>	231
<b>AUCTIONEER</b>	Bonhams	<b>CONDITION</b>	1/Restored
<b>LOCATION</b>	Carmel, California	<b>RESERVE</b>	Undisclosed
<b>DATE</b>	August 15, 2014	<b>AVERAGE SELLING PRICE</b>	N/A
		<b>SELLING PRICE</b>	\$869,000



# DECEMBER

## Calendar

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12-13 • Mecum • Austin, Texas  
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TEDDY PIEPER/AUCTIONS AMERICA

## Auburn in Autumn

**MEANWHILE, IN THE MIDWEST,** Auctions America wrapped up the summer over Labor Day weekend with its annual Auburn fall auction, held in conjunction with the Auburn Cord Duesenberg Festival on August 27-31 at the historic Auburn Auction Park in Indiana. The weekend saw over 81,500 enthusiasts flock to the park for the festivities. Total auction sales of cars and memorabilia exceeded \$25.9 million. The top sale of the auction was appropriate, with this 1935 Duesenberg Model SJ Dual Cowl Phaeton by LaGrande hammering for \$1,265,000. The top-five sales included an Auburn, a few contemporary Fords, and a Packard. Next stop for Auctions America will be the Sam Pack Collection sale November 14-15 in Dallas—presented in association with RM Auctions. Contact: [www.auctionsamerica.com](http://www.auctionsamerica.com)

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Other available designs include *Victoire* (Spirit of the Wind, c. 1928), *Tireur d'Arc* (The Archer, c. 1926), *Tête D'Aigle* (Eagle Head, c. 1928) and *Grande Libellule* (Large Dragonfly, c. 1928). Cost: \$385.

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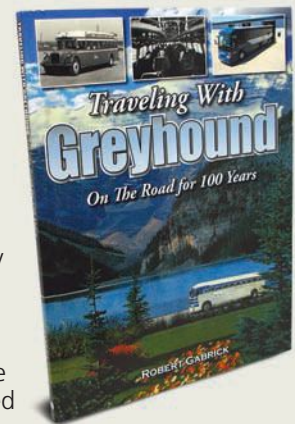
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—By Jim Donnelly

## 1954 Henney-Packard Super Station Wagon

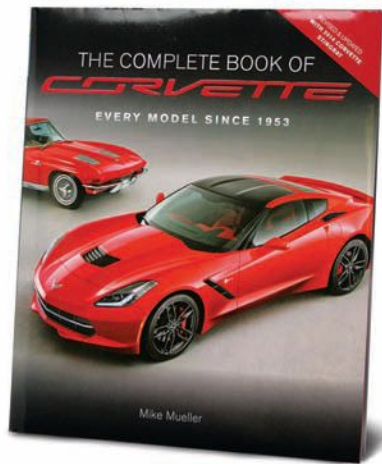
**THE VENERABLE HENNEY MOTOR CO.** had long ties with Packard, and one of the final collaborations between these two prestigious firms—which had produced everything from flower cars to limousines—was 1954's prototype 12-passenger Super Station Wagon. Combining a 159-inch wheelbase professional car chassis and Henney ambulance body, this car had a rear-facing third row seat, special C-pillar windows and wore a wood-and-metal luggage rack.

Brooklin Models has recreated this prototype in 1:43 scale, in the original scheme of Bikini Blue and Light Blue. It's massive and beautifully realized, has exceptional quality and is limited in production. Cost: \$159.95.

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## Complete Corvette

**IT'S NO OVERSTATEMENT** to call Chevrolet's Corvette an American icon, and in the car's 61-year history, it's been the subject of countless articles and books. Author Mike Mueller's popular *The Complete Book of Corvette: Every Model Since 1953* has been newly updated to include the full story of the sixth-, and now the seventh-generation sports car. A surprisingly reasonably priced title worthy of your coffee table, this 304-page hardcover is filled with rare GM Design and Media Archives images and quality professional photography, as well as excellent specification sidebars that follow the car, year by year. Also helpful is the appendix of MSRPs and option prices. If you only buy one Corvette book for your library, this is a great one to get. Cost: \$50.

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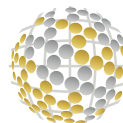
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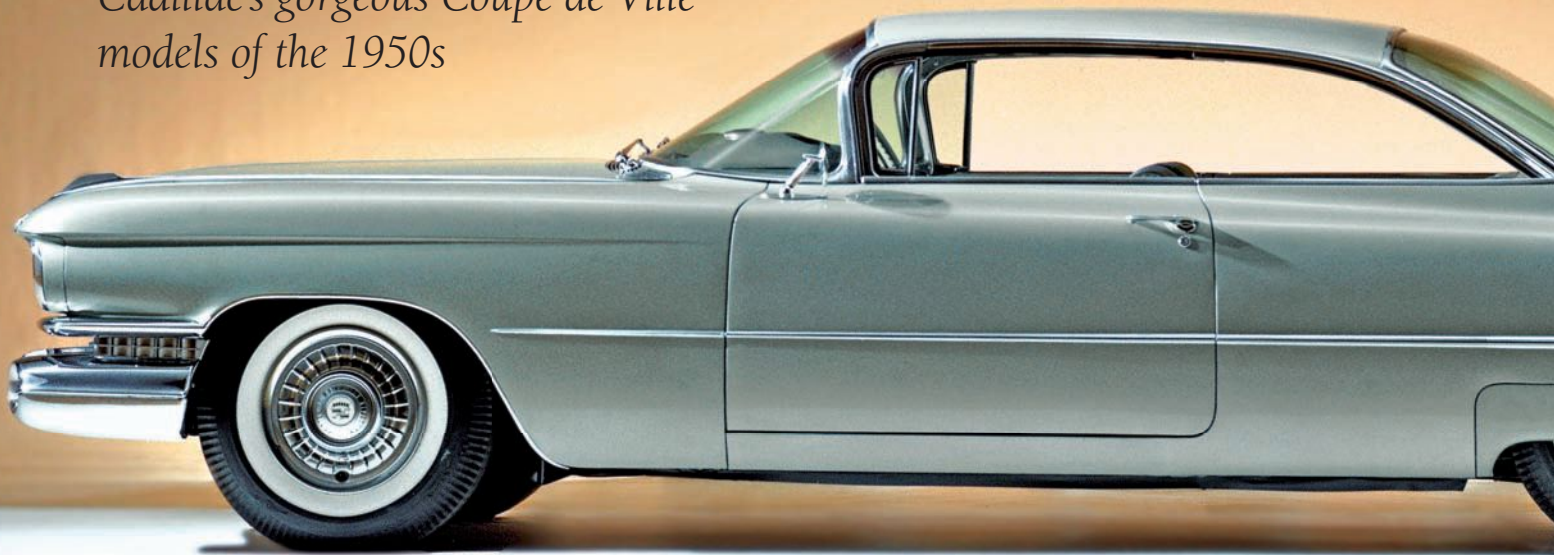


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# Sports Coupe Sensation

*Cadillac's gorgeous Coupe de Ville models of the 1950s*



BY THOMAS A. DeMAURO • PHOTOGRAPHY COURTESY OF GM MEDIA ARCHIVES

By 1950, American automakers had nearly caught up to consumer demand for new, contemporary styling, engineering advancements and model availability, following the World War II materials shortages. The outbreak of the Korean War in June, however, and the resulting government-imposed limitations reinstated on materials and resources used by the auto industry, somewhat quelled those flames of renewed optimism.

Cadillac had boldly proclaimed itself “The Standard of the World” and proved it by owning the luxury market by a wide sales margin, but it still had to deal with competition from Imperial, Lincoln and Packard.

Nevertheless, the division prospered throughout the 1950s, and by 1959, had set multiple sales records, despite having to weather the Korean War, and the economic recessions of 1953-'54 and 1957-'58. But GM's biggest scare came from Chrysler with its sensational 1957 Forward Look models, which prompted the industry giant to shelve its proposed 1959 models for all-new designs very late in the development cycle.

Though GM's luxury automaker produced various models in many series during this era, we will focus on the upscale two-door Series 62 (Series 63 in 1959) Coupe de Ville, which, when translated from French means, “of the town” or “town car.” Its mission, according to Cadillac, was to, “combine the comfort and safety of a closed roof car with all the wonderful spirit of a convertible.”

Aimed at affluent executives and socialites, the Coupe de Ville was positioned above the Series 61 and Series 62 Coupe, and featured more lavish interior appointments of various cloth and leather upholstery combinations and bright trim. In some years, additional exterior chrome was used, and in most years, so was “Coupe de Ville” exterior badging.

It all began with a Fleetwood Coupe de Ville show car that was built on a Series 60 Special chassis for the GM Transportation Unlimited exhibitions in 1949. Its overwhelming popularity led to the Series 62-based Coupe de Ville being introduced in July of 1949. Just 2,150 were built in that first



1950



ed air intakes and ended in 1949-style fins. New taillamps, set into their trailing edges, had integrated turn signals, and the left taillamp assembly concealed the gas cap. The rear bumper and guards were also revised, and the resulting body was 220.8 inches long, 80.1 inches wide and 60.9 inches high.

The 331-cu.in. OHV V-8 had a 3.81-inch bore, 3.625-inch stroke, 7.5:1 compression ratio and was rated at 160hp. Its forged-steel crankshaft featured 2.5-inch main journals and 2.25-inch rod journals for the forged-steel 6.625-inch-long connecting rods with aluminum alloy pistons. Hydraulic lifters promoted quiet operation and reduced maintenance, and the cam lift was .327/.327-inch with the 1.5:1-ratio rockers. In the cast-iron cylinder heads were 1.75/1.4375-inch intake/exhaust valves, and a Carter 742S two-barrel carburetor was bolted to a new intake manifold that delivered hot air to it to reduce icing. A Delco-Remy breaker point distributor provided the spark.

Standard in the Coupe de Ville was the four-speed Hydra-Matic transmission. Modulating line pressure according to throttle opening was a new feature that eliminated harshness during downshifts.

The Coupe de Ville's X-type frame with side reinforcement members had a 126-inch wheelbase. Independent front suspension featured upper and lower control arms, kingpins, coil springs, aircraft-type shocks and an anti-roll bar. In the rear were splay-mounted semi-elliptical leaf springs and shocks, but the latter were angle-mounted to better control the Hotchkiss solid rear axle featuring 3.07 gears.

Saginaw's steering system had a 25.47:1 overall ratio and Bendix 11 x 2.5-inch drum brakes were used front and rear. The 8.00 x 15 tires were mounted on Kelsey Hayes slotted disc 15 x 6 steel wheels. The front track was 59 inches and the rear 63.

The Coupe de Ville used a two-tone combination of cloth and leather on the seats and side panels, wool carpeting was employed and an abundance of chrome trim was added, including simulated convertible top bows to decorate the leather-like headliner. Hydraulic operation for the power front seats and window lifts was standard. Radios, upgraded heaters, wheel covers and fog lamps were popular options.

By model-year end, Cadillac broke the 100,000-sales mark for the first time, with 103,857 total cars produced. Coupe de Ville sales totaled 4,507.

## 1951

Changes for 1951 were minimal. Small grilles were added under headlamps with understated "Cadet Visor" bezels. The bumper and guards were subtly reshaped. "Coupe de Ville" script was added

truncated model year.

The 1950, 1954, 1957, 1958 and 1959 models in Series 62 and most others enjoyed major redesigns, and notable styling and/or mechanical upgrades introduced in the years between kept the prestige division of General Motors well ahead of its competition in overall sales. Though it would later be overshadowed by the higher-line Eldorado in popularity if not sales volume, the Coupe de Ville remained a stalwart of the line, and its sales contributed convincingly to Cadillac's success in the 1950s.

## 1950

Cadillacs for the 1950 model year, including the Coupe de Ville, were restyled down to the door handles. A one-piece curved windshield was employed, the roofline was reshaped with thinner rear pillars and more overall glass area, and bright window trim was added.

A lower, wider, heavier look prevailed up front, with thicker chrome trim and a distinct prow in the hood, grille and bumper. The parking lamps/turn signals, which could be combined with optional fog lamps, were set into the grille.

New front fenders were adorned with Cadillac script and a bright side spear squared off the tops of the front wheelwells. Whereas the 1949 model's fender character line continued nearly straight to the back of the car, the version on the 1950 models dipped to meet the rear quarter panel, creating a stylish pinch just behind the door. The quarter panels featured simulat-



1951



1952

to the rear roof pillars, and the taillamps were redesigned and included backup lamps.

Beneath the hood, the 160hp rating remained, but the carburetor and intake manifold were further modified to eliminate icing. The Hydra-Matic returned and a 3.36 rear gear was standard.

Production more than doubled to 10,241 for Coupe de Villes, and for the first time eclipsed that of the lower-priced Series 62 Coupe (by 109 units). Cadillac posted 110,340 sales for 1951.

### 1952

For 1952, Cadillac celebrated its 50th Anniversary and was chosen as *Motor Trend's* Car of the Year. Exterior changes included widening the Cadillac crest and "V" on the nose and tail, replacing the lower grille extensions with bright panels featuring winged emblems and fitting Cadet Visor bezels to the optional grille-mounted fog lamps. Tailpipes for new dual exhaust exited through the revised rear bumper.

Horsepower for the 331-cu.in. V-8 increased to 190 via a new four-barrel carb, high-capacity air cleaner, "free-flow" intake manifold and exhaust ports, larger exhaust valves and manifold passages and dual exhaust with mufflers and resonators. A new 45-amp extruded frame generator was used.

An innovative Hydra-Matic Drive transmission, standard in the Coupe de Ville, now provided dual drive ranges: one for open-road driving, which let the transmission use all four forward gears, and a second for city traffic and steep grades by locking out fourth gear

up to 75 MPH and providing quicker acceleration and kickdown. Engine braking for downhill grades was improved as well.

A more rigid structure and enhanced oiling of the new ribbed carrier for the hypoid rear gears reduced noise. The 3.36 rear gears were standard, and 3.07s were available upon request.

Ribbed brake drums and thicker linings were employed, and drum diameter increased to 12 inches up front on the Coupe de Ville. Power steering was offered optionally. As was true for most model years, the seat upholstery and side-panel patterns were revised.

All told, 11,165 Coupe de Villes contributed to 90,259 Cadillacs sold, as did 10,065 Series 62 Coupes.

### 1953

In this, the last model year of the design cycle, the bumper guards were enlarged and mounted above the revised bumper in front of the grille where the previous year's parking lamps/turn signals had been. They, in turn, were moved under the headlamps, which were more pronounced Cadet Visors. Lower and wider was the hood, and its ornament, crest and "V" were new. The simulated side air intakes were mildly revised, as was the rear trim, and one-piece rear glass was used.

To achieve 210hp in the 331-cu.in. V-8, new combustion chambers, taller pistons and a higher-lift camshaft were employed, and the compression ratio was raised to 8.25:1. The Buick two-speed Dynaflo automatic transmission was used late in the 1953

model year due to a fire that damaged the Hydra-Matic plant.

The standard rear axle ratio was 3.07 with the Hydra-Matic and 3.36 with the Dynaflo. A new 12-volt electrical system replaced the weaker 6-volt system, power steering improved and rear brake drums were increased to 12-inches in diameter. The interior also received its annual updates. A/C returned to the option list, and wire wheels and the Autronic Eye automatic headlamp



1953





1954

dimmer were offered. The famed Eldorado debuted.

Overall, Cadillac sales rebounded for 1953 with 109,651 built, including 14,550 Coupe de Villes and 14,353 Series 62 Coupes.

### 1954

New for 1954, the nose's prow jutted the textured grille and the "gull-wing" bumper aggressively forward. Round parking lamps/turn signals set in chrome housings rode above the bumper in the grille area. The Cadet Visors became accentuated eyebrows over the headlamps and were part of the fenders for 1954. And the hood, featuring a new "chrome goddess" ornament, "V" and crest, was flatter, over an inch lower and better integrated into the fender shapes. Employed on the 1953 Eldorado, the Panoramic windshield was adopted for all Cadillacs, and an air intake was added to the cowl.

The roof appeared lower, and the upper body character line was raised. Rear quarter panels were further integrated into the body and were squared up and nearly level with the flatter, broader deck lid. "Coupe de Ville" script was moved to the rear-quarter windowsill area. Side trim, however, was still similar to the 1953 model, as were the revised upswept fins and the integrated tail-lamps. The rear bumper was new, and the tailpipes still exited through it.

This year, the car's overall length grew to 223.4 inches from 220.5, the width was reduced to 79.6 from 80.1 inches, and height

was dropped to 59.7-inches from 60.9 inches.

The published rating for the 331-cu.in. V-8 was increased to 230hp, and the Hydra-Matic remained standard, as did the 3.07 rear gear with 3.36 gears optional.

With the redesign, the wheelbase grew three inches to 129 for the Coupe de Ville, its front track was widened to 60 inches, front wheel travel was increased, and the rear leaf springs and the shocks were revised. Power steering became standard, and its overall ratio was reduced to 21.3:1. The interior was new, as was the body insulation to reduce interior noise and heat and cold intrusion.

Cadillac production slid to 96,680 in 1954. However, Coupe de Ville sales rose to 17,170, revealing that the model was hitting its stride. Series 62 two-door hardtop production was also up, at 17,460.

### 1955

It was a year of refinement for the Coupe de Ville. The grille pattern featured a more squarish egg-crate design, parking lamps moved back under the headlamps, bumper guards were mildly changed and the side trim extended to shorter vertical simulated air intakes on the sides. Vertical bright trim pieces were added beneath the deck lid, just above the bumper.

Upgraded to 250hp, the 331-cu.in. V-8 benefitted from internal breathing upgrades and a compression ratio increase to 9:1. The Hydra-Matic Drive transmission was beefed up, the 3.36 axle was standard with 3.07 optional, the power brake system was refined



1955



the Coupe de Ville from 1956, versus the minor drop for the Series 62 two-door.

### 1957

Though some resemblance to the 1956 models remained up front, essentially, the Cadillac was all new for 1957 and was once again lower. Its traditional goddess hood ornament was replaced with dual

and interior upholstery patterns were revised.

Cadillac enjoyed record sales in 1955, with 33,300 Coupe de Villes and 27,879 Series 62 two-door hardtops contributing to 140,777 Cadillacs being sold.

### 1956

Up front, the grille texture was finer and gold "Cadillac" script was added. The crest and "V" got wider, the parking lamps/turn signals were moved below the bumpers, the headlamp bezels gained small black ribs and the hood was flatter. A gold Cadillac crest and "Coupe de Ville" emblem were added to the front fender.

The simulated side air intake design was bolder, and additional thin bright trim ran from the windshield molding across the side window sills, and another traversed the tops of the quarter panels to the taillamps. The lower rear quarters were treated to "slipstream styling," gaining a tapered bulge on each side, with bright trim to accentuate it, that ran back to match those in the revised rear bumper for the new oval exhaust outlets. "Cadillac" lettering replaced the crest on the decklid and the "V" grew wider.

A bore increase to 4.00 inches resulted in a displacement of 365 cubic inches, and, coupled with 9.75 compression and internal breathing upgrades, horsepower increased to 285. The dual-four-barrel 305hp Eldorado engine was optional. A new controlled-coupling Hydra-Matic provided smoother shifting, better kickdown and a park position, and the 3.07 rear was standard, with a 3.36 gear for the Eldorado engine.

Power steering was upgraded, for more assist and fewer turns-to-lock, with a 19.5 overall ratio, and power brakes became standard. The interior was new as well.

Records kept on falling for 1956, with 154,577 Cadillacs sold, but Coupe de Ville sales slid to 24,086, and 26,649 Series 62 two-door hardtops were sold. The Eldorado Seville coupe was introduced, selling 3,900 units, some of which may have been pirated from the Coupe de Ville. Note the larger drop in sales for

fin. Headlamps were set into even deeper-browed fenders, with small wraparound grilles beneath them. Molded rubber bumper guard inserts were added, and they were set higher into the revised anodized-aluminum grille. The lower front bumper now housed two lenses per side for the parking lamps/turn signals, and the hood and deck were lower and wider. And a reshaped roofline featured a windshield with slant-back pillars and dramatic forward-slanted rear pillars.

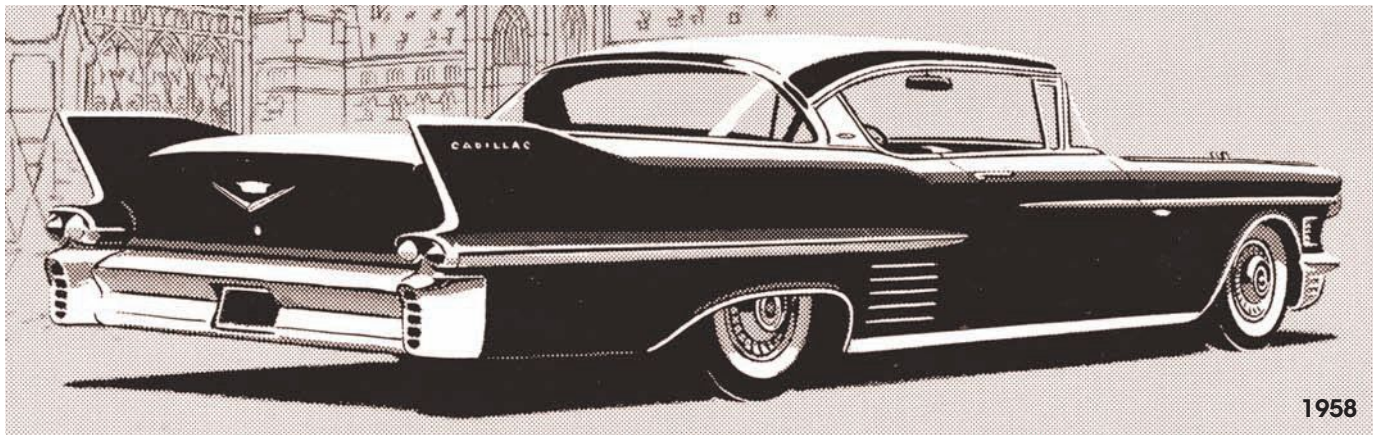
The body was positioned lower on its new frame than was possible for the 1956 models, and the wheel wells were raised and recontoured with flowing sweeps and were brightly trimmed to enhance the effect.

Regarding the ever-larger rear fins, Cadillac stated, "rear fender fairings taper gracefully into dual taillight and directional light assemblies." The rear bumper was greatly simplified and lost its heavy guards, while vertical-oval louvered-exhaust outlets commanded attention. The new Coupe de Ville was 220.9 inches long versus 221.9 for 1956, and was the same 80 inches wide and 57.7 inches tall versus 59.6.

In the 365-cu.in. V-8, the compression ratio was bumped up to 10:1, and a redesigned four-barrel carb along with cylinder head and manifold revisions were employed, resulting in horsepower increasing to 300. The optional dual-four-barrel Eldorado engine now produced 325hp, the automatic transmission was revised and rear gear ratio choices were carried over in a new HD housing.

A tubular center X-frame sans side members, according to Cadillac, increased structural rigidity, provided flexibility to adjust wheelbase size and allowed the car to be lowered without losing space. Coupe de Ville's wheelbase was increased slightly to 129.5 inches, the front suspension gained ball joints to replace the kingpins and the rear suspension retained leaf springs, but they were moved out closer to the wheels for stability. The front and rear tread was also equalized to 61 inches. As expected, the interior was new as well.





1958

A total of 146,841 Cadillacs were sold including 23,813 Coupe de Villes, 25,120 Series 62 two-door hardtops and 2,100 Eldorado Seville Coupes.

### 1958

Quad headlamps were instantly in vogue. The grille and bumper were simplified, and the front end took on a more horizontal motif, as the bumper guards were moved out under the headlamps (new parking lamps/turn signals were under them), which also added lowness to the front-end appearance. The lower quarter panel trim was also revised with five horizontal chrome bars, and the rear fins now angled back from the rear of the body rather than appearing back-cut like the 1957 design.

More internal engine upgrades were performed; the compression ratio was raised to 10.25:1 and the 365-cu.in. V-8 engine was rated at 310hp. Optional in the Coupe de Ville, the 335hp Eldorado engine featured three two-barrel carbs. The Hydra-Matic transmission and rear gear ratio choices carried over.

The rear suspension was changed to a four-link design with coil springs. Air suspension, as was standard on the 1957 Eldorado, featured self-leveling and was optional for the Coupe de Ville and other models for 1958. The system was troublesome from the outset with leaking seals, etc. The interior once again would feature new styling.

A recession year, sales dropped to 121,778 with 18,414 Coupe de Villes, 18,736 Series 62 two-door hardtops and 855 Eldorado Seville Coupes built.

### 1959

"Inspect it from any viewpoint and you will discover a rare discernment and imagination by its designers..." said the dealer brochure. Given the 1959 Cadillac's over-the-top styling, that's an understatement.

Some loved the look, thinking of it as the incorporation of a design direction beginning a few years earlier with Chrysler's For-

ward Look with GM's push toward larger fins. Others loathed 1959 models and regarded them as 1950s styling excess at its zenith.

Regardless, the 1959 Cadillac, Coupe de Ville included, has become legendary. It was the lowest- and widest-appearing example of its era. The front end featured quad headlamps and a huge grille that was split horizontally with a chrome strip, and under it were more grille and chrome housings for the parking lamps/turn signals that were also under the headlamps. They were so large that the lower portion of the front end looked like a reflection of the top.

Its body was festooned with chrome, a dramatically low roofline with the Vista Panoramic windshield and large backlight, and sides that resembled a fighter jet fuselage that flowed into massive fins. And the taillamps were mounted on them and shaped like bullets! The rear bumper's chrome pods that housed the back-up lamps were reminiscent of jet afterburners, and even more chrome grille work was set above the already expansive rear bumper.

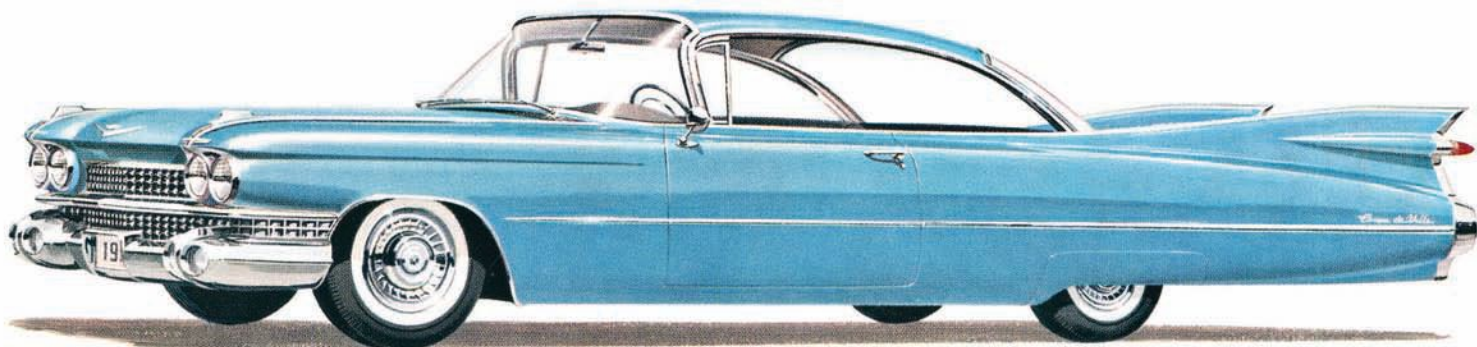
The net result was a Cadillac that was 225 inches long versus 221.8 inches for 1958, 80.3 inches wide versus 80 inches, and just 54.1 inches tall versus 58.2 inches.

The crankshaft stroke was increased to 3.875 inches, internal mods including a compression ratio bump to 10.5:1, resulted in 390 cu.in. and a 325hp rating. Though a four-barrel carb 390 was standard, a three-two-barrel induction 345hp Eldorado 390 was optional.

The wheelbase grew slightly to 130 inches, and the power steering's overall ratio was reduced to 18.9:1. A 2.94-gear rear was standard, with a 3.21 axle ratio optional, yet standard with the 345hp engine or A/C. Also completely new was the interior. Many current options were redesigned, and cruise control was offered.

An improving economy and wild styling for the all-new 1959 Cadillacs netted a rebound in sales to 142,272 with 21,924 Coupe de Villes, 21,947 Series 62 two-door hardtops and 975 Eldorado Seville Coupes produced.

Every redesign of the decade had Cadillac reaffirming that its next model would appear to be longer, wider and lower than the last, and it would continue to be "The Standard of the World." 🗨



1959

# Conspicuous Coupe

*Enjoying the Cadillac experience to the fullest in an all-original, unrestored 1956 Coupe de Ville*

BY RICHARD LENTINELLO

PHOTOGRAPHY BY MIKE McNESSOR



If ever a car had an authoritative charisma about it, the 1956 Cadillac would have to be one of the top candidates. It's a big, bold and strikingly beautiful automobile, with a galvanizing style that everyone back in the day not only admired, but dreamed of buying when "they made it." The Coupe de Ville made that dream even more seducing.

The introduction of the new Series 62 Coupe de Ville body style for the 1949 model year was slightly overshadowed by the release of Cadillac's new overhead-valve V-8 engine, which took

the auto industry by storm. Its modern engine and unique body design turned out to be a highly successful combination, one that has made the 1949 Coupe de Ville the ultimate expression



of quality, performance and style, all wrapped up in a singular automotive package. Seven years on, the Coupe de Ville remained as popular as ever, with 25,086 cars sold for the 1956 model year. This Persian Green gem, with its distinctive Alpine White roof, is one, and an exceptional unrestored original example at that.

The lineage of the 1956 Cadillac's design goes back primarily to the 1950 version, when Cadillac introduced a more contemporary-looking car to better suit the public's more confident postwar attitude and their developing flamboyant '50s style. Traces of the forever-gorgeous 1948-'49 models' identity

were still evident in the '56 model's looks, albeit in a fast-fading small amount.

Although the 1956 Coupe de Ville looks nearly identical to the 1955 model at first glance, in reality, many revisions were made to its exterior design, but in such a subtle way that they are barely noticeable. Up front, the '56 grille and surrounding opening appeared larger and with a more commanding, upscale presence, thanks to the new grille's mesh-like pattern. The parking lamps were now located below the bumper, which raised the bumper more in-line with the grille's horizontal bar, thus empowering the front of the Cadillac with a superior impression



**Steering wheel's color matches lower instrument panel and features a large chrome horn ring, with a good view of the speedometer. Glovebox is centrally located, and the Gold Bombay patterned metallic nylon upholstery was combined with white leather.**



of forcefulness and vivacity.

Other exterior changes featured a body that was a bit lower and wider, not to mention a little longer for added authority. The shape of the hood was made slightly flatter, as was the top part of the front fenders, with the resulting headlamp bezels becoming not only wider but more decorative with a horizontal rib pattern that harmonized with the front end's overall appearance.

The horizontal trim that ran down the body side, from the grille surround to the vertical "air scoop" on the leading edge of the quarter panel remained, but now that vertical "air scoop" actually looked like an air scoop, and was smaller and more engaging than the previous year's version. Yet the body's newest, and most prominent enhancement was the addition of a rather long horizontal molding on the lower portion of the quarter panel. With its streamlined shape and multiple vertical ribs at its rearmost point that simulated exhaust outlets, this piece of trim emboldened the Coupe de Ville's shape with a racier look, backed by a powering sense of speed.

Most significant was the fact that this was the last year for Cadillac's original signature tailfin. After being virtually the same shape since it was first introduced on the 1948 model, the tailfin would be reshaped for the 1957 model year with a forward-leaning fin that would be much longer and more pronounced.

Along with the styling tweaks and upgrades came numerous noteworthy mechanical changes as well, especially to the Cadillac engine. Now entering its eighth year of production, the base overhead-valve V-8 had been enlarged from 331 cubic inches to 365, with a sizable horsepower increase from 250hp

to 285hp. Internal changes included revised combustion chambers in the cylinder head, which increased the compression ratio from 9.0:1 to 9.75, and included larger exhaust ports and a higher-lift camshaft. The crankshaft was made stronger, the main bearings wider, the exhaust manifolds more efficient and the starter motor more powerful. A more effective four-blade radiator fan was also introduced. All of this combined to produce a substantially more powerful, smoother-running engine that was much more reliable and durable.

But perhaps the most noticeable improvement in the mechanical department came in the form of a revised automatic transmission. General Motors' Hydra-Matic received numerous changes for the 1956 model year in order to make it shift more smoothly, quietly and effectively. The previous design incorporated a pair of clutches that were very sensitive to improper adjustment, and were the main cause of that transmission's not-so-smooth gear change. So the GM engineers redesigned the transmission with a single, one-way clutch instead, which didn't need any adjustment. With the addition of a new controlled fluid-coupling, this new automatic transmission quickly became the envy of the industry, with its signature smoother and faster gear shifts. The engineers also added a park position, which allowed the car to be kept in a stationary position when parked without the need for the emergency brake to prevent it from moving.

Other minor upgrades included a revised power steering pump that reduced steering effort by 50 percent, and a higher-ratio steering gear of 19.5:1, versus the previous ratio of 21.3, which provided quicker steering action and made parking and low-



**Lots of well-executed quality details can be seen throughout the interior, including the front-seat hinge cover embossed with Cadillac's signature crest.**

speed maneuvers much easier. Also, a new brake master cylinder now included the vacuum power cylinder as a single integrated unit that helped reduce pedal effort while giving a more positive and reassuring braking performance. And with the standard differential gear ratio being a highway-friendly 3.07, along with larger mufflers that were five inches longer, interstate traveling became much quieter and far more refined. With all these noteworthy changes, it's no wonder the 1956 model lineup helped Cadillac move into the 9th position in America's all-important automobile sales race.

The engineers and designers at Cadillac didn't forget about adding some amazing new accessories that the proud owners of a Cadillac would appreciate having. These included six-way power front seats, a manual tuner on the radio, electrically operated radio antenna and a remote-controlled trunk-opening lock. And for those owners who loved showing off their success, an optional grille and Sabre-spoke wheels were offered in an eye-catching bright-gold finish.

Finding such original cars as our featured Cadillac is a rare occurrence today, but the way Joe Murdico came to own this well preserved Coupe de Ville is quite interesting. Here's his story: "I found this Cadillac through a local radio swap shop show that airs on WCSS in Amsterdam, New York, every Saturday morning. People call in and sell items or look for items or give stuff away for free. My friend Mike called me and asked if I heard the guy with the 1967 Eldorado for sale. So I called the station and asked for the seller's phone number, and they said they don't keep details like that, but if you put your number on the



**Cadillac's very distinctive Sabre wheelcovers for 1956 had fewer "spokes" than the 1955 version, with a deeper contour between the hub and outer edge.**

air maybe they will call you. I did just that, and about four hours later, I got a call from a woman named Dolly who asked me if I was interested in a 1956 Cadillac. She said it had belonged to her father, Bill, and was bought new from Hosner Motors in Amsterdam. It had always been garaged, no winters, no rust. It was his pride and joy.

"It was January 2010, one of those days when the temperature only reaches 10 degrees, but Mike and I had to see the Cadillac, so we went over later on that same day. Dolly's husband, Joe, had always started the car once a week, so it started right up and sounded good. We couldn't drive it, because the brakes were locked, but we could see the car was a real gem. It was 100 percent original, with 56,000 miles, and the rear tires were

original to the car, too. Everything seemed to work, even the power antenna, and power-trunk release.

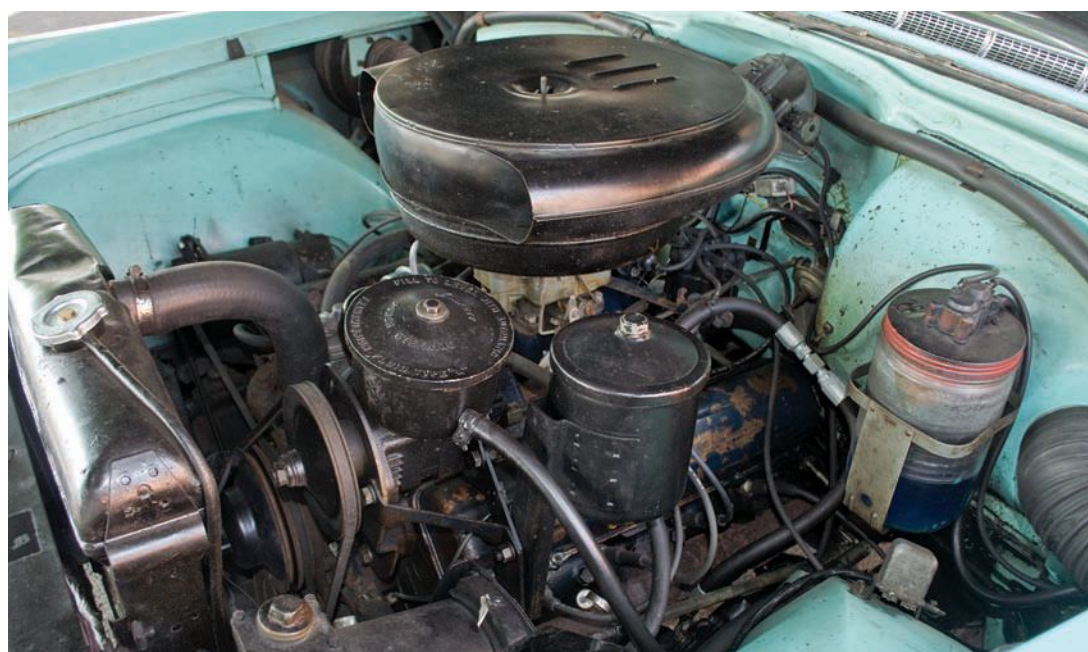
"What's even more amazing is that I had once seen this very same Cadillac back in the early 1970s when a friend of mine who lived near where the car resided told me about it. We had peeked into the garage window where the car was parked so we could look at those fins. I often wondered whatever happened to that Cadillac because I never saw it on the road, and I've lived in Amsterdam my whole life."

Once Joe had the old Coupe de Ville in his garage, he only needed to replace the brake wheel cylinders, exhaust system and tires; rebuild the carburetor; and tune up the engine, to make it reliably roadworthy.

Then his attention focused on bringing the Cadillac's exterior back to life. The entire body was still covered in the factory-applied paint, with nary a scratch on it. All it required



**Old oil-change sticker from the local Getty station still resides on the doorjamb, showing the oil was changed at 55,845 miles on 6/7/84.**



**Although far from concours condition, the never-opened engine has been kept very clean, with all ancillary components just as original. The windshield-washer fluid container is the original glass, and the air cleaner assembly is also original.**

## owner's view



There's nothing like a Cadillac, then and now. I enjoy just looking at it in the garage; it's a rolling piece of art. I love the styling, and the colors. Also the massive body panels that are laser straight. It has a great feeling of space and openness while driving it. Although I do drive it about 500 miles each year, I mainly use it to attend car shows or go on a Sunday drive. I plan on keeping it forever, and willing it to my grandson. But if you want one, just make sure you have a garage long enough to park it in.

to make the old paint shine again was a thorough cleaning, followed by a couple of week-ends of hand-compounding and waxing. Now, in the bright sunshine, the paint glistens as if it has just been applied, albeit some 58 years after the fact.

"I was very fortunate to find this particular car, because it has always been one of my favorite-year Cadillacs. My uncle owned a blue 1956 Cadillac sedan when I was a kid, so I've wanted one ever since. Best of all, I love original, unrestored cars, and this one-owner Cadillac has been loved from new.

"On the road, this car drives like a new 1956 Cadillac. No rattles, smooth acceleration, a great-sounding exhaust tone and thumbs up and smiles from people of all ages, including motorcycle riders." As expected of a car weighing nearly 4,500 pounds and powered by a mid-size V-8, gas mileage isn't the greatest—about 9.2 MPG per Joe's calculations. But when your annual mileage totals no more than 500, the car's fuel efficiency "isn't an issue."

Speaking of its weight, Joe went on to say, "This Cadillac is incredibly responsive for its size and weight, and steep hills are no challenge for the 285-hp V-8. Cruising at 60 MPH, when you push the pedal into passing gear, it takes off into another dimension, hitting 80 to 85 MPH very quickly and effortlessly. It's a pleasure to drive.

"Steering is effortless and accurate, the car



goes where you point it and stays there. It tracks down the road at highway speeds really well, requiring only one finger on the

wheel. It steers very easily, and it has a much lighter feeling when parking than the steering on newer cars. I would say it was very slick."

*“I was very fortunate to find this particular car, because it has always been one of my favorite-year Cadillacs.”*

Regarding the way this Coupe de Ville handles, Joe told us that it's like a five-year-old Cadillac, in part because it's only been driven 58,000 miles all these years. He went on to say that it corners well, with minimum body roll, feels solid and glides over and smooths out the bumpy roads effortlessly, and that's with its original shocks still in place.

"Braking is very sensitive and takes some getting used to, as do all power-braked cars of the 1950s," Joe said. "It brakes smoothly and straight, with no effort, just a tap of your toe on the wide brake pedal that Cadillac installed on their 1956 models. This specific brake pedal was extra wide and centrally located, straddling the steering column, and lowered to accelerator height, so the driver can easily and quickly pivot his right foot from one pedal to the other. This also enables the driver to use either foot to brake."

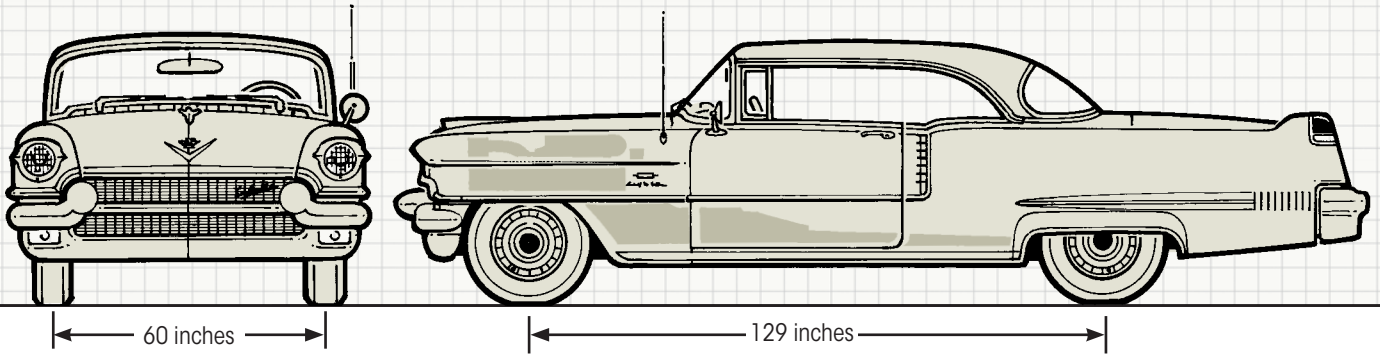
Joe is understandably proud of his Coupe de Ville, and to honor the car's first owner who took such incredible care to preserve its originality, whenever Joe shows his Cadillac he always displays the car's original bill of sale in the window to show Bill's name as the original owner. ☺





# 1956 CADILLAC COUPE de VILLE

ILLUSTRATIONS BY RUSSELL VON SAUERS, THE GRAPHIC AUTOMOBILE STUDIO  
©2014 HEMMINGS CLASSIC CAR



## SPECIFICATIONS

### PRICE

Base price	\$4,569
Options*	Six-way power seats, E-Z-Eye tinted glass, fog lamps, Autronic-Eye, remote trunk lock (*on car profiled)

### ENGINE

Type	Overhead-valve V-8
Displacement	365 cubic inches
Bore x Stroke	4 x 3 3/8 inches
Compression Ratio	9.75:1
Horsepower @ RPM	285 @ 4,600
Torque @ RPM	400 @ 2,800
Valvetrain	Overhead, hydraulic lifters
Main Bearings	Five
Fuel System	Carter WFCB four-barrel
Lubrication System	Full pressure
Electrical System	12-volt negative ground
Exhaust System	Dual 1.75-inch diameter

### TRANSMISSION

Type	4-speed Hydra-Matic
Ratios	1st: 3.97 2nd: 2.55 3rd: 1.55 4th: 1.0 Reverse: 4.31

### DIFFERENTIAL

Type	Hypoid
Gear Ratio	3.07:1

### STEERING

Type	Saginaw worm and roller, power assist
Gear Ratio	19.5:1
Turning Circle	21.7 feet

### BRAKES

Type	Drums, power-assist
Front/rear	12-inch drums

### CHASSIS & BODY

Construction	All-steel, separate I-beam frame with X-member
Body Style	Two-door hardtop coupe
Layout	Front engine, rear-wheel drive

### SUSPENSION

Front	Independent, coil springs with hydraulic direct-acting shock absorbers, torsion rod stabilizer bar
Rear	Solid axle, semi-elliptic springs with hydraulic direct-acting shock absorbers

### WHEELS & TIRES

Wheels front/rear	15 x 6
Tires front/rear	8.00 x 15

### WEIGHTS & MEASURES

Wheelbase	129 inches
Overall Length	221.9 inches
Overall Width	80 inches
Overall Height	59.6 inches
Front Track	60 inches
Rear Track	63.16 inches
Curb Weight	4,445

### CAPACITIES

Crankcase	6 quarts
Cooling System	19.5 quarts
Fuel Tank	20 gallons
Transmission	13 quarts

### CALCULATED DATA

Bhp per cu.in.	0.78
Weight per bhp	15.59 pounds
Weight per cu.in.	12.17 pounds

### PRODUCTION

Cadillac made 25,086 Coupe de Villes for 1956.

## PROS & CONS

- + Well-appointed throughout
- + Finely crafted build quality
- + Incredibly comfortable to drive
- Feels very heavy
- Lousy gas mileage
- Steering is geared too low

## WHAT TO PAY

Low	\$10,000 – \$15,000
Average	\$25,000 – \$30,000
High	\$40,000 – \$45,000

## CLUB CORNER

**Cadillac-La Salle Club**  
P.O. Box 360835  
Columbus, Ohio  
43236-0835  
[www.cadillaclasalleclub.org](http://www.cadillaclasalleclub.org)  
Dues: \$40 U.S./  
\$60 Canada & Mexico  
Membership: 7,062

## HAPPY TO SEE HCC #122 DEDICATED

to the 100th anniversary of Dodge. Most car buffs have no idea what the Dodge brothers did for the automobile industry in its infancy. Would Ford and Olds have done as well as they did without Dodge Brothers building key components for their cars in those early years?

Dale Baker  
Balmoral, Manitoba  
Canada

## BEING THE OWNER OF A VERY NICE

original, but very austere looking, 1953 Plymouth Cranbrook sedan, I found David LaChance's article "Belvedere Beauties" in HCC #121 very interesting, as I have often pondered the beauty of the 1954 Belvedere sedan relative to my 1953 Cranbrook.

I have long suspected that Plymouth's Hy-Style 1954 models with their "... extra lashings of chrome trim and 'color tuned' interior and exterior color combinations ..." were a very hasty reaction to Chevrolet's beautiful all-new Bel Air series for 1953.

When comparing my austere 1953 Cranbrook sedan to Chevrolet's attractive new Bel Air sedan, and considering Ford's attractive Customline sedan, I am amazed that Plymouth sold any cars at all! From an appearance standpoint, it is difficult to believe the Cranbrook was Plymouth's top-of-the-line sedan. Buyers of the 1953 Plymouth models were likely very loyal buyers of Chrysler products.

Plymouth was apparently aware they had an appearance problem, as to enhance the looks of the 1953 Cranbrook, they subsequently added an optional C-pillar molding with a medallion and a dealer-installed rocker panel molding advertised as "makes car appear longer and heavier." After the initial ads and brochures were printed, all subsequent materials showed the Cranbrook sedan models with the optional C-pillar trim.

Chevrolet's mid-range 210 series was even more eye-catching than Plymouth's Cranbrook in terms of chrome trim and colorful interiors. You must remember that over the years we were taught by the marketing people that more chrome meant more luxury and a higher-line car, whereas the absence of chrome denoted "cheap." Next to the 1953 Bel Air, the '53 Cranbrook looked "cheap"—more in line with a Chevrolet 150.

Thus, for 1954 Plymouth presented

the Belvedere, Savoy and Plaza series to compete with Chevrolet's Bel Air, 210 and 150 series. Ford was also wide awake to this situation, as for 1954 they introduced a new top-of-the-line Crestline series to supplement the Customline and Mainline series.

Although I think the 1954 facelift and the addition of a third series really enhanced the Plymouth lineup, apparently the public didn't agree, as Plymouth sales plummeted 28 percent from 1953's sales numbers. Chevrolet and Ford experienced slight sales declines for the 1954 model year, as did the entire industry. However, Plymouth's sales decline was sufficient to move them to fifth place in 1954 calendar year sales, putting them behind Buick and Oldsmobile.

I have described the above scenario as I imagine it unfolded. It would be interesting to hear from someone who was at Chrysler during this era to verify that the Hy-Style 1954 Plymouths were indeed a hasty reaction to the very attractive and high-value 1953 Chevrolet models. The mere fact that the marketing people called them Hy-Style was an admission that style was a problem, and the public needed to be convinced otherwise.

I recall reading in Alfred Sloan's memoir, *My Years with General Motors*, that he wasn't too concerned about the extra cost of GM cars, as he felt the customers would recognize the extra value they afforded. The 1953 Chevrolet is a good example of this philosophy. Aside from appearance, the Chevrolet models with their Fisher Bodies offered much greater value than did either Plymouth or Ford.

Patrick Bisson  
Flushing, Michigan

**WHAT WERE WE THINKING?** Now, in my advanced years, I wouldn't change a thing on that beautiful Studebaker Commander coupe in HCC #120. But back in the late 1950s and through the '60s when I was a rodder, what were we thinking? That Studebaker would have—with the addition of about any small-block V-8—been a great hot rod. Look: a one-piece windshield, sculptured rear fenders, understated taillamps, virtually no running boards, minimal bumpers, and a front end rivaling any late-1930s Ford or Willys. Not to mention that from the cowl back, with its rounded

lines and slanted B-pillar, in profile it's almost pure 1940-'48 Chevrolet. Dropped an inch or two and with just a little trim "smoothing," that would have been a bitchin' rod. They weren't hard to find when I was 18-years old, and they could be had for less money than a Chevrolet or Ford. What were we thinking?

Joe Ward  
Shady Cove, Oregon

## PERHAPS YOUR READERS DON'T KNOW,

but in 1966, the Montclair four-door sedan was of the Breezeway type in Canada, to differentiate it in style and prestige from the lower-priced Meteor sedans, which used the regular Ford/Mercury roofline. A two-door hardtop was also on offer, but the four-door hardtop didn't show up in Canada until the 1967 model year, "missing in action" during both 1965 and 1966. Perhaps the four-door hardtop was in the 1964 Montclair lineup because the Meteor didn't have such a model. Montereys departed the Canadian showrooms after 1963, replaced by the Mercury-bodied, but Ford-competitive, Meteors, which featured Ford interiors, instrument panels and engine lineups.

Wayne Janzen  
New Westminster, British Columbia  
Canada

## REGARDING VINTAGE LITERATURE

in HCC #121, I have a copy of Eddie Rickenbacker's autobiography and in it is a more complete story of what happened to his namesake automobile. Eddie didn't bail out of the enterprise. It failed. He came out of it with a personal debt of \$250,000, not exactly a golden parachute. He did not declare bankruptcy, but eventually paid it back because that was the type of man he was.

The reasons the company failed were that there was a recession in 1925, and the introduction of four-wheel brakes, instead of gaining success, moved the much larger competitors into a frenzy of misinformation and lies to discredit the concept.

The following is a word-for-word quote from his autobiography: "The Studebaker Corporation, a major manufacturer, took full-page ads in newspapers all across the country attacking

*Continued on page 34*

## The Ultimate Price

**M**y mother was a young working woman during the Great Depression, and she told me many things about it. It affected her all her life, making her very cautious financially, and instilling in her a lifetime habit of thrift and frugality, which she passed down to me.

Growing up, I heard all sorts of horror stories about the Depression, how everybody was out of work and everyone was hungry and people hoped other people would die just so they could grab their jobs. One big story I heard was how on the day of The Crash, hundreds of despondent stockbrokers, investors and businessmen threw themselves off of towering skyscrapers after learning the market had wiped them out financially. Later on, I found out that while some of this did happen, it wasn't anywhere near the extent everyone thinks it was. Apparently, that part of the story got a bit overblown in the retelling.

One thing I've learned since then is that, while not every businessman threw himself out of a 10th story window, some did put their heads into gas ovens, while others shot or stabbed themselves, or found other ways to do themselves in. At least two of them were automakers.

One poor soul was Ray Graham, one of the three Graham brothers, entrepreneurs who parlayed a small fortune made in the glass business into a bigger fortune in the automotive industry with production of the justly famed Graham trucks and buses. The company was a relatively small builder, so when the brothers received an offer in 1921 to manufacture Dodge-powered trucks for the Dodge Brothers Company, they signed on right away. That venture was so successful that by 1926, Dodge had bought out the Graham brothers for a ton of money. However, the three men wanted to stay in the automobile industry, so the following year, they used that cash to acquire control of Paige-Detroit.

They changed the company's name to Graham-Paige and became automobile makers. They did extremely well at first, but then two years later, the Depression hit, and Graham-

Paige sales began to wither. From that point until the end of production, the Grahams struggled endlessly to revive their business as the Depression continued killing off car companies one by one, a relentless death march. Eventually, the strain grew too great for Ray, and in 1932 he suffered a nervous breakdown. Sick and depressed, Ray was being taken to the East Coast for a complete rest when he broke away from a priest accompanying him, threw himself into a creek and died. He was only 45.

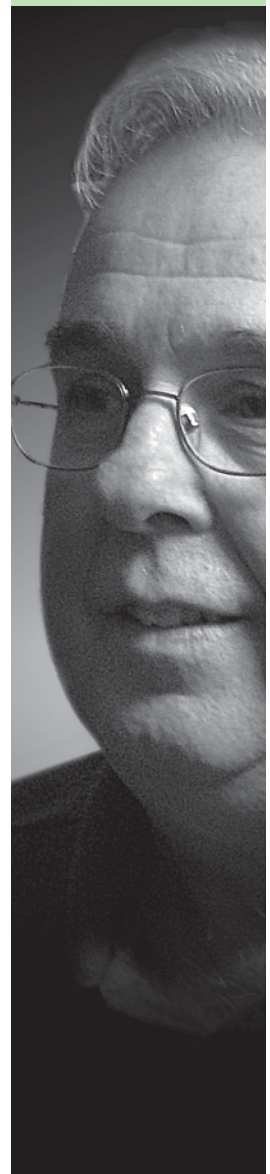
Studebaker was also severely affected by the Depression, despite a long history in the transportation field and relatively good financial strength. A big part of Studebaker's problem

was that its president, Albert Russell Erskine, continued to pay large dividends to stockholders even as the company's fortunes sank. In 1929, Studebaker earned \$12 million and paid out \$9.5 million to stockholders. In 1930 the company netted only \$527,000, yet paid out \$7.3 million in dividends on common stock, and in 1931, it was more of the same. Even in 1932, when the company recorded its first loss—a staggering \$8 million—Studebaker paid out more than half a million dollars in dividends. By March 1933, the company was broke and its directors were forced to, as they put it, “consent to receivership,” i.e. go into bankruptcy. Although, at first, some thought Erskine might remain at the helm, that was not to be. The court appointed executives Paul Hoffman and Harold Vance as receivers.

Erskine resigned, a broken man. He had lived and breathed Studebaker; it was his life's work, and he was extremely proud of the company and its history. His anguish at realizing how his fiscal policies had drained the lifeblood out of Studebaker must have been severe. Weeks later, he shot himself to death in his own home, leaving behind a sad note that read “I cannot go on any longer.” He had flown high in the corporate world and known great success, and however one feels about the mistakes he made, he paid the ultimate price for having made them. In American business history there are few sadder tales than Albert Erskine's. Or Ray Graham's. It's a good lesson for anyone who thinks the auto industry is an easy business. It's not. ☹



“...while not every businessman threw himself out of a 10th story window, some did put their heads into gas ovens, while others shot or stabbed themselves, or found other ways to do themselves in.”



the four-wheel brake system as extremely dangerous. In every community, all the other dealers and salesmen ganged up on the Rickenbacker car and its four-wheel brakes. Some said that the car would turn over on a curve when the brakes were applied. Others claimed that all four wheels would skid rather than grip. Some said that the brakes would stop the car too quickly, throwing the occupants up against the dashboard and injuring them."

Walter Flanders, one of the founders of E-M-F, was killed in an accident at the same time. I found his book incredibly packed full of accounts that would put a lot of the history books to shame for their lack of quality. For instance: Eddie was on FDR's bad list because he objected to FDR's move to take the airmail contracts away from the airlines and have the army transport the mail instead. Eddie called it, and was quoted in the papers with the comment, "That's legalized murder."

When it came to pass that many of the army pilots did die, and the whole move was a disaster, Eddie was proven right. FDR was not one to take credit for mistakes and would never meet with Eddie later on issues involving his airline, but worked through intermediaries.

Tom McGovern  
Walnut Creek, California

**THANK YOU, RICHARD,** for highlighting in *HCC* #120 some of the misconceptions that bother most in the collector-car hobby. Allow me to suggest one more: Not acknowledging a replica as such.

Time and time again, at smaller shows and in efforts to sell the cars, replicas are labeled as the car they are replicating. It's not a 1935 Auburn if it was built in 1984 and has a 350-cu.in. Chevrolet engine in it. I was recently at a local car show where such an "Auburn" took Second Place in the pre-war category (as voted on by the public).

David Hansen  
Faribault, Minnesota

**THANKS AGAIN FOR DEFINING THE** meaning of some frequently used words and expressions related to our hobby, but there are two more that really, really annoy me. Maybe it's because I spent about 35 years in the parts business, but I cringe when I hear, or read, somebody referring to their vehicle's engine as a motor. Unless their motor is electrical, of course.

And I cringe, especially when it's

an ad from an auction house, special-interest vehicle dealership, or restoration company, when I read, for example, a for sale ad for a "restored" 1940 Ford coupe that sports a 350/350 Chevy and a Ford 9-1/2-inch rear axle. I'm pretty sure that's not stock.

Dan Corrigan  
Ocean Shores, Washington

**GM CARS OF THE SIXTIES AND SEVENTIES** also had a "Broadcast Notice" spelling out much the same info as in Richard's column in *HCC* #121. Also, the Protect-o-Plate on GM cars of the mid-Sixties was at the end of a little 3 x 5-inch booklet called the *Owner Protection Plan*. In the later Sixties and beyond, their Divisions went different ways.

For instance, Chevrolet stuck with a metal plate at the end of the 4 x 6-inch warranty booklet. Oldsmobile, though, went to a separate 3 x 5 plastic card that could be removed and used without disturbing anything else.

Brad Hoke  
Titusville, Florida

**I CAN CERTAINLY UNDERSTAND**

where Pat Foster is coming from in his "Rooting for the Home Team" column in *HCC* #121, but I am going to have to respectfully disagree with him. I feel he is being overly romantic and nostalgic about the topic instead of realistic. Why did the foreign (read, Japanese) makers supplant the American makers? The simple reason was because the Japanese focused on improving the quality of their products while at the same time the Big Three were focused on badge engineering and cheapening quality to maintain profit. That is just a reality.

The Oldsmobile diesels, Pontiac Fiero, GM X-body, Aspen/Volare, et al, were all examples of a myopic industry. The stigma of the 'cheap transistor radio' stereotype of Japanese industry of the 1960s must have finally stung them enough to where they dug their heels in, in order to make some of the most durable vehicles ever made in the mid-to-late 1980s. Honda and Toyota led the way, and that is where the durability of those vehicles can be traced to.

In order to give some credence to what I say, I wrote service at the dealership level from 1985 until 2005 for 16 different European, domestic and Asian car makers. I saw with my own eyes

how shoddy the quality was on the Big Three in the '80s and '90s and how effortlessly the Hondas and Toyotas racked up 200,000 to 300,000-plus miles with ease.

Furthermore, I bought a 1988 Mitsubishi Mighty Max pickup new in 1988 and still own it. With 350,000 miles on it, the list of original parts and components will literally astound you. It still has the original A/C components, ball joints, U-joints, all brake components except the linings, wheel bearings ... etc., etc., etc.

The vast majority of the car-buying public do not pay attention to, nor really care about, automotive history like the readers of *HCC* do. They just want a reliable car, and that is what the Japanese makers supplied. It was not because of the demise of the independents.

Thomas Samiec  
Wake Forest, North Carolina

**IN RECAPS IN HCC #121, READER**

Arthur Einstein offered his estimate of why the great Packard Motor Company went out of business. I have owned a number of Packards and still own two, a 1929 "640" Touring and a 1938 "Eight" with 17,000 miles. I love Packards and have pondered that same question. I have my own appraisal as to the demise of Packards, for they were truly great cars right to the very last.

I agree with Arthur that it was not the "120 that killed Packard" per se. However, I believe it was the styling of those smaller Packards that ultimately brought them down. The Sixes and 120s were great cars: They performed like Packards, they rode like Packards, they were dependable like Packards, they had built-in quality like Packards, but what killed them, in my judgment, was the fact that they looked like Packards, only smaller.

Picture this scenario, if you will. Joseph Gotbucks owns Gotbucks Machine Shop. He has been very successful and has done well, financially. So much so that he is able to afford a gorgeous 1939 Custom Bodied Packard V-12 at a cost of more than \$20,000. He parks his beautiful Packard outside his plant to let everyone know of his success.

One of his employees, Joe Worker, stops by the local Packard dealer. He

Continued on page 36

## Somewhere East of Omaha

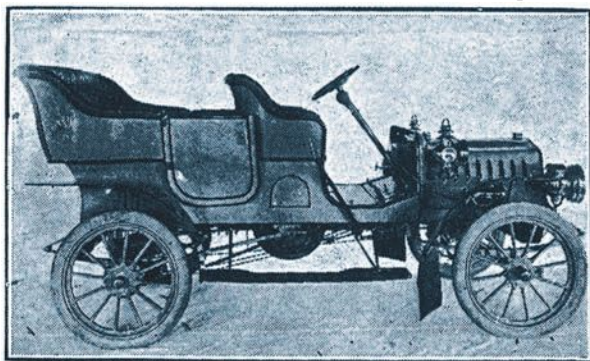
The problem started out when I tried renting a car in Des Moines during the Knoxville Nationals, the great annual cavalcade of Sprint car racing in central Iowa. There weren't any to be had. None. Zip. Late in the game, I was forced into a Plan B, changed my flight, and landed in Omaha, Nebraska, instead of Des Moines, simply because that was the closest place where rental cars were available. I then drove the two and a half or three hours to the race track. After the four days of racing, I checked out of the hotel and tried to figure out what to do with my last day before my zero-dark-thirty takeoff for Albany.

As I do in many such cases, I find a road to enjoy. And in this instance, it was a new (for me, anyway) section of the westbound Lincoln Highway. I headed north of Des Moines on Interstate 35, went up to the college town of Ames, home of Iowa State, and headed west. I've traversed part of U.S. 30 in the eastern portion of the state, coming across the Mississippi River at Clinton, but this was all new. I was determined to savor it. It was Sunday afternoon, and traffic on the four-lane Lincoln stretch was light, allowing me to drink in the massive blue vistas of sky and gently undulating countryside. Iowa is a special kind of pretty.

With the road drumming and the engine humming, it always makes my mind drift to what was happening along this byway decades and decades ago. Remember, it wasn't until well into the 1920s that the Lincoln Highway was paved across most of Iowa. Meanwhile, a feisty little auto industry had sprouted up like cornstalk shoots across the Hawkeye State. How many of us remember, for instance, that Des Moines was once the home, from 1920 through 1933, of a major Ford assembly plant? Or that Iowa's capital was also the first home of the Mason, on which the Duesenberg brothers first cut their automotive teeth?

These thoughts conjure up other ghostly recollections of automobiles from the past. Some of the cars didn't even make it all the way to fruition. Take the small city of Boone, west of

Ames, for example. In 1897, a couple of guys named Martin Welch and John Michie proposed a rolling, self-propelled cabin, which if it had ever been actually built, would have been the world's first RV. About a decade later, a gentleman from Des Moines named Frank Sunderlin publicly announced that he planned to design and build



1908 Mason

cars under his own name in Boone. That didn't come to pass, either, but Sunderlin did enjoy a long career running Boone's biggest garage.

I passed through tiny Carroll, seat of Carroll County, about halfway back to Nebraska.

That's where the Dart was manufactured for three years in the early 1980s. It had nothing to do with Dodge, or for that matter, Fort Dodge. It was one of those alternative vehicles that looked like a fighter cockpit dropped atop a stretched motorcycle frame and then fitted with outriggers. To say the least, it wasn't a big seller.

You get to Nebraska from U.S. 30 by heading down to the Missouri River along Interstate 80, through the historic railroad city of Council Bluffs, Iowa, then and now a stronghold for the Union Pacific Railroad. Council Bluffs was once the home of a self-promoter named A.J.P. Bertschy, who had an automotive background, and hit upon the idea of building a modern-day prairie schooner that would replace the stagecoaches that were still making runs across the desert in 1909. One example of this vehicle, which he called The Desert Flyer, was apparently actually built, a massive five-ton beast riding on solid rubber tires. One has to wonder how he expected it would transit the Rockies, to name just one obstacle. Bertschy did run a manufacturing company in his own name, but it's unknown whether it ever actually produced anything. He experienced greater success selling the Kissel Kar in Council Bluffs.

Spend a few miles on I-80, and you'll learn that there's still a lot of automotive activity across Iowa. I watched a procession of new transit buses heading east, and every other flatbed was loaded with a new, knocked-down combine en route to delivery. The automotive past of this vast, verdant state, however, is dreamy to contemplate. 🚗

“With the road drumming and the engine humming, it always makes my mind drift to what was happening along this byway decades and decades ago.”



discovers he can buy a brand-new 1939 “little” Packard for around a \$1,000. It is almost identical to the larger car in appearance, only much reduced in size. Joe Worker drives it to the plant and parks it alongside Joseph Gotbucks’ fabulous V-12 custom-bodied beauty. One of his employees says, “I see Joe Worker has a new Packard just like yours!”

Joseph Gotbucks makes up his mind right then and there that he will never buy another Packard. Next year, he goes down to the local Cadillac dealership and buys a new V-16 Cadillac! He never darkens the Packard dealership’s door again. I believe, if Packard had given those refined “little” Packards a non-Packard look, Packard might still be in business today.

Lyle Lieder  
Rochester, Minnesota

**WE JUST FINISHED A 2,500-PLUS MILE ROAD TRIP**, driving a “25,000-original-mile, barn-stored,” 1950 Ford from Fitchburg, Massachusetts, to West Jordan, Utah. The day we got home, I read Richard’s column in *HCC* #119, “Getting Ready for Summer,” and was gratified to see how closely our preparations matched. We had not only checked and changed all of the recommended things Richard listed, but packed spares for almost every item in the trunk.

Preventative maintenance gave us an almost trouble-free drive. Our new coil started having issues in Wyoming, so we changed it for the original (brought as the spare) in Rock Springs. Don’t forget to clean or change the spark plugs; they are cheap insurance and to also tighten the clips to make sure they are getting good spark.

It seems almost too obvious to remind readers that they should have a small tool kit so that they can make minor repairs and avoid that dreaded ride on a flatbed. A pencil with an eraser is helpful for cleaning the underside of distributor caps, and you can never have too many rags. When we changed the fuel filter, we were happy to have a small cup to catch the fuel spills. The engine had cooled, but having a fire extinguisher was confidence inspiring.

This Ford belonged to my father’s cousin, and he offered it to me so that I would preserve it. The barn wasn’t completely weatherproof, so there are some rust patina sections on the original paint, but it looks great overall. The best

part of road trips in an old car are all the friends you make at every stop, and the temporary friends you make who honk, smile, wave and take pictures as they pass. I can’t think of a better way to drive off into retirement.

Chris Black  
Fitchburg, Massachusetts



**I ENJOYED VINTAGE COLLECTIBLES** in *HCC* #121 on vintage ceramic ashtrays. In keeping with my appreciation of practical and economical cars, I found what appears to be a promotional ashtray for the Dodge Omni. There are no markings on the ashtray other than the illustration of the early 1978-’80—based on the original grille design—Dodge Omni four-door hatchback with the ‘Omni’ script, with gold trim around the edge of the ashtray. I presume that it was a promotional item, but do not know whether it was made for Chrysler on a national promotional basis, or was a local or regional dealer item. I would appreciate any information you or readers might provide. Whoever may have produced it, it makes for a very unique item to display with the more traditional literature, advertising and other promotional material.

Jeff Masoner  
Arlington, Virginia

**I MUST CONGRATULATE YOU FOR** a most interesting issue, *HCC* #120. All your issues are memorable, but some really thrill me. Yes, thrill me. I’ve been a car lover since I was three years old, and thank God, I can still get excited seeing new catalogs or new car magazines.

Richard’s editorial—“Confused Definitions”—is one of the most interesting editorials he has written. Right to the point. I just want to let you know you are on the ball with me.

I am always attracted to the Rear View Mirror column, but the recent column you are doing on Dispatches From Detroit is right up my alley. As an automobile catalog collector, I like to see reminders of catalogs long forgotten about. A friend of mine designed and produced the 1960 De Soto catalog that you recently showcased. He designed many De Soto catalogs, but this and the 1958 are so typical of his design work.

Frank Vogler  
Palm Harbor, Florida

**I KNOW I’M LATE WITH THIS GRIPE**, but after seeing issue #121 with the 1979 Mercury Cougar, I just had to write. When you were discussing accessories added to cars that do anything but enhance them (Continental kits are near the top of my list), there was one that I feel was missing: dual exhaust pipes that stick straight out of the back of the car, as is the case with the above-mentioned Cougar.

It is beyond my comprehension why you see this accessory so often. It just looks idiotic on 99.9 percent of all cars. If a car comes with dual exhaust, fine—have the pipes stick out like they did when the car left the factory. I have a 1966 Oldsmobile Toronado which, of course, did come with dual exhaust, and they look great because they’re integrated into the design. I have seen Toronados for sale with pipes similar to the horrid ones on the Cougar, and they just look stupid. I don’t get it. Some of them stick out so far you could trip on the damned things. Hideous.

Thom Tabor  
Surry, Maine

**REGARDING THE 1965 AUSTRALIAN DODGE PHOENIX** belonging to Timothy McKern on page 45 in the Dodge 100th-anniversary issue, look very carefully at the bottom left-hand photograph of the car’s interior. You will notice that the front seat in this car is actually the rear seat that was used in the U.S. Plymouth version. They did this because the rear seat was left-hand/right-hand-drive neutral, and it worked.

Terry Abrams  
San Diego, California

## Going Home Again

Do you periodically return to your hometown to visit friends and relatives, or attend class reunions? If so, you might relate to the frightening possibility posed by Thomas Wolfe in his famous 1940 novel, *You Can't Go Home Again*.

How about our domestic automobile manufacturers; can they “go home” again? Consider the retro pony cars beginning with the 2005 Mustang, 2008 Challenger and 2010 Camaro. Aren't their manufacturers trying to go home again to the magic market of first-generation Mustangs, Barracudas, Camaros, Firebirds, Cougars, Javelins, AMXs and Challengers?

This month's musings were stimulated by an official

Chrysler Group video of the 2015 Dodge Challenger SRT Hellcat going around the Internet. Perhaps you've seen it. Tim Kuniski, President/CEO of Dodge/SRT brands, touts the new, 707-hp, supercharged Hemi Hellcat as the greatest thing since sliced bread.

To prove its mojo, they staged a quarter-mile drag race between a new Hellcat and a beautifully-restored 1971 Dodge Hemi Challenger R/T hardtop with a four-speed. Predictably, the 2015 model beat the 1971 Challenger with a 10.85 ET to the R/T's 13.67. The Hellcat could have won with its windows up, the air conditioning on, tunes wafting from the entertainment system, and an on-board navigation system alerting the driver to wake up and let off the gas because he'd finished the quarter-mile. The Hellcat's eight-speed TorqueFlite required little driver attention compared to the R/T's four-speed, whose driver was shown forcefully rowing its long shifter through all four manual gears.

Which raises the question: Are we here to enjoy the journey, or to just be the first to finish it? Which driver was more stimulated in that race? If you could have ridden along in either car, which one would you have chosen? If you would have chosen the '71 Challenger for the visceral experience it would surely provide, perhaps you agree with country singer Miranda Lambert in this year's hit, “Automatic”: “It all just seems so good the way we had it, back before everything became automatic.”

Indeed.

Back before everything became automatic, Ford's Lee Iacocca, Hal Sperlich, and Don Frey were reading the tea leaves that had been soaking in the culture of the United States since the end of World War II. They were sure they saw a new market for a sporty, personal, affordable car. Some called it a youth market, and it was, to some extent, but the oldest baby-boomers were only 18 when those Ford visionaries hatched the Mustang.



Few boomers could afford any new car, and those who could usually needed a parent to cosign the loan.

However, they were in a better position to influence the culture at large, and their parents

in particular. Truth be told, most of us in that demographic were marginally spoiled and not inclined to heed the old adage that children should be seen and not heard. Team Iacocca observed those teenagers being seen *and* heard, influencing new-car buying like never before, even if they weren't personally buying the cars. Bringing the Mustang to market validated Team Iacocca's tea leaf readings, blindsiding General Motors by selling over a million before the first Camaro or Firebird was delivered.

Who could blame domestic manufacturers for trying to go home again by marketing cars with an appeal similar to that of a 1965 Mustang or a 1971 Hemi Challenger R/T? Even though that special postwar culture is gone, manufacturers solicit that culture's maturing customers: Today's average new pony-car buyer has more gray hair, being a product of the '50s and '60s, than did the younger people who bought new pony cars between 1964 and 1974. Maybe that's why retro pony cars offer contemporary creature comforts that would seem ridiculous in the originals: Can you imagine a factory-installed back-up camera in that 1971 Hemi Challenger R/T?

So, can “Detroit” go home again to the 1960s? No, because it's history... but they've proven they can reincarnate a ready market among those of us with fond memories of those wonderful years...with factory air this time around. 🍷

// Are we

here to enjoy

the journey,

or to just be

the first to

finish it? //

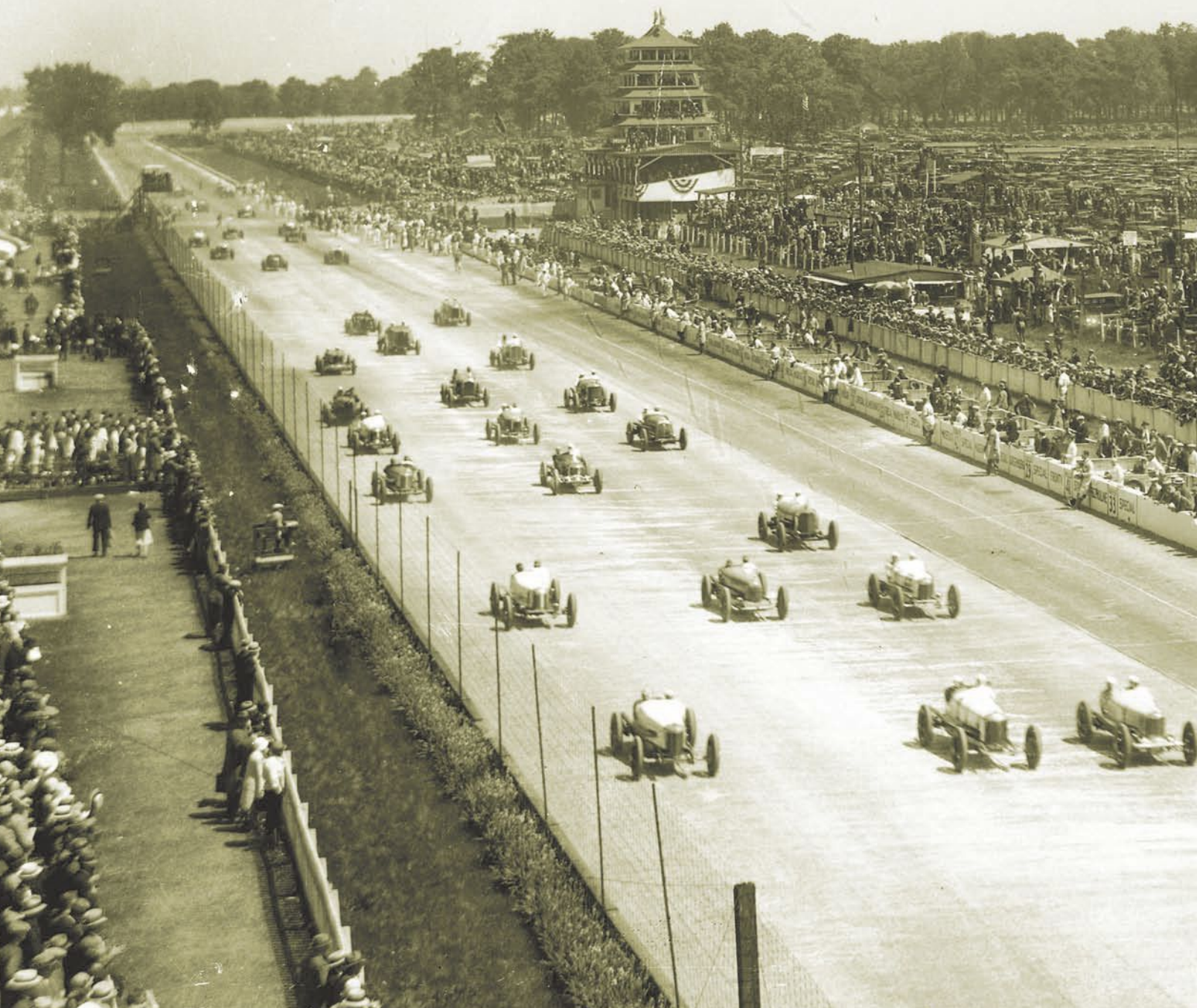


# Stocks at Indy

*A memorable effort using production engines to return the Brickyard to its roots*

BY JIM DONNELLY • PHOTOGRAPHY COURTESY OF INDIANAPOLIS MOTOR SPEEDWAY AND JOHN SNOWBERGER

**C**aptain Eddie Rickenbacker was steaming. It was 1928 and his eponymous car company had been forced to fold, not the victim of poor quality or incompetence, but of an economy that was showing ominous fissures. Rickenbacker found himself at the chairmanship of the American Automobile Association's Contest Board, which then was auto racing's primary governing body in the United States.





Its premier track, the Indianapolis Motor Speedway, was still owned by co-founders Carl Fisher and James Allison, both of whom were facing financial hardships of their own.

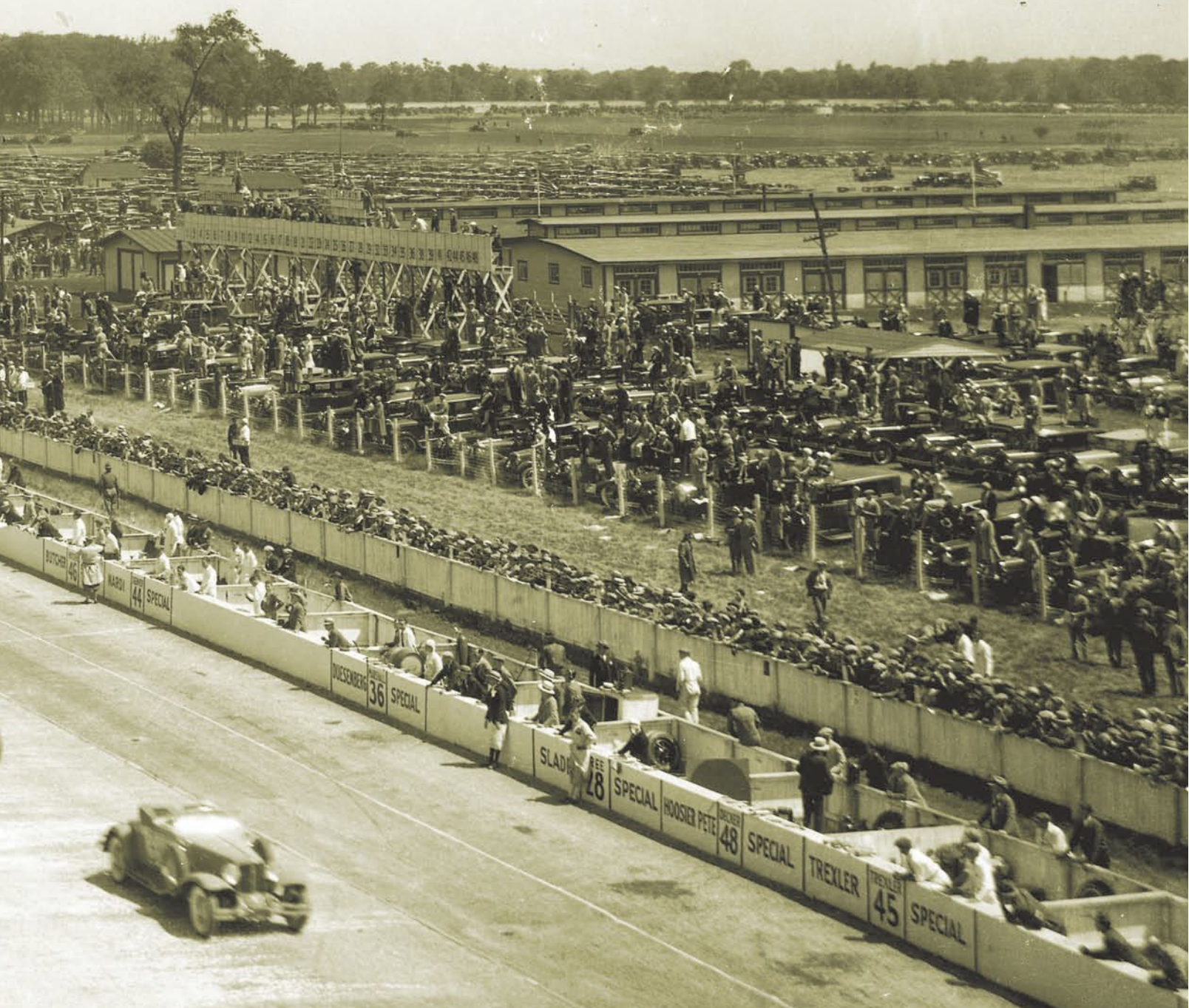
Rickenbacker commanded huge respect in the auto industry and elsewhere. After unsuccessfully trying to buy Allison's engineering business, he jumped at an Allison counterproposal to buy Indy. The 500-mile race was then the province of exotic racing cars, mainly the exquisite creations of Harry Miller, Leo Goossen and Fred Offenhauser, some with front drive and frantically supercharged straight-eights as small as 91 cubic inches. It had been so ever since the French showed up with their Grand Prix-level Delages and Peugeots before World War I, despite the original logic that Indy was supposed to be a proving ground for new American production cars, many of them built in Indianapolis.

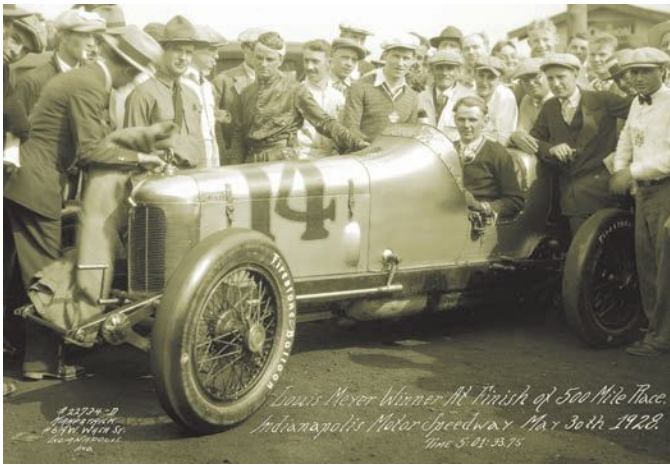
"Captain Eddie," as the Speedway's new

president, was determined the track was going to make money. He willed into existence the championship-level golf course that's been part of the track's terrain ever since. And he was intent on getting his Detroit cohorts more deeply involved in auto racing. Rickenbacker foresaw an era in which potentially diminishing fields of hugely expensive cars entered by wealthy dilettantes would be replaced by flocks of racers entered by American manufacturers, cars that were cheaper to run, and to which fans could more directly relate. In other words, Rickenbacker had the formula for NASCAR's success long before Big Bill France ever arrived in Daytona Beach.

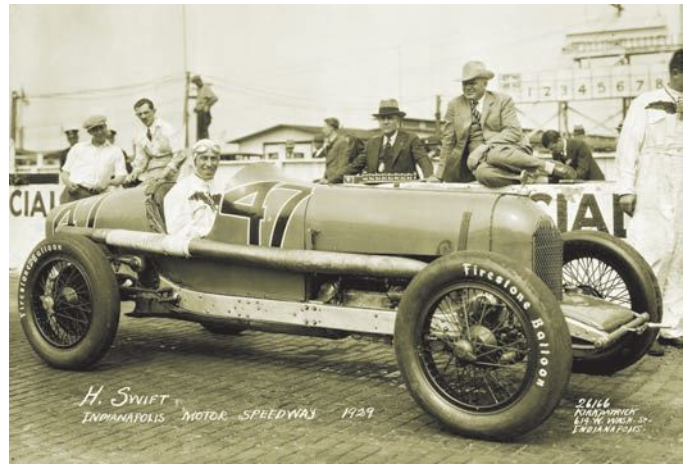
In 1929, after Ray Keech won the Indy 500 in a rear-drive Miller, Rickenbacker decreed an abrupt and sweeping revision in race rules that would become effective with the 1930 race. He opened up the engine restrictions, allowing

**The field rolls away for pace laps prior to the start of the 1930 Indianapolis 500, first for the new formula favoring stock engines and mandating two-man cars.**





Rickenbacker wanted to downplay cars like this, the supercharged Miller that carried Louis Meyer to victory in 1928.



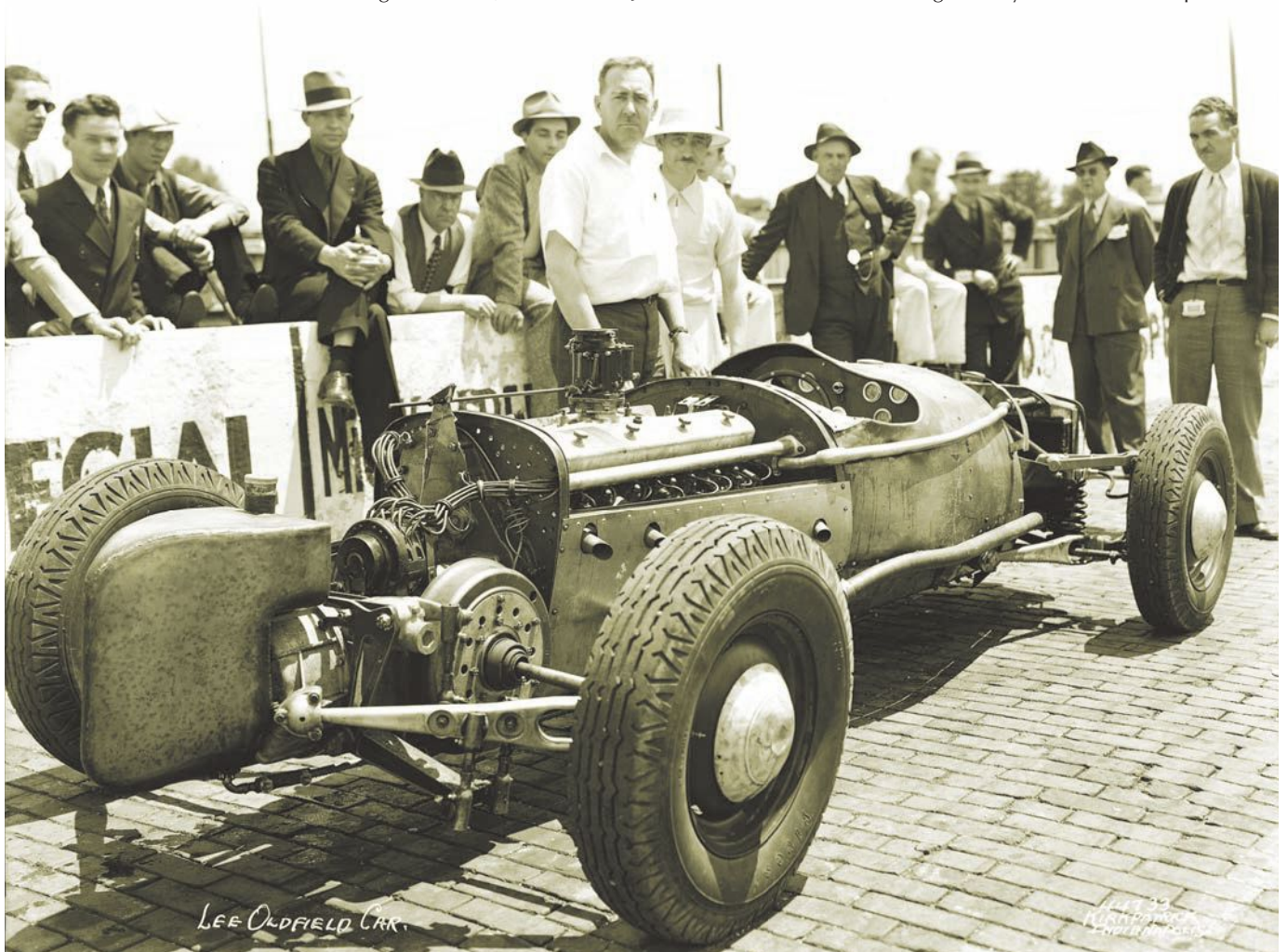
It's a pure racing car, but Ernie Triplett's entry for 1929 used Duesenberg straight-eight power. Triplett placed 26th.

anything from 91.5 to a full 366 cubic inches, and prohibited supercharging except for two-stroke engines. Next, to keep teams from stuffing huge engines into lightweight cars—another trend that would have its heyday in decades hence—Rickenbacker imposed a sliding weight-to-displacement formula. Again, the notion was intended to draw manufacturer participation using stock-based cars. To that end, Rickenbacker also mandated the return of the riding mechanic,

**Lee Oldfield tried to qualify this Marmon V-16 creation in 1937, the very first rear-engine car to attempt the Indianapolis 500.**

a requirement that had been jettisoned while the Millers, et al, became ever narrower and more streamlined. Just that fast, the stated original purpose of Indianapolis was back. Pure racing cars endured, but it was possible to see any number of American classics in competition during the 1930s, many in nearly unalloyed form, bearing obvious resemblance to road cars.

One of the longest-standing fallacies in the world of racing history has been the persistent





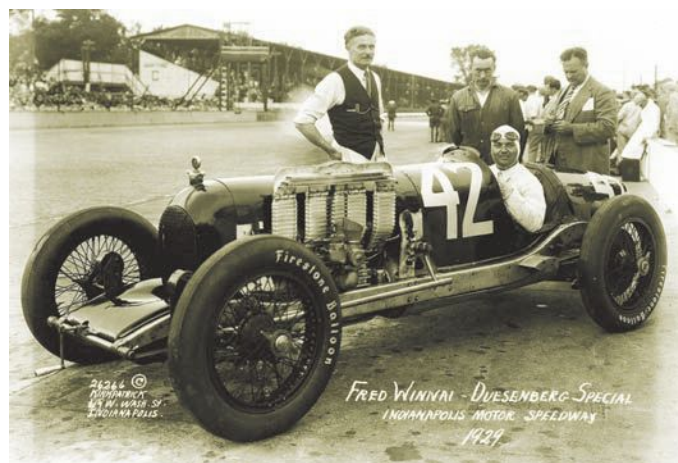
notion that Rickenbacker mandated the new rules in response to the Depression. That's not true. The AAA Contest Board approved them in January 1929, about a year after Rickenbacker first began considering them, a full 10 months before Wall Street imploded. Regardless, the era of stock-based cars at Indy became known to detractors as the "Junk Formula," and chronologically paralleled the most punishing years of the Depression.

"That's been a very common misconception that's long been in print," Indianapolis Motor Speedway historian Donald Davidson says. "Rickenbacker started working on the formula as soon as he took over the track, in August of 1927. When he takes over the track, the (preferred) car is a 91.5-cu.in., supercharged Miller, and he was thinking, 'When I was driving here before the war, they were racing cars they could sell to

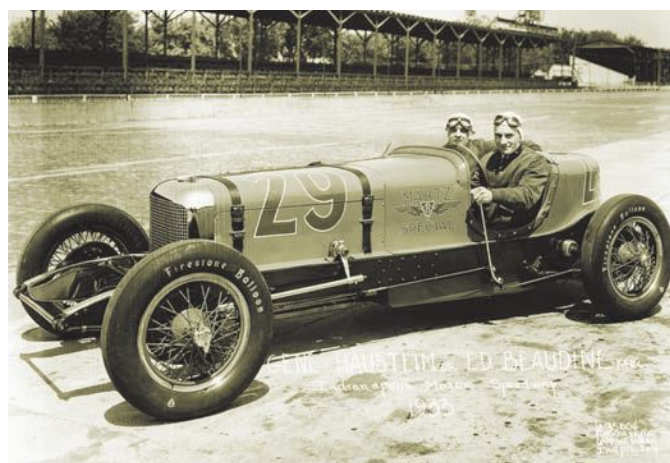
**Studebaker mounted one of the great factory efforts of the Thirties, fielding a quintet of President Eight-powered cars in 1932. Cliff Bergere brought one home third.**

the public, not straight-eight Millers.' When he took over the AAA board, it wasn't hard to get a regulation passed."

No stock-block car ever won the Indianapolis 500 during the 1930s. The winner's circle belonged to unblown versions of the Miller straight-eight and its fabled successor, the DOHC four-cylinder Offenhauser, itself adapted from a Miller-designed marine engine. But from 1930 onward to 1937, which marked the race's next big rules revision, stockers made up a significant part of the 500's starters. Start with 1930. Two Studebakers and a brace of non-supercharged Duesenbergs competed, along with Claude Burton in an Oakland V-8, Charles Moran in a DuPont, and most interestingly, 1924 winner L.L. Corum aboard a straight-eight Stutz with nearly stock bodywork, including a golf-bag door on one side. Chet Miller finished 13th



Another take on a 1929 Duesenberg, with intake cooling fins, was fielded by rookie Fred Winnai, who placed fourth.



The car name says Martz 8, but this car is actually a Hudson chassis with Hudson power. Gene Haustein drove it in 1933.

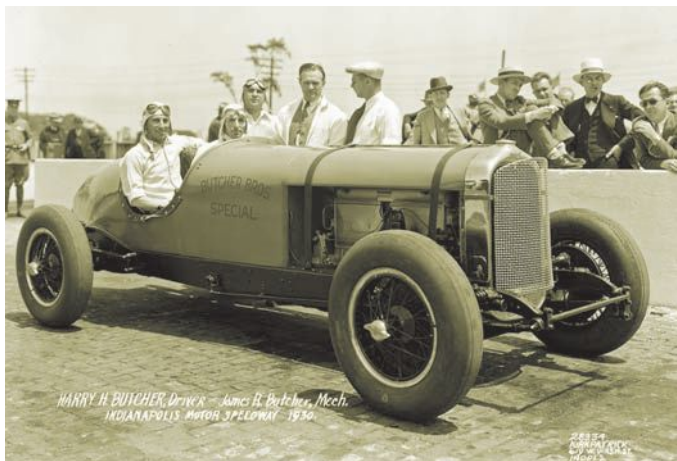


in a Frontenac-Ford, which relied on a slew of Model T parts, scavenging a front spring from an unknowing spectator's Model T during a lengthy stop and returning it after the race.

Top among 1930 finishers was the guy who to this day is the king of stock-based Indy cars, a driver from Philadelphia named Russ Snowberger. He was on the cutting edge of the stock formula, and crafted his own chassis with Studebaker power for 1930. Studebaker

**Preston Tucker brokered a deal between Harry Miller and Edsel Ford to create this fleet of ill-starred front-drivers in 1935. None finished.**

was no stranger to the Brickyard; Earl Cooper had brought a Studebaker-sponsored Miller home second in 1924. This time, however, the power was fully Studebaker, adapted from the production President engine. Snowberger boasted that his President Eight was 85-percent stock, modified only with four Winfield carburetors, a hotter magneto and a cylinder head with a 7.5:1 compression ratio. Total displacement was 336 cubic inches. Snowberger placed



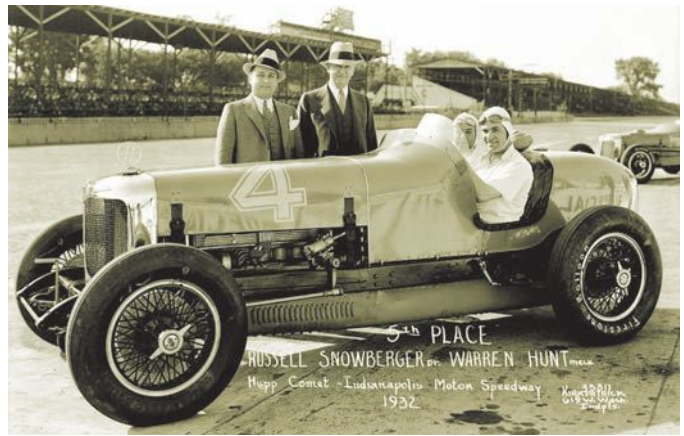
This stock-based race car is a Buick Eight, entered by Harry (driving) and James Butcher in 1930. They finished 14th in the 500.



Straight-eight-powered cars were notable for their aerodynamic narrowness in 1929, such as Bill Spence's Duesenberg.



George Howie built this unusual car himself for 1931. It was a Dodge chassis stuffed with an eight-cylinder Chrysler.



Russ Snowberger was a great hero of the stock era at Indy. He finished fifth in the Hupp Comet in 1932, best among the stockers.

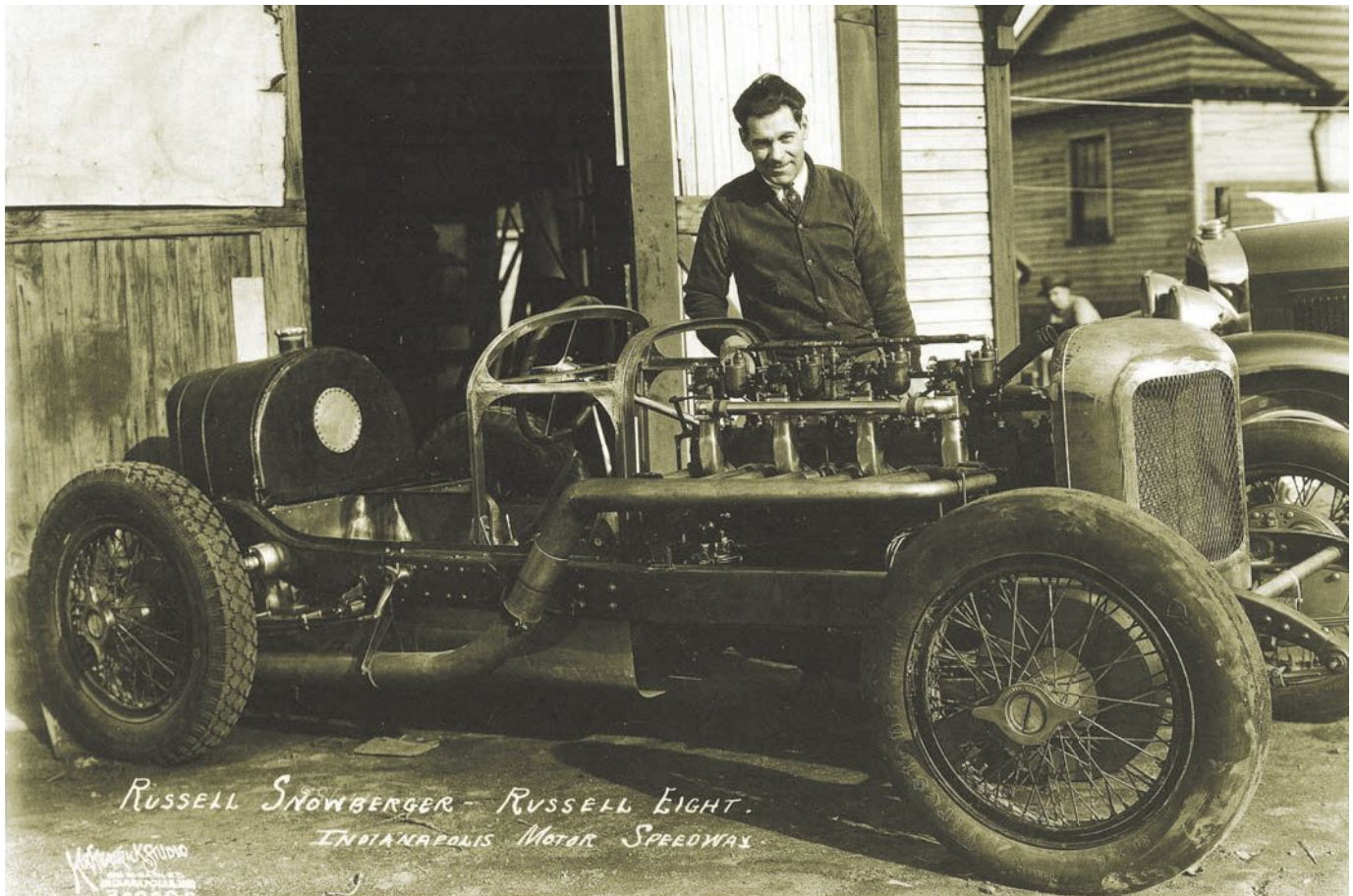
fourth in 1930, banking \$10,000 for the season with a race car he'd spent barely \$1,500 to construct.

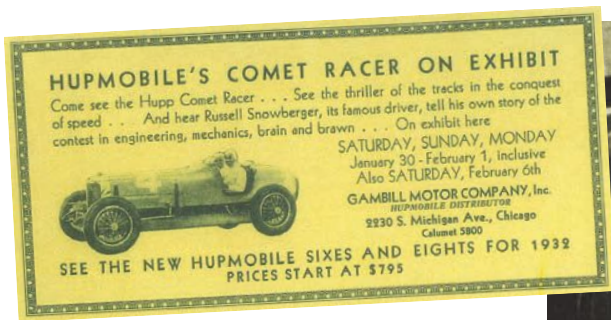
Snowberger earned the pole in 1931 after defending-winner Billy Arnold's time trial was disallowed for not having his brakes properly adjusted. This time Snowberger was fifth, besting a couple of factory-entered Studebakers with the new President Eight engine, its crankshaft now running in nine main bearings instead of the previous five. That preceded a full Indy assault by Studebaker in 1932, with a five-car factory team with President Eight power. This began one of the headiest eras for Studebaker in motorsports. Two

of the five cars were taken out by wheel bearing failures late in the 1932 race, but Cliff Bergere brought his Studebaker home third, behind winner Fred Frame and Howdy Wilcox. Three Studebakers finished in the top 15 among 40 starters, their cars marked by stunning Rigling and Henning bodywork that included a sunburst grille. Also in the field were a semi-stock Chrysler, a Graham and the straight-eight Hudson of Al Miller.

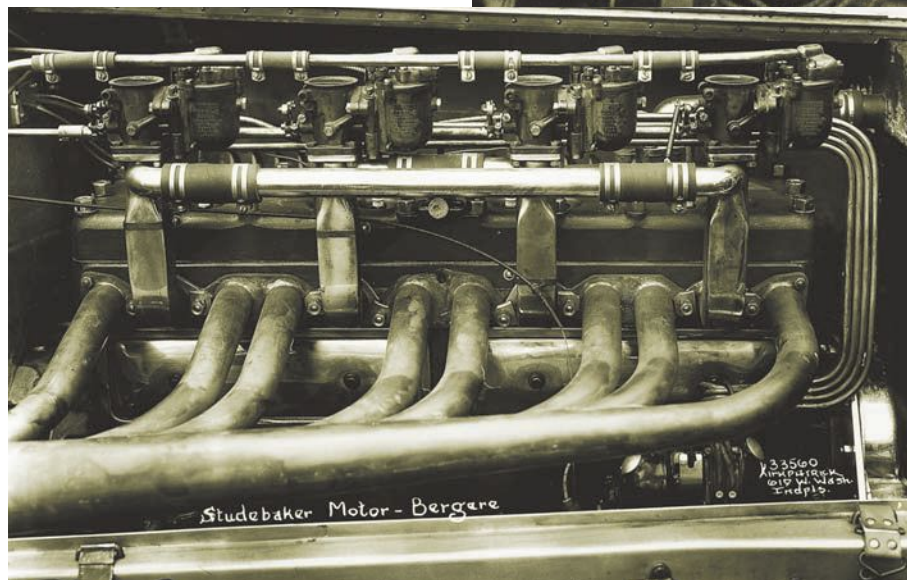
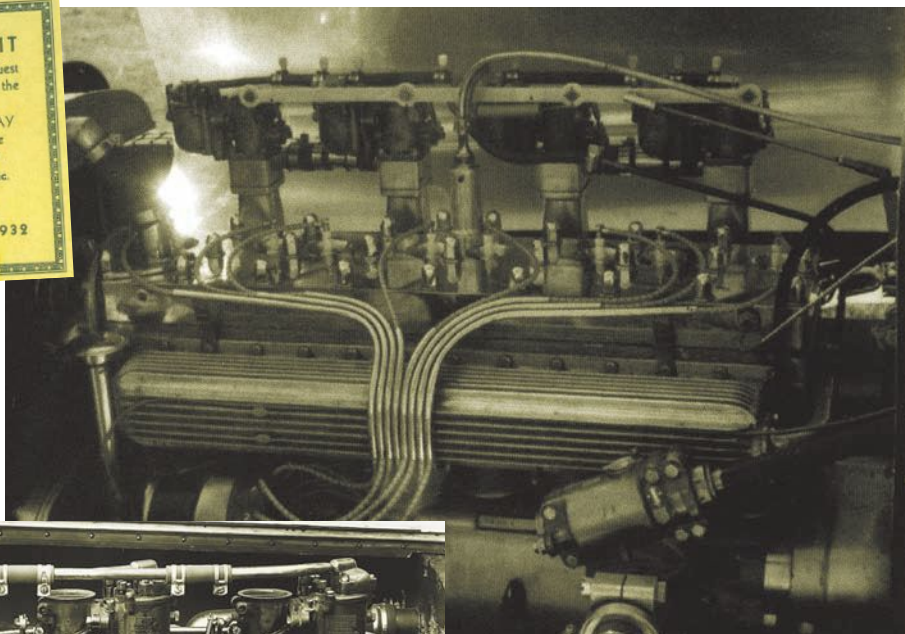
**Snowberger built his own chassis and, before using Hupp power, ran a Studebaker eight. This is at Pop Dreyer's famous shop.**

There was another stock-formula car in the race, driven by Snowberger, who had ditched his previous Studebaker Eight in favor of a straight-eight from Hupmobile, the same one used in the





Hupp actually fielded a quasi-factory car in Snowberger's *Hupp Comet* of 1932. They gave him an engine (right), a company car, and garnered significant publicity for their race performance (above). Though largely stock, the Hupp eight had four carburetors.



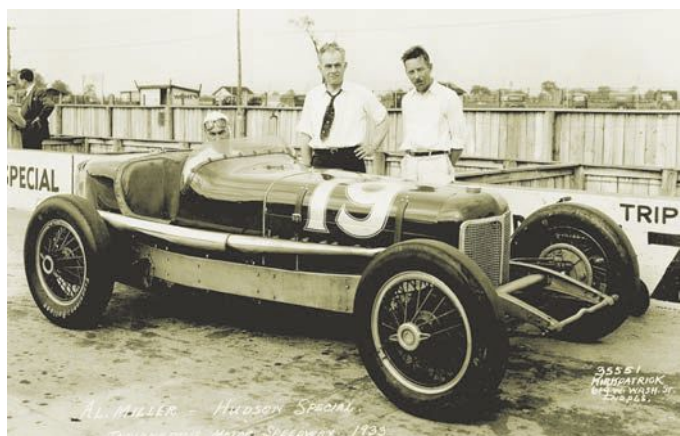
The factory Studebakers used a President Eight engine; Cliff Bergere's powerplant used a quartet of Winfield carburetors. This photo dates to Studebaker's 1932 assault.

For his part, Rickenbacker was thrilled that auto manufacturers had become directly involved in the race, even by providing power to privateer entrants such as Snowberger, who reverted to Studebaker power in 1933 and later, in 1937, switched to Packard.

First, however, came 1935. That saw the culmination of a deal between Harry Miller and Edsel Ford brokered by the ever-entrepreneurial promoter Preston Tucker, who convinced both men that a fleet of factory Fords with front-drive chassis built by Miller would be unbeatable at Indy. Ford responded with an armada of 10 cars, of which nine were completed in time for the race. All were powered by hot-rodded flathead V-8s.

Series H and V, with 133 stock horsepower. Hupmobile was impressed with his stock-formula exploits and offered him not only an engine, but a salary and a company car. Snowberger matched his best finish by placing fifth in the *Hupp Comet*.

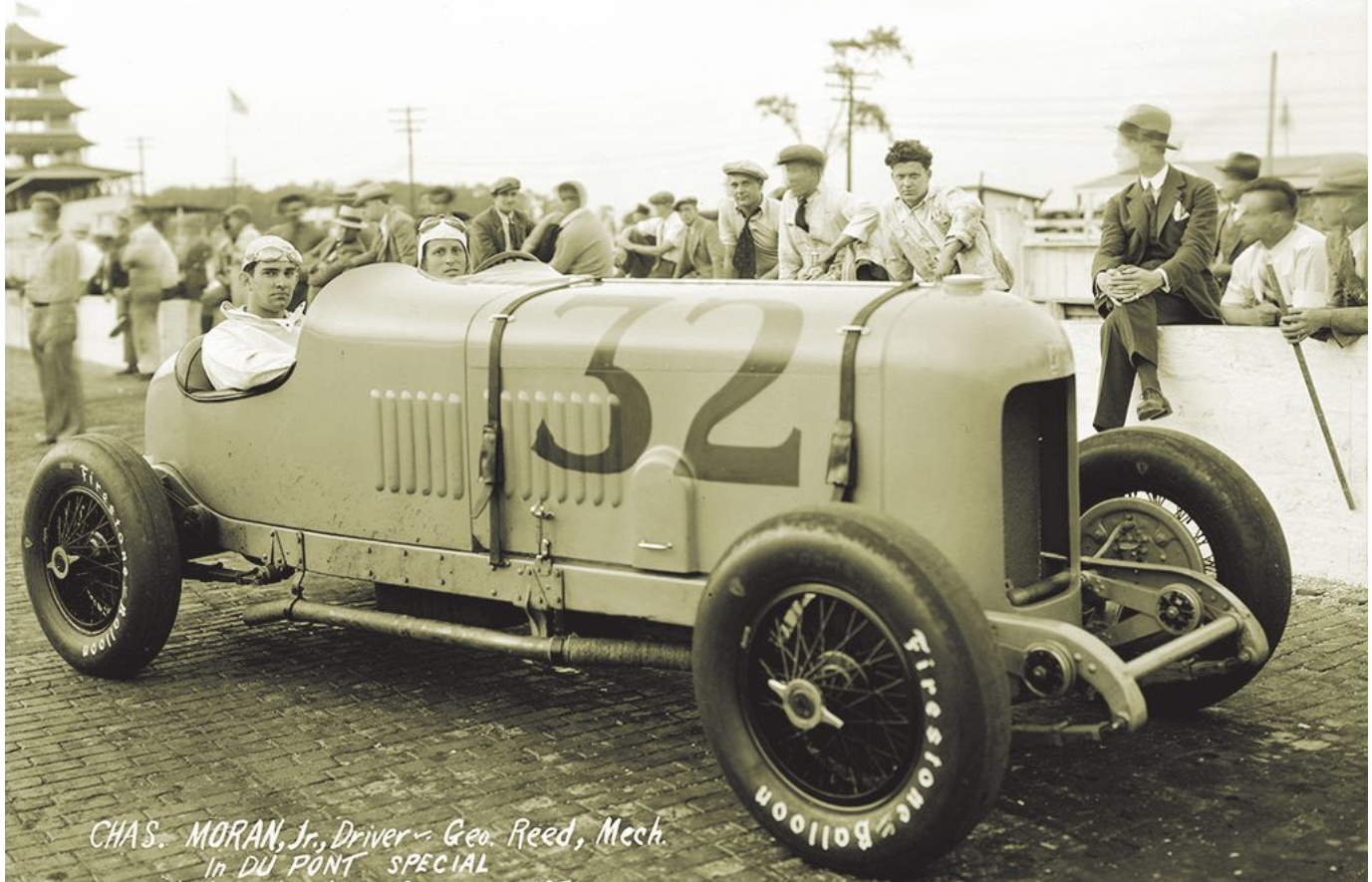
The cars were sensational looking and meticulously prepped. The lead drivers were supposed to be Bergere and 1925 winner Peter DePaolo, but they both judiciously pulled out. DePaolo had predicted, before qualifying even began, that none of the



The Marr team entered a pair of Hudsons in 1933, this one for Al Miller. Both dropped out with rod failure.



Hudson enabled a variety of lower-budget teams to race in 1933. This G&D Special was driven in that race by Ray Campbell.



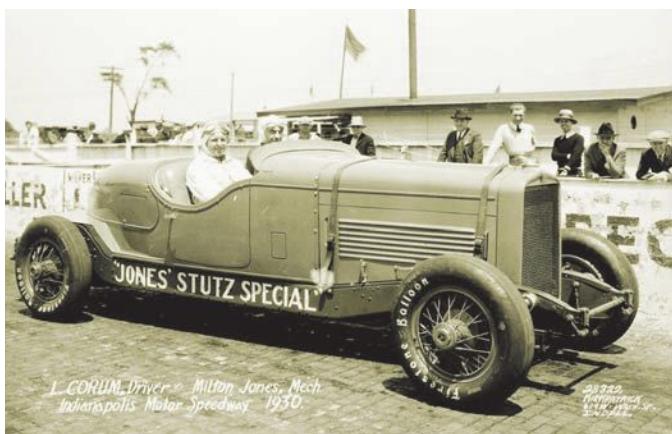
Miller-Fords would finish—Miller had positioned its steering gearboxes right next to the engine block. In the race, DePaolo proved correct. Every one of the Miller-Fords dropped out when their steering lubricant was vaporized by engine heat, rendering the cars undriveable. Henry Ford was enraged at the humiliation, and the Ford Motor Company would not return to Indy until the 1960s, although DePaolo ended up running Ford's first postwar stock car efforts out of Charlotte, with the team that later evolved into Holman-Moody. The biggest news in 1935 was Kelly Petillo's win with Offenhauser power, the first of scores for that historic engine.

Nineteen-thirty-seven was a watershed year at Indy, the last for the two-man cars, and the first in which a previous limit on allowable fuel was rescinded. Supercharging was legal once more, too. The 500 was transitioning back toward an international-

**A blunderbuss with a Full Classic soul, Charles Moran's 1930 entry had a DuPont chassis and engine, but crashed.**

style formula for pure race cars with single seats, as it had in the 1920s. The speedway would remain active for only four more years until war put an end to racing, after which Rickenbacker would sell the badly neglected Brickyard to Tony Hulman.

Fittingly, the final asterisk to the stock formula years came in its final edition, 1937. A driver named Lee Oldfield—no relation to the legendary Barney—who'd last attempted to start the 500 before World War I, showed up with a unique car powered by an Indianapolis-built Marmon V-16. Lee Oldfield was more of an engineer than a driver, and was impressed by the exploits of the Auto Union team on the Grand Prix circuit. He mimicked them by positioning the Marmon engine behind the driver. It wasn't fast enough to qualify, but Oldfield nonetheless made history. His car was the first with a rear-mounted engine ever officially entered at Indianapolis. 🏁



Perhaps the "stockiest" of the stocks was this Stutz entered by 1924 winner L.L. Corum in 1930, complete with golf-bag door.



Chet Miller, no relation to Al, had the other Marr Hudson in 1933. He fell out just two laps after his teammate did.

## Medium-Priced Luxury

Long on comfort and style, the 1953 Chrysler Windsor DeLuxe is a handsome car loaded with many high-quality details throughout



BY MIKE BUMBECK • PHOTOGRAPHY BY DAVID LaCHANCE

About 25 years ago, Jim Flint of Biddeford, Maine, answered a classified ad in the *Portland Press Herald* for a 1953 Chrysler Windsor DeLuxe. Jim had owned a similar Windsor DeLuxe while in college and knew exactly what kind of Chrysler was being advertised. A phone call and subsequent trip to West Kennebunk, and Jim was unknowingly on his way to owning another Windsor DeLuxe. What began as a trip to take a curious look turned into something else as soon as he saw the car's condition.



"It was in very good shape. It had only about 20,000 miles on it, having been stored for a long time," Jim remembers. "The folks who stored it, the daughter of the original owner, covered the entire car with wax, but didn't buff it off, so the paint was well-protected. The fellow I bought it from, the third owner, replaced the belts and hoses, plugs and points, changed the oil, etc. and then listed it for sale."

The Windsor was almost exactly like

the one Jim drove in college, which was handed down to him by his grandparents. Mainly driven by his grandmother, the Windsor was given to Jim by his grandfather after she passed away. That Windsor had a few more options like a radio, power steering and factory seat covers, but this one was all there and ready to roll. Jim decided he had to have a Windsor DeLuxe once more. "Initially, when I saw the ad, I only meant to look at the car, but when I beheld it, I just had to have it!



The L-head straight-six shows its years well and still runs strong. The engine was rated for 119hp at just 3,600 RPM with a thrifty single-barrel carburetor. The firewall still displays an "O.K." inspection stamp. Belts and hoses are an operational mix of old and new. Dual horns sound a note of authority out on the road.



I cashed in all my savings bonds, rolled up all my change, and barely managed to come up with the money to buy it."

Chrysler was looking forward with its 1953 lineup. The two-piece front windshield was a thing of the past. For the first time since the Chrysler Airflow, a seamless single pane of glass made for an unobstructed view ahead. Changes in the body moved the previous year's style even further along, taking advantage of the Chrysler's long wheelbase and making the cars appear even longer and sleeker. The 1953 Chrysler lineup ran the gamut from the base Windsor, all the way to the top-of-the-line New Yorker.

The Windsor boasted that it was the lowest priced of all Chryslers for 1953. While the Windsor may have cost less than the fancier and more upscale New Yorker models, it now shared the same wheelbase with the tonier New Yorker. The short-wheelbase cars measured out at over 125 inches in length, with the long-wheelbase cars stretched to almost 140 inches. Available engines included the tough and smooth five-bearing

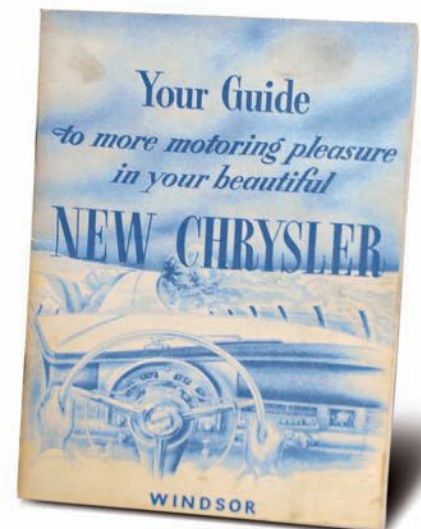
264.5-cu.in. L-head straight-six that produced 119 horsepower, and the powerful 180-hp 331-cu.in. Hemi V-8.

Riding in the middle of the pack was the Windsor DeLuxe, which touted fine car performance, comfort, style and beauty at a medium price. The Windsor DeLuxe was available as a two-door Newport hardtop; convertible; or four-door, six-passenger sedan. Standard equipment included directional signals, two-speed electric windshield wipers to clear the one-piece front windshield, luggage compartment courtesy lamp and full wheel covers. The Windsor DeLuxe went head-to-head with the Buick Super, Hudson Hornet, Oldsmobile 98 and corporate relative, De Soto Firedome. All told, Chrysler built 84,469 Windsors for the 1953 model year, of which 52,277 were of the DeLuxe series.

So, once again, Jim ended up owning and driving another 1953 Chrysler Windsor DeLuxe. Its overall condition inside and out is very good, with the carpet in front showing wear from being covered with floor mats for such a long time. Jim uses

Meguiar's products on the original exterior paint and chrome, while Lemon Pledge keeps the dash and vinyl looking new.

To ensure reliability, Jim maintains



Chrysler supplied this guide detailing all that the Windsor had to offer its owner, along with service and maintenance tips.



The Windsor DeLuxe shows off its full 211 inches of length in profile. The longer rear fenders for 1953 add to the overall effect.

a regular maintenance schedule, which includes an oil and filter change every 1,000 miles using Shell Rotella 10W-30 oil for its higher-than-normal zinc content. Jim initially drove the car with bias-ply whitewalls, but switched over to a set of radial blackwalls and reports vast improvement in driveability. There was a problem with keeping air in the tubeless tires at first, but his mechanic came up with a valve stem solution that kept the air inside the tires where it belongs.

Jim says the tires have been the only major maintenance item, at about \$1,000 in total cost involved. He did have to replace the exhaust manifold gasket when he took the car out of storage, but other than that, routine maintenance has kept the old Windsor ready for trouble-free driving. The six-cylinder engine runs smooth and quiet; the 264.5-cu.in. Spitfire engine was known for its determined operation and longevity.

The flathead engine starts right up from cold with a single tap on the accelerator, taking care to not flood the engine with its single-barrel carburetor when it's warm. While the engine was never known for its neck-snapping acceleration from a dead stop, Jim says that, once under way, the Spitfire lives up to its name. "Between 35 MPH and, say, 65 MPH, it moves out smartly." Now that turnpike speeds have been increased to 70 MPH, Jim tries to keep the Chrysler on secondary roads for comfortable and confident cruising.

Jim guesses the engine is loafing along at about 2,500 RPM at typical cruising speed, and that while the Windsor is certainly capable of higher velocities, it wasn't built to win the Indy 500. "It is entirely comfortable at 55-60 MPH and can do 70, but somehow, it just doesn't seem right to go that fast. I had it up to 80 once and had no problem, but I don't make a practice of it. Fifty-five miles per hour is the best for both me and

the car. Well, except on a turn. It doesn't exactly corner like a cat!"

The odometer just recently clicked over to 35,000 miles, and Jim noticed that the more he drives the car, the fewer problems arise. A previously adhered-to annual limit of 1,000 miles was scuppered. "I used to set the trip odometer at zero in the spring, and when I reached 1,000, I'd store the car away. Now, I find, it seems to run better and have fewer problems if it gets driven more than that, so I just use it and don't worry about the mileage."

Starting late in the 1953 model year, the fully automatic PowerFlite transmission started to appear, but no mention of a 1953 Chrysler product can be made without reference to the famous semi-automatic transmission, the Fluid-Matic, with its four forward speeds.

According to Jim, "The Fluid-Matic has a clutch, but there's no direct mechanical connection between the engine



There is no lack of head or legroom up front. The odometer and speedometer are surrounded by amperage, fuel level, oil pressure and coolant temperature gauges. Temperature controls are flanked by fan and defroster knobs.

and the wheels, rather there's a fluid coupling. You use the clutch to move the shift lever between reverse and two forward ranges, each of which has two speeds. I understand the transmission is actually a two-speed unit with an overdrive bolted on, giving four forward speeds. The low range, up and away from you with the shift lever, is very low and not often used. For normal driving, most start off in high range, or third gear.

"To take off, you depress the clutch and select high range (all the way down with the shift lever). Leaving your foot on the brake, you ease the clutch out, but you don't have to be very careful about that, as it won't stall. Step on the gas and when you're going around 20 MPH or so, let off until you hear a sort of 'click.' Then you're in fourth gear. Fourth is good for any speed from around 10 to 80 MPH.

"You can start in low range with first, shift to second with the gas pedal, then shift with the clutch into high range, and you'll be in fourth. Or you can start in low range, shift with the clutch to high range and catch third, then shift with the gas pedal to fourth. Second and third seem quite close together, though they are not identical. Downshifting happens automatically within ranges, and flooring the accelerator in fourth will cause a downshift into third. There is no 'park,' so when parking, you must always use the hand brake."

The Windsor DeLuxe is the only collector car Jim owns right now, perhaps because the big Chrysler offers so much car in a single original package. While there are a lot of little things to like about



*“It’s classy without being ostentatious, big but economical, easy to drive, comfortable to ride in, cruises nicely, especially since I put radial tires on, and I love the way it takes a hill...”*

the Windsor DeLuxe, they all add up to the main reasons to own a 1953 Chrysler. "It's classy without being ostentatious, big but economical, easy to drive, comfortable to ride in, cruises nicely, especially since I put radial tires on, and I love the way it takes a hill," Jim proudly tells us.

If there's anything not to like, it's that the Spitfire engine is slightly sedate in the acceleration department, but even so, Jim

doesn't plan on changing a thing on the old Chrysler. Some nested birds fouled up a section of paint and chrome while the car was in storage, and it has its share of nicks and dings that might someday warrant a fix, but for the time being, Jim is just keeping the car as it was and having a good time in the process. All he can hope for is that everyone else enjoys the Chrysler Windsor as much as he and his grandparents have before him.

"This has been such a fun car to own," Jim says. "Two of my nieces have been transported from their weddings to their receptions in it. It always scores a hit when people see it. I'm struck by the quality of its construction. From a marketing perspective, it's interesting to see what it competed against in 1953. The Buick Super was close to the Windsor's price and was about the same size, but had a much larger and more modern engine and a fully automatic transmission as well as racier styling. You wonder why anyone would buy one of these when they could just as easily have a Buick Super.

"Then, I remember my grandfather. He wouldn't have been comfortable with a fully automatic transmission—he wanted more input in the operation of a car. And a larger engine would not have interested him. He wouldn't have cared two pins about the acceleration and spending more money on gas. Just to have that would have seemed like a waste to him. So there was a market for these cars. Best of all, it's been a blast owning it. I hope whoever owns this Windsor after me gets as much of a charge out of it as I have." 🍷





## The Budd XR-400

### *American Motors' Almost-Thunderbird*

BY PATRICK FOSTER • PHOTOGRAPHY COURTESY OF THE PAT FOSTER COLLECTION

American Motors was not some wimpy little car company in 1962. No, instead it was a powerhouse automaker at the height of its glory, a strong, blockbuster firm that had come back from near bankruptcy in 1957 and went on to challenge the Big Three. And it was successful.

Several times since 1959, plucky little AMC had reached third place in sales volume, displacing Pontiac or Plymouth for a month or two, though it wasn't able to hold onto it. AMC President George Romney had a firm goal of taking the number-three spot permanently, and then going on from there. He honestly believed that his Ramblers could eventually take on Ford and Chevrolet for first place. Not one to just wish for success, he was busy building up the company's production capacity to give him the cars he would need for the challenge. By 1963, American Motors' main plant in Kenosha, Wisconsin, would be

capable of producing about 600,000 Ramblers per year.

So, naturally, suppliers to the auto industry were anxious to get in on some of that volume. One huge provider, The Budd Company, was already supplying AMC with tooling, stampings and various sub-assemblies. But it hungered for more. Budd executives wanted to supply complete body shells to AMC, and they had a neat product in mind to promote that idea, one that would take AMC into a new field. They wanted to build a Rambler sports car similar to the beloved 1955-'57 Ford Thunderbird, the two-seat beauty that was one of the most desired used cars on dealers' lots.

Budd had pitched a similar program to Ford executives in 1961, and it created a new 2+2 sporty car using modified 1957 Thunderbird tooling and a Falcon chassis to illustrate the idea. The result was called the XT-Bird, and it was a great-looking car. Anyone could see it was basically a 1957 Thunderbird body,



Styling details include a slight scallop in the front fenders, quad headlamps and a dip in the upper rear line of the door. The recessed hood/high fender line is a nice touch, but the clumsy grille looks like it was tacked on at the last minute and definitely detracts from the looks. Overall, the styling is a mishmash of competing themes.

but the fins were gone, and this time around, there was a back seat suitable for two kids. It was a good enough idea that Ford considered the XT-Bird for a while before ultimately deciding to turn it down because it wasn't a true four-seater. But Ford was intrigued by the idea of a sporty four-passenger car. It went on to create the Mustang for a mid-1964 introduction.

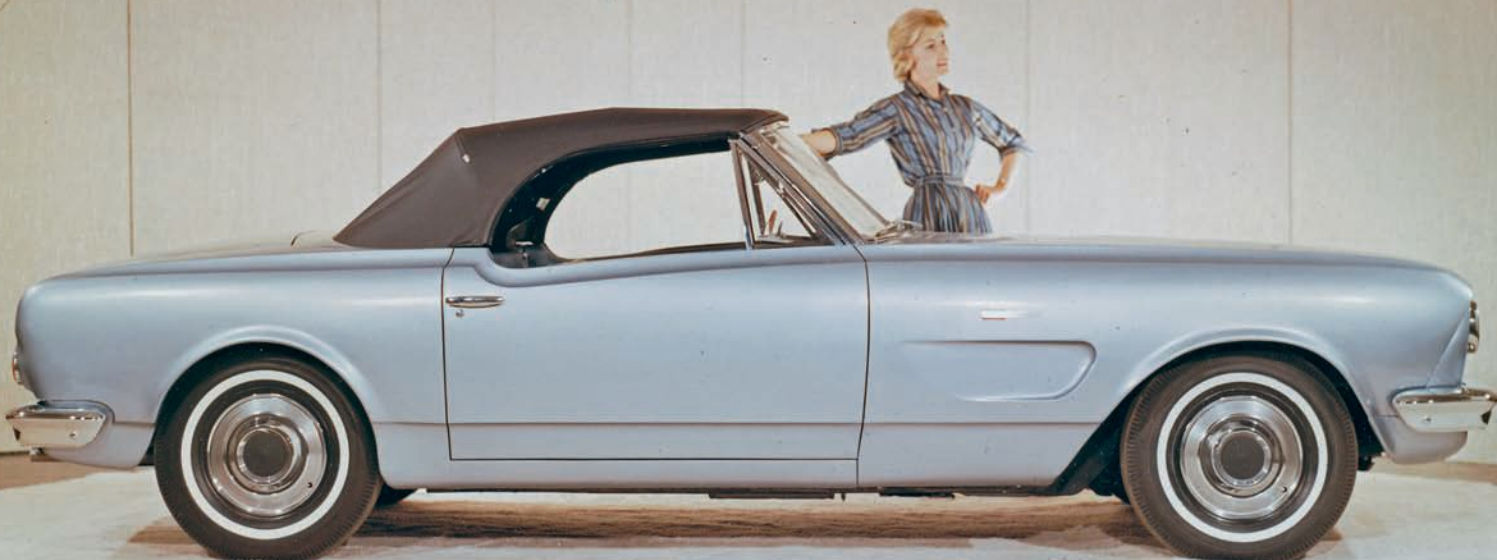
In 1962, Budd was working with AMC on tooling for its upcoming all-new 1963 Classic and Ambassador models. They decided to recycle the XT-Bird idea to AMC in hopes of better results. One major difference—the Rambler project would have its own body.

For the 1963 cars, Budd was helping AMC on the design and tooling for AMC's revolutionary new "Uniside" construction technique, in which all the dozen or so pieces that usually went into making a body side-door frame were replaced by two large stampings—inner and outer—that formed the complete door-

frame unit, yielding greatly improved door fit. In Budd's sporty car proposal, the new Uniside would be reused as the basis of a new sports car. Budd would accomplish this by taking a stock Uniside and cutting and modifying it to serve as a basis for the new prototype. Budd called the resulting car the XR-400.

The idea was to use the 1963 model as a base, but since complete cars weren't ready yet, the sporty car was reportedly built from a 1962 Rambler Ambassador two-door model, probably a highline 400 series, which would account for the 400 in its name. Naturally, XR stood for Experimental Rambler. Using the Ambassador for a base allowed the inclusion of the powerful AMC 327-cu.in. V-8 and heavier-duty driveline components to give the XR-400 performance to go along with its looks.

Budd's plan was to cut the production Uniside panels at the B-post above the belt line, at the A-pillar about 7/8ths of the way up, and the sills just behind the B-post. That would provide



Although the overall dimensions appear to be about the same as the later Ford Mustang's, the Rambler XR-400's longer nose and shorter cabin

a framework with an integral cowl, shortened B-posts and windshield frame. This substructure would then be moved 16.24 inches rearward from its stock location to allow for a much longer hood, which sports car styling demanded back then. The rear chassis rails were shortened by a little over 14 inches to allow for a short rear end, resulting in the long-hood/short-deck look that was part of the T-Bird's appeal. It actually was a fairly simple process.

Of course, these changes would necessitate all-new exterior body panels, along with modifications to various mechanical systems such as lowering the engine and radiator, new engine mounts, new fuel tank, etc. But Budd estimated the total cost of body tooling to be only about \$4,100,000—cheap by automotive standards, even then. Budd executives told AMC they could provide complete bodies-in-white for \$450 each. Start-up time for production would be as little as six months.

Budd pushed the idea hard. The XR-400, it claimed "... offers Rambler an unusual opportunity to introduce a brand-new

type car—one designed specifically to take over a healthy segment of the new car market presently untapped by any American manufacturer." It didn't count the Corvette because it wasn't a four-seater. Budd asked the rhetorical question, "What could be more appropriate than for American Motors to introduce to the American highway a brand-new idea in sports cars—classic in styling ... in roadability ... in performance—but designed and built for family motoring pleasure."

Budd also pitched the halo effect such a car would have on Rambler: "It seems to us that it would further strengthen in the public mind, the impression that your basic aim is to provide quality-built automobiles that really meet the needs and means of today's car buyer. ... Because this car would be unlike anything else on the road, it would attract wide-spread attention ... provide your dealers with both a new profit area and a morale builder ... and offer unusual advertising and sales promotion opportunities."

The car that Budd finally showed to AMC was, as it said,



In contrast to its rather slapdash exterior styling, the Budd prototype's interior shows real class, with thickly padded bucket seats, full-length floor console with integral shifter and a comprehensive instrument cluster. Notice, too, the sporty wood steering wheel.



didn't allow for as much interior space as the Mustang. Notice how softly rounded the body lines are, especially the fenders and quarter panels.

unlike anything else on the market. Budd executives firmly believed that the prototype demonstrated the company's ability to design, engineer, style and build prototypes in a cost-efficient manner, though in retrospect, the XR-400's styling is rather bland. It's a case where the car has all the right details—long-hood and short-deck proportions, along with a low windshield and soft top. By rights, it should have been sporty enough for just about anyone, but the styling itself is tasteless. The rounded fenders, fake air scoop indentations on the side, and clumsy grille and headlamps show clearly that the styling side of the equation had not received enough attention. Still, AMC executives could always look past that. They had Ed Anderson and his assistant Dick Teague running the styling department, and those two would be able to come up with something stunning, if it came to that.

But AMC was not the right company to bring a sports car idea to market. The corporation had last fielded a two-seater in 1954, the beautiful but slow-selling Nash-Healey. Then-CEO

George Mason had ordered that car to be dropped, and his successor, George Romney, rejected subsequent sports car ideas like the Rambler Palm Beach prototype. Although Romney left AMC in February of 1962, his successor, Roy Abernethy, preferred big, sporty cars over little ones—the latter mid-size 1965 Rambler Marlin was his idea of a sporty car. He wasn't interested in the XR-400.

It's probably just as well. The very tight rear seat on the XR-400 relegated it to small children; even teenagers would have objected to the cramped accommodations. Ford had been correct to turn down the original idea and to try for a sporty compact able to hold four adults. The resulting Mustang was a huge hit.

One AMC designer, Bob Nixon—a sports car enthusiast—had an idea for a four-place sporty coupe based on the upcoming 1964 AMC Rambler. It would be very much like the approaching Mustang and Barracuda, and in time he would design it, call it the Tarpon, and have a prototype ready for auto show display in 1964, actually before the Mustang debuted. But that's another story. 🐞



The rear seat appears to have adequate room, though the bolt-upright back cushion must have been uncomfortable.



One can see how even children are cramped. Budd's designers laid out the XR-400 as a 2+2 rather than a full four-seat automobile.

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CENTRAL MACHINERY

**SAVE \$90**

• Pair of Arbor Plates Included

Item 60604 shown

LOT NO. 33497/60604

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LOT NO. 97080/69269

Item 97080 shown

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**CENTECH CAN AND OBD II DELUXE SCAN TOOL**  
LOT NO. 60693/99722/62119

Item 60693 shown

**SAVE \$55**

**\$74.99**  
REG. PRICE \$129.99

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**"The Undisputed King of the Garage" - Four Wheeler Magazine**

**PITTSBURGH RAPID PUMP® 1.5 TON ALUMINUM RACING JACK**

Item 68053 shown

**SAVE \$60**

**\$59.99**  
REG. PRICE \$119.99

• 3-1/2 Pumps Lifts Most Vehicles • Weighs 27 lbs.

LOT NO. 68053/69252  
60569/62160

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**SCISSOR SUPER COUPON**

**"We Are Impressed With the Quality... The Price is Incredible" - Car Craft Magazine**

**44" 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET**

Item 68784 shown

**SAVE \$330**

• 2633 lb. Capacity • Weighs 245 lbs. • Super High Gloss Finish

**\$369.99**  
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LOT NO. 68784  
69387/62270

53679288

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**SCISSOR SUPER COUPON**

**"Impressive Accuracy, Amazing Value" - Car Craft Magazine**

**TORQUE WRENCHES PITTSBURGH PERFORMER**

Item 239 shown

**SAVE 66%**

**\$9.99**  
REG. PRICE \$29.99

• Accuracy within ±4%

YOUR CHOICE!  
1/4" DRIVE LOT NO. 2696/61277  
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**MECHANICAL WHEEL DOLLY HaulMaster**

Item 67287 shown

**SAVE \$50**

**\$59.99**  
REG. PRICE \$109.99

• 1250 lb. Capacity

LOT NO. 67287  
61917/62234

53654073

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**SUPER COUPON!**

**CENTRALPNEUMATIC**  
**40 LB. CAPACITY FLOOR BLAST CABINET**

Item 68893 shown  
 LOT NO. 68893/62144

**SAVE \$110**

**\$189<sup>99</sup>**

REG. PRICE \$299.99

53697569



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**SUPER COUPON!**

**4-1/2" ANGLE GRINDER**  
**drillmaster**

LOT NO. 95578  
 69645/60625

Item 60625 shown

**SAVE 50%**

**\$9<sup>99</sup>**

REG. PRICE \$19.99

53719327



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**SUPER COUPON!**

**"Impressed with the Quality. Covers your Entire Garage at an Unbelievable Low Price!"**  
 - Street Trucks Magazine

**RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE**

Item 93897 shown  
 LOT NO. 93897  
 69265/62344

**SAVE \$65**

**\$64<sup>99</sup>**

REG. PRICE \$129.99

53736035



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**SUPER COUPON!**

**MOVER'S DOLLY**  
**HaulMaster**

• 1000 lb. Capacity

Item 93888 shown

**SAVE 46%**

**\$7<sup>99</sup>**

REG. PRICE \$14.99

53684967



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**SUPER COUPON!**

**"Voted the Best Deal in Winching" - Off-Road magazine**

**12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE**

Item 60813 shown  
 LOT NO. 68142/61256/60813/61889

**SAVE \$200**

**\$299<sup>99</sup>**

REG. PRICE \$499.99

53688462



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**SUPER COUPON!**

**CENTRALPNEUMATIC**  
**20 OZ. GRAVITY FEED SPRAY GUN**

LOT NO. 47016  
 67181/62300

Item 47016 shown

**SAVE 66%**

**\$9<sup>99</sup>**

REG. PRICE \$29.99

53696181



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**SUPER COUPON!**

**"Top of its Class in Quality at a Really Great Price!" - Hot Bike Magazine**

**1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH**

• 700 ft. lbs. Max. Torque

LOT NO. 68424

**SAVE \$55**

**\$74<sup>99</sup>**

REG. PRICE \$129.99

53730607



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**SUPER COUPON!**

**PORTABLE TIRE CHANGER**  
**PITTSBURGH**

LOT NO. 69686/62317

• 8" to 16" Rim Capacity

**SAVE 41%**

**\$34<sup>99</sup>**

REG. PRICE \$59.99

Item 69686 shown

53711917



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**SUPER COUPON!**

**110 LB. PRESSURIZED ABRASIVE BLASTER**  
**CENTRAL PNEUMATIC**

LOT NO. 69724  
 95014/60696

Item 60696 shown

**SAVE \$100**

**\$99<sup>99</sup>**

REG. PRICE \$199.99

53724175



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**SUPER COUPON!**

**PITTSBURGH**

**LOW-PROFILE CREEPER**

• 300 lb. Capacity

LOT NO. 69262  
 2745/69094  
 61916

Item 2745 shown

**SAVE 60%**

**\$19<sup>99</sup>**

REG. PRICE \$49.99

53738190



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**SUPER COUPON!**

**PITTSBURGH**

**1000 LB. CAPACITY MOTORCYCLE LIFT**

LOT NO. 69904/68892

**SAVE \$380**

**\$319<sup>99</sup>**

REG. PRICE \$699.99

Item 68892 shown

53687445



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**SUPER COUPON!**

**CHICAGO ELECTRIC WELDING**  
**MIG-FLUX WELDING CART**

Welder and accessories sold separately.

LOT NO. 69340/60790  
 90305/61316

Item 69340 shown

**SAVE 40%**

**\$35<sup>99</sup>**

REG. PRICE \$59.99

53692844



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**SUPER COUPON!**

**STORM CAT**

**900 PEAK/ 700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS RECREATIONAL GENERATOR**

Item 69381 shown  
 LOT NO. 66619  
 69381/60338  
 62472

**SAVE \$80**

**\$99<sup>99</sup>**

REG. PRICE \$179.99

53726613



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**SUPER COUPON!**

**WARRIOR**

**29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET**

LOT NO. 5889  
 61637/62281

**SAVE 60%**

**\$9<sup>99</sup>**

REG. PRICE \$24.99

Item 61637 shown

53711649



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**SUPER COUPON!**

**US+GENERAL**

**16" x 30" TWO SHELF STEEL SERVICE CART**

LOT NO. 5107/60390

Item 5107 shown

**SAVE 53%**

**\$29<sup>99</sup>**

REG. PRICE \$64.99

53722366



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**SUPER COUPON!**

**HFT**

**MECHANIC'S SHOP TOWELS PACK OF 50**

Item 46163 shown  
 LOT NO. 46163/61878  
 69649/61837

**SAVE 50%**

**\$9<sup>99</sup>**

REG. PRICE \$19.99

53736088



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**SUPER COUPON!**

**MULTI-USE TRANSFER PUMP**  
**PITTSBURGH**

LOT NO. 66418/61364

Item 66418 shown

**SAVE 60%**

**\$5<sup>99</sup>**

REG. PRICE \$14.99

53688183



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**SUPER COUPON!**

**36" METAL BRAKE WITH STAND**  
**CENTRAL MACHINERY**

LOT NO. 91012/62335

Item 91012 shown

**SAVE \$90**

**\$189<sup>99</sup>**

REG. PRICE \$279.99

53689991



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# Owls Head Transportation Museum

*Sharing precious knowledge helps create a new generation of restorers*



BY JIM DONNELLY • IMAGES COURTESY OF OWLS HEAD TRANSPORTATION MUSEUM AND JENNA LOOKNER

It's a matter of demographics. Most of the people who are in our world, the universe of restoring and venerating old cars, have been there for practically a lifetime. It's getting new people to participate that can be problematic. Look at how most restorations start. If you read a Restoration Profile in these pages, you can see where some projects began with loose parts in a bunch of oily cardboard boxes. For the novice, with zero experience, it can be intimidating beyond words. Where do you start?

Warren Kincaid is aiming to be part of the solution to this dilemma. For more than 30 years, he's been affiliated with the Owls Head Transportation Museum on Maine's gorgeous central coast. He is most recently the Ground Vehicle Conservator of the museum's wheeled-conveyance collection. Put simply, it's his job to make sure

that everything runs, because this is most definitely a working museum. By that, we mean that the exhibits aren't static. Owls Head combines aircraft, cars, motorcycles, bicycles and engines, mainly of pre-1920 vintage. They all work, or at least most of them do. Owls Head is located in a fortuitous spot, at the end of an excessed airport runway, so the planes can operate. You can walk into the collection and stand face-to-face with a Curtiss Jenny biplane and a spectacular Stanley Steamer—remember, F.E. and F.O. Stanley did business just a hop and a skip up the rocky coastline—and both vehicles are fully functional, thank you.

Keeping the ground-bound vehicles thus operational is Warren's primary mission. With about 60 wheeled vehicles in the Owls Head collection (there's also an aviation conservator to handle the planes),

more or less, that's more than a one-man job. It's also where a corps of dedicated volunteers comes in. With future restorers and volunteers in mind, the museum's board would like to see the teaching of skill sets evolve from a catch-as-catch-can procedure to the eventual establishment of a full restoration educational program at Owls Head, akin to the well-known courses at McPherson College in Kansas.

"We're described in our mission statement as trying to focus on pre-1920 landmark vehicles," Warren explains to us. "We try to focus on vehicles that complement that mission, which is why you'll also find us with a 1957 Thunderbird. We started out with airplanes as the prime focus, but the ground vehicle collection is extensive and has grown faster. Then we have our volunteer project; we just finished, and sold at our auction, a 1914



*“ What I try to do is, match the experienced people with the inexperienced people, and go from there. Once I can see that somebody knows how to strip rust, then I can walk away. ”*





Model T express wagon that our volunteers restored here, all in house. That Model T was built up using a trove of T parts that the museum maintains in storage.

"In the formal sense, no, we don't have an education program, but that's the long-term goal; we're striving for that," Warren says. "Our shop is a little looser than that. We hold a volunteer maintenance and restoration workshop every Thursday night. I'll get people who are experienced in restoration because they've been here at the museum for a long time and they're good mechanics, and other people who have problems tying their shoes. It's the full spectrum. What I try to do is, match the experienced people with the inexperienced people, and go from there. We're always changing tires and tuning up Model Ts, so they can learn the ropes. And when we have a project like we did last winter with the express wagon, I don't mind having inexperienced people work on it. I just have to watch them a little closer. A lot of this stuff isn't rocket science. Once I can see that somebody knows how

to strip rust, then I can walk away."

That Model T project was unique in that Owls Head partnered with a local vocational school, Region 8 Mid-Coast School of Technology, to handle the restoration, the type of work that the school hadn't done in a considerable period of time, Warren recalls. On a good night, he might get a dozen people to work on a project; other nights, fewer. The crowd ranges from teenaged Mid-Coast students to retired fishermen. The night's job can be anything from polishing the brass trim of a car that was spattered with raindrops to fixing the snapped front axle of a Stevens-Duryea. As Warren says, "Whatever we manage to break here, we've got to fix."

Volunteerism has long been part of the Owls Head DNA. The museum dates to 1974, when three pals who liked the coast of Maine put their heads together. First among these equals was Tom Watson Jr., an aviation enthusiast and much more: He was the second president of IBM, following his father; a national president of the Boy Scouts, and U.S. ambassador to

**This is what happens at Owls Head: Volunteers built this Model T up, finished it and sold it at auction as a fundraiser. The museum has a highly active program that teaches restoration skills to volunteers.**

the Soviet Union, appointed by President Jimmy Carter. Besides being a noted philanthropist, Watson was awarded the Presidential Medal of Freedom, named the greatest capitalist in American history by *Fortune*, and chosen by *Time* as one of the 100 most influential Americans of the 20th century. He sent a hand-written note on the back of a graduation program to his friend Jim Rockefeller, who owned a grass airstrip in Camden, Maine, thinking how wonderful it would be to see classic airplanes murmuring above the coastline.

A third friend, Steve Lang, who was also enthused by old planes and boats, then stepped in. The trio managed to persuade the government of Knox County, Maine, to let them use a portion of the airport for a nonprofit museum. The friends dragged in a dirt road and put in a building. It was largely Lang's idea to add ground vehicles to the mix of exhibits. Today's collection runs from a 100-ton steam engine and high-wheeled bicycles to cars and airplanes, nearly all of them in operating condition.

Some of the cars and cycles run rarely, based on their own value, while others are registered for the road and can be driven anyplace. Occasionally, the museum will outsource a restoration of a particularly rare vehicle to a specialist shop. One such project is being considered now. It's a 1908 Renault that came to the collection in pieces, and was cosmetically assembled to resemble a completed car, but has never actually been finished. The Renault has an amazing history. It was first ordered as new by Willie K. Vanderbilt, who raced a simi-



Owls Head exhibits a variety of vehicles, including this 1918 American LaFrance pumper.

lar Renault in one of the first Vanderbilt Cup events held on open roads on Long Island, managing to win with it. Vanderbilt was so impressed by the car's performance that he ordered 10 more identical cars. The one in the Owls Head collection is the seventh of those 10. As Warren told us, the decision to send a car out for restoration is undertaken judiciously, "because it's so wicked expensive. It comes down to the potential value of the car, the historical significance, and the buzz we can get that determines, in this case, that we're going to do an Adopt-a-Car program for the Renault, and send it out to a real super pro shop, because this will probably be a \$100,000 restoration."

Another unusual project involved a 1908 Stanley Model K that Owls Head had professionally restored several years ago. The Stanley is one of four such models known to exist, even though it's a made-up car, albeit one constructed completely from authentic Model K components at the museum. To finance the restoration, the museum was awarded a grant by The 1772 Foundation of New Jersey, which specializes in financing the restoration of historic buildings and the preservation of farmland along the Eastern Seaboard. "Its value is still way up there, so we used the grant to re-restore that car," Warren says.

Warren came into the automotive world literally from birth. He grew up in Boonton, in northern New Jersey, where his father, a corporate pilot, owned and lived on a retired dairy farm. "There was all sorts of old equipment lying around. The neighbors would give me their old cars, and I'd try to drive them into submission. I did stuff like attach lawnmower engines to old bicycles. Anything that was an internal-combustion engine, I'd try to figure out a way to make it run."

After a stint as a steam propulsion engineer and a chemist in the U.S. Navy, Warren edged into car restoration, redoing several Model Ts and a local fire truck. At that point, around 1982, Owls Head made him a job offer, but it was still a relatively new museum, so he took a position in quality control for a local chemical firm. Meanwhile, he and his dad had opened up a restoration shop nearby. "We were doing maybe one car a year, mostly Model Ts, which was how I became a Model T expert," Warren recalls. "Maybe the most rewarding project came when we worked with a man from Kingfield, Maine, which was where the Stanley brothers were from. He had a 1917 Model T that he'd bought with his brother in 1948 for 45 bucks, and it hadn't run since then. I restored the car, it came out real nice, and he ended up selling it to the grandson of the original



**When it started out in 1974, Owls Head was primarily a museum for historic aircraft and replicas, virtually all of which are continuously airworthy. The museum complex includes a huge exhibition hall, a restoration shop, a hangar and even its own dedicated runway.**

owner. That was a fun project."

Car museums run the gamut. Some are single-person collections under one roof; others are glorious in the Nethercutt, LeMay, AACA or Gilmore mold. What separates Owls Head—literally—is its location. Its home on part of the Knox County Regional Airport assures that its museum exhibits can be brought to life. Like thoroughbred horses, you've got to have a place to exercise them. It's very unusual to find a museum where you see the aforementioned Jenny biplane bouncing on thermals above the Atlantic shore,

while a Stanley whistles into life on the ground. The founders wouldn't have had it any other way. "We fly and run everything," Warren says. "You're as apt to see us roll out a 1911 Curtiss pusher and have it take off as you are to go for a ride in a 1913 Rolls-Royce, like we recently did, when we went down to Port Clyde and had sodas while we watched the lobster boats. That can happen at Owls Head. It doesn't happen in a lot of other places. We have a nice facility that really fits the way we use our collection. It goes from being a static display to going for a ride." 🐞



## Wooden Treasure

*The desire for a wood-bodied 1946 Ford for summer family fun resurrects a slice of Hemmings Motor News history*

BY MATTHEW LITWIN • PHOTOGRAPHY BY DAVID LaCHANCE  
RESTORATION PHOTOGRAPHY COURTESY OF DAVID KNORR





When it arrived at CB Restorations, the Ford was in relatively good shape, a mix of previous work and largely preserved originality. Both the interior and exterior wood required very little work, and none was removed from the car during the restoration.



With the owner wanting to leave some originality, the interior remained largely untouched. Though the dash remains, the windshield and the surrounds were replaced, and the steering wheel and column were painted to redo a prior worn and partially incorrect restoration.



Partial disassembly allowed the restorers to clean and restore chassis and underhood components as necessary, which included the standard semigloss black treatment for those hidden parts.



Even with the hood, doors and fenders removed, the restorers kept the rest of the body on the frame, even when restoring the frame. Using strip discs and localized spot sandblasting, the frame was thoroughly cleaned and prepped for refinishing.

Ford's woodie wagons were perceived as special vehicles long before the Beach Boys became part of the teenage scene in the Sixties. The Ford's frame, engine, transmission and select steel body panels may have been stamped by machine and bolted together on the assembly line, but not the wood. Shaped by hand, each piece was custom-fit with another, perfectly configured to the minute nuances of each Ford chassis it was to be bestowed upon. By its very method of construction alone, the 'woodie' was as much a coachbuilt car as a Brunn-bodied Pierce-Arrow, even if the notion of including the former with the latter seems somewhat unconventional. Then again, the collector car world is, by its nature, unconventional.

John Herrlin is just one of many who can attest to the nuances of the hobby. An aficionado of coachbuilt European cars, such as the rare Hebmuller Volkswagen he owns, John confesses that he has deep affection for Ford's wood-bodied station wagons. "I have always liked the looks of those from the late Thirties through the Forties. They have that old-world kind of craftsmanship. You look at all the joints and how it's built; it's just neat."

Although John's desire to own a woodie is deeply rooted, he patiently waited for the right example to become available. That time came in March 2013. According to him, "I've been a longtime subscriber to *Hemmings Motor News*, and I just happened to be looking through the magazine and saw the woodie for sale. It sounded like

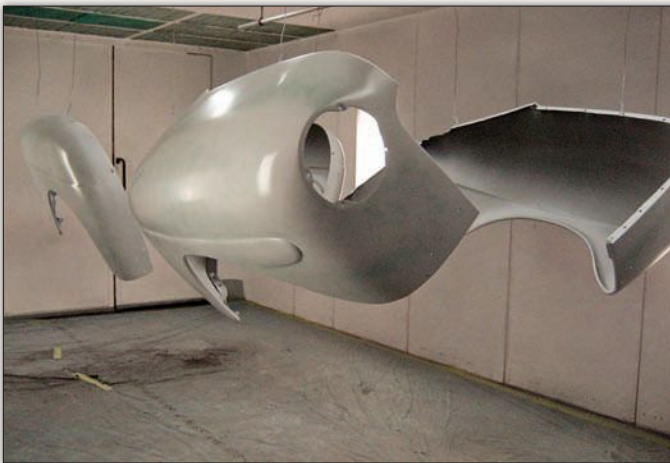




As they do on most frames of this vintage, CB Restorations used one coat of unreduced PPG DP40 epoxy primer and two coats of Sherwin-Williams Polane Semi-Gloss Black to refinish the woodie's frame, completing the job without removing the body.



With the chassis complete and body primed, the firewall received the first final coats. After primer, that was three coats of maroon followed by clear. As the firewall would not get the same final wet sanding as the exterior, it got two coats of clear instead of four.



The body panels were sent out for media blasting to remove old finish. Spot sandblasting followed, using Black Beauty sand to eliminate corrosion. After the metal work was completed, a coat of DP40 epoxy was applied, and then a thin layer of Glasurit filler.



After block sanding, three top coats of Glasurit paint were applied, in this case in the proper shade of Ford Dynamic Maroon, followed by four coats of Glasurit clear. The new paint was eventually wet sanded and buffed thoroughly to bring out the best in the finish.

it was relatively rust-free for having been based in Vermont, so I placed a call."

As it turned out, the listing was for a 1946 Ford Super DeLuxe station wagon available through the estate of Terry Ehrich. Longtime readers will remember Terry for purchasing Hemmings and moving it to Vermont while serving as publisher from 1970 until his passing in early 2002. Rather than it being part of the museum collection, the Ford had been one of multiple cars under Terry's private ownership. Described in detail, John decided to purchase the wagon and had it delivered to David Knorr of CB Restorations in Haverhill, Massachusetts, who had performed a variety of work for John previously.

"Dealing with a lot of early Porsches," David says, "I often find I have to make a

lot of parts; it's tough to find even a knob for them. So when John told me he bought the Ford wagon, I thought to myself, 'Oh, great, I will be able to buy everything I need for it.' Wrong. I found out very quickly that the 1942 and '46 Fords are unique. Bumpers, side fender moldings, bumper guards, upper grille moldings and a list of other parts don't interchange with other model year Fords like one would think. Even the hoods are different. Which means right away we had to start searching for correct or missing parts."

While creating a list of parts that were needed, David and his staff also began to assess the Ford's other needs. "It looked to us as though somebody had done some work to the wood, as well as the canvas top. We estimated it to be about 10 years

old, and they were both still in good condition. It was the same for the interior upholstery, probably redone about 10 years ago as well. The seats were not perfect, but they had a nice patina. The dash still had the original paint and plastic on it. As for the exterior paint, we determined that the body panels had never been removed, and someone had done one of the just-tape-everything-up-and-paint-it treatments. Given all of this, we opted to leave the body on the frame and take the sympathetic approach. John likes a little bit of originality to remain on his cars if it's possible."

The restoration began with the removal of the bumpers, trim and other easily removed components, followed by the front-end body panels and rear fenders. Removing the panels enabled the team to





In addition to the removable fenders, the hood, grille and other related body components got the same treatment in removing old paint, filler and surface rust before refinishing with three coats of color and four of clear.



With the radiator installed and some other reassembly complete, the main body was refinished in preparation for final assembly. The wood required little work, owing to its excellent condition and some spot restoration from a few years back.



With the seats removed, the interior, too, was treated to a new finish. With the floor pan stripped to bare metal, and after using the PPG DP40 primer, a single-stage enamel was applied, in this case in the correct Ford Maple Leaf Brown color, as original.



Awaiting the return of the last few chrome bits, the Ford sits ready for final assembly. Note the excellent condition of the unrestored wood, which required only some spot re-staining and re-shellacking, using a pre-mixed shellac.

media blast the layers of paint away more efficiently and permit easier access to the 100hp, 239-cu.in. flathead V-8 engine. Although it was in running condition, the engine was removed, along with the three-speed manual transmission and differential, for rebuilding. All three components were sent to Ticks in nearby Ipswich, which rebuilt the engine with a .030 overbore.

"After we stripped the body panels and cowl down to bare metal, we found it to be very clean. To prevent the metal from flash-rusting, everything was quickly sealed in a layer of epoxy primer," David says. "We needed to eliminate only a couple of small areas of corrosion on the lower cowl and the rear fenders that were exposed by the blasting. After cutting out the rusted metal, we fabricated patch panels that were

welded into place. We had also pulled the gutters from the top of the body and put them through the same cleansing process; however, they did not require any repair work."

With the driveline removed, CB Restorations could strip, assess and rebuild the chassis. According to David, the frame only exhibited surface rust rather than the expected scaly corrosion. It was therefore media blasted in select areas while the rest was cleaned via rotary sanding discs. To protect the metal from future damage it was sealed in epoxy primer, which was then permitted to cure before a finish coat of semigloss black paint was applied. Both the front and rear suspension systems were completely rebuilt, as well as most of the hydraulic brake system.





While completing repairs to the metal, David and his staff also turned their attention to the wooden portions of the body. "Overall, the wood was in such nice shape we felt no need to disturb it. If you start to scab in a piece here and there the newer wood doesn't have the same patina and aged look. It ends up looking terribly mismatched. However, there was a bit of touchup required on the right front and right rear doors. This was done with a little bit of sanding, a little stain and a fresh coat of shellac."

With metal repairs completed, the team focused on finishing the body. According to David, "We prefer to metal finish

first and then use only minor amounts of filler to smooth out the metal. There were some minor dents in the front and rear fenders that we smoothed with a hammer and dolly. Only then did we skim in filler to take the light waves out, which was sanded smooth."

Next on the list were four coats of Glasurit urethane filler primer. To prevent cracks from appearing in the finish coats sprayed later, each application of primer was permitted to thoroughly cure. After the final coat, the body panels were carefully block-sanded using the common step method; for David, it started with 320-grade paper before moving to a finer 400-grade

paper. The body was then remarked—to prevent unwanted overspray on the finished chassis and wood—before Glasurit urethane enamel was applied matched to the factory maroon hue. Three coats of color were applied, which were followed by four rounds of clearcoat. To bring out an unbeatable shine, the fresh finish was wet sanded with 1000-grade paper before moving on to 1200- and then 2000-grade paper, as well as compound and polish via rotary buffer and a final hand glaze.

Focus then shifted to the interior. Although the exterior-facing wood panels received only minor treatment where needed, the interior surfaces did not require any



## owner's view



When this Ford woodie wagon was owned by former Hemmings publisher Terry Ehrich, he used to drive it around town quite often, and always with his dog Buckwheat, a “found-hound,” by his side. This Ford was one of the first few cars that Terry purchased once the company started becoming successful, because when he was young he had a 1946 Ford woodie that he used to drive throughout the backroads of Vermont, and simply had to own another one.

The wagon had been slated for a full restoration, but once Hemmings staff caretakers Jim Howe and Justice Taylor inspected it, the metal was determined to be solid, so they decided to just get it running well and polish the maroon repaint. According to Jim, “It came out looking amazingly well. So the chrome and stainless were bolted back on and things tidied up a bit. But this old Ford taught me a lesson — don’t trust old ignition wires, especially ones that are routed through steel tubes, no matter how new they look. —Richard Lentinello

refurbishment. Likewise, after assessing the upholstery earlier, the team opted to merely clean and treat the material as well as the instrument panel, gauges and its trim. There were two areas that did require restoration work: the floor and steering wheel.

“We thoroughly cleaned the floorboards and were able to locate correct rubber floor mats, as the originals were long gone,” David tells us. “The steering wheel had been painted the wrong color sometime in its past, so we restored it back to its original hue and repainted the steering column as well. While working with the interior, we found about 80 percent of the glass to be Ford-etched originals, one of which—on the rear tailgate—had a Hemmings decal. John wanted us to leave the decal on the window as a symbolic connection to its past. He’s not much of a sticker guy, so that says a lot. Someone had replaced the front passenger and driver’s door glass, so we left those in place. We did, however, replace the two-piece windshield and corresponding weatherstripping.

Since John likes to drive his cars with his family, we left the seatbelts that someone else had installed.”

At this point, complete reassembly could finally commence. With the rebuilt transmission and engine back from the shop, they were reinstalled after the engine was painted in the correct shade of gray. A new wiring harness was also fitted, while the rest of the brake system was returned to full functionality. Body panels were carefully aligned and bolted in place, as were headlamps and taillamps. In the name of safety, David added a right-side taillamp; although a same-year Mercury had two taillamps, Fords were only assembled with one. Chrome trim, which had been sent out for replating earlier, was returned to the body, as were missing parts, such as the spare tire carrier, correct fender moldings and side moldings. By the summer of 2014, John’s 1946 Ford ‘woodie’ wagon was complete.

Although John has not had the opportunity to fully enjoy the Ford, he expressed

his pleasure with its restoration that retained many of its original traits. “I really desired a sympathetic restoration because I wanted to enjoy the car when it was done. I have had cars done to concours standards, but the problem with that is when they are done, you’re afraid to drive them. I wanted this to be a fun family vehicle; a car I could let my 65-pound dog sit in without worries. We’re really looking forward to the spring now.

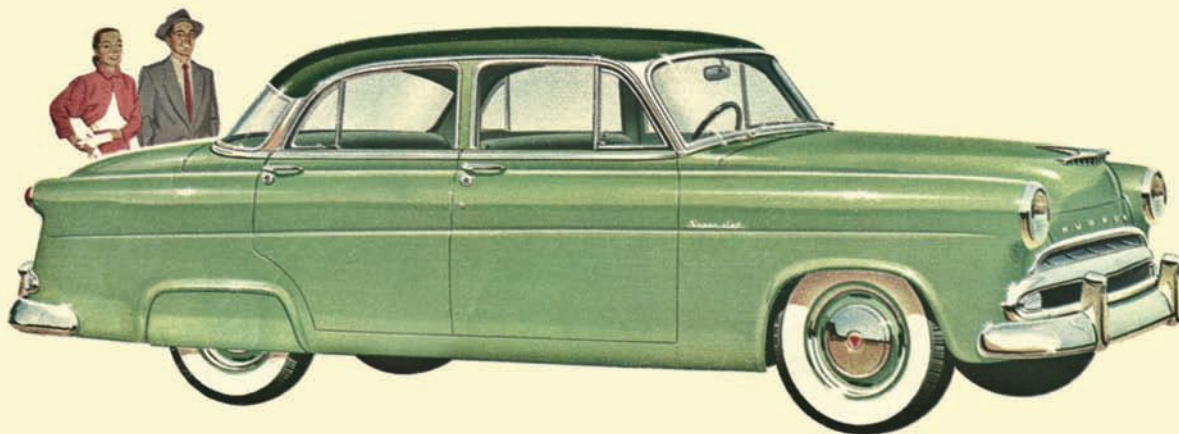
“I didn’t realize at the time that purchasing a 1946 Ford meant that it was more problematic in terms of finding parts. We had to hunt down a lot of small pieces here and there that were missing or incorrect, and it was always a hunt to find them. It didn’t even dawn on me that we were going to be restoring a car from the immediate World War II era, and that there would be a dearth of available spares because of it. I just liked the looks of the Ford. The flathead V-8 has a great sound, it really does, and it’s very much a nostalgic vehicle. You get inside of it and look up and it’s like being in a wood-strip canoe.” 🐾



## 1953 Hudson Super Jet

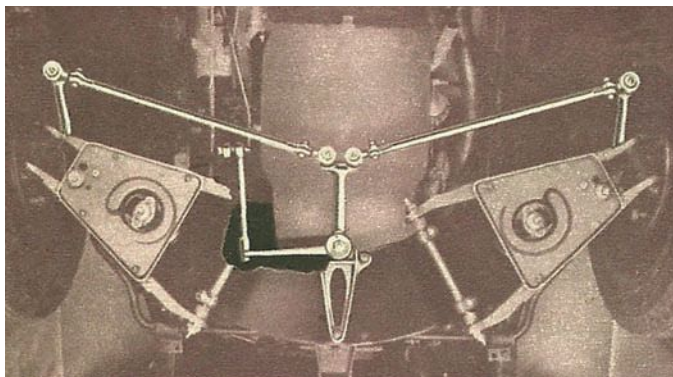
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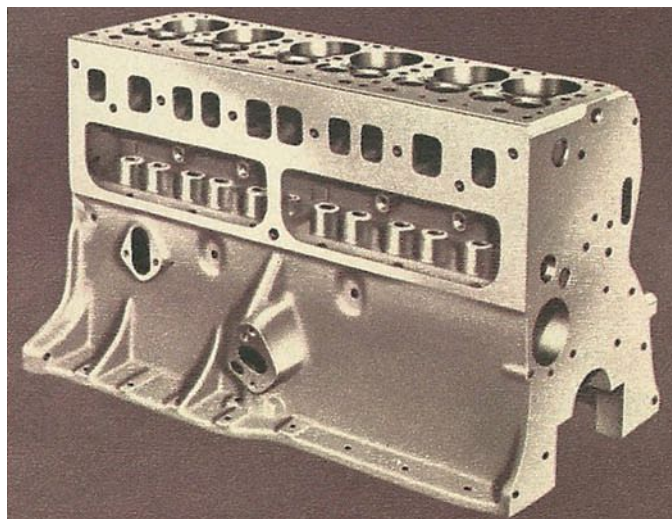


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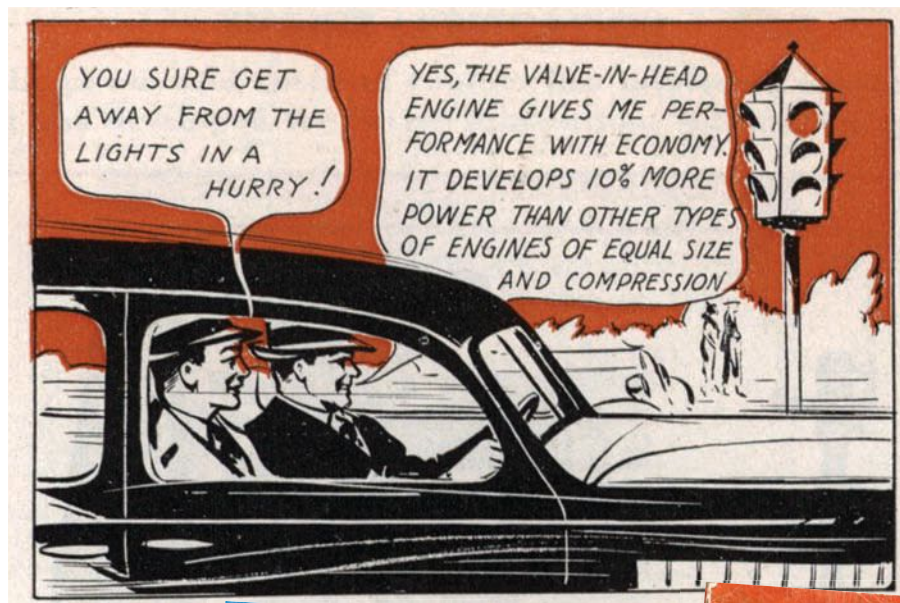
# Looking Behind the Scenes

## TRADITIONAL SALES LITERATURE

is wonderful. The writing is imaginative and creative, while the illustrations are usually colorful and bold. If it's done well, a sales catalog makes you want to hop right in the car and take a ride. What gets me even more excited than traditional literature is behind-the-scenes material never meant for public consumption. Thanks to automotive reference libraries and marque clubs, much of this "secret" literature is now available decades after it was originally printed. This material is an outstanding technical resource and also brings the enthusiast closer to those who were on the factory, dealership or service end of business so long ago.

Take, for example, the introduction of what I feel was the most beautiful production car to ever roll off an American assembly line—the 1937 Buick. With its Art Deco lines, plush interior and ample power, this car was destined for the hall of fame all the way back on October 5, 1936, when Buick held its Announcement Banquet and Sales Convention in the Durant Hotel of Flint, Michigan. By looking at the 5¼ x 8½-inch event program and menu, we can see that attendees enjoyed a wide range of offerings from crabmeat to turtle soup to duckling. R.H. Grant from General Motors roused the audience with a speech that enforced the fact that the mood was much different going into 1937 than it was going in to 1936. The new mood saw the company "with banners flying high, with our confidence renewed... that there are greater days before us than Buick has ever known."

Another fantastic kind of behind-the-scenes literature is the abundance of *Engineering Information* manuals for 1937. These 8½ x 11-inch bound manuals were issued by the Buick engineering department before the 1937 announcement, and the title pages urge that the included information be considered confidential. One such 51-page manual with a blue cover goes on to highlight the 1937 model's features by comparing them to those of the 1936 Buick. Topics cover the engine, exhaust, fuel and cooling systems and also suspension, body and transmission details. This manual is essentially a



condensed shop manual, but its comparisons to 1936 models help illustrate the improvements for the new year.

While the engineering publications tell an interesting story, the finest piece of behind-the-scenes literature for the 1937 Buick is the salesman's *Fact Book*. This 136-page, pocket-sized handbook includes the technical details of the engineering publications in the form of text, charts, diagrams and illustrations along with the fun of the Announcement Banquet in the form of comic strips peppered throughout the handbook illustrating scenarios highlighting the new features of the 1937 Buick. One such comic strip shows a passenger praising the Buick's acceleration at a traffic light. The driver then takes the opportunity to tout the valve-in-head performance and throws in fuel economy statistics for good measure. The heavy illustrations and fun comics were likely relied upon to maintain the salesman's attention as he studied.

To me, part of the *Fact Book's* allure is its rarity. Traditional sales catalogs were

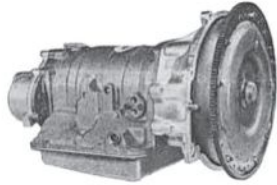


published and readily available to virtually anyone who wanted a copy, while the *Fact Book* only went to salesmen and their dealerships. As the year progressed or the next year's volume was published, many of these handbooks were simply pitched into the wastebasket. To date, I've only seen one of these 1937 *Fact Books* in person.

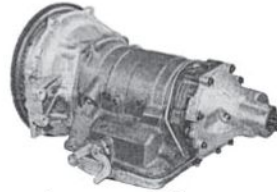
Keep this behind-the-scenes material in mind the next time you go on a literature hunt. Sure, the traditional material deserves a spot in your personal library, but the non-traditional material gives you a deeper understanding of the cars, the company and the sales force as it existed during a specific year. What is your favorite piece of non-traditional sales literature? ☞

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# Don't Villipend Versailles

## WHEN I FIRST APPROACHED

this Lincoln, I was quick to make jokes and disparage its appearance, but now I find myself enamored of the luxurious qualities on an everyday sedan platform. As her lady-in-waiting said to Marie Antoinette upon her arrival at the palace, "This is Versailles."

In 1977, my brother and I were watching television one evening. Big surprise there. We have always been motorheads, so the automobile commercials usually fascinated us more than the programs, and one came on during *Welcome Back, Kotter* that we thought was a joke. The featured automobile looked as if one of those Rolls-Royce conversion kits, popular among VW Beetle owners, was tacked onto a Ford Granada.

I said, "What the heck is that?"

My brother replied, "They've got to be kidding."

And, with that 60-second spot, the Lincoln Versailles was introduced to the American public as the latest entry into the burgeoning American compact/mid-size luxury car market, begun by the Cadillac Seville, two years prior. Also in 1977, Chrysler would give us the LeBaron. The Seville was very popular and expensive. Of the three, the LeBaron was built on the more modern platform at the time and offered the most engine options and body styles, including eventually a gorgeous woodgrained station wagon.

Before I go on, I have a friend who loves Versailles. There is also a very strong following for the Lincoln Versailles, including several clubs. When I lived in Florida, I would see Versailles all the time. As you will read further down, the Lincoln Versailles still finds

favor in the Sunshine State.

The Ford Granada was basically a Maverick, but you couldn't tell by looking at it—just like a first-generation Seville doesn't betray its Nova origins, nor does a LeBaron look too much like a Volaré. However, the Lincoln Versailles hides nothing.

Using the Granada platform, which was based on the Maverick and dated back to the 1960 Falcon in some form or another, Lincoln created a luxury compact and incorporated Lincoln's renowned quality control with a shared wheelbase of 109.9 inches. From the front, it looked like a Rolls-Royce pretender. From the back, it looked like a Lincoln Continental Mark IV pretender, complete with spare tire hump. From the sides, it looked like a Granada—the doors were even interchangeable with my favorite Ford.

To give the Versailles snob appeal, it was priced as high as a Seville at \$11,500 (about \$46,050 today). For half the money, one could have bought a 1977 Grand Marquis—fully loaded—with fender skirts! For around \$5,300, you could have driven off the lot in a Chrysler LeBaron, which was just as luxurious, offering almost as many power options, and arguably more attractive than the competition.

While pedestrian in its origins, the Versailles did arrive loaded up with power four-wheel disc brakes, power windows, power seat, automatic temperature-controlled air conditioning, tinted glass, automatic parking-brake release, intermittent wipers, illuminated entry system, remote control mirrors, aluminum wheels, cornering lamps, dual lighted

visor vanity mirrors, warning chimes, AM/FM search radio, leather-wrapped steering wheel, dash pad and door armrests, carpeted trunk, light group and more. If that wasn't enough, you could order leather seats, rear defroster, power door locks, tilt steering wheel, cruise control, power sunroof and two-tone paint. Isn't it interesting how much of this is standard on a basic mid-size family sedan today?

Shamefully, the Versailles did not have hidden windshield wipers.

The standard engine was a 351-cu.in. V-8, with 135 horsepower. After the first year, you could option the tried and true 302-cu.in. V-8 with 133 horsepower. Both were mated with the standard C-4 three-speed automatic. The Versailles weighed in at between 3,800 and 4,000 pounds, a 300-pound jump from the Granada.

In 1980, its final year, using a hidden fiberglass cap, the roofline was extended to give it a more formal appearance. That same year, the Versailles was the first American car to have halogen headlamps and clearcoat paint.

During its three-year run, more than 45,000 Lincoln Versailles found their way into gated-community garages. Interestingly, the final year was their best, with 21,000 deliveries.

With a little research, I found quite a few people who cherish their Versailles. Among them are Bob Terry Sr. and Willy Boey of Viera, Florida, who own the 1979 Lincoln Versailles featured here.

Their beautiful car has tilt wheel, "dual shade" paint—Dark and Light Champagne—with the half vinyl roof and all-leather interior and wire wheel covers.

They "always liked the uniqueness and rarity of" the Versailles with its added benefits of reasonable gas mileage and a low price for a vintage car. In addition, they told me they enjoy the "overall appearance and head-turning good looks."

They have taken it to car shows, and it draws a lot of attention, due to the "luxury look, features and compact size for a Lincoln."

Buy one, and when people ask what it is, you can say with an upturned nose, "This is Versailles." 🐾





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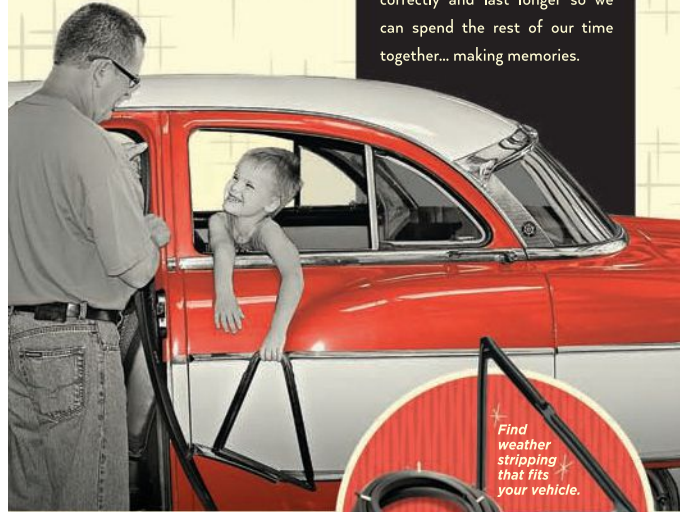
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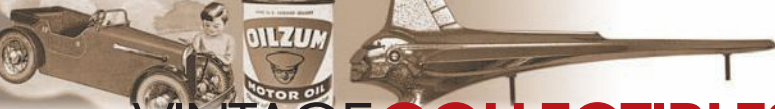
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# The "Commandar"

*Misspelled Studebaker pitcher of unknown origins*

**BE THEY MADE OF CERAMIC, METAL OR GLASS,** water pitchers have been crafted in all shapes and sizes. Plain or decorated, some, like this particular example, were embellished with colorful illustrations of classic automobiles.

Back in the 1960s and early '70s, antique and classic cars were popular subject matter for such decorative pitchers, as well as ashtrays, glasses, coffee mugs and plates. Most of the automobiles selected for such decorative purposes were mainly from the early years, such as Model T Fords and Curved Dash Oldsmobiles. Packards from the early teens were also popular models chosen.

This particular classic car pitcher is ceramic, with a grayish-white glaze and stands about 12 inches in height. The automobile depicted on two sides is identified as a "1930 Studebaker Commandar 8 Coupe," with the word "Commandar" spelled wrong. Outlined in a thin black line, the Studebaker's body is colored taupe and its fenders and running board are light yellow.

It's a well-executed illustration, with accurate proportions that give the car a lifelike appearance. Overall, it's a very attractive piece of pottery.

I found this Studebaker pitcher at the huge Brimfield antique flea market that's held in May, July and September in Brimfield, Massachusetts. There isn't much you can buy today for \$5, but that's what I paid for it, after spotting it on a discount table. It was the only piece of its kind sitting there, and I just couldn't pass it by.

Truth be told, we honestly don't know anything about this pitcher, who made it, where it was made or when it was made. There are no markings of any kind to be found anywhere on its body, inside or out, top or bottom. Nothing. It's as if whoever created it simply wasn't proud of it and didn't want to take credit for it. Perhaps they realized their spelling error and eliminated any markings that could be traced to them. We simply don't know and welcome any information you might have about it. 🐞

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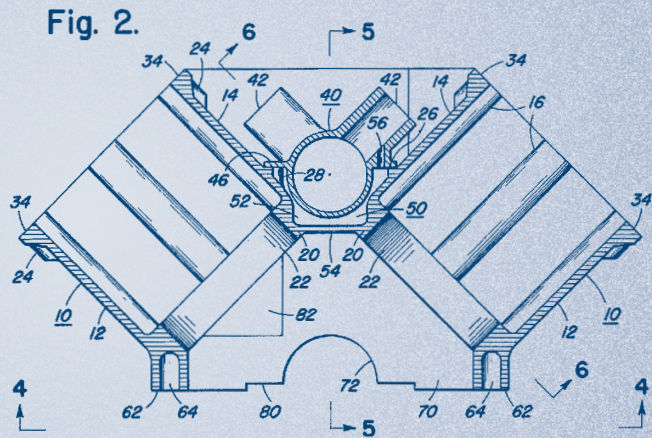
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# Hardwearing Horsepower

How Detroit automakers engineered their engines to be durable as well as powerful

July 7, 1959  
 Filed Jan. 16, 1958  
 A. F. BAUER  
 DIE CAST V-TYPE ENGINE BLOCK  
 2,893,358



ILLUSTRATIONS COURTESY OF THE U.S. PATENT OFFICE

## JOB: Engine Block Design

BY RAY T. BOHACZ

### THOUGH MANY AUTOMOTIVE

enthusiasts consider the 1960s to be the era of the “Horsepower Wars,” another less glamorous battle was being fought in the engineering centers of Detroit. Increasing an engine’s output had proved not too difficult, once the basic tenet of volumetric efficiency had been recognized, but having the engine hold that power was a completely different set of challenges. Every part of an engine endures stress, and components that seemed unrelated to the production of power were sometimes proving to be the weak links.

### IS IT REALLY HORSEPOWER?

The public had always embraced the term “horsepower,” which was nothing more than a metric developed by James Watt to sell steam engines. While horsepower is calculated using a mathematical formula intended to express the potential of an engine to perform work, the real quantifier of an engine’s ability is cylinder pressure.

Early on, two different metrics of

pressure were employed: mean effective pressure (MEP) and brake mean effective pressure (BMEP).

MEP is a parameter of force-per-unit-area and, when converted into terms of torque, is referred to as BMEP. The maximum BMEP of an efficient engine is essentially constant over a wide range of engine displacements, making it easy to compare one engine’s BMEP with those of other engines of various sizes. Using this metric, an engine’s effectiveness to produce power can also be compared to peers of different displacements.

Though slightly different in the ways they are measured, both MEP and BMEP presume that the engine is only as powerful as the pressure created in the bore during the expansion (power) stroke. This pressure is the result of the amount of charge the cylinder is filled with and the energy density of the fuel. Ancillary factors also come into play, such as the strength of the ignition system, along with the timing of the spark plug arcing, and the temperature of the incoming air, and

the ability for a normal combustion event (no detonation) to take place. These factors cannot increase the energy potential in the bore, but they can diminish it. In other words, they can waste energy but cannot create it.

In quantifying an engine’s ability to produce power, the factors in James Watt’s horsepower equation must be considered. Mathematically derived from an engine’s ability to produce torque, horsepower is calculated:  $\text{Torque} \times \text{RPM} / 5,252$ .

As an example, consider an engine capable of producing 250-lb.ft. of torque at 2,500 RPM. Watt’s horsepower equation would look like:  $250 \times 2,500 / 5,252$ . Thus, HP = 119.

Now, if that same engine in the above example makes 250-lb.ft. of torque at 4,000 RPM, using that same formula for horsepower, the rating would be 190.40hp.

As you can see, horsepower is dependent on engine speed. This fact results in a unique set of challenges for automak-

July 7, 1959

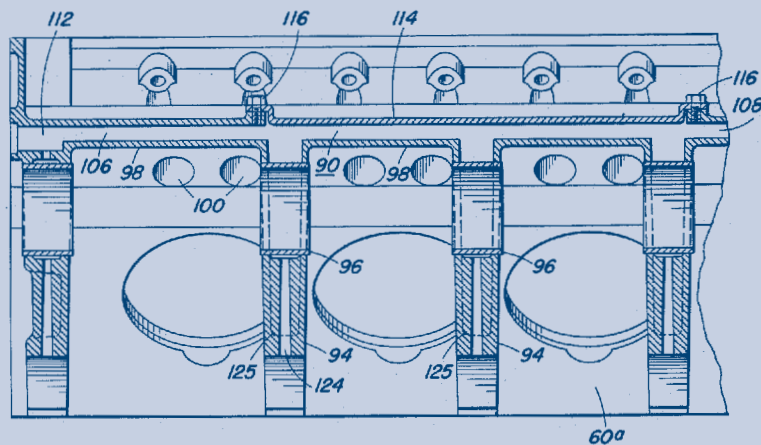
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2,893,358

DIE CAST V-TYPE ENGINE BLOCK

Filed Jan. 16, 1958

Fig. 12.



The design of the block is dictated by the intended use of the engine, the amount of horsepower it will be capable of generating and the characteristics of the material being employed for its casting. An engine that will always be under load (industrial, truck, etc.) will require extra strength over those employed in passenger cars.

ers trying to make a powerful engine, namely, that to make more power, an engine must spin to a higher RPM.

Engines that function at high speeds face several complications that must be resolved. First, components must be made stronger in order to endure the stresses inherent in high-speed applications. This said, parts cannot be made stronger simply by making them heavier, because the increased mass will lead to ever greater stresses as the parts rotate or reciprocate. Second, as the valves operate faster, they need to do so without bouncing and without their springs fatiguing, all while still following the lobes of the camshaft. Also at higher speeds, the forces that the rod and crank assembly experience increase when the piston stops at top dead center and then changes directions.

With all of these challenges, Detroit had its hands full, especially in the post WWII-era when engine power and RPM really ramped up to meet consumer demand.

### SHIFTING AROUND

By nature of its design, an engine block endures a multitude of stresses, all from different sources. These are the four major areas of strain:

- Thermal stress from heating, cooling and uneven heat distribution
- Rotational and reciprocal forces on the main bearing caps due to crankshaft action
- Bore distortion due to the connection of the cylinder head to the block

- Thrust pressure from the piston as the crankshaft moves in its arc of rotation.

For the most part, all of these stresses are endured simultaneously and vary according to the operating load of the engine.

To reduce these stresses, Detroit engineers took an analytical approach, and the solution involved, in part, manufacturing components that would stay in place under high cylinder pressure.

But this was not enough. Engine blocks also needed to be made stronger, and though the easiest way to strengthen a block might have been to manufacture it from more or different material, doing so would likely have resulted in a heavier and/or larger engine. A heavier engine would have negated much of any gains made in horsepower and complicated the vehicle's ride, handling and braking, while a larger engine might not have fit into the intended vehicle at all.

For most engine blocks, cast iron of different formulas was the material of choice. However, as metallurgy progressed along with engine technology, aluminum, with its inherent favorable strength-to-weight ratio, became a serious challenger to cast iron in the marketplace.

### EXPLORING MATERIAL CHOICES

The cylinder block with the crankcase makes up the single largest and most expensive part of an engine, and is traditionally made from either cast iron or aluminum.

Cast iron is an alloy of iron and

carbon, and can generally be classified as either white cast iron or gray cast iron. Although both varieties have a carbon content of between 2.5 and 4.0 percent, the difference between the two is based on the state in which the major portion of the carbon is present in the metal's structure. Gray cast iron is most often used for cylinder blocks because much of the carbon is present as flakes of graphite. It is called "gray" because that is the color exhibited when a casting is fractured. The presence of the graphite flakes makes the material more readily machinable, but also provides satisfactory wear and corrosion resistance. The rigidity of gray cast iron allows very little distortion under the loads and temperature encountered in a highly stressed engine structure. Additionally, the material is excellent at dampening sound.

Apart from the above and its relative low cost, another outstanding characteristic of gray cast iron is the ease that it can be made into intricate shapes and thin sections. Gray iron and modern casting technology allow the thickness of cylinder block walls to be minimized to save weight.

Other positive attributes of cast iron are its thermal stability and ability to hold heat. Its heat-retention property is a double-sided sword, though. On one hand, it allows for a warmer engine block on restart, results in less wear from extreme thermal cycling, keeps the lubricating oil warmer and provides for quicker passenger-compartment heater temperature ramp-up on winter days. On the other hand, cast-iron engine blocks take longer to warm up on cold start and offer little to no heat dissipation as an adjunct to the engine's cooling system.

When discussing materials used in fabricating engine blocks, "aluminum" usually refers to a very soft and ductile commercially pure variety, but the word can also be used to broadly mean any of the numerous aluminum alloys. Generally, though, with regard to engine blocks, the term "aluminum alloy" is used along with a numerical designation.

Aluminum alloys were introduced extensively during the early days of the aircraft industry, with the earliest instance of cast aluminum appearing in an engine of the Wright brothers' first airplane.

The main attraction for using an aluminum alloy for an engine block is to save weight. Aluminum's density is about one-third that of cast iron. On the debit side, its strength is only about two-thirds that of cast iron. This means that sections of an aluminum engine block need to be thickened to compensate for the mate-

rial's lower strength. Net weight savings, then, falls to about one-half that of a similar block made from cast iron.

Aluminum alloys can be classified in two categories: those that can be hardened by cold-working processes, and those that can be heat-treated to obtain the desired mechanical properties. Due to their strength at moderately high temperatures, good casting fluidity and resistance to corrosion, alloys of the aluminum-silicon variety find the widest use in engine blocks.

Although an aluminum alloy can yield an engine block of appreciably lighter construction, its wear-resistance properties, especially in cylinder bores, are less acceptable. Pistons of a material similar to aluminum alloy cannot run directly in an aluminum-alloy cylinder bore. To circumvent this problem, either cast-iron cylinder liners must be fitted, iron-coated pistons employed, or, more recently, silicon carbon particles dispersed into cylinder bores plated with nickel. An aluminum-alloy engine block is also less forgiving of careless handling, overheating and over torquing of threaded fasteners.

As compared to cast iron, aluminum alloys have other drawbacks. Due to its mass and molecular structure, an aluminum alloy has the propensity to grow to a much greater extent when heated and, in like fashion, to shrink more when cooled. This means that all of the clearances in an engine need to be re-engineered when a

block is made from aluminum instead of cast iron.

Other challenges emerge when engine blocks made from aluminum alloys are made to work with components fabricated from dissimilar metals in high-temperature environments. For instance, during thermal cycling, an iron crankshaft and an aluminum block will experience conflicts in material growth. Likewise, when components of vastly dissimilar materials are in contact with engine coolant, they have a tendency to create an electrolytic, or battery-like, action that degrades aluminum and gasket material such as that found along the intake manifold sealing surface and the interface between the cylinder head and the engine block. Specially formulated engine coolants with defined chemical properties are required for this to not occur.

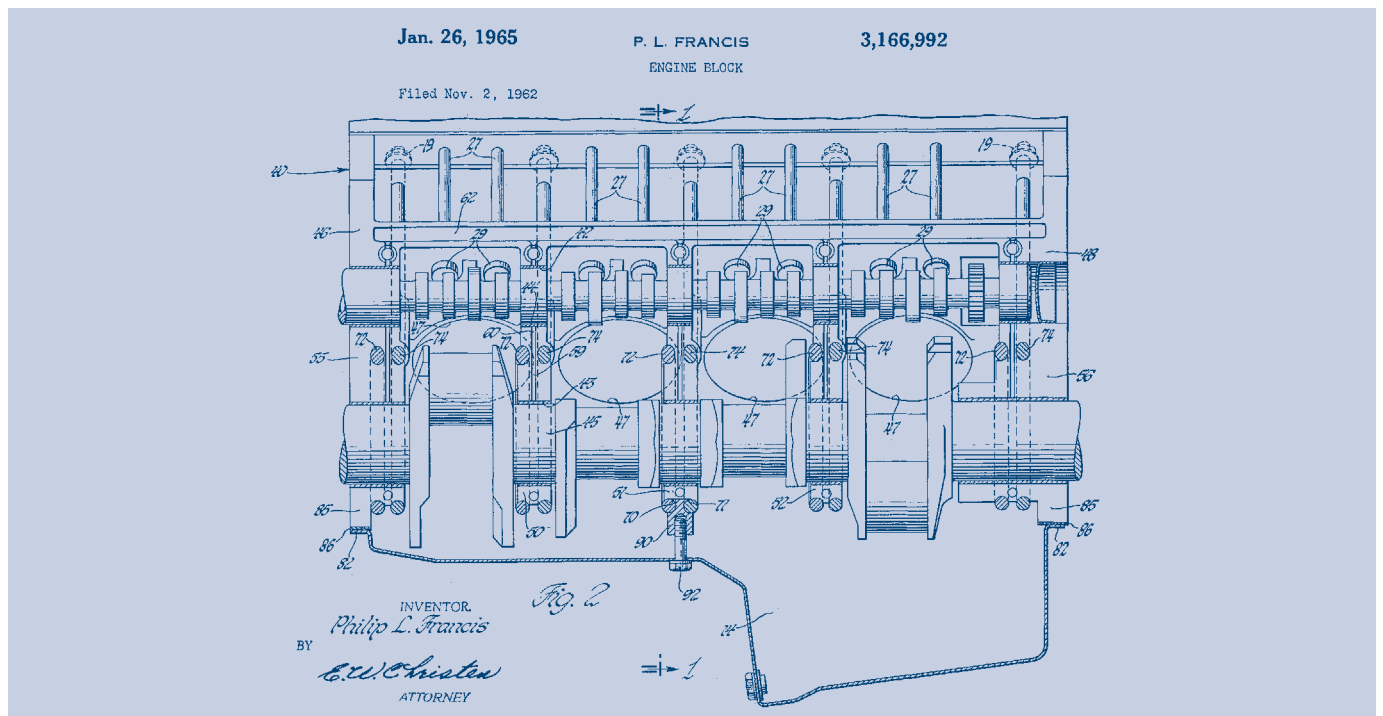
In the early 1960s, General Motors brought a small aluminum-block V-8 to market in its new Buick-Oldsmobile-Pontiac Y-body compact cars. The idea—during an era when America was embracing this engine configuration—was to offer the compact car owner the smoothness and power of a V-8, without the fuel economy penalty. This was in great contrast to GM's Detroit competitors that only offered an inline six-cylinder or a heavier cast-iron V-8. The imports were limited to small four-cylinder powerplants and did not appeal to most motorists in the new-car market of the time. Though one would think that the concept of a

small-displacement aluminum V-8 would have been embraced by the American public, the reputation for high rates of wear and potential overheating problems caused the little lightweight V-8 to only be produced for a few years. The American motorist was used to durable cast-iron engines that could be cooked, cooled off and then run for years with no issues or concerns. An aluminum engine that would fail after one overheat was unacceptable.

### COMING FULL CIRCLE

As much as things in the auto industry change, they nevertheless remain very much the same. For many years, engine-block construction has remained based on gray cast-iron technology. But the cast iron of today, in composition and in procedure for casting, is vastly different than that which Henry Ford used to produce his Model T. Though aluminum has taken over much of the automotive marketplace (due to the call for more efficient vehicles), cast iron is still very much in play.

Today, a new engine block material CGI (compacted graphite iron) has taken hold. It is extremely strong and lighter than traditional gray cast iron. Many diesel engines are made from this material, and Ford's new 2.7-liter EcoBoost engine, whose block can fit in an overhead airline compartment, boasts CGI. To boot, the little engine produces 325 hp, which, as we now know, is a ton of cylinder pressure! 🏎



The block is also host to oil passages, coolant jackets and, in a push-rod design, needs to house the valve lifters. Thus, it is important for the engineer to understand how these spaces impact the engine block's ability to withstand the necessary cylinder pressure.

## Andy Granatelli

### THERE ARE WORDS TO DESCRIBE

people who immediately grab our attention: flamboyant, colorful, outsized. Anthony Granatelli was all these things and a lot more. He was one of the greatest pure salesmen the American auto industry has ever produced. More than any other individual, he was the face of auto racing in this country during the 1960s and 1970s. He took a simple oil additive and turned it into not only a commercial powerhouse, but also a cultural talisman.

Andy Granatelli would have been none of these if he hadn't first been a car guy extraordinaire. There was nothing in his early life to suggest he'd become one. Granatelli was born in Dallas, where his parents operated a neighborhood grocery store before moving to Chicago. In his autobiography, *They Call Me Mister 500*, he recalled pressing his nose against the showroom windows of luxury car dealers, marveling at the Duesenbergs and Packards he saw. He and his brothers, Joe and Vince, became very early figures in Chicago's hot rod world, ran a famous service station, and then opened Grancor, one of the first major retailers for speed parts in the United States.

Grancor, which stood for Granatelli Corporation, was the brothers' entrée into much bigger things. In 1946, the Granatellis recruited Danny Kladis, a hotshot Midget racer from Chicago, and stuffed one of their modified Ford flathead V-8s into an aged Miller Indy car. Then they drove it to the Indianapolis Motor Speedway, sleeping on their garage floor because they couldn't afford a hotel. Kladis actually made the race, but the spectacle caused wags to nickname the Granatelli troupe as the Katzenjammer Kids, after a contemporary syndicated comic strip. They'd finally arrived at the Brickyard. Two years later, Granatelli attempted to qualify for the Indianapolis 500, but crashed badly, resulting in injuries that included a damaged thyroid gland, the cause of his subsequent corpulence.

Granatelli was a masterful promoter, and not just of his signature product, STP. In 1947, he began presenting races for hot rods and stock cars at Soldier Field, home of the Chicago Bears, that played

to packed houses, in no small part because he hired drivers that would deliberately cause crashes. With his brothers, Granatelli presented what was considered the first organized drag race in the Midwest at an Illinois airfield, which turned into a Woodstock-like free-for-all as invading crowds overran the place.

It was STP that made Granatelli into a household presence. By that time, he had bought Paxton Superchargers and turned the company around before selling it to Studebaker in 1961. In return, he was made a Studebaker vice president and chief engineer. One of Studebaker's products, dating back to its merger with Packard, was an additive called Scientifically Treated Petroleum. This was added to Granatelli's responsibilities, also in 1961. He shortened the name to STP, and the company began giving away its distinctive decals—millions of them. Inner-city kids who might never own a car plastered them on their bikes and lunchboxes.

While setting more than 400 speed records at Bonneville for Studebaker, Granatelli returned to Indianapolis with the full roar of STP's publicity machine behind him. He revived the awesome Novi race car, with its Bud Winfield-designed supercharged V-8, however unsuccessfully. Granatelli was eternally cemented in Indy folklore when his radical turbine-powered race cars dominated the 500 but failed to win. He was rewarded with victory in 1969 with Mario Andretti (using a backup car after Andretti wiped out their four-wheel-drive Lotus in a practice wreck) and again in 1973 with Gordon Johncock, a collaborative effort with team owner Pat Patrick.



Granatelli was a frequent guest of Johnny Carson on the *Tonight* show; some surveys called him the program's most immediately recognizable personality, thanks to his appearances in TV spots for STP. Studebaker ended its association with the product in 1973 and sold it the following year for \$135 million, a measure of Granatelli's promotional chops, which included its expansion into NASCAR via a decades-long sponsorship of Richard Petty, during which Petty won four NASCAR Winston Cup titles.

Andy Granatelli devoted his final years to collecting classic cars and extensive philanthropy, especially around his adopted hometown of Montecito, California. When he died in late 2013 at age 90, he had been inducted into more than 20 halls of fame for his accomplishments in racing, automotive technology and business. 🐾

## Doug Johnson Radiator Solderer Blackstone Manufacturing

### I REMEMBER WELL THE TIME

I was in front of a solder dip at Blackstone Manufacturing Company in Jamestown, New York, securing headers on radiator cores. (Blackstone was originally founded by the Swedish industrialist Oscar Lenna in 1914.) I was a college student then, fortunate enough to have a relative in the corporate structure of Blackstone to secure a job in the face of powerful union forces.

During the summer of 1970, Blackstone was producing about 30 percent of all the radiators for the Chrysler Corporation. Wearing my heavy-duty gloves, I stood before the flux tank, placing one radiator core after another into the slot and manually lowering it onto a header and into the molten pit. When both headers were soldered, I would then stack them on a hydraulic hand truck bearing a wooden pallet. It was then my responsibility to “truck” the stack of radiators to the appropriate shipping area, parking them according to their designated size for shipping.

I was welcomed by the full-time Blackstone employees warmly. I was warned, however, that I would become a Class-A trucker only after I would “dump” a load of radiators. That warning convinced me to handle the truck and stack of radiators with even more care. I was not going to ruin a load and mar a so-far perfect record.

The day finally came. I was trucking for at least three dips in operation. I was running a bit behind, but hustling enough to keep just ahead of the demand. In my pride, and haste of the moment, I pulled away from the dip at a good pace, and skillfully maneuvered away from the congestion toward the storage line-up area. All of a sudden, I could feel the usual weight of the load become feather light. A sinking feeling overcame my mind and heart and hands. I turned to glance at my stack—probably 12 or 13 radiators high—slowly falling backwards toward the cement floor, propelling the hydraulic

hand cart towards me.

All I could do was stop the cart and watch the radiators crash to the floor, destroying the product awaiting the Imperials, the Chrysler 300s and the Town and Country models. The crash echoed through the immense plant.

Over the din of other machinery, including the solder dips and roaring heaters, a great cheer went up! It emblazoned my embarrassment upon my soul, to be sure, but it also turned a community of auto workers in a sweltering plant into a grandstand of friends. I had been duly warned. And now I was duly inducted into being a Class-A trucker.

Those were good weeks—ended by a strike that sent us all home—but it brought me into the arena where I came to truly appreciate and marvel at what it took on the inside to make the shining beauties I so admired along the

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It is interesting to note, however, that GM does use torsion bars on two models: the most expensive Cadillac, and the most expensive Oldsmobile.  
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Another thing to remember is that Royal has no body bolts to work free and rattle after, say, a year or so of driving.

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brick streets of Jamestown on the outside. Today, when I see an old Chrysler classic, I can't help but wonder if I handled its radiator. Or, did it receive a radiator re-tooled after the crash heard round the plant! 🙄

**I Was There relates your stories from working for the carmakers, whether it was at the drawing board, on the assembly line or anywhere in between. To submit your stories, email us at [editorial@hemmings.com](mailto:editorial@hemmings.com) or write to us at I Was There, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont 05201.**



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## THE GREAT VOLTAGE DEBATE

**Q:** When you buy a coil for a car with points ignition, they come stamped either 6 volt or 12 volt. My question is, what is the difference? I think that most, if not all, of the 12-volt cars, once started, operate on 6 volts via a ballast resistor. This was done to minimize point arcing and prolong point life. If that is the case, what's the difference between 6-volt and 12-volt coils and condensers? Or more specifically, if you convert a car from 6-volt to 12-volt, why do you need to change the coil and condenser?

Kurt Baltrusch  
Great Falls, Montana

**A:** You are correct, there really aren't 12- and 6-volt coils, what matters is the resistance measured in ohms. Most 6-volt coils will measure just .5 to 1.5 ohms—too little resistance for a 12-volt system. Therefore, when converting from 6 to 12 volts, you could use the existing coil and install a resistor between the coil and distributor, like the firewall-mounted type that GM vehicles used to come with. Many "12-volt" coils are set up for the correct resistance and don't require the external ballast resistor. The condenser doesn't know anything about 6 or 12 volts, either. It's a capacitor whose storage capacity is measured in microfarads. Condensers used in some manufacturer's 6-volt systems sometimes have a slightly lower capacity than those in 12-volt systems. That said, with the correct amount of resistance in the wire from the coil, 6-volt condensers will usually work in a 12-volt system.

## PROBLEMATIC PONY

**Q:** I have a 1988 Mustang convertible with a fuel-injected H.O. 5.0-liter V-8. When I start the engine in the morning, it runs a little rough for about two minutes, then it gets nice and smooth and runs very well. If I don't let it warm up, the engine runs rough and spits and coughs when I give it the gas. When it warms up, then it runs great. Every time I stop somewhere and shut the engine off and restart it, it goes through the same behavior as when I first start it in the morning until it warms up. It has a 180-degree thermostat and only runs well after the thermostat opens up. Any suggestions?

Vinny Piazza  
Gainesville, Florida

**A:** It could be any number of things, but my best guess would be to replace the engine coolant temperature sensor—the one for the engine computer, threaded into the coolant line on the right side of the engine on the passenger side of the car.

You should first, however, check for vacuum leaks that could go away when the engine warms up and things expand a little. Blown intake manifold gaskets have a way of behaving this way. Also, don't neglect the basic maintenance, like spark plugs, ignition wires, a distributor cap and rotor if they're old. Any of these items can cause strange symptoms.

## MIRROR, MIRROR ON THE MOVE

**Q:** I recently purchased a 1966 Corvair Monza, all-original with 19,000 miles. I have had a lot of work performed on the engine, and it currently starts, runs and stops as it should. However, I cannot get the rearview or two external factory mirrors to stay put. I constantly have to readjust them. I'm hoping you can help.

Grant Barlow  
Galena, Illinois

**A:** Sounds like a great find! That's a pretty common problem with many old cars. The Lehigh Valley Corvair Club did a very good tech story about repairing external mirrors in its newsletter a few years back. You can find it at: [http://www.corvair.org/chapters/lvcc/lvcc\\_newsletters/lvcc\\_2011\\_11\\_fifth\\_wheel.pdf](http://www.corvair.org/chapters/lvcc/lvcc_newsletters/lvcc_2011_11_fifth_wheel.pdf).

It's a pretty involved process, as you'll see, that requires removing the glass and then repairing/tightening the plate that holds tension against the ball of the mirror's ball and socket. If it were me, I'd probably buy a set of reproduction mirrors and install them, then try repairing my originals. If you're successful, you can put them back on the car and sell the repros or hang onto them and send them along with the car whenever you decide to let it go.

## WIDE-OPEN STUMBLE

**Q:** I have a 1969 Oldsmobile convertible with a 455-cu.in. V-8. It runs great, but when I'm cruising and floor it, the engine cuts out. When I let up on the gas, it runs fine. Could you tell me what the problem is and where to get it fixed? Everyone I have talked to has no idea.

John Durfee  
Cazenovia, New York

**A:** It would help to know whether your Oldsmobile has a four-barrel or two-barrel carburetor, as both were available. Either way, it sounds like a fuel-starvation issue. Start by checking the fuel screen in the carburetor inlet and any other fuel filters in the line to make sure that nothing is plugged. It could also be a weak fuel pump not delivering enough fuel, or a clogged sock in the tank. If your car has a Quadrajets four-barrel, it might be a problem with the secondary air valve—it's either improperly adjusted or jammed. It could also be that the secondary well-feed tubes have fallen out, causing fuel starvation when you open the secondaries. If you can't find someone near you who can fix a carburetor, perhaps you could find someone who would be willing to install a rebuilt unit. Alternatively, Larry Isgro on Long Island, New York, regularly advertises carburetor repair services in the Oldsmobile section of *Hemmings Motor News*. I'm not familiar with his work, but he might be able to provide some insight, and shipping within New York State shouldn't be too expensive. His number is 516-783-1041.

## HEATED CARBURETOR DISCUSSION

In reading your answer to the warped 1904 body being placed in a vise and heated to assist in straightening it, I had to smile as this method and similar ones do work. I am a member of the Tacoma, Washington, Chapter of the Vintage Motorcycle Enthusiasts Club. People, including myself, seem to think that tighter is better and will stop all leaks. I once over-tightened the two bolts that secure the carburetor to the back side of the cylinder head. That, in turn, warped the body and then the throttle slide would not go up and down as needed. I told my elderly friend what had happened, and he said he would fix it. On his metal lathe, he turned a piece of metal into the internal diameter size of my carburetor body and he called this a 'slug.' He then put my carb in his household oven to heat it up and soften it. Then he placed it in his press and slowly forced his slug down into the body and let it cool in this position. It has worked great ever since, and I do not tighten as tight any more.

Paul Oulette  
Puyallup, Washington



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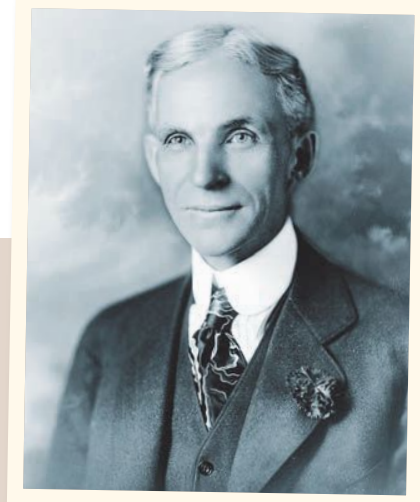
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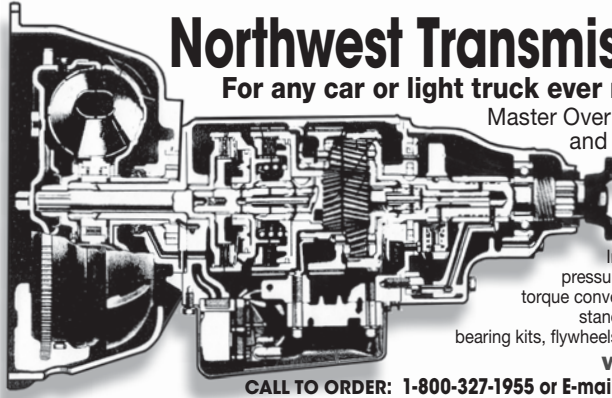
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# Lizzie and Me

**BEFORE THERE WAS LIZZIE**, there was my father's black 1937 ripple-bumper De Soto, with a 1946 Dodge engine, Plymouth trunk, and Chevrolet hubcaps. He didn't have a car during most of World War II, and brought this De Soto home around 1948. It was the first car I ever drove, and the car that I learned to drive in and got my license with.

One time, our next-door neighbor asked me to give her a ride downtown. At that time, I was thankful for any opportunity to drive the car, so away we went. We came to an intersection and as the cars in front of me all slowed down and I stepped on the brake pedal, which had always worked perfectly, it went right down to the floor. Panic! No Brakes! Crash!

I just sat there, dazed. Two very large policemen came over. I explained what had happened, but they didn't look convinced. One of them said, "Move over!" and got into the driver's seat. He drove fairly fast down the street, and suddenly jammed on the brakes. Screech! The car stopped quickly and he nearly went through the windshield. Much later in life, I learned about bleeding the brakes, and what a small air bubble in the line can do.

My family wisely realized that I needed my own car, and that brings us to *Lizzie*. She was my grandmother's 1937 Ford 60 two-door, with a flathead V-8 engine. There was the Ford "60" and the "85," which was actually the horsepower. The "60," introduced that year, was less expensive and got a little better gas mileage. Back then, many Fords were called "Lizzie," because of Henry Ford's "Tin Lizzie," the Model T.

Everybody around town knew it was my grandmother's car, but my grandparents didn't know how to drive. *Lizzie's* official driver was their daughter, my aunt Ann. They had a store in a small town in southern Massachusetts, and every day after work, she would drive my grandmother to their small cottage at a nearby lake. My grandfather was very much ahead of his time; instead of riding, he would walk the five miles to the lake and join them.

Here I was, about 19 years old, and I finally had my own car. The color was gray. The very first thing I did was to buy a paintbrush and some paint. What did I know about spray painting? I proudly painted her dark blue on top, lighter blue on the bottom, with a red grille. She was beautiful.

Somewhere along the line, I found a radio to install. The radios in those days were contained in a large, heavy steel

could see where it was coming from. We got a kick out of watching people looking around mystified and not seeing the source. We met many girls that way.

The biggest problem with *Lizzie* was that she had mechanical brakes. A hydraulic kit was available, but I never got around to putting one in. Mechanical brakes are nice and simple, but they didn't work very well. Every few months, the brake cable would stretch out, and I would have to get under the car and tighten it up. I can't recall—it may have been the emergency brake cable.

Because we didn't have, and hadn't even heard of, jack stands or creepers, in order to fit under the car, I would drive both wheels on one side of the car up onto a curb, and I could then fit underneath by crawling along the street's gutter on my back. With my 29-inch waist at the time, it was pretty easy.

I remember one time when the mechanical brakes failed me completely. There were four of us in the car, a fairly heavy load, and we were headed for Boston. We commuted to school in the Ford every day from Worcester, a city about 45 miles away. There was a major intersection at the bottom of a long hill, with a policeman directing traffic at the bottom. As we traveled down the hill, I stepped on the brake. *Lizzie* slowed

down a little, but not enough. I stepped harder and harder. We slowed down a little bit more. It quickly became clear that we were not going to be able to stop by the time we came to the intersection. I actually stood on the brake pedal. No help. I beeped the horn, and we breezed past the police officer, who looked at us with a dazed expression. We almost hit him. Zigzagging through the oncoming traffic, we safely made it through. Many times, looking back on that day, I have wondered if I ran over his toes. If not, I sure came close.

At the age of 20, I enlisted in the Navy for a four-year hitch. Sadly, *Lizzie* had to go, and I sold her for \$75. I sure wish I had her today! 🐾



case, with two cables going to a remote tuning head a couple of feet away. One cable controlled the station tuning and the other, the volume. I mounted the box to the firewall, and clamped the tuning head to the steering post. It worked very well. Then I had an idea.

I was going to a radio and TV repair school in Boston, and had learned just enough about electronics to be dangerous. I mounted a 12-inch loudspeaker under the hood. I soldered wires from a microphone to the audio section of the radio, with a push-button switch to turn it on. Whenever we drove by a pretty girl, I or my friends would call out, "Hey Cutie! Want a ride?" The amplified voice would come booming out of the car, and nobody

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# CLASSIC TRUCKS

## Working-Class Glamour

*Chevrolet's 1967-'72 pickup trucks attempted to make hauling handsome, and were very successful at it*



WORDS AND PHOTOGRAPHY BY MIKE McNESSOR

Chevrolet's 1967-'72 light haulers have been nicknamed the "glamour series" — a nod to the design's enduring good looks, which have attracted legions of admirers over the years.

The hauling, towing and snowplowing these trucks had to do in their day was usually anything but glamorous, and thousands were built to be used up, serving as barebones work rigs. Interest in this series more recently among truck enthusiasts has spawned an abundant supply of aftermarket parts, however. So now it's easy to restore and customize

any 1967-'72 model, bringing it more in step with the tastes of modern light-truck buyers: chrome and wood veneer trim, interior carpeting and padded accents, bucket seats, aftermarket sound systems, air conditioning, etc.

Unlike previous generations, many of these cosmetic touches and creature comforts were part of Chevrolet's option



**This month's feature truck served much of its life fighting fires with the Egypt, New York, Fire Department.**





Driven just 21,000 miles from new, the truck's 350 engine was in excellent condition, but the current owner changed the camshaft as well as the timing chain and gears. With power disc brakes, power steering, heavy springs and 4.10 gears, this K20 is more than up to the occasional hauling and towing tasks it's assigned these days.

offerings, so it's also possible to find a 1967-'72 truck decked out with bright trim, a relatively plush interior and a smattering of accessories from the factory.

When the series made its debut in 1967, Chevrolet marketers clearly sought to give this truck a split personality, appealing both to the fashion sense and the practicality of potential customers. "This brand-new Chevy pickup looks so good you could call it a two-door," Chevrolet announced in its magazine advertisements. But just so truck buyers didn't question its ruggedness, they threw in: "You could also call it the toughest Chevy pickup ever built."

Meanwhile, *Popular Science* asked in the headline of its review of the new-for-1967 American trucks: "Elegant Pick-ups: Your Next Family Car?" Obviously, the trend of making trucks more car-like had spread industry-wide and, over the next four decades, trucks would evolve into the luxury liners that pass as work vehicles today. "Chevrolet is dressed up in go-to-meetin' clothes. Sporty? You can even get a tachometer and fender skirts," *Popular Science* editors wrote of the new Chevrolets in the August 1967 issue. "The seats—naturally—are of deep foam rubber, and in the bucket seat version there's a console seat in the center with a storage bin beneath, just like in the flashy go-go coupes. Chevy's pickup is one of several that has independent front suspension with coil springs as standard on two-wheel-drive models. In the rear, it has



two-stage coils to provide a smooth ride with a light load and firm support with a heavy one. Tinted glass is for the asking—at extra cost. For the optional four-wheel-drive models, a single lever shift switches between two and four wheels without clutching."

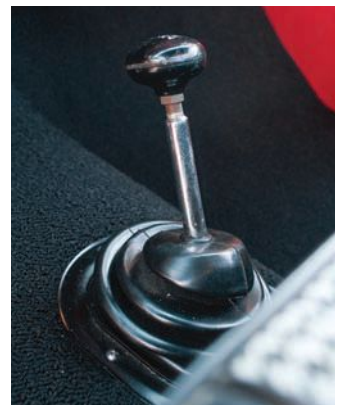
Indeed, nowhere was the move to car-like comfort more apparent than in the two-wheel-drive trucks—which were Chevrolet's volume leader back then. Not

only were the front ends bouncing on coil springs, but the rear end of the base 1/2- and 3/4-ton trucks also used coil springs. Four-wheel-drive trucks, one-ton trucks and some special 3/4-ton two-wheel-drives rode on rear leaf springs. The car-like comfort of the light haulers was short-lived, however, because, with the 1973 redesign, all Chevrolet pickups would revert back to rear leaf springs.

Interestingly, as the glamour series



The Hydra-Matic transmission was originally ordered on this truck. But the houndstooth seat inserts, carpeting, aftermarket stereo and tachometer were added by the current owner, who regularly uses this K20.



truck aged, it became less glamorous and more macho. The 1967-'68 trucks had an almost delicate style, with a sloping hood and a soft front-end treatment. The 1968-'70 trucks toughened up, gaining a higher hood that gave the truck a more blunt face, which was spearheaded by a bold, shiny grille and surround. For 1971-'72, Chevrolet went to a full-width egg-crate grille that lent the trucks an all-business look. For 1972, the last of the six-model-year run of this series, front disc brakes also became standard fare in light trucks, and sales soared to 845,000 units—a record for Chevrolet truck production.

This month's feature truck is a 1972 Chevrolet K20 that belongs to Joe Dean of Stamford, Vermont. Joe bought the truck sight unseen from a fire truck outfitter in Ohio in May 2008. For its entire life prior to that, it had served as a brush truck for the Egypt, New York, Fire Department.

This 3/4-ton four-wheel-drive pickup saw limited use and fastidious maintenance, so it was very solid and had been driven just 21,000 miles from new. It was still loaded with its original fire-fighting equipment when Joe acquired it, so he stripped it down and treated it to an extensive restoration. Joe, who operates

Dean's Quality Auto in North Adams, Massachusetts, owns several of these trucks, and he built this one to be a comfortable fair-weather driver as well as an able-bodied hauler that could easily tow a car trailer.

It isn't a bone stocker today, but it could almost pass for one save for the newer hubcaps, an aftermarket stereo, and aftermarket exhaust. When Joe began work on the truck, he determined that its original fleetside bed sides were in excellent shape, but the bed floor was rusted. "There was a water tank mounted in the back of the truck its whole life that

must've leaked and rusted the floor of the original bed," Joe said. "I took the old box off and replaced it with a rust-free box—though I used the header panel off the original box. I still have the two side panels because they were almost perfect. I also had to buy a tailgate because there wasn't one."

Joe then removed all of the emergency lighting, leaving just one spotlamp as a reminder of the truck's firefighting history, and replaced the fire department's heavy-duty winch front bumper with a chrome civilian unit. The truck's frame and axles were steam cleaned and refinished in chassis black, then Joe applied the truck's two-tone paint scheme using single-stage urethane enamel. He also added an extra leaf to the front spring pack and installed heavy duty 3/4-ton springs in the rear as well as a set of Monroe shock absorbers. It rolls on 16 x 5-inch steel rims shod with Goodyear Wrangler TD radials. Since original hubcaps in good condition for these trucks are scarce, Joe adapted a set of 1973-vintage caps. The front pair are rear hubcaps with the centers removed and the inner edges rolled for a finished look.

Under the hood, the original 350-cu.in. V-8 was cleaned and fitted with a timing chain and a camshaft as well as a set of exhaust headers that feed into a rumbly dual exhaust. Inside, Joe



**The truck's hubcaps look stock, but they're from a 1973-vintage Chevrolet pickup. The front caps are rear units with the centers removed and the inner lip rolled over for a factory appearance.**

replaced the bench seat with two buckets and a "buddy seat" from a 1967-'68 Chevy pickup he had reupholstered with houndstooth cloth inserts. He also added a headliner, carpeting, a tachometer and a modern stereo.

Joe had the truck road-ready by May of 2010, and with 4.10 rear gears as well as a 350 Turbo Hydra-Matic transmission, the truck has proven to be eager to pull a load and be easy to drive. "I don't beat it up, but I do use this truck, which is why I put the bed liner in it," Joe said. "There isn't a day that goes by that I regret buying this truck. It's so tight that it's hard to believe it could be this old." 📷





## Bringing The Heat

*Through the decades, delivering oil in New Jersey*



BY JIM DONNELLY • PHOTOGRAPHY BY CHARLES CEDER, FROM THE COLLECTION OF TOM BYRNE

Let's face it, that time of the year is coming on fast. The leaves go red and gold, tumble away on the wind, and the skies turn the shade of slate. It's that time of year, folks, when the sharp scent of home heating oil takes on an unexpectedly gratifying fragrance. When the snow starts falling, the guy driving the tanker truck is more important to you than the chap who pilots the snowplow.

Having accepted that postulate, you're likely ready for a story on a long-ago guy who always managed to bring the thick black liquid just in time. We got an email from Sparta, New Jersey, resident Tom Byrne, an enthusiastic reader of this space in *HCC*. An e-dialogue ensued. Tom graciously shared these photos and a tale of a family friend named Charlie Ceder, who sold fuel oil and other petroleum products for Esso—remember that company? That's what ExxonMobil was once called long ago—in northwestern New Jersey, which was a very rural place when Carl first got going.

That, as Tom recounts it, goes back to the early 1920s, when Charlie's father, Carl first moved to Dover, New Jersey, in Morris County, about 25 miles west of

Newark and near the Lake Hopatcong recreation area, such as it existed back then. It was a boom time. Instead of being crowded with high-end suburbs, Dover was a steel and iron town, a bustling place along the Morris Canal, where ore had been dug since the Revolutionary War. Carl found a house he liked on three acres outside Dover. Thing was, the owner refused to sell unless Carl also bought out his kerosene business. The physical assets included a horse-drawn wagon and a wooden storage tank.

Carl needed to get around faster, and soon bought his first truck, a 1928 Chevrolet tanker, with a gravity feed at the rear and racks for kerosene cans on either side of the tank. Charlie used to regale Tom with tales about what it was like to deliver

oil back then. Dover is a hilly town, which meant that Carl had to leave his new tanker at the curb and lug cans full of oil up steep driveways and then, three or four flights of stairs, even in winter. Or, shall we say, especially in winter.

Business grew regardless, and Carl found himself with the makings of a small oil-delivery fleet, with a pair of Fords up next. In 1935, Carl bought land on a newly laid New Jersey highway, state Route 10, in nearby Randolph. That was where Carl built a garage for the trucks, along with huge metal storage tanks for kerosene and fuel oil, plus an Esso service station. Route 10 is a hugely congested commuter road today. Look at how different things were before World War II. By that time, fuel oil was starting to



displace kerosene for home heating, and the trucks got more sophisticated, with onboard pumps and meters. More trucks were purchased, including a Dodge and an International. Charlie had joined the business until he was called away for military service during the war. Just before he shipped out, Carl passed away. C. Ceder had to shut down operations until the war ended.

Like much of New Jersey, the Dover area started to grow rapidly after the war. Some of the photos show C. Ceder accepting deliveries of gasoline and oil from Esso distributors, including the one operating a beastly straight-truck and full trailer combination, of indeterminate manufacture (though just possibly a 1930s White Model K), maybe coming from the big Standard Oil refinery near Elizabeth.

Charlie took on extra employees as C. Ceder continued to grow, expanding into boiler and oil burner service. He undertook a major equipment replacement program after 1960, buying several GMC oil tankers, a Chevrolet Carryall for service calls and a GMC four-wheel-drive chassis with utility body for plowing the property, and occasionally making emergency residential deliveries of heating oil during major snowstorms. Unusually for an oil operator, Charlie bought all these rigs fully decked out with chrome trim and chrome bumpers; they were kept spotless. As Tom told us, "Oil had the reputation of being a dirty fuel back then, but Charlie was a stickler for clean trucks, and these trucks were known in the area for their good looks."

Charlie Ceder got on in years, and in the late 1970s, sold out to a subsidiary of Meenan Oil, out of New York City. He retired to the Jersey Shore and passed away in 1997. 🐾



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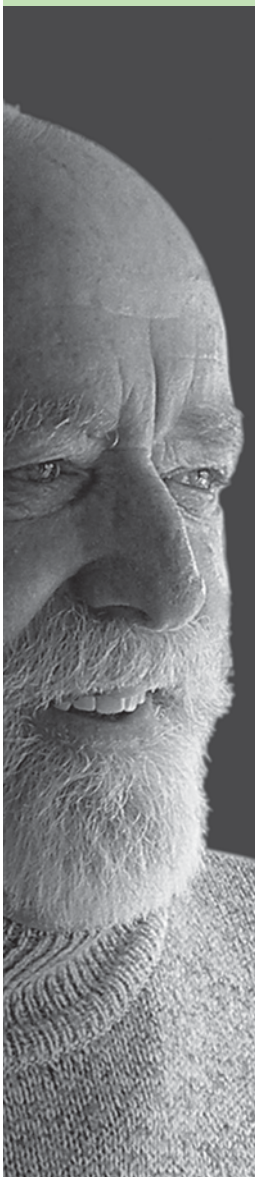
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“...hot rods and race cars are as much a part of our heritage as any car Detroit produced. Such cars help us relive history and understand it.”



## jimrichardson

### Restoring It As It Wasn't

I wasn't sure I had it in me, but now I am knee deep in a 1936 Ford three-window coupe restoration. Or at least the engine for now. It is my son's recently acquired car, and I am helping him with it. But it isn't going to be original. He is restoring a classic early Fifties-style hot rod.

When the GIs got home from World War II, they wanted more of an adrenalin rush than their prewar cars could provide, so they started suping them up. (Not souping, but suping as in *super*.) New cars were unattainable, and people had been tinkering with Ford V-8s for years. The trend really took off in the late Forties and early Fifties.

The 1936 Ford three-window we are restoring was made into a hot rod around the time of the Inchon landing in Korea, and a few years after that, it was pulled under a carport, the engine was removed, and there it sat for the next 50 years.

Putting the car back to the way it was in 1936 would be difficult due to missing parts, but putting it back to the way it was in 1950 is possible. Of course, it won't be a walk in the park, because building a hot rod is one thing, but restoring one to the way it was when it was built is another.

I am not into rods, but I am willing to help restore one from the Fifties car culture. My son wants to make it just as it was back then. Besides, hot rods and race cars are as much a part of our heritage as any car Detroit produced. Such cars help us relive history and understand it.

The engine that came with the car was out of a 1941 Ford, but it was no longer stock, so when I started working on it, I decided to do it the way an archeologist does a dig at an ancient site. We needed to know what had been done, when, and why, and we needed to preserve components as much as possible.

Ripping the parts out of an old block is easy if you don't want to reuse them, but we were looking at precious artifacts. With care and thought, you can determine what has been done to an old engine, and what needs doing to make it healthy again. And you can reconstruct the engine's history in the process.

We were told the engine was out of a 1941 Ford, and we knew it was not from a '36 Ford because its cylinder heads are held on by 24 studs.

Also, the water inlets are in the centers of the heads, and the water pumps are down on the block, unlike engines from 1938 on back.

We dusted off the old mill and blew away the detritus that had accumulated in the clutch housing. Our engine was equipped with aftermarket Edmunds aluminum heads, and sported a Weiland intake manifold with two Stromberg 97 carbs. We were missing headers and water pumps, and there was no distributor, either. The flywheel was in good shape, though, with no checking or burning.

We pulled the heads using putty knives. They came off easily, revealing carboned combustion chambers, but a clean water jacket. We next pulled the pan and discovered two quarts of muck. There were no metal elements or grit in it, though, and considering that it had last been changed when Ike was president, that was not bad.

The crankshaft and rod bearings were clean, and the pistons looked new. The rod bearing caps were numbered, but out of sequence, telling me that machining had been done and someone mixed them up when installing them. However, there were also punch marks on the rod caps that were in sequence, telling me that the bottom end had been apart more than once.

We removed the pistons and rods out the top and discovered that the pistons were stock Ford with a ring at the bottom. Upon miking the bores, there was no taper; they were the 1941 Mercury 3<sup>3</sup>/<sub>16</sub>-inch diameter. We deduced that the engine probably also had a hot cam because the lifters were adjustable. Stock engines didn't have adjustable lifters, but they were necessary for a performance cam.

The crankshaft turned out to be Mercury, also, which had a longer stroke than the Ford. Turns out we had struck gold. We had a Merc engine after all. That extra power that the bolt-on speed equipment provided, when combined with the car's current Columbia two-speed and hydraulic brakes from a later Zephyr, made for a nice drive-in cruiser.

I can't wait until we get this car back on the road. There is nothing like the sound of an old Ford flathead piped through a set of Smithys, winding up in second gear. And I love the looks of a 1936 three-window. Now off to the machine shop for Magnafluxing and hot tanking. 🏁



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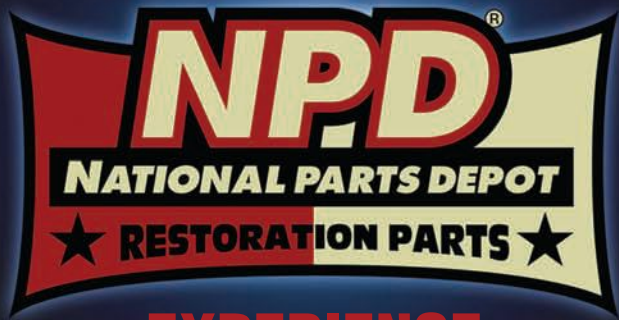


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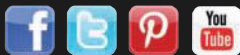
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