

SPEED WITH MATCHLESS STYLE

HISTORY OF STUTZ AUTOMOBILE

Hemmings



CLASSIC CAR

THE DEFINITIVE ALL-AMERICAN COLLECTOR-CAR MAGAZINE

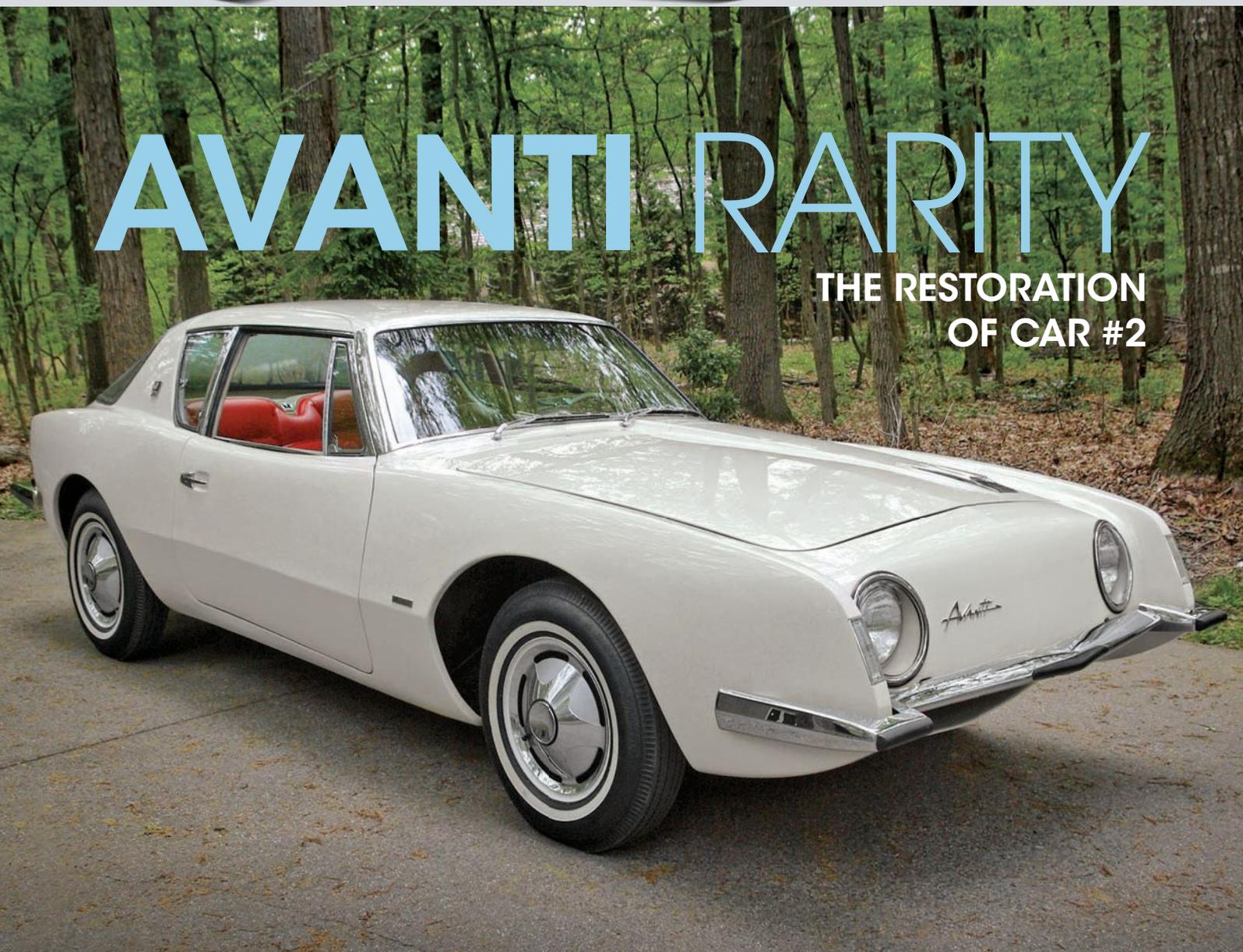
MAY 2016 #140



ONE YEAR ONLY
1932 PONTIAC V-8



INTERNATIONAL METRO
UNIQUE "SNAP-ON" VAN



AVANTI RARITY

THE RESTORATION
OF CAR #2

driveReport:
1959 MERCURY
PARK LANE
HARDTOP



\$4.99



HENRY FORD
THE MAN WHO
TRANSFORMED
AMERICA

OUTSTANDING VALUE!



*Manufacturing reproductions
of GM parts since 1982*

ORDER YOUR FREE CATALOG TODAY

LARGEST INVENTORY

100,000+ Square Feet of State-Of-The-Art Warehouse space comprised of over 85,000 different reproduction and high performance parts. Highest In-Stock ratio in the business!

MANUFACTURER OF THE FINEST QUALITY RESTORATION PARTS!

We are the manufacturer of thousands of our own products. When you buy from OPGI, you are buying FACTORY DIRECT!

EXPERT ADVICE WITH BEST-IN-CLASS SERVICE

Get sound advice from the experts: Many of our Sales Representatives have been with OPGI for a decade or more and have restored their own cars and can offer valuable advice and helpful tips. Most orders placed, whether by our Website, Phone or Fax are processed and shipped the Same Day as received.

VALUE-ADDED SAVINGS

We have created some great ways to save you money on your purchases. One great way is with our Volume Discounts, an easy way to save an additional 5%-10%. Another is our Frequent Buyer Awards. As you buy, you collect points redeemable for future purchases. Free Shipping on orders of \$499.00 or more. 45-Day Money Back Guarantee our customer satisfaction-guarantee is the best in the business!



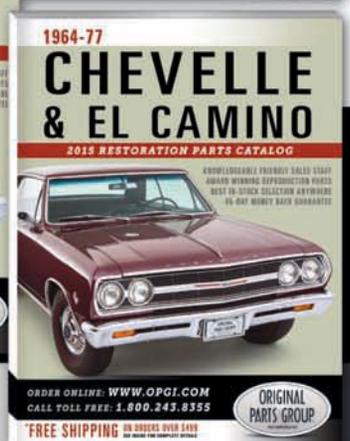
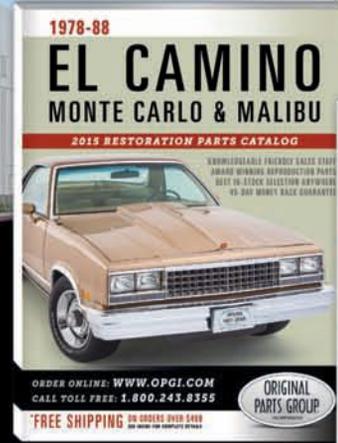
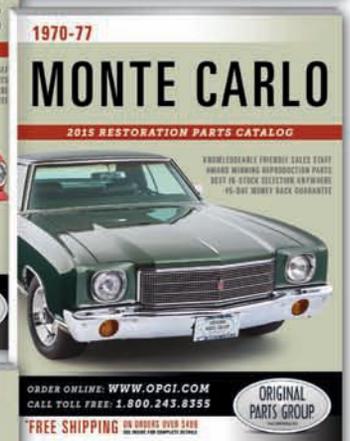
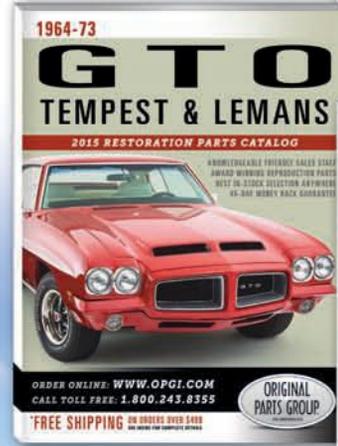
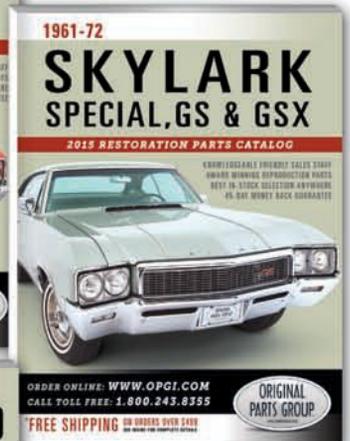
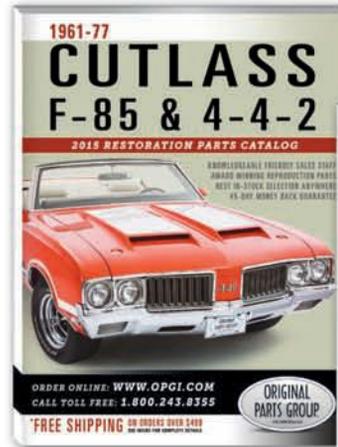
USA/CANADA

CALL TOLL FREE: 1.800.243.8355

ORDER ONLINE: WWW.OPGI.COM

Sign up at opgi.com to receive the latest offers by email

1770 Saturn Way, Dept HMM, Seal Beach, CA 90740
International Orders 562.594.1000 or fax us at 562.594.1050



WE HAVE THE BEST REAL WHITEWALL RADIALS ON THE MARKET



BEST DEAL
\$199 after rebate



Wide Whitewall Radials

- Since 1995, World's First Modern Radial Construction Wide Whitewall
- DOT and ECE (European) Approved
- With Its Vintage Profile, This Is A Replacement For Original-Style Bias Ply Tires.

\$40 rebate on select sizes!

215/75R14 #538900 225/75R15 #597020
225/75R14 #546090 235/75R15 #629700
215/75R15 #587050

*Offer valid on purchases made from 12/14/15 through 03/31/16. Rebate applies only when you buy four (4) tires. Call for more info or visit www.cokertire.com/ccrebate.



BEST LOOK



World's Only

Bias-Ply Look Whitewall Radials

- Award Winning Design
- Steel Belted Radial Construction
- Bias Ply Look
- Smooth Ride, Authentic Appearance

Tire Size	WW Width	Item #	Price
650R13	2 1/4	700300	200.00
750R14	2 1/4	700301	257.00
800R14	2 1/4	700302	266.00
560R15	2 3/4	700308	238.00
670R15	2 3/4	700303	247.00
710R15	2 3/4	700307	271.00
760R15	3 1/4	700304	280.00
800R15	3 1/4	700305	280.00
820R15	3 1/4	700306	260.00



ALL SIZES IN STOCK



BEST PERFORMANCE



Silvertown Whitewall Radials

- True Whitewall Radial Construction
- Perfect for Restored Classics, Hot Rods and Customs
- S Speed Rating (112 mph)
- Wide and Narrow Whitewalls Available
- Redline Tires Feature A Raised 3/8-inch Redline
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

BUY DIRECT FROM THE SOURCE FOR AUTHENTIC VINTAGE TIRES!

SPEAK TO A TIRE & WHEEL EXPERT

TOLL FREE 866-922-0394 cokertire.com



CONTENTS

HEMMINGS CLASSIC CAR • MAY 2016 • VOLUME 12, ISSUE 8



44

FEATURES

- 20 **1917 Paige**
- 30 **driveReport:**
1959 Mercury Park Lane
- 44 **1933 Nash**
- 48 **Driveable Dream:**
1932 Pontiac
- 52 **History of**
Automotive Design:
Stutz
- 58 **Personality Profile:**
Henry Ford
- 62 **Restoration Profile:**
1963 Studebaker Avanti



20



72



76



84

DEPARTMENTS

- 08 NEWS REPORTS
- 10 LOST & FOUND
- 12 AUCTION NEWS
- 14 ART & AUTOMOBILIA
- 18 PRODUCTS & PARTS
- 38 RECAPS LETTERS
- 70 DISPATCHES
FROM DETROIT
- 72 VINTAGE LITERATURE
- 74 DETROIT UNDERDOGS
- 76 AUTOMOTIVE PIONEERS
- 78 I WAS THERE
- 80 TECH TALK
- 82 REARVIEW MIRROR
- 84 REMINISCING
- 95 ODDIES BUT GOODIES

COLUMNISTS

- 06 RICHARD LENTINELLO
- 39 PAT FOSTER
- 41 JIM DONNELLY
- 43 DAVID SCHULTZ
- 96 JIM RICHARDSON

CLASSIC TRUCKS

- 86 CLASSIC
TRUCK PROFILE:
IH METRO
- 90 COMMERCIAL
CHRONICLE

**IT WAS PARKED IN YOUR MIND
LONG BEFORE YOUR DRIVEWAY.**



There's a reason more people trust Hagerty with the cars they love. We make the experience of owning classics better, with insurance, valuation tools, an award-winning magazine and more—all created by people who share your passion for cars.

Drive with us. Hagerty.com | 877-922-1706 | Local Agent



Northwest Transmission Parts

For any car or light truck ever made in the U.S.A.
Master Overhaul Kits for automatics and standards, 1933 - 1985



**TONS OF PARTS
READY TO SHIP**

Including standard shift clutches, pressure plates, pumps, drums, bands, torque converters, bushings, thrust washers, standard shift gears, small parts kits, bearing kits, flywheels, speedometer gears and more.

www.nwtparts.com
CALL TO ORDER: 1-800-327-1955 or E-mail: northwest@nwtparts.com



McCollister's Auto Transport

Celebrating over 70 years of EXCELLENCE, since 1945!

**Specialists in Domestic and International
Transportation for Car Enthusiasts.**

Learn more about our
enclosed collector auto transport services.

Contact us today!

800-748-3160

mccollisters.com/autotransport

5 million dollar cargo insurance

CLASSIC & ANTIQUE CARS • RACE CARS • EXOTIC CARS • HOT RODS & MUSCLE CARS
CAR CONCOURS • CAR AUCTIONS • CAR RALLIES • CAR SHOWS • SNOWBIRDS & MORE

HEMMINGS CLASSIC CAR

PUBLISHER

Jim Menneto, President

EDITORIAL

Terry McGean, Editor-in-Chief
Richard Lentiniello, Editor
J. Daniel Beaudry, Managing Editor; Interactive Editor
Nancy Bianco, Managing Editor
Thomas A. DeMauro, Senior Editor
Jim Donnelly, Senior Editor
Matthew Litwin, Senior Editor
Mark J. McCourt, Senior Editor
Kurt Ernst, Editor, *Hemmings Daily*
David LaChance, Editor, *Hemmings Sports & Exotic Car*
Mike McNessor, Editor, *Hemmings Motor News*
Daniel Strohl, Web Editor
David Conwill, Associate Editor
Jeff Koch, West Coast Associate Editor
Terry Shea, Associate Editor
Edward Heys, Design Editor
Jill Burks, Graphic Designer
Judi Dell'Anno, Graphic Designer
Zach Higgins, Graphic Designer
Jim O'Clair, Columnist/Parts Locator
Tom Comerro, Editorial Assistant
CONTRIBUTORS: Patrick Foster, Jim Richardson,
Chris Ritter, David Schultz, Milton Stern, Russell von Sauers

ADVERTISING

Jeff Yager, Director of Advertising
Tim Redden, Internet Sales Manager
Ken DeVries, Senior Account Executive
Randy Zussman, Senior Account Executive
Stephanie Sigot, Ad Sales Coordinator
Account Executives: Tim McCart, Lesley McFadden,
Heather Naslund, Mark Nesbit, David Nutter, Collins Sennett,
Bonnie Stratton

MARKETING

Dan Stoner, Marketing Director

CIRCULATION

Scott Smith, Circulation Director
Kathy Ryder, Circulation Manager
Sandy Beddie, Bev Breese, Peg Brownell, Peter Church,
Dorothy Coolidge, Donna Goodhue, Eleanor Gould,
Amy Hansen, Maureen Johnson, Sunny Litwin,
Merri Mattison, Alaina Seddon, Amy Surdam

CLASSIFIED SALES/GRAPHIC SERVICES

Jennifer Sandquist, Director
Jeanne Bourn, Classified Manager
Carol Wigger, Graphic Services Manager
Mary Pat Glover, Graphic Services Coordinator
Jennifer Bono, Allen Boulet, Raina Burgess, Tammy Bredbenner,
Mary Brott, Samantha Corey, Nicole Deuel, Christopher Drayton,
Karen Gaboury, Adelaide Jaquith, Linda Knapp, Paige Kwasniak,
Peg Mulligan, Rob Randall, Abby Shapiro, Joshua Skibbee,
Missy Telford

INFORMATION SERVICES

Gregory Hunter, IS Director

Robin Burdge, Jeremy Meerwarth

HEMMINGS DIGITAL

Steve Berry, General Manager

May King, Web Developer

ADMINISTRATION

Mari Parizo, Business Manager

Jessica Campbell, Freda Waterman

FACILITIES

Rick Morse, Facilities Supervisor

Steve Adams, Brad Babson, Paul Bissonette, Joe Masia

CAR SHOW REPRESENTATIVES

Trisha Grande, Car Show/Event Manager

Carson Cameron

HEMMINGS CLASSIC CAR

is published monthly by Hemmings Motor News

ISSN# 1550-8730

www.hemmings.com • 222 Main St., Bennington, Vermont 05201

• To Subscribe:

Call: 800-227-4373 ext. 79550 or 802-442-3101 ext. 79550

Fax: 802-447-9631

Mail: 222 Main St., Bennington, Vermont 05201

Mail: P.O. Box 196, Bennington, Vermont 05201

E-mail: hmnsubs@hemmings.com

Online: www.hemmings.com

Subscription rates in U.S. and Possessions 12 issues for \$18.95, Canada

\$30.95 (price includes surface mail and GST tax). All other countries

\$32.95 in U.S. funds.

• To Advertise:

Call: 800-227-4373 ext. 79630 or 802-442-3101 ext. 79630

E-mail: adsales@hemmings.com

Online: www.hemmings.com

Periodicals postage paid at Bennington, Vermont and
additional mailing offices.

POSTMASTER: send address changes to Hemmings Classic Car,

P.O. Box 196, Bennington, Vermont 05201

American City Business Journals, Inc.,

120 West Morehead St., Charlotte, NC 28202

Roy Shaw, Chairman (1989-2009)

Whitney Shaw, CEO



MECUM **AUCTIONS**

COMING UP

700 VEHICLES

KANSAS CITY

Kansas City, MO

Mar 11-12

1,000 VEHICLES

HOUSTON

Houston, TX

Apr 14-16

2,000 VEHICLES

INDY

Indianapolis, IN

May 17-21

600 VEHICLES

PORTLAND

Portland, OR

June 17-18



To be offered in Houston • 1967 SHELBY GT500 FASTBACK • 428/355 HP, AUTOMATIC

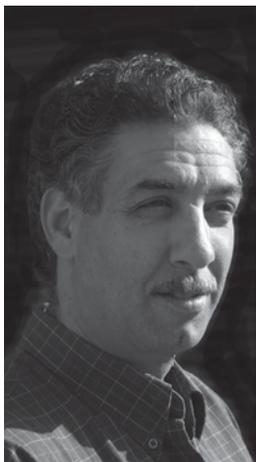
CONSIGN OR REGISTER TO BID TODAY

THE EXPERIENCE BEGINS AT **MECUM.COM**

IN License #AC30800088

For Complete Auction Consignment or Bidding Information go to Mecum.com or call 262-275-5050





Goodbye, Grease

The dirtiest and perhaps the most dreadful task at the start of any restoration is the cleaning of parts. More specifically, parts that are covered with years of caked-on grease and an oily coating so thick you have to scrape it off. But it has to get done, so you might as well do it the easiest and most effective way you can to complete this unpleasant job as quickly as possible.

Be it suspension or brakes, steering box and linkages, transmission or differential, everything needs to be scrupulously degreased before it is thoroughly cleaned prior to being stripped of its original finish. Removing all that old grease is one thing, but you need to make sure that every single trace of that oily residue is cleaned off, otherwise, when the part is sanded or media blasted, that greasy film can get “pushed” into the surface of the metal and react negatively with the new paint finish when it’s applied later on.

Upon removal of greasy, dirty parts from the car, the first thing I do is to scrape off as much of that caked-on dirt as possible. I do this atop a cardboard box so as to make disposal of all that dirt easier. If the part is steel, I use a one-inch-wide steel putty knife, unless it’s important to avoid marking the metal; then I rely instead on a plastic putty knife. I always use plastic to scrape softer metals, such as aluminum, bronze or brass. You can also use a piece of wood, such as a paint stirrer, to ensure that no marks are made.

After the parts have been scraped relatively clean, I place them in a 20-gallon plastic tub, then fill it with a heavy-duty degreasing solution mixed with hot water, until all the parts are totally submerged. I let the parts soak for a few days, which allows them to be cleaned off quicker. You can find a variety of these water-soluble cleaning solutions in gallon-size containers at your local hardware store or big-box home store. One well-known brand to car guys is Castrol, which now sells a cleaning product called Super Clean; it’s an industrial strength degreaser that removes caked-on grease easily, and it only costs about \$9 per gallon. Whatever solution you choose, do not use kerosene, because like gasoline, it is very flammable, toxic and harmful to

your skin, eyes and the environment.

Now comes the real dirty part: scrubbing. With the dirt now softened from being soaked, I scrub each part with either steel wool or a scouring pad; I do this at the tub, using the same solution that the parts soaked in. Keep in mind that if the part is to be left in bare metal, do not use steel wool or Brillo as it will alter the finish of the metal.

A cellulose-based scrubber sponge used to clean pots and pans works great and will not change the metal’s appearance, and they only cost about one dollar each.

Once the parts are scrubbed, I wipe them dry with a clean towel, and then give them a quick cleaning with a spray cleaner such as 409 or Simple Green to remove any residue. Prior to media



blasting, priming or painting, each part has to be cleaned again, but this time with DuPont’s Prep-Sol or any other autobody-specific cleaner.

When it comes to small parts, I rely on my can of Gunk degreaser. The Gunk Carb and Parts Cleaner comes in a one-gallon metal can and includes a metal basket to hold small parts. Some small carburetor bodies will fit inside the can, but not much else. Yet nothing works as well for small parts that have to be cleaned. Just fill the basket with the parts and keep them immersed in the Gunk degreasing solution for 20-30 minutes. They come out totally clean, with a like-new shiny appearance. I bought mine at my local auto parts store for about \$22. The other brand that also features an internal basket is B-9 Chem-Dip.

Parts washers work well too, and they only cost between \$50 and \$150, but you’ll need to have access to electricity in order to make the pump function. Whichever cleaning method or brand cleaning solution you choose, always remember that parts must be thoroughly cleaned before their old finish is removed. It’s the only way to ensure that the new finish will last for years while providing a professional-quality appearance. 🛠️

Reprinted from Hemmings Motor News, Sept. 2011

Write to our executive editor at rlentinello@hemmings.com.

//
Always remember
that parts must
be thoroughly
cleaned before
their old finish
is removed. It’s
the only way to
ensure that the
new finish will last
for years.





Respect Correct.

Summit Racing Equipment is *the* source for parts, tools, and accessories for your restoration project, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com



R/T Style Hoods

Keyword: AMD R/T Pin
as low as \$539.99 each



Replacement Dash Lenses

Keyword: DCK Dash Lenses
as low as \$43.97 each



Starting Line HVLP Gravity Feed Paint Spray Gun Kit

Keyword: DVR HVLP Nickel
DVR-802342 \$135.97 kit



BFGoodrich Silvertown Radial Tires

Keyword: COK Silvertown
as low as \$156.00 each



Turn Signal Switches

Keyword: SDK Turn Switch
as low as \$29.95 each



Direct Fit Radiator Modules

Keyword: DWR Direct Fan
as low as \$764.97 each



Fuel Tanks

Keyword: RLD Stainless Tank
as low as \$339.99 each



668 Series Chrome Chrysler Rallye Wheels

Keyword: USW 668
as low as \$117.97 each



Battery Trays

Keyword: SHI Tray
as low as \$19.97 each



Floor Panel Patches

Keyword: GMK Floor Patch
as low as \$14.97 each



Front Control Arms

Keyword: OPG Front Control
as low as \$112.97 each



Full Size Chevrolet Grilles

Keyword: OER Full Grille
as low as \$296.97 each

UNBEATABLE SERVICE, TECH & ADVICE, SATISFACTION, AND SELECTION.



Call by 10 pm EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Tech: 1.330.630.0240 • Int'l: 1.330.630.0230



FIND IT AT **SummitRacing.com**

SCode: 1605HC • Prices good through April 1, 2016. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2016 AUTOSALES, INC.

Hemmings Concours Classes



COME VISIT US AT THE SARATOGA SPA STATE PARK adjacent to the Saratoga Automobile Museum and help us celebrate Hemmings Motor News's 10th Concours d'Elegance. The event will take place September 23-25 and will celebrate notable anniversaries and icons of American and European motoring. Among this year's special classes will be the 50th anniversary of the Oldsmobile Toronado and the Eldorado; we will feature multiple generations of these cars through 1978. This year will also include "Tailfin Evolution," a class highlighting the notable design feature that was such a phenomenon in the Fifties and early Sixties. We've also set aside places for military vehicles through 1990 and for the unmistakable trio of Art Deco styling, the Auburn, Cord and Duesenberg. These special classes will be flanked by our traditional classes. Contact us now if you would like your vehicle to be considered for this year's event. Send photos, write-ups and inquiries to concours@hemmings.com.

Studebaker International Meet

WARWICK, RHODE ISLAND, will be the site of this year's International Meet of the Studebaker Driver's Club, to be held from June 26 to July 2. The week-long event will include swap meets, car corrals, a judged concours show and a variety of tours that will highlight the Newport, Providence and Narragansett areas. The host hotel will be the Crown Plaza Hotel in Warwick, and a full schedule, along with registration information, is available at www.sdcmeet.com.



MAY Calendar

1 • Greystone Mansion Concours d'Elegance
Beverly Hills, California • 310-285-6830
www.greystoneconcours.org

5-7 • AACA Special Spring Meet
Auburn, Indiana • 717-534-1910 • www.aaca.org

6-8 • Rhinebeck Swap Meet
Rhinebeck, New York • 845-876-3554 (6-9 p.m.)
www.rhinebeckcarshow.com

12 • Hemmings Cruise-In
Bennington, Vermont • 800-227-4373
www.hemmings.com

12-14 • Annual Spring Swap Meet
Chickasha, Oklahoma • 405-224-6552
www.chickashaautoswapmeet.com

18-22 • Chrysler 300 Meet
Holland, Michigan • bob@simplexco.com
www.chrysler300club.com

19-21 • AACA Eastern Spring Meet
Vineland, New Jersey • 717-534-1910
www.aaca.org

20-21 • Summer Automotive Swap Meet
Moultrie, Georgia • 229-686-1771
www.summerswapmeet.com

26 • Hemmings Cruise-In
Bennington, Vermont • 800-227-4373
www.hemmings.com

27-29 • Swap Meet & Car Show
Springfield, Ohio • 937-376-0111
ohioswapmeet.com

Packard Party

THE PACKARD CLUB WILL BE holding its 51st National Meet in Traverse City, Michigan, June 12-18. It will feature a nice array of events and tours highlighting the beauty of Northern Michigan as well as the Packard automobile. Tours will include the Sleeping Bear Dunes National Lakeshore, Mackinac



Island and Old Mission Peninsula. The concours will take place June 17 at The Music House Museum. For details and entry information, as well as a full itinerary of the week's events, visit www.packardclub.org.

A LEGACY OF PROTECTION

The smell of vintage leather. The gleam of fresh carnauba wax.

An open country road on a sunny day.

We're driven by our senses and inspired by our dreams.



Ford Heacock
President

Even better - a custom insurance policy with 100% Agreed Value at a great rate.

I guess you can buy peace of mind.



COLLECTOR CAR INSURANCE

That's just how we roll.

800.678.5173 | HeacockClassic.com



Bromo-bus?

AMONG A RECENT BATCH OF PHOTOS that turned up in the extended family of John Hill, the founder of Hill Auto Body of Cincinnati, were the expected photos of the Arrow Plane and the McQuay-Norris streamliners, the projects for which most auto enthusiasts would know of Hill. However, another one depicts something just as intriguing and far more mysterious: a streamlined bus.

The set of five photos shows the bus first in bare aluminum headed out of an unidentified building and then inside what is presumably the paint shop wearing a two-tone paint scheme. The front end features faired-in headlamps on what looks like a giant pontoon spread between the front fenders, and a pair of windows above the windshield presumably allowed the driver to see traffic lights.

Assuming this was another Hill project, it's conceivable Hill built it for either Grove Laboratories or Bromo-Seltzer, as Robert Gottlieb hinted way back in *Special Interest Autos* #14. Indeed, Brooks Stevens and other industrial designers were also designing and building similar buses and vans for other companies to use as rolling product showcases, and it appears Hill had attempted to compete in that market.

Fiero Follow-up?

LEON DIXON, A FREQUENT COMMENTER OVER ON the *Hemmings Daily*, shared with us recently that he's working on a book on Detroit's skunkworks agency, Creative Industries, and at the same time asked if we knew anything about a mystery clay he spotted in a photo from Creative's archives.

"What you see here is a dynoced clay utilizing some production parts. The windshield and A-pillar with side window were from the Buick Reatta and Cadillac Allante. Except there are also some pieces with familial resemblance to Fiero. And quite obviously, this was a mid-engine car. So I am wondering if there is anyone left alive out there who may recognize this mockup?"

It's well known that Pontiac prototyped out a second-generation successor to the Fiero, and this clay certainly appears Fiero-like, but with zero context to the photos, we can't confirm that. Do any of our readers recognize it?



RE: A Faster Horse

THOSE MOXIEMOBILES we mentioned in *HCC* #138 generated quite a few responses, including one from John Miller of Upper Saddle River, New Jersey, who sent along some photos of one of the promotional vehicles in 1954 in front of his father's liquor store in Ridgewood, New Jersey.

"That's my mother, Maude Miller, on top of the horse, which is riding on what I believe to be a Packard," John wrote. "I'm certain my father, a great merchandiser and promoter, had contacted Moxie to take advantage of this promo."

As for the chassis, it appears more likely a 1930 La Salle to us.

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. For more *Lost & Found*, visit <http://blog.hemmings.com/index.php/category/lost-and-found/>.

AUCTIONS AMERICA

**DON'T SETTLE FOR ORDINARY.
GET EXTRAORDINARY.**

Register to bid today! | 877.906.2437



1948 Tucker 48 | Feature Consignment



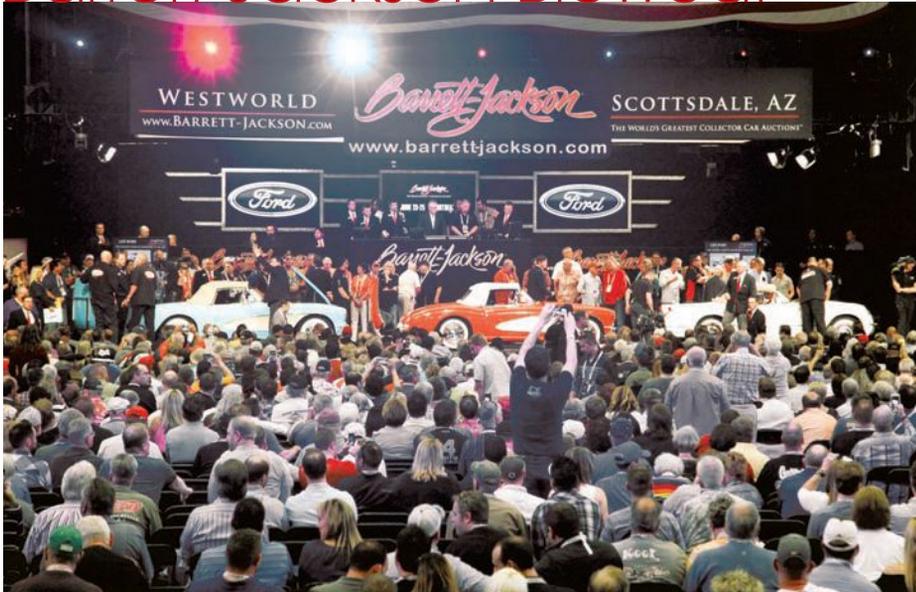
FORT LAUDERDALE
APRIL 1 - 3, 2016 | BROWARD COUNTY CONVENTION CENTER

Celebrating its 14th year in 2016, Auctions America's well-established Fort Lauderdale sale is regarded as South Florida's premier collector car auction. In 2015, the auction enjoyed its most successful performance to date, generating more than \$21.3 million in sales. Defined by its quality and diversity, the 2016 offering will span the spectrum of the market from American classics to European sports cars, Detroit muscle, hot rods and customs, offering something for all automotive tastes and budgets.

auctionsamerica.com | follow #auctionsamerica!    

Auction License: #AB1943 • Auctioneer: Brent Earlywine AU942

Barrett-Jackson Blowout



The IN Crowd

AUCTIONS AMERICA FEATURES ITS spring Auburn, Indiana, auction this May 5-7 at the historic Auburn Auction Park. The gavel is expected to be raised on nearly 500 cars, and of course American classics will be among them. This 1937 Fordor sedan from Ford's Standard Series sold last year for \$16,500. It was one of many examples of old Detroit to go across the block. Last year's sale saw over 100 pre-1964 unmodified American cars and trucks with most of them going home to a new owner. Visit www.auctionsamerica.com for more information about this year's event.



2016 IS OFF TO A GREAT START for Barrett-Jackson, as it sold 1,469 vehicles for over \$102 million in Scottsdale this past January. This was the 45th Anniversary Auction for B-J, and it's estimated that over 350,000 people were in attendance over the course of the week. Among the top sales were the Serial One Corvettes, which were all the first in each series from 1955-'57. Sold together, this triumvirate hammered home for \$1,815,000. The best part about the event? Over \$3.4 million was raised to benefit local Arizona charities as well as national non-profit organizations. For a full rundown of results from the auction, visit www.barrett-jackson.com.

AUCTION PROFILE

THE ROAMER IS A RARE AND NOT OFTEN seen marque that was produced in Kalamazoo, Michigan, for most of its existence from 1916 to 1929. Named after 1914's horse of the year, the Roamer was dubbed "America's Smartest Car," and was a collaboration of electric-car distributor Cloyd Kenworthy and automakers Karl Martin and Albert Barley. Taking cues from the Rolls-Royce, with a nearly identical radiator shell, Roamers were built for the more affluent customer and came with a hefty list price reaching into the \$4,000 range.

This Model C-5-4 is moved by a 303-cu.in. 54hp Continental L-head straight-six and three-speed manual transmission. It is believed to have been driven less than 40,000 miles and was shown on a regular basis as



CAR 1918 Roamer Four-Passenger Sport Touring
AUCTIONEER RM Sotheby's
LOCATION Scottsdale, Arizona
DATE January 29, 2016

LOT NUMBER 270
CONDITION 3+
RESERVE None
AVERAGE SELLING PRICE N/A
SELLING PRICE \$66,000

part of a Kalamazoo-area collection. The red leather interior complements the wire-spoke wheels and features the correct wood dashboard. The top is piped delicately in red, and the engine

bay is detailed down to the "Roamer" aluminum water outlet. It's hard to gauge an average selling price as there is limited sales data, but these cars have sold for over \$90,000 in prior auctions.

MAY Calendar

5-7 • Auctions America
Auburn, Indiana • 877-906-2437
www.auctionsamerica.com

11 • Silver Auctions
Spokane, Washington • 800-255-4485
www.silverauctions.com

12-14 • Vicari Auctions
Nocona, Texas • 504-264-2277
vicariauction.com

17-21 • Mecum Auctions
Indianapolis, Indiana • 262-275-5050
www.mecum.com

19-22 • Express Auctioneers
Ocean City, Maryland • 410-243-9999
occollectorcars.com

27-29 • Okotoks Collector Car Auction
Okotoks, Alberta, Canada
403-938-4139
www.okotokscarauktion.com

28 • VanDerBrink Auctions
Hoven, South Dakota • 507-673-2517
www.vanderbrinkauctions.com



Bonhams Bravura

BONHAMS FINISHED ITS SCOTSDALE

auction with an 81 percent sell-through totaling over \$18 million. Among the many highlights was the sale of the first-ever-production Kaiser Darrin, which traded for \$198,000. This well-documented Darrin was shown at the 1953 L.A. Auto Show and appeared in the Pasadena Rose Parade that year. The number 1 Darrin was restored meticulously in its original color and trim combination and was maintained to its original factory specifications. Bonhams has several more auctions scheduled for the year, with its next sale taking place at Amelia Island. Visit www.bonhams.com for a full rundown of Scottsdale's results and future shows.

 View and search through thousands of upcoming auction vehicles in one place at the Hemmings Auction Showroom, www.hemmings.com/auctions/.

Universal[®]

VINTAGE TIRE CO.



**AUTHENTIC TIRES FOR
YOUR CLASSIC CAR OR
VINTAGE TRUCK**



Whitewalls
Starting at \$173



Blackwalls
Starting at \$148



**Whitewall
Bias-Look Radials**
Starting at \$200



Super Transport
Starting at \$148



Whitewalls
Starting at \$166



Super Traxion
Starting at \$153

Dependable Vintage Tire Sales & Service Since 1968.



SAME DAY SHIPPING
from Hershey, PA

on in stock items
ordered before 12 noon EST

**DON'T FORGET
TUBES
&
FLAPS**

877-217-2558

universaltire.com



1962 Chevrolet Corvair Greenbrier

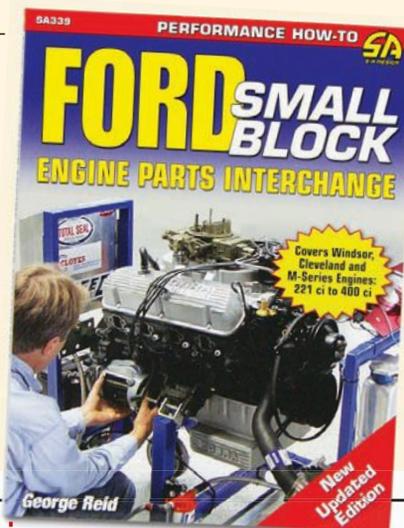
800-718-1866 • WWW.DIECASTDIRECT.COM • \$134.95

Chevrolet advertised its Corvair Greenbrier as a “Sports Wagon” that was equally at home on the job or shuttling the family, thanks to its flexible seating arrangement that could accommodate up to nine passengers. The Brooklin Collection has done a fantastic job replicating the nine-passenger Greenbrier with this 1:43 model, painted in period-perfect Cardinal Red over Cameo White. We appreciate its better-than-typical, delicate trim detailing and the usual carved-from-an-ingot heft. It’s not inexpensive, but Corvair fans will definitely take notice.

Ford Small-Block Swapping

800-551-4754 • WWW.CARTECHBOOKS.COM • \$26.95

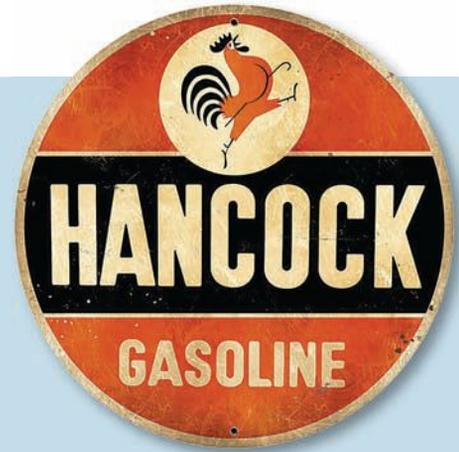
Ford’s Windsor and Cleveland small-block V-8 engines of the 1960s, 1970s and 1980s have a legendary reputation for their durability and ability to create serious power and torque. Those engines, ranging in displacement from 221- to 400-cubic inches, have inspired a huge aftermarket, and a sub-culture that knows which parts can be swapped to deliver the best results. George Reid’s *Ford Small-Block Engine Parts Interchange*, a staple of the CarTech Performance How-To series, has been revised and refocused to inform readers which crankshafts, blocks, cylinder heads, camshafts, intake manifolds, connecting rods, pistons and accessories will help them get the most from their small-block V-8. With its comprehensive information charts and clear photography, this inexpensive 144-page softcover will prove itself hugely valuable to Ford engine builders.



Patented Perfection

WWW.ETSY.COM/SHOP/MODERNARTEFACTS • \$12 - \$32

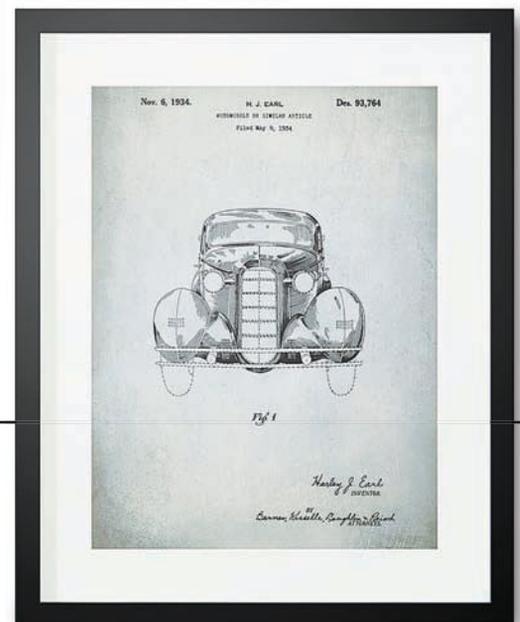
The 1934 La Salle is an acknowledged masterpiece of automotive design, with a front treatment by GM stylist Jules Agramonte. In those days, individual stylists rarely were credited for their contributions, as we see in this U.S. patent illustration, filed May 9, 1934, and credited to Agramonte’s boss, “Harley J. Earl, Inventor.” Martin, proprietor of the United Kingdom-based Etsy online shop Modern Artefacts, restored and digitally enhanced the illustration, and he offers it for sale as a fine art giclée print. This Vintage Car Blueprint features archival pigment ink on heavyweight, acid-free 100-percent cotton watercolor paper, and is available in 8.5 x 11 and 12 x 16-inch sizes, perfect for matting and framing.



Hancock Gasoline

800-708-5051 • WWW.GARAGEART.COM • \$259.95

So many oil and gasoline brands have disappeared through the years, and few of those lost ones have had logos as memorable as Hancock Gasoline’s in the late 1950s. Hancock’s “Cock O’ The Walk” rooster advertised gas with cheerful pep and cocky swagger. Garage Art offers a super-sized, made-in-the-USA replica of an aged Hancock Gasoline sign that’s perfect for the garage wall. It’s 42-inches across and weighs 16 pounds, thanks to its durable steel construction and baked-on finish. The sign comes pre-drilled and fitted with grommets for ease of hanging, and it’s sure to be a focal point.



Wear it today
for only
\$29

Our Lowest Price
EVER on a Classic
Dress Watch!



**TAKE 85% OFF
INSTANTLY!**
When you use your
INSIDER OFFER CODE

Back Again for the First Time

*Our modern take on a 1929 classic, yours for the unbelievably nostalgic price of **ONLY \$29!***

You have a secret hidden up your sleeve. Strapped to your wrist is a miniature masterpiece, composed of hundreds of tiny moving parts that measure the steady heartbeat of the universe. You love this watch. And you still smile every time you check it, because you remember that you almost didn't buy it. You almost turned the page without a second thought, figuring that the *Stauer Metropolitan Watch* for only \$29 was just too good to be true. But now you know how right it feels to be wrong.

Our lowest price EVER for a classic men's dress watch. How can we offer the *Metropolitan* for less than \$30? The answer is simple. Stauer has sold over one million watches in the last decade and many of our clients buy more than one. Our goal isn't to sell you a single watch, our goal is to help you fall in love with Stauer's entire line of vintage-inspired luxury timepieces and jewelry. And every great relationship has to start somewhere...

Tells today's time with yesterday's style. The *Metropolitan* is exactly the kind of elegant, must-have accessory that belongs in every gentleman's collection next to his British cufflinks and Italian neckties. Inspired by a rare 1929 Swiss classic found at auction, the *Metropolitan Watch* revives a distinctive and debonair retro design for 21st-century men of exceptional taste.

The *Stauer Metropolitan* retains all the hallmarks of a well-bred wristwatch including a gold-finished case, antique ivory guilloché

face, blued Breguet-style hands, an easy-to-read date window at the 3 o'clock position, and a crown of sapphire blue. It secures with a crocodile-patterned, genuine black leather strap and is water resistant to 3 ATM.

Your satisfaction is 100% guaranteed. We are so sure that you will be stunned by the magnificent *Stauer Metropolitan Watch* that we offer a 60-day money back guarantee. If you're not impressed after wearing it for a few weeks, return it for a full refund of the purchase price. But once the first compliments roll in, we're sure that you'll see the value of time well spent!

Stauer Metropolitan Timepiece— \$199

Offer Code Price ~~\$29~~ + S&P Save \$170

You must use the insider offer code to get our special price.

1-800-333-2045

Your Offer Code: MTW414-02

Please use this code when you order to receive your discount.

Stauer®
14101 Southcross Drive W.,
Dept. MTW414-02
Burnsville, Minnesota 55337
www.stauer.com



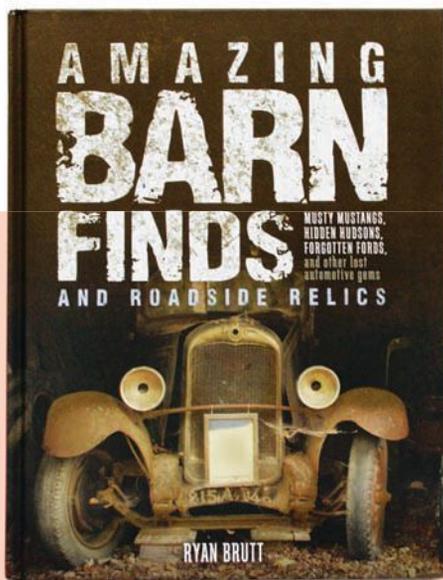
Smart Luxuries—Surprising Prices™

Luxurious gold-finished case with sapphire-colored crown - Crocodile-embossed leather strap - Band fits wrists 6 1/4"-8 3/4" - Water-resistant to 3 ATM

1955 Lincoln Capri

800-718-1866 • WWW.DIECASTDIRECT.COM • \$134.95

While Lincoln was still a few years away from its 1960s Continental renaissance, the mid-Fifties model was renowned in its own right, especially in the unlikely arena of motorsports, where the Capri triumphed in the 1952 through 1954 La Carrera Panamericana Mexican road races. This 1:43-scale model replicates the smoother 1955 Capri design, and the 225hp V-8-powered Special Custom Four-door Sedan is rendered in eye-catching Taos Turquoise and Ermine White. The bright metal trim even includes the Capri's crest on the rear flanks. Kudos to The Brooklin Collection for again choosing a non-typical subject, and treating it well.



Amazing Barn Finds

800-458-0454 • WWW.QUARTOKNOWS.COM • \$35

Could it be that rust and dust have actually become more popular than polished paint? "Automotive archeologist" and author Ryan Brutt seeks to make us believers with his attractively presented hardcover book. Within its 192 pages are 438 color photographs, laid out scrapbook-style and captioned with scene-setting vignettes. The emphasis is on American iron, with preference given to Mopars of the muscle car era, but there are also some prewar vehicles and a handful of trucks. It's fun to ponder the largely decrepit cars, inventing stories of how they came to be there and imagining how it would feel to reclaim and restore them.

Stamps of Approval

800-275-8777 • WWW.USPS.COM

\$0.49 (1 "FOREVER" STAMP)-\$9.80 (SHEET OF 20 STAMPS)

The United States Postal Service has issued many stamps commemorating old iron from Detroit, and this year it will be celebrating the rugged and reliable work vehicles that Americans have relied upon to perform their hauling and laboring from the late 1930s to mid-'60s. These new stamps—featuring artwork created by illustrator Chris Lyons—pay tribute to four iconic pickups: the 1938 International Harvester D-2, the 1948 Ford F-1, the "Advance Design" 1953 Chevrolet and the 1965 Ford F-100. The stamps will be available later this year in First-Class Mail Forever booklets of 20, and will always be equal in value to the current First-Class Mail one-ounce price. Contact the Postal Service for details.

—By Tom Comerro



Corvette®: Forever America's Favorite

Not Sold
In Stores

Made in
the USA



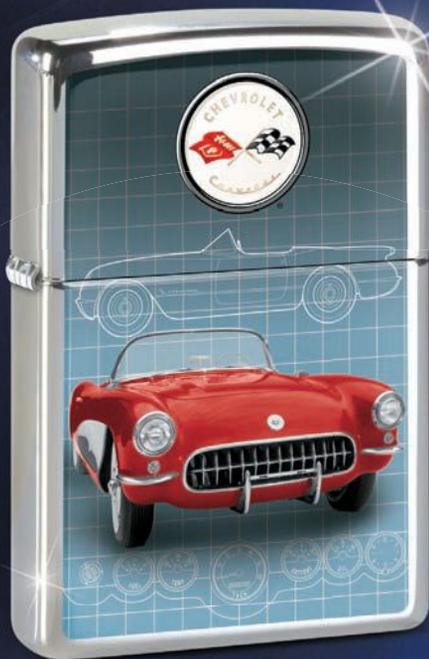
zippo®

Seven Generations of Automotive Awesome

Though it debuted over 60 years ago, Corvette® has never lost its edge as America's favorite sports car. Now the American dream machine brings the heat in the *Corvette®: Forever America's Favorite* Zippo® Lighter Collection. Emblazoned with artwork showcasing seven iconic Corvette® models, each brushed chrome, limited-edition Zippo® is proudly made in the USA. Each genuine Zippo® windproof lighter arrives in a Zippo®-branded individual gift box. A custom lighted display case—a \$100 value—is priced the same as a single lighter and includes a sculpted 1967 Corvette® Stingray™ centerpiece, fully detailed and hand-painted.

A Collector's First in Limited Editions — Order Now!

Strong demand is expected for this one-of-a-kind Corvette® tribute, limited to only 8,000 collections. Act now to acquire each of the eight editions (seven lighters and display) at the \$39.99* issue price, payable in two installments of \$19.99 each, backed by our 365-day money-back guarantee. You'll receive one edition about every other month. You may cancel at any time by notifying us. Send no money now; just return the coupon today!



GM
OFFICIAL
CORPORATE
SPONSOR
General Motors trademarks
used under
license to Zippo
Manufacturing Company.

Authentic Zippo® windproof lighters showcase iconic Corvette® models

\$100-value custom lighted display with hand-painted '67 Corvette® Stingray™ centerpiece

Lighters officially licensed, lifetime guaranteed by Zippo® and made in the USA

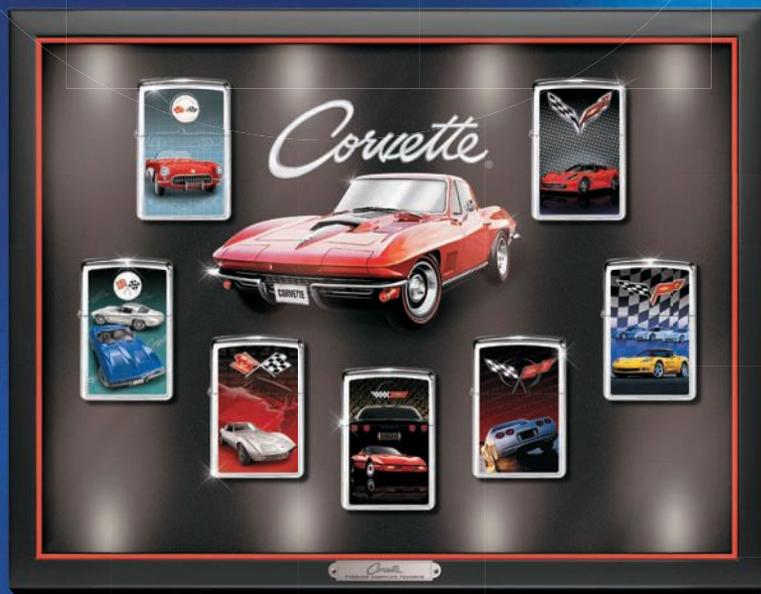
Strictly limited to 8,000 collections



Distinctive bottom stamp authenticates this collectible as a genuine Zippo® windproof lighter.

“Zippo”, Zippo®, and the Zippo logo are registered trademarks in the United States and in many countries. The listed Trademarks are used in the United States under license of ZippMark, Inc. All Zippo lighter decorations are protected by copyright. Zippo Manufacturing Company. All Rights Reserved. 2015

CUSTOM LIGHTED GLASS COVERED DISPLAY



Actual size 9 in. wide x 9 3/4 in. high. Custom lighted case displays your collection on a tabletop or wall. Mounting hardware included. Lighters ship unfilled; lighter fluid not included.

PLEASE RESPOND PROMPTLY SEND NO MONEY NOW

THE
BRADFORD EXCHANGE
—COLLECTIBLES—

9345 Milwaukee Avenue · Niles, IL 60714-1393

YES. Please accept my order for the *Corvette®: Forever America's Favorite* Zippo® Lighter Collection. I need send no money now. I will be billed with shipment. **Limit: one per order.**

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

Email (optional)

904252-E58071

*Plus \$8.99 shipping and service per edition. Display will be shipped after your second lighter. Limited-edition presentation restricted to 8,000 collections. Please allow 4-8 weeks for shipment. Sales subject to product availability and order acceptance.

www.bradfordexchange.com/904252



Generating Electricity

Eastwood has launched a line of affordable generators that are ideal for supplying a dependable and durable portable power supply for welders, tools and electronic equipment. The 7,500 watt generator features a running output of 7,200 watts and an automatic voltage regulator that will provide a constant 120 or 220 volts at 60hz. This unit is equipped with a 15hp engine that is started by recoil or electric starter. The fuel tank has a 6.6-gallon capacity, allowing the unit to operate for nine hours at half load. Comes with four specialty outlets. Cost: \$600 (7,500 watt); \$299 (3,000 watt).

EASTWOOD COMPANY
800-343-9353
WWW.EASTWOOD.COM

Coolant Cooler

Royal Purple has reformulated its cooling system optimizer and conditioner, Purple Ice. It's said to now reduce engine coolant temperatures by as much as 25 degrees and to provide protection against harmful build-up and corrosion in the cooling system. Purple Ice is fully soluble and leaves behind no film or buildup, is compatible with all OEM and stock replacement coolants, including extended-life antifreezes, and can be used with straight water for maximum cooling benefit. Cost: \$12 (12 oz. bottle).

ROYAL PURPLE
888-382-6300
WWW.ROYALPURPLE.COM



Exhaust Effects

New reproductions of the factory accessory exhaust extension used on all 1937-'40 Chevrolet cars and trucks are now available from The Filling Station. This deflector has been made in stainless steel and polished to a show finish. The part is period correct at an overall length of 9¾ inches. Made for the 1¾-inch-diameter exhaust pipe, this part replaces GM accessory 985170. Cost: \$79.50.

THE FILLING STATION
800-841-6622
WWW.FILLINGSTATION.COM

Tool Talk



This 16-piece Universal Spline ratcheting SAE wrench set ranges from 7/32- to one-inch sizes and features double-stacked pawls that deliver 120 positions and a three-degree swing arc. They have a narrow ratchet-end width and thickness to help you reach fasteners in tight-clearance situations. The universal design will allow work on several different style fasteners including: spline, 12-point, six-point, E-Torx, square and rounded six-point. The bright chrome finish and highly visible recessed color markings make it easy to identify which wrench you need. Metric size is also available. Cost: \$420.

GEARWRENCH
800-621-8814
WWW.GEARWRENCH.COM

Caddy Control

If you're looking to upgrade the stopping ability of your Cadillac, Wilwood Disc Brakes offers a front disc brake kit made for 1957-'60 Cadillacs. Made specifically for Cadillacs with 15-inch wheels, the kit uses 11.88-inch-diameter rotors that fit on OE drum brake spindles. It also comes with Dynalite forged-aluminum four-piston calipers, BP-10 compound SmartPads, mounting brackets, stainless steel braided flexlines and all the necessary hardware to complete the changeover. Cost: \$783.98.

WILWOOD DISC BRAKES
805-388-1188
WWW.WILWOOD.COM



To some, sunglasses are a fashion accessory...

But When Driving, These Sunglasses May Save Your Life!

Drivers' Alert: Driving can expose you to more dangerous glare than any sunny day at the beach can... do you know how to protect yourself?

The sun rises and sets at peak travel periods, during the early morning and afternoon rush hours and many drivers find themselves temporarily blinded while driving directly into the glare of the sun. Deadly accidents are regularly caused by such blinding glare with danger arising from reflected light off another vehicle, the pavement, or even from waxed and oily windshields that can make matters worse. Early morning dew can exacerbate this situation. Yet, motorists struggle on despite being blinded by the sun's glare that can cause countless accidents every year.

Not all sunglasses are created equal. Protecting your eyes is serious business. With all the fancy fashion frames out there it can be easy to overlook what really matters—the lenses. So we did our research and looked to the very best in optic innovation and technology.

Sometimes it does take a rocket scientist. A NASA rocket scientist. Some ordinary sunglasses can obscure your vision by exposing your eyes to harmful UV rays, blue light, and reflective glare. They can also darken useful vision-enhancing light. But now, independent research conducted by scientists from NASA's Jet Propulsion Laboratory has brought forth ground-breaking technology to help protect human eyesight from the harmful effects of



Slip on a pair of Eagle Eyes® and everything instantly appears more vivid and sharp. You'll immediately notice that your eyes are more comfortable and relaxed and you'll feel no need to squint. The scientifically designed sunglasses are not just fashion accessories—they are necessary to protect your eyes from those harmful rays produced by the sun during peak driving times.

solar radiation light. This superior lens technology was first discovered when NASA scientists looked to nature for a means to superior eye protection—specifically, by studying the eyes of eagles, known for their extreme visual acuity. This discovery resulted in what is now known as Eagle Eyes®.

The Only Sunglass Technology Certified by the Space Foundation for UV and Blue-Light Eye Protection.

Eagle Eyes® features the most advanced eye protection technology ever created. The TriLenium® Lens Technology offers triple-filter polarization to block 99.9% UVA and UVB—plus the added benefit of blue-light eye protection. Eagle Eyes® is the only optic technology that has earned official recognition from the Space Certification Program for this remarkable technology. Now, that's proven science-based protection.

The finest optics: And buy one, get one FREE!

Eagle Eyes® has the highest customer satisfaction of any item in our 20 year history. We are so excited for you to try the Eagle Eyes® breakthrough technology that we will give you a **second pair of Eagle Eyes® Navigator™ Sunglasses FREE—a \$99 value!**

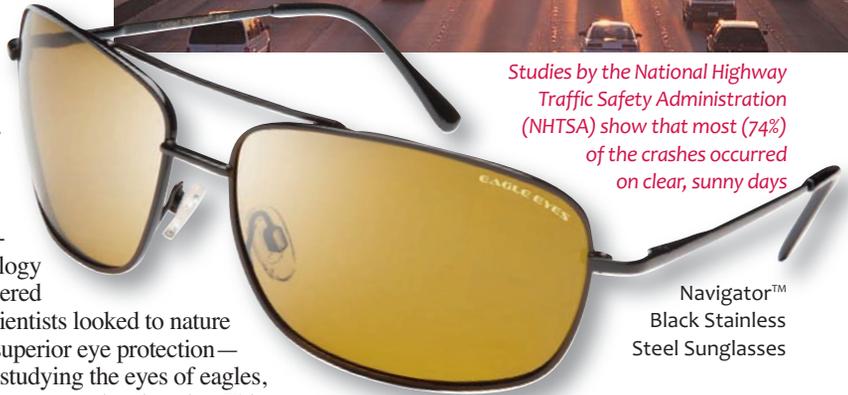
That's two pairs to protect your eyes with the best technology available for less than the price of one pair of traditional sunglasses. You get a pair of Navigators with stainless steel black frames and the other with stainless steel gold, plus two micro-fiber drawstring cleaning pouches are included. Keep one pair in your pocket and one in your car at all times.

Your satisfaction is 100% guaranteed.

If you are not astounded with the Eagle Eyes® technology, enjoying clearer, sharper and more glare-free vision, simply return one pair within 60 days for a full refund of the purchase price. The other pair is yours to keep. No one else has such confidence in their optic technology.



Studies by the National Highway Traffic Safety Administration (NHTSA) show that most (74%) of the crashes occurred on clear, sunny days



Navigator™ Black Stainless Steel Sunglasses

Receive the Navigator™ Gold Sunglasses (a \$99 value) **FREE!** just for trying the Navigator™ Black



Navigator™ Gold Stainless Steel Sunglasses



Certified EAGLE EYES® was developed from original NASA Optic technology and was recently inducted into the Space Foundation Technology Hall of Fame.

Don't leave your eyes in the hands of fashion designers, entrust them to the best scientific minds on earth. Wear your Eagle Eyes® Navigators with absolute confidence, knowing your eyes are protected with technology that was born in space for the human race.

Eagle Eyes® Navigator™ Sunglasses \$99†

Offer Code Price **\$49** + S&P Save **\$50**
PLUS receive the Navigator™ Gold absolutely FREE!—2 pairs for the price of one!

1-800-333-2045

Your Insider Offer Code: EEN344-01
You must use this insider offer code to get our special price.

Stauer® 14101 Southcross Drive W., Dept. EEN344-01 Burnsville, Minnesota 55337 www.stauer.com
BBB ACCREDITED BUSINESS
Rating of A+

† Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

Smart Luxuries—Surprising Prices™

Transformable

Built by Paige, the 1917 Brooklands Model 6-51 was one of those rare automobiles that was four different cars in one



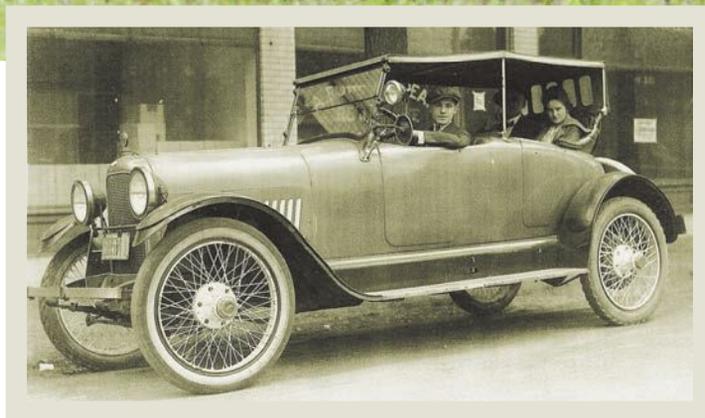
BY JIM DONNELLY • PHOTOGRAPHY BY RICHARD LENTINELLO

If you want, it's a two-seat roadster. Or an open touring car. Or a boattailed 2+2. Or an all-weather phaeton. All the components are there to make this 1917 Paige Brooklands into any kind of sporting rake you desire. But the thing is, you have to work for it. Everything involves hand-fitting panels, rods, and fabric that were stored in a compartment ahead of the spare tire.

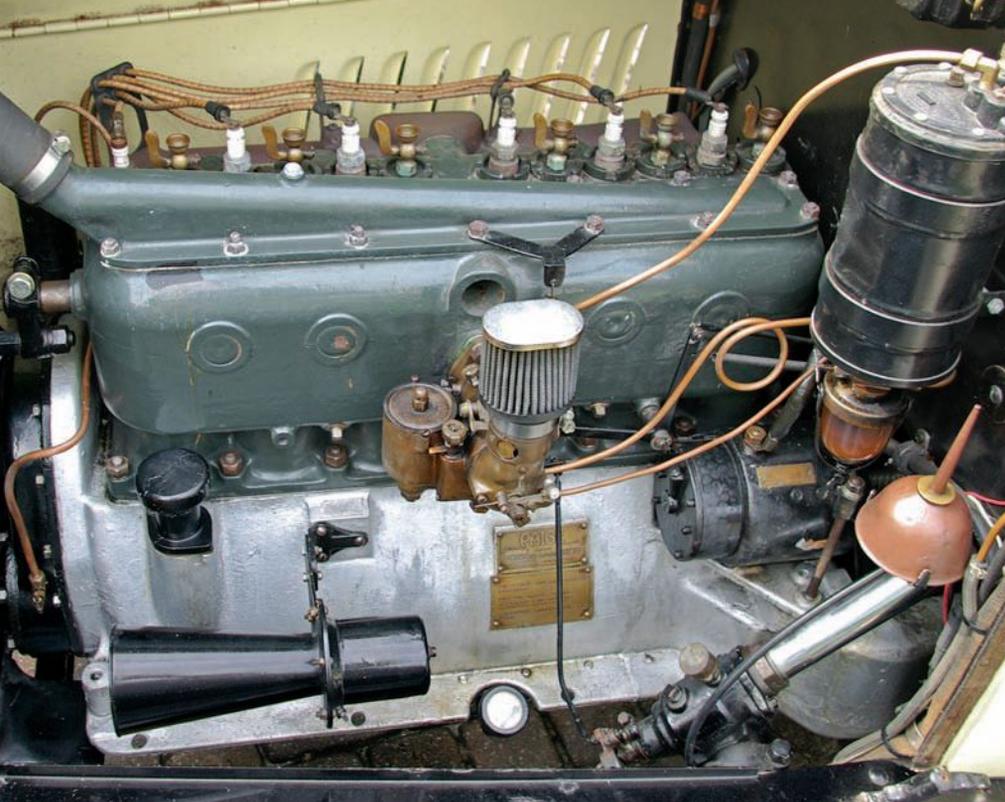


But during the Great War era, this was a highly desirable performance car, and it's got a sensational history. The owner believes this is the only Paige ever fitted by the factory with this sort of interchangeable bodywork.

It's officially listed in Paige records as a Model 6-51 with a convertible roadster body, named after the Brooklands speed circuit in England, in keeping with Paige practice of naming its performance cars in honor of competition venues. Only one such car appears in the firm's archival photographs, and Nevy Clark of Savannah, Georgia, who owns our feature car, said this one is it. He's checked with Paige collectors and been told as much. Perhaps the reason was that it was ordered by an ambitious, newly rich entrepreneur from the war years who wanted something unique. By any measure, he got it, and



The Brooklands' original owner was Maybelline founder Tom Lyle Williams, here at the wheel, with the Paige configured for foul weather. The fabric top looks somewhat ungainly for a sporting vehicle.



The Continental straight-six displaces 303 cubic inches, and yes, the paper-element air filter is a recent addition. Beneath it rests a basic Stromberg downdraft carburetor. The vertical canister is a vacuum tank. The "Detroit" was gone from the nameplate by now.

today it's virtually all original, including nearly all the paint and almost all of its upholstery. Not bad for something that first trod the trail 99 years ago.

The car's first owner, Nevy assures us, was a young guy from the Detroit area named Tom Lyle Williams. He had a sister named Mabel. One day in the early years of the 20th century, Williams, who was only 19, spotted her as she tried to apply rudimentary makeup to her eyebrows, which had been singed in a kitchen fire. She had concocted a crude, self-made mixture of burnt cork ashes and petroleum jelly. Williams was intrigued, and used a home chemistry kit to make up tiny packages of the substance, with a tiny brush as an applicator. He named the new product elliptically after his sister, calling it Maybelline. The eyelash-and-eyebrow applique became one of the most explosively successful consumer products of the young century. It was essential equipment for the Jazz Age flapper then coming into vogue. Williams followed it up by coming out with an easily carried compact filled with pancake mascara, which was equally popular. Maybelline, the family-owned business, had a very long run under the tutelage of Williams, who ultimately sold the operation to today's Schering-Plough. It's now owned by L'Oréal.

Nevy tells us that Williams and his family loved the high life. Still a young blade, Williams took his money and migrated to Los Angeles, where he bought the estate previously owned by the fallen silent-film idol Rudolph Valentino and hobnobbed

regularly with the Hollywood crowd. It would have been entirely appropriate for him to tool around in a radically bodied Paige. It was the second least-expensive car in the Paige lineup for 1917, but it still retailed for a lofty \$1,695. It's part of the heritage of a company that started out as Paige-Detroit, and was soon transformed by coal money.

In the late 1890s, a guy named Harry Jewett scored a business coup by delivering the first coal to Michigan ever shipped from the West Virginia mines. Jewett amassed an enormous fortune over the next dozen years, and reckoned he could do no worse by getting involved in the booming car industry around Detroit. In 1909, he took a test drive in a roadster that was being promoted by Detroit businessman Fred Paige. Jewett was impressed by the fact that Paige had run the Reliance Motor Car Company until it was swallowed up by the newly formed General Motors, so he took \$100,000 in cash, much of it his own, and formed the Paige-Detroit Motor Car Company, installing Paige as president. The honeymoon didn't last long. Jewett was horrified by the poor quality of the firm's first cars, forced Paige out, installed himself as president, and took a broom to the engineering department. He also dropped "Detroit" from the car's name. The first "new" Paige arrived in 1911, and things began to click. Sales hummed along at 30,000 units for several years, including a new model that Jewett named for himself. The first six-cylinder Paige, with Continental power, arrived in 1915.



The admonition to regularly drain and replace the engine's oil is still good advice today.

Bel Air



Classic cruiser wows again!

1956 Chevy® Bel Air Die Cast

Duo-tone showroom finish drives home the *smooth look of motion!*



**1:18-Scale
60th Anniversary
Limited Edition!**

Engineered to 1:18 scale and measures a **BIG 11" long**

Doors and hood open to reveal highly detailed interiors

Manufacturer-specific engine compartment under the hood

Presented by The Hamilton Collection, produced by OK Toys under license with General Motors Trademarks.

"The Hot One Is Even Hotter!"

While the 1955 Chevrolet® Bel Air® was introduced by General Motors as "The Hot One," 1956 ushered in an even more dramatic facelift for the classic convertible roadster — delivering on the promise of an "even hotter" look as lauded in its advertisements. From its larger full-width grille to its two-tone bodyside treatments, the sleek 1956 Chevrolet® Bel Air® simply had a look of motion — *even when standing still.*

Now celebrate 60 years since this popular model first rolled off the line with the "1:18 60th Anniversary 1956 Chevrolet® Bel Air®" — a precision-engineered die cast boasting authentic "speedline" styling from bumper to bumper. Gleaming "chrome" accents ... Nassau Blue/Harbor Blue two-tone paint scheme ... and famous rear tailfins. No detail is overlooked!

Make the "1:18 60th Anniversary 1956 Chevrolet® Bel Air®" your own for only three installments of \$26.66*. **Send no money now;** we'll bill only your first payment prior to shipment. Don't miss out; reply today!

ACT NOW! Our *365-Day Guarantee* assures your satisfaction or your money back, so reserve in your name today!

*Add a total of \$13.00 for shipping and service. Deliveries to FL and IL will be billed appropriate sales tax.

HamiltonCollection.com/56BelAir

09-06483-001-BI

MAIL TO:

Presented by

The Hamilton Collection
9204 Center For The Arts Drive, Niles, Illinois 60714-1300

YES! Please reserve the "1:18 60th Anniversary 1956 Chevrolet® Bel Air®" for me as described in this announcement.

Name _____
(Please print clearly.)

Address _____

City _____ State _____ Zip _____

Signature _____

Send No Money Now! **09-06483-001-E58071**

Orders subject to acceptance and product availability. Allow 6 to 10 weeks after initial payment for shipment.



Paige was a decidedly upscale car, and was early to adopt the electric self-starter. Turn indicators are a wise concession to today's traffic volumes. Note the instrumentation lamp above the roller speedometer from Stewart. Seat leather has been only slightly updated from wear.

For all its obscurity today, Paige had a pretty good run. An estimated 400,000 examples of "The Most Beautiful Car in America" were built (including trucks) before the company faltered in 1927, victim of a postwar recession and general shakeout that claimed scores of other smaller-volume producers. Jewett evidently decided he was tired of losing money, and sold out to the Graham brothers, until recently

allied with Dodge, in 1927. The Paige nameplate stuck around for another two years as part of the Graham-Paige Motors Corporation, before the Grahams dropped it. The Depression, in turn, dropped their automotive manufacturing in 1941. Earlier on, however, Paige had developed an impressive résumé of building performance cars. In 1921, Ralph Mulford set a one-mile record in a Paige on Daytona Beach in excess of 102 MPH. As a follow-on model to the car Williams bought new, Paige introduced a semi-production model called the Daytona with a Lycoming straight-eight engine for motivation, and a small side door for stowing golf bags, or an occasional saddle seat. The resemblance between Nevy's four-door roadster-cum-phaeton and the Daytona is striking.

Williams enjoyed much greater longevity than Paige, as he died in Los Angeles in 1976, having proudly seen Maybelline products go global, especially once World War II ended. The chronology involving his Paige automobile is a little less clear. It ended up in the fleet of early American cars owned by Jim Grundy Sr., of insurance fame. Nevy told us that it was one of several cars from Grundy's estate that passed into the hands of Robert Pass, founder of Passport Transport, after he learned about them from an advertisement on the Horseless Carriage Club website.

"You know how it is. We don't start our collecting until we're done with our careers and our families are grown," Nevy says. "I'd been collecting cars for about 20 years. I have a 1908 Buick touring car, a 1915 Model T Ford that's finished like a fire chief's car, a 1911 Maxwell, and a 1927 Chevrolet open touring car that was built in Sweden."

About that Chevrolet: Nevy is a soft-spoken Georgia native, but lived and worked



THE WORLD'S HARDEST-WORKING WIPES™

FROM FILTHY

TO FINE



Share your most challenging cleaning job with us and you could win a year's supply of Tub O' Towels.

Get details at Tubotowels.com

- SATISFACTION GUARANTEED -



Tub O' Towels® heavy-duty cleaning wipes have the muscle to clean thousands of surfaces, including your hands!

- **Bond Buster™** additive breaks the molecular bond that holds grease and dirt to surfaces
- Wipes start and stay **100% solution soaked**
- **No harsh chemicals** – only biodegradable cleaning agents
- **Tough polyfiber weave** for heavy scrubbing
- **VaporLock™** canister seals in moisture

TUB O' TOWELS®



Rear seat forms half of a clamshell when lowered for the Brooklands' two-passenger version, with another panel forming a semi-tonneau. Cabinetry in the front bulkhead is fully functional and all original. So is the rear upholstery. This is the epitome of Twenties elegance.

for 30 years in Sweden, having moved there after meeting his wife in college, where he owned and operated a chain of clothing stores. The Chevrolet was the only car they brought back to the United States in 1994; the others in his collection then were all European cars. In any case, he found out that Pass was in possession of the Paige and acquired it in 2007, after being tipped off by West Peterson, editor of *Antique Automobile*, the AACA club journal. He was told the car was rarely used, which may explain its pristine condition. Nevy said he wondered if its black fenders could have been repainted at some point, but given the overall condition of the car, and the careful maintenance it received, now believes the finish is indeed original.

He confesses to having added some replacement pigskin to the top of the front seat, but added that if he'd first realized how original the Paige was, he would have passed on it. The couch-like rear seat, however, is indeed factory original.



Here's what the semi-clamshell looks like with the forward portion lowered. The seat will fold forward.

Space utilization was uniquely thought out with this car. As we noted, there's a storage space aft of the rear seat where the top and various body panels can be stowed when the Paige is in its open configuration. As the photos demonstrate, there's also a panel of mahogany cabinetry—that's all original, too—that faces the rear-seat passengers. There's no conventional trunk, so Nevy was at a loss to explain the purpose of the cabinets, other than to remark that they work just fine, including the locks.

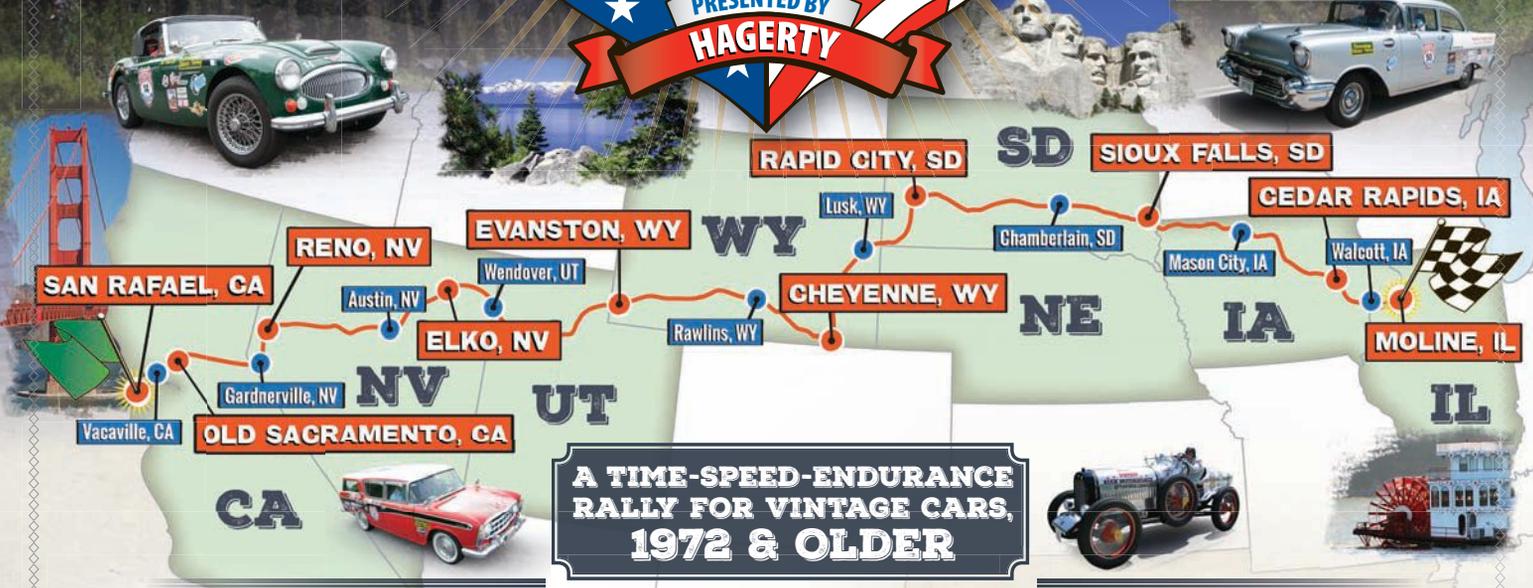




2016
HEMMINGS MOTOR NEWS
GREAT RACE
SAN RAFAEL, CA TO MOLINE, IL
LINCOLN HIGHWAY, MT. RUSHMORE & THE BADLANDS
PRESENTED BY
HAGERTY

JUNE 18-26 2016

● OVERNIGHT CITIES
● LUNCH CITIES



A TIME-SPEED-ENDURANCE RALLY FOR VINTAGE CARS, 1972 & OLDER

SATURDAY, JUNE 18, 2016
START:
Fourth Street, San Rafael, CA - 8:00 a.m.-noon
LUNCH:
Town Square, Vacaville, CA - 11:45 a.m.
OVERNIGHT:
Old Sacramento, Sacramento, CA - 5:15 p.m.

SUNDAY, JUNE 19, 2016
LUNCH:
Heritage Park, Gardnerville, NV - 12:30 p.m.
OVERNIGHT:
National Automobile Museum, Reno, NV - 4:15 p.m.

MONDAY, JUNE 20, 2016
LUNCH:
Historic Lincoln Highway, Austin, NV - 11:45 a.m.
OVERNIGHT:
College Avenue, Elko, NV - 5:30 p.m.

TUESDAY, JUNE 21, 2016
LUNCH:
Bonneville Salt Flats, Wendover, UT - 11:00 a.m.
OVERNIGHT:
Roundhouse, Evanston, WY - 5:15 p.m.

WEDNESDAY, JUNE 22, 2016
LUNCH:
The Depot, Rawlins, WY - 11:50 a.m.
OVERNIGHT:
Cheyenne Depot Museum, Cheyenne, WY - 5:15 p.m.

THURSDAY, JUNE 23, 2016
LUNCH:
Fairgrounds, Lusk, WY - 11:15 a.m.
OVERNIGHT:
Saint Joseph Street, Rapid City, SD - 5:15 p.m.

FRIDAY, JUNE 24, 2016
LUNCH:
Main Street, Chamberlain, SD - 1:30 p.m.
OVERNIGHT:
Phillips Avenue, Sioux Falls, SD - 5:30 p.m.

SATURDAY, JUNE 25, 2016
LUNCH:
East Park, Mason City, IA - 12:30 p.m.
OVERNIGHT:
Third Avenue Bridge, Cedar Rapids, IA - 5:15 p.m.

SUNDAY, JUNE 26, 2016
LUNCH:
Iowa 80 Trucking Museum, Walcott, IA - 11:30 a.m.
FINISH:
John Deere Pavilion, Moline, IL - 2:00 p.m.



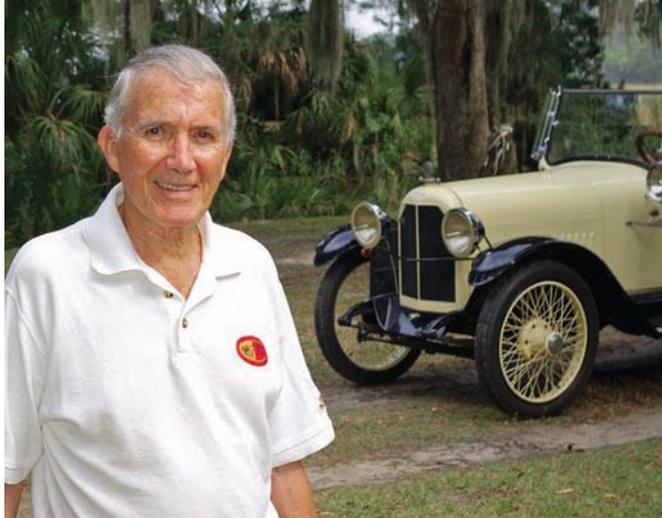
800-989-7223

GREATRACE.COM



For all its jaunty looks, including a running-board-mounted nickel searchlamp that could have come off an Ahrens-Fox fire truck, the Paige's styling is both delicate and restrained. The painted, V-shaped radiator shell with its vertical center bar is an interesting touch. So are the delicate wire wheels. The engine is a 303-cu.in. Continental L-head straight-six with a long five-inch stroke, rated at 29.4 horsepower. The crankcase is aluminum, whereas the cylinder block and head are cast iron. The single downdraft Stromberg carburetor feeds the cylinders with a combustible mixture that's set ablaze by a shaft-driven Atwater-Kent distributor. From the standpoint of construction, the steel bodywork was framed in hardwood using triple-reinforced joints and extensive diagonal bracing. The joints of the exterior panels are welded and then ground smooth, making it largely a one-piece shell (and by the way, this is not a coachbuilt body. It's the kind of quality standard work for which Paige was known during its lifetime). The car rides on a 127-inch wheelbase.

When Nevy bought the Paige from Pass and brought it home to Savannah, he decided to take it out for a short cruise.



After about 40 miles, all four main bearings had failed. New babbitt was poured, and Egge Machine was asked to fabricate new pistons. As Nevy recalls it, "You see, back in 1917, this car would have been driven on dirt, so it wouldn't go so fast. Today, on a paved road, it can travel a lot faster, and the bearings just couldn't take it."

Perhaps the biggest challenge of dealing with a car like the Paige is making the body conversions using the interchangeable panels. When the two-piece tonneau is fitted over the rear seat, the car is operated as a two-seat roadster. But when those panels are in place, they block access to the mahogany cabinets. The roof, such as it is, looks like an afterthought in that it doesn't come close to matching the contours of the body. And it doesn't fold.

You've got to get out and assemble it, using individual rods as top supports, and then stretch the fabric to fit. There's still scant protection from the elements unless you add the side curtains, with all these components also stored in the space that holds the body panels.

"It's certainly an involved process," Nevy remarks. "That's why this car spends most of its time with the top removed." 🚗

“You know how it is.

We don't start our collecting until we're done with our careers and our families are grown. I'd been collecting cars for about 20 years.”



A Hawthorne EXCLUSIVE Celebrating True American ORIGINALS!

THE CHEVROLET® MUSCLE CAR EXPRESS

An illuminated, real working electric train collection with REMOVABLE Chevrolet® muscle car replicas!



Shipment One ▲ Diesel Locomotive

Shipment Two ▲ Engine and FREE track Set, Power Pack and Speed Controller



Throw it into high gear with the Chevrolet® muscle cars you know and love! CHEVROLET

In tribute to the automotive genius whose four-wheeled marvels continue to take the world by storm, Hawthorne is proud to introduce the *Chevrolet® Muscle Car Express*. This heirloom-quality train—officially licensed by Chevrolet® and General Motors—traces the history of these popular cars in all their full glory. Emblazoned with electrifying, full-color graphics and imagery, each flatcar carries its own modeled-to-scale removable Chevrolet® muscle car reproduction, carefully detailed to look like the classic cars from all decades of these historic automobiles.

An incredible train at an exceptional value.

Begin your illuminated train collection with the illuminating "Diesel Locomotive." It can be yours for three easy payments of \$26.66*, the first billed before shipment. Soon, you can look forward to adding coordinating train cars each billed separately at the same attractive price and sent about every other month—including the flat bed cars with sculpted Chevrolet® muscle cars. Your Second Shipment will include the FREE track set, power-pack and speed controller—a \$100 total value! Your collection is backed by our best-in-the-business 365-day guarantee, and you may cancel at any time.

Not available in any store! Order today!

This is a limited-time offer and strong demand is expected. You need *send no money now*. Just sign and mail the Reservation Application today.

General Motors Trademarks used under license to The Bradford Exchange. ©Hawthorne Village 14-01647-001-BI2015



Shipment Three ▲ 1972 Chevelle® SS™ 396



A fine collectible. Not intended for children under 14.

EVERYTHING YOU NEED TO RUN YOUR TRAIN!



Along with Shipment Two, the "Engine," you'll receive a **FREE 14-piece track set, power-pack and speed controller—a \$100 value!**

CERTIFICATE OF AUTHENTICITY & 365-DAY GUARANTEE

BRADFORD EXCHANGE
HAWTHORNE VILLAGE DIVISION

9210 Maryland Street
Niles, IL 60714-1322

YES! Please enter my order for the Chevrolet® Muscle Car Express electric train collection, beginning with the "Diesel Locomotive" as described in this announcement.

SEND NO MONEY NOW.

Signature

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

Email

917847-E21701

*Plus \$9.99 shipping and service. Allow 4-6 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.

www.bradfordexchange.com

Park Lane Prestige

*On the road in the biggest Mercury ever built:
the 1959 Park Lane hardtop*



WORDS AND PHOTOGRAPHY BY JEFF KOCH

The recession of 1958 hit fast and hard, and while it affected every American car builder with the exception of Rambler, it clobbered Ford harder than most. The company launched Edsel to the yawning indifference of everyone; 63,110 Edsels sold in 1958, making it the second-best new-marque launch ever (behind Plymouth),



but it was calamitous against sales estimates of 200,000. The reasons why are beyond the scope of this story, but with \$400 million spent in development, Edsel was a disaster. The Continental Division folded into the Lincoln Division; the new combined Lincoln-Continental division's new unit-body cars lost Ford \$60 million from 1958 to 1960.



“Space planned for a new kind of comfort,” opines the 1959 Mercury brochure. Indeed, the clearance hump for the transmission was reduced 45 percent, thanks to the engineers tilting the engine back and to the rear slightly; seating for six was rarely so comfortable.

Ford had also spent money on a pair of new V-8 engine families in multiple displacements to power its automobiles. The FE family (for Fords and low-line Edsels), displacing 332 and 352 cubic inches in Fords, and 361-cu.in. in Edsels. The MEL (Mercury-Edsel-Lincoln) was available in 383- (Mercury only), 410- (1958 Edsel Citation and Corsair only) and 430-cubic-inch displacements.

After all of that investment, even Ford’s bread-and-butter rides stopped selling. The Ford line sold 1.5 million

automobiles in 1957, trumping Chevrolet in the annual sales race. For the 1958 model year, Ford sold fewer than one million cars; Mercury’s numbers also dropped precipitously, from 286,000 to 153,000 automobiles.

But when the 1959 Mercury Park Lane was being considered, all of this news had not yet come over the transom. To emphasize its top-of-the-Mercury-food-chain nature, the Park Lane became the largest Mercury ever made—bigger than even the Turnpike Cruiser. With an exclusive 128-



The gauge cluster is a result of ergonomic thinking—controls for everything from temperature to seating position are at the driver’s fingers.



“Luxury without extravagance” is how the brochure describes the interior appointments. The door is long, but not nearly as heavy as the visual impression may suggest. Power-window switches are at the base of the A-pillar, near the lower corner of the wraparound windscreen.

inch wheelbase, the 1959 Park Lane measures three inches larger between the wheel centers than the new-for-1958 model, and two inches larger than the 1960 cars. Overall length was up 2.6 inches over the 1958 cars, and for 1960, it shrank by 3.6 inches.

For once, the Mercury’s extra length was said to be functional. Extending the front suspension and engine forward, and tipping the powertrain back slightly, gave engineers a way to reduce the size of the transmission hump that intruded upon

interior room. Indeed, this was accomplished without a third U-joint in the driveshaft, and the floorpan relief was said to be nearly halved compared to previous models.

However it was positioned in the chassis, power was not a problem. The new-for-1958 430-cu.in. MEL V-8, rated at 345 horsepower in Mercury applications (and slightly higher in contemporaneous Lincolns) was standard in the Park Lane and optional across the Mercury range. The triple-two-barrel version, rated at a healthy 400hp, was a 1958-only model,



Brightwork, so restrained on the outside, is rather more flashy inside the Park Lane. An AM radio and the clock are two of the instrument panel features that were not relegated to the central cluster. This interior is unrestored and completely original.





“Here is performance that says, with quiet confidence, ‘Find the road, hill or curve that Mercury cannot master!’” Indeed, with 345 horsepower under foot (and, more crucially, 480-lb.ft. of torque) the Park Lane has performance that belies its external dimensions.

while the 1959 Park Lane seen on these pages used only a single four-barrel carburetor. (A year later, in a quest for greater economy—out of 430 cubic inches!—Ford reduced the engine’s camshaft lift, as well as its power rating.)

Brochures boasted that the Park Lane body wasn’t shared with any lower-line Ford product, suggesting a custom elegance unavailable on cars from other companies that used the same bodies between divisions. Hardtop models were all called Cruisers, and reverse-slant C-pillars allowed rear glass as expansive as the windshield. Ford called it Clean-Dynamic styling in its brochure, but it was ultimately evolutionary: The concave-side motif seen in 1957 and ’58 continued for the 1959 model year, with no complementary color in the cove itself. (Park Lanes did receive an anodized aluminum panel to help distinguish them from lesser Mercurys, in case your eye couldn’t tell the two-inch-longer wheelbase at a glance.) Beyond the heavy bumpers front and rear, an egg crate grille that previewed that of the 1960 Lincoln and the canted

taillamps, the 1959 Mercury line was largely free of external ornamentation. Could this relative lack of stylistic drama, in an era of fins and three-tone paint finishes and jet-engine taillamps and faux-space-age frivolity, have contributed to the marque’s sluggish sales for 1959?

Work on the 1959 models was completed in early 1958, in the middle of Detroit’s recession year. Ford was having such a torrid time with the new lineup on sale in showrooms that management considered killing the Park Lane altogether. Since it was already completed, however, they elected to go ahead with bringing it to market, with the idea that even poor sales would help them recoup their investment. In retrospect, this was probably wise, as most of Ford’s divisions needed all the help they could get. Mercury was 13 units shy of 150,000 cars for the 1959 model year, and just 8.3 percent of these were top-of-the-line Park Lanes. Slow sales were a hangover from the down-in-the-dumps 1958 model year. More alarming, perhaps, is that while almost all of the American car



For 1958, Mercury became the first domestic car manufacturer to break the 400hp barrier with a triple two-carb version of the 430-cu.in. MEL V-8. Alas, that was a 1958-only exercise; for 1959, only a single carb (and a 345hp rating) was available on the 430. This engine was available throughout the 1959 Mercury line, but it was standard in the Park Lane.

owners' view



Our favorite things about our Park Lane are the style and the color—both of which are iconic of the era. I mean, when was the last time someone offered Mauve as a car color—with a matching brocade interior? It is a show-stopper of a car, and you rarely see these. 'Fifty-nine Cadillacs are a dime a dozen. But 1959 Mercurys? If we were to change anything, it would be to make it more “fun to drive”... but then, that’s not what these cars were about—they were about style and flash. The “driving experience” was secondary.

—Scott King and Sandy Edelstein

companies bounced back for 1959, the only ones that didn't were in the Ford camp. Mercury was down, as outlined above, but so, too, was the newly-combined Lincoln and Continental division (the separate divisions sold more in 1958 than the combined division in 1959).

What this means today is that Mercurys of this era are positively uncommon. This Silver Beige Metallic two-door hardtop with Mauve interior, one of just 4,060 made for the 1959 model year, is owned by Scott King and Sandy Edelstein of Palm Springs, California. They've owned it since 2011, and one previous owner had a new coat of paint applied; otherwise, this 45,000-mile car is all original and is mercifully unencumbered with rear skirts, a Continental kit, or any such doo-wop-era accessories. Scott and Sandy allowed me to slip behind the wheel and get a taste of the good life, circa 1959.

As with many '50s cars, it's surprising how you have to contort yourself to get into such a large car. Combine the low roofline that wraps around to meet the side windows, the high-up seat, the large-diameter steering wheel and the wraparound instrument panel, which has been known to rush out to greet many an errant kneecap, and taller drivers may not be able to enter the premises as elegantly as they'd like. When you're scrambling to get inside, the deeper footwell only suggests

that the door sill feels a bit high. Perhaps slighter body types would have less of an issue entering the driver's side.

Once you're safely ensconced inside, it's a different story: The smaller transmission hump, minimized thanks to the angle of the driveline, and the “cow's belly” floorpan, really open up the interior. The Panoramic Skylight Windshield and thin pillars, said to require more than 35 square feet of glass around the perimeter of the cabin, really do allow a tremendous amount of light into the interior. The windscreen rolling up into the roof may have been designed so drivers could better see traffic lights, but we found that it also added to the airy feeling inside, no matter the driving situation. All the better to see the ergonomic fingertip-accessible pods that allow you to adjust your seat or fiddle with the climate controls without removing your hands from the steering wheel, the delicacy of the brocade cloth, and the repeated pattern of dots on both the armrest and accelerator pedal. That pedal, by





“Distinctive in every detail ... luxurious, yet restrained ornamentation on sides, front and back.” Elegant script stands out against colorful exterior; stainless front fender trim echoes that behind the quarters. Vintage hubcaps spin on modern radial tires.



the way, points toward one o'clock, a perfect fit for your tester, since that is exactly how my foot extends when seated behind the wheel. The seat foam still feels firm, despite being five and a half decades old and having 45,000 miles' worth of seat time—it keeps you upright, maybe a little too much, as my head grazes the headliner. Only the clock, at the far right-hand side of the instrument panel, seems poorly placed; it's hardly visible from the driver's seat.

Now, plenty of muscle car fans would drool over the thought of 345 horsepower under their right foot, and the year's tagline that Mercurys are the “liveliest” luxury cars in town might encourage this tendency further. (The Park Lane's power and weight are not far off the Marauder X100, a Mercury model offered a decade later as a full-sized entry into the raging muscle car wars.) But the reality isn't quite as frenzied as all this might imply. With the Park Lane's generous proportions and highway-friendly gearing in both the Merc-O-Matic transmission and the differential, the urge to jump off the line has been severely blunted. Creamy smoothness is the emphasis here, and the driveline delivers; 480 pound-feet of torque whisks you away briskly enough, but without ruffling a hair on your head.

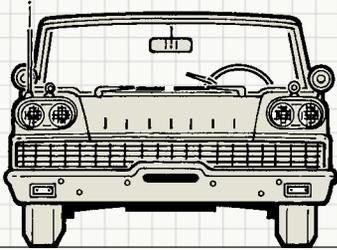
This Park Lane is easy to pilot around town despite its 80 inches of width, thanks in part to the power steering and brakes. The ride is supremely smooth and composed over most surfaces. There isn't a ton of movement needed on the pedal for those 11-inch drum brakes to grind things to a halt, and power steering both lightens driver effort and quickens response nicely. Combine the light controls with the leisurely gearing, and the space with the smooth ride, and together they give the impression that this is the sort of car that's built to drink in long distances. The ability to stretch its legs is clearly there, but around town, it won't buck or resist your efforts.

The 1959 Mercury Park Lane may not be the first car that pops to mind when one thinks of a '50s American car—there are far too many other clichés higher up the list for that—but it certainly embodies the archetype: long, low, wide, smooth, effortless, powerful, stylish, full of comfort and convenience, laden with jewelry, yet stylistically restrained, and aimed at the portion of the market that seemed both aspirational and achievable. That it didn't sell better nearly six decades ago is understandable, given the climate of the day; that it isn't better known today is perhaps the greater crime. 🏎️

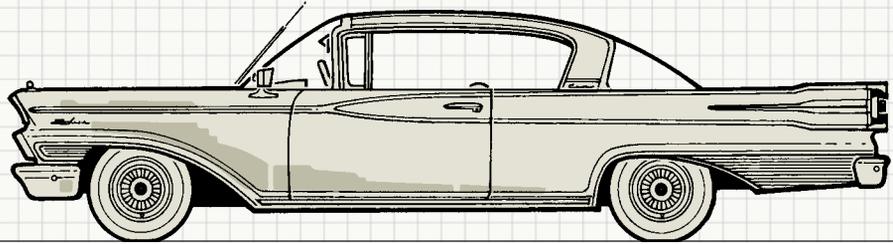


1959 MERCURY PARK LANE

ILLUSTRATIONS BY RUSSELL VON SAUERS,
THE GRAPHIC AUTOMOBILE STUDIO ©2016 HEMMINGS CLASSIC CAR



← 60 inches →



← 128 inches →

SPECIFICATIONS

PRICE

BASE PRICE \$4,311

ENGINE

TYPE OHV V-8, iron block
DISPLACEMENT 430 cubic inches
BORE X STROKE 4.30 x 3.70 inches
COMPRESSION RATIO 10:1
HORSEPOWER @ RPM 345 @ 4,400
TORQUE @ RPM 480-lb. ft. @ 2,800
VALVETRAIN Hydraulic valve lifters
MAIN BEARINGS Five
FUEL SYSTEM Single four-barrel carburetor, mechanical pump
LUBRICATION SYSTEM Pressure, gear-type pump
ELECTRICAL SYSTEM 12-volt
EXHAUST SYSTEM Dual exhaust

TRANSMISSION

TYPE Ford Multi-Drive Merc-O-Matic three-speed automatic
RATIOS
1st 2.40:1
2nd 1.47:1
3rd 1.00:1
REVERSE 2.00:1

DIFFERENTIAL

TYPE Hypoid, semi-floating
RATIO 2.71:1

STEERING

TYPE Ford recirculating ball, power assist
RATIO 19.5:1
TURNS TO-LOCK 3.2

BRAKES

TYPE Hydraulic, four-wheel manual drum
FRONT/REAR 11-inch drums

CHASSIS & BODY

CONSTRUCTION Body-on-frame
FRAME Box-section perimeter frame
BODY STYLE Two-door hardtop
LAYOUT Front engine, rear-wheel drive

SUSPENSION

FRONT Independent, upper and lower control arms; coil springs; telescoping shock absorbers
REAR Solid axle; semi-elliptic leaf springs; telescoping shock absorbers

WHEELS & TIRES

WHEELS Stamped-steel disc, drop center
FRONT/REAR 14 x 6
TIRES Bias-belted, wide white sidewall
FRONT/REAR 8.50 x 14 (stock)

WEIGHTS & MEASURES

WHEELBASE 128 inches
OVERALL LENGTH 222.8 inches
OVERALL WIDTH 80.7 inches
OVERALL HEIGHT 58.4 inches
FRONT TRACK 60 inches
REAR TRACK 62 inches
SHIPPING WEIGHT 3,955 pounds

CAPACITIES

CRANKCASE 5 quarts
COOLING SYSTEM 22 quarts
FUEL TANK 20 gallons
TRANSMISSION 20 pints
REAR AXLE 4.5 pints

CALCULATED DATA

BHP PER CU.IN. 0.75
WEIGHT PER BHP 11.46 pounds
WEIGHT PER CU.IN. 9.20 pounds

PRODUCTION

TOTAL PARK LANES 12,523
PARK LANE HARDTOPS 4,060

PROS & CONS

- + Not often seen
- + An archetypical '50s American car
- + Smooth operation imparts luxury feel
- Not often seen
- Tough for sizable frames to get in and out
- Specific trim bits nearly impossible to find

WHAT TO PAY

LOW
\$8,000 – \$10,000

AVERAGE
\$18,000 – \$20,000

HIGH
\$30,000 – \$35,000

CLUB CORNER

INTERNATIONAL MERCURY OWNERS ASSOCIATION

P.O. Box 1245
Northbrook, Illinois
60065-1245
847-997-8624
www.mercuryclub.com
Dues: \$40/year
Membership: 1,200

I ENJOYED RICHARD'S COLUMN ON the perfect car in *HCC* #138. I'm 82 years young and drive one of those almost perfect vehicles: a 1993 Ford Taurus LX station wagon. I don't drive lots of miles, but I like a vehicle that when you get into it, you don't have to climb in. Like he said, the six-cylinder is great, as you can pass most gas stations, and an automatic transmission is a must, as I grew up on a farm and I don't need any more shifters. A bench seat is a must, so you can haul three people or just stuff in the front seat; absolutely no console, as I want a flat floor to put stuff on or allow the dog to sit on. I recently looked at new cars, of all makes, and not one had a single feature of that perfect car.
Don Hurd
Grants Pass, Oregon

THANK YOU FOR RICHARD'S "The Perfect Old Car" editorial. His writing, and my disgust with today's new cars, prompt me to describe to you my own fantasy for the perfect car. I very much appreciate his stated good preferences, but allow me to alter them a bit and add a few: analog switches, not today's touch screens; a split bench seat, not buckets; high seat/low window sill; and column-mounted shift lever.

As for power, I appreciate the simple elegance of a straight-six, but prefer the superior smoothness and quietness of eight cylinders, such as given by the heavenly music of the Buick 320 in the 1936-'52 Roadmasters. And for a daily driver, I need an automatic transmission, preferably built by GM.
Robert Edwards
Raleigh, North Carolina

BILL BURCHER'S PACKARDBAKER, which was featured in *HCC* #138, was a beautiful car. So Packard could have done something a little more pleasing to the front end—so what? The car is beautiful all around. All that horsepower out of 289 cubic inches. One goes to shows and sees beautiful common cars that you just walk right by, but you don't just walk by this car. It looks like it is going fast just sitting there.

As I understand it, the rear fins are bolt-on fiberglass fins that were merely attached to the rear quarters of the 1953 Starliner. I don't know that to be fact—it is what I've heard from Studebaker folks. Beautiful either way, with or without the fins.
Jorn Jensen
Worthington, Pennsylvania

HAVING OWNED A 1957 STUDE-baker Golden Hawk, I was always intrigued by its sister ship, the Packard Hawk. While your March cover car is nicely restored, there seemed to be something not quite right about it. The body looked straight and the finish excellent, but there's just something awkward about the car.

For one thing, it seems that ground-level photos are not flattering to the Packard Hawk. No doubt the most distracting aspect of this particular car is the wheel and tire combination. The wire wheels and new-style narrow whitewalls look fantastic, but because of this, they draw attention to themselves. They make the overall car too busy. When the Hawks were made, they had full wheel covers with a smooth look and not a lot of detail to add to the already complex design. Changing wheel covers, just like changing wheels, can strongly alter the look of a car, although changing the factory wheel covers can make a lot of cars look worse. At the same time, a custom 1949 Mercury would not look as good without a set '57 Cadillac wheel covers.

This is not a purist thing, and I am not taking exception to modifying a car, except perhaps for cars like Duesenbergs and Pierce-Arrows. What needs to be remembered is that not all changes, or what appear to be upgrades, will work on certain cars.

Tom O'Brien
Northfield, Illinois

SOMETHING I HAVE ALWAYS FOUND interesting is the use of Big Three parts by independent or smaller automotive manufacturers. Looking at the photo of the engine in the 1958 Packard Hawk, I see both Ford and General Motors represented, along with Bendix. The ignition coil, generator and power steering pump are GM, with the windshield washer bag being Ford, or possibly Trico. Mounted to the left inner fender is a universal Bendix power-brake booster. The other thing I noticed is the added radiator surge tank reservoir. With a downflow radiator that has a top tank, these are not necessary. The top tank holds the reserve supply and won't purge if not overfilled.

Phil Aubrey
Merlin, Oregon

THE DETAILED ARTICLE ON PACK-ard's Hawk was incredibly well written. I reread it about four times. All of those

detailed pictures told an interesting story about this unique car. Thomas DeMauro accurately described both the car's Studebaker-Packard history and Bill Burcher's efforts at preservation. Most of the motoring public have never seen one up close.

I pleasantly noticed that the car owner installed 205/75R14 tires on the narrow 14-inch rims. This has been a topic of discussion among several Studebaker publications and newsletters. Owners have to balance their desire for a correct-width whitewall with the need to install the safest-sized tires.
Edward Lemanski
Jessup, Maryland

READING PATRICK FOSTER'S EXCEL-lent article on the Moon automobile in *HCC* #138 was bittersweet for me. My father would always tell me about the 1924 Moon that his older brother owned. It had a few mechanical issues, and my dad and his buddies would push the car all over Mt. Adams, a suburb of Cincinnati. One cold night, my uncle put the Moon's battery in my grandma's clawfoot tub so the engine would start the next day. The car started, but the bathtub had a hole in it from the battery acid.
Jim Scott
Fort Wright, Kentucky

AS A LIFELONG RESIDENT OF Vancouver, British Columbia, I found the photo of Babe Ruth posing with the Moon Diana coupe very interesting for several reasons. The signpost behind the car instantly identifies the location as Vancouver's jewel in the crown Stanley Park.

The article states that sales of Moon and Diana cars were rapidly declining, so it is reasonable to assume that very few were sold in Vancouver. It is possible that only two Dianas were sold in 1927 and that they both still exist. There is a sedan and a coupe in the hands of a private collector here. What are the odds that the coupe in the Babe Ruth photo is the one in that collection?

Also, the "D" on the license plate indicates that the car was a demonstrator, so it was probably loaned to Ruth during his stay in Vancouver.
Terence Godkin
Vancouver, British Columbia

Continued on page 40

What Killed Keller

One of the better new automobile companies to appear after World War II was the Keller. Yet even though Keller built a decent car, it lasted only to 1949. What killed it was, I believe, unique in automotive history.

The company's convoluted story began in California in 1945, when former Chrysler engineer

John Liefeld was introduced to a somewhat shady promoter named S.A. Williams.

Williams wanted to get into the automobile business and agreed to fund development of a small car of Liefeld's design. The resulting prototype, dubbed the "Bobbi-Kar," was a rear-engine mini powered by a two-cylinder Briggs & Stratton engine with a centrifugal clutch.

It was deemed inadequate even for a car-starved America, so Liefeld created a second prototype powered by a Hercules four-cylinder engine with a conventional three-speed gearbox. The little convertible's lines were pleasing, and it boasted an X-frame tubular chassis and B.F. Goodrich "Torsilastic" suspension. Later, a small, wood-bodied station wagon was added to the line, and the Hercules engine was replaced by a Continental four-cylinder.

Williams leased Consolidated Vultee aircraft's enormous plant #2—available since the war ended—and instructed workers to make it look like the company was on the verge of production. Then he began to sell dealership franchises, signing up 800 dealers with little difficulty, and announced plans to sell company stock. However, the California Commissioner of Corporations wouldn't allow it after discovering that Williams had once served time on a swindle charge. Williams moved the company to Alabama, where he hoped to be able to sell stock without regulatory interference.

About this time, George Keller, who'd recently quit as sales vice president at Studebaker, joined Bobbi-Kar as an advisor. He, too, was interested in producing a small car and, unlike the others at Bobbi-Kar, had plenty of experience in the business. Williams was soon eased out of the company and a new start was made when one Hubert Mitchell, a promoter from Hartselle, Alabama, arrived on the scene. During the war, Mitchell manufactured seats for light aircraft,

and, when the war ended, was up to his neck in unsold seats. Originally, all he wanted to do was sell the seats to Bobbi-Kar, but Keller talked him into buying the company. Mitchell formed Dixie Motor Car Corporation in order to distance the company from the dealer obligations Williams had made for Bobbi-Kar. Since the Bobbi-Kar name

suffered from bad publicity as a result of the stock-selling plans, it was deemed proper to come up with a new name for both car and company. Keller suggested they call it the Mitchell; Mitchell insisted they go with the Keller name. After all, Keller had the reputation and the skill. To many, Keller *was* the company.

With a producible car and an experienced sales executive at the helm, all that was needed was a few million dollars to purchase tooling, equip an assembly line and fund initial production. The price of the new car was to be \$848 for the wagon, the only

model the concern would offer initially. Keller Motors' ad agency issued a flood of press releases extolling the skills and genius of George Keller. Money began to pour in from people interested in obtaining dealerships. Riding the momentum, the company planned for a sale of common stock to raise the \$5 million needed to start production, set at 16,000 cars in the first year and 72,000 in the second year, both reasonable goals. The company had hand-built 18 cars for testing and to help sell dealerships.

In late September 1949, the initial stock offering began, with the firm of Greenfield, Lax & Co. handling sales. They sold half the issue in a matter of days, and it seemed like success had finally come to the little Keller auto.

Then disaster hit.

Just days into the stock sales, George Keller died in his sleep, a victim of a heart attack. A panicked Greenfield, Lax & Co. halted the offering and gave Mitchell 90 days to find a replacement. They'd come to believe the hype about Keller being essential to the company. When a suitable candidate couldn't be found, Keller Motors simply collapsed. The remaining assets were used to pay off creditors, and the company faded away, leaving us to wonder how it might have fared had only George Keller lived a few months longer. 🐞



Keller suggested

they call it

the Mitchell;

Mitchell insisted

they go with the

Keller name.

After all,

Keller had the

reputation and

the skill.

LOVED DONALD WOOD'S "CARTING

Coal" article in *HCC* #138 as it brought back good memories of our own coal deliveries. Our coal company's truck had four coal compartments, each holding one ton of coal. The average home's coal bin held two tons, so our coal men could deliver to two homes on each run. Our truck's back had the usual small door at the rear as described by Mr. Wood, to which the coal men fastened the long chute that extended into our bin through the cellar window. When the first one-ton section was emptied, one of the men would climb the truck's side and open the lever to allow the second section's coal to pass through the first.

Another feature of our truck was that the entire coal section could be raised a few additional feet above the truck frame for an even greater angle of delivery. As we had an automatic Moto-Stoker furnace that also pushed the ashes out into a special garbage can, the coal men returned weekly all winter to remove the ashes. The system worked reliably, but in 1965, the company informed us they had only six coal customers left; the old truck's engine needed a third rebuild, which they didn't want to invest in; and they were phasing out coal. Every Christmas, we gave each coal man a carton of cigarettes, not knowing the cigs did them any harm.

Pete Betz
Perth, New York

ONCE I DISCOVERED THE SPEED

channel, and now Velocity, I eagerly began watching not only the auctions, where I could see a zillion different great cars, but also the auto repair shows where maybe I could learn a thing or two. But, as Jim Richardson pointed out in his column in *HCC* #135, many of these shows are nothing more than sitcoms. I quickly became disgusted with several, and no longer watch. Frankly, I don't give a damn about who's dating whom in the shop, or why Johnny used Timmy's tools without asking first, or why Freddy was late for work. Just show me how to work on the damned car!

And for some of the "workers" on these shows, it seems their only qualification for even being in the shop is how attractive they are. The only thing they ever do is stand around looking pretty, pretend to turn a bolt now and then, and urge everyone else, "Let's get to work!" And what's with those idiotic time con-

straints they always come up with? So, this car has been sitting out in the weather for 15 years rotting away, and it has to be brought back to factory specs by next Tuesday. Just another way to artificially create some drama.

The only show that actually doesn't seem to have any of that B.S. is *Wheeler Dealers*. I appreciate how Mike explains what and why he's looking for a particular car, and what to beware of. Then Edd just explains how he found what's wrong with the car, and how to fix it—perfect. That's why I'm watching. One or two other shows come fairly close, but that's it.
Doug Ashby
Dallas, Texas

IT'S HARD TO ARGUE WITH THE FIVE

"breakthroughs that made a difference" that Jim Donnelly listed in his column in *HCC* #137, although detachable tires and high-strength steel can be applicable to all modes of transportation. Maybe the list should be the top 10. I'd like to add the following breakthroughs:

- V-8 engines are more compact than inline engines, allowing cars to be shorter, lighter, and more maneuverable.
- Overhead valves provide a noticeable increase in horsepower.
- Coil springs provide improved, safer handling.
- Disc brakes. If you go faster, you need to stop faster.
- Air conditioning. My wife won't go anywhere without it.

Marc Drexsen
Kihei, Maui, Hawaii

THERE HAVE BEEN SO MANY CHANGES

to the automobile as we used to know it that I put together a list of things people never will say again about their new cars.

- Where is the bumper?
- Just slide across the front seat.
- Step on the starter.
- Whitewalls were optional.
- The ash trays are full.
- A tube burned out in the radio.
- I put dual Smithy's on my new car.
- I must get the spark plugs cleaned.
- The engine is an inline flathead.
- Someone stole my hubcaps.

Paul Watts
Clovis, California

THE 1963 CHEVROLET IMPALA FEAT-

ured in *HCC* #134 is one of the most beautiful Chevrolets ever produced. It has

a sleek appearance with that crisp center-line crease running from nose to tail; and that sculpted spear below the crease gives it a classy flair. From a side view, you can see the body lines converging to a point both front and rear, which gives it a symmetrically stylish look.

In comparison, the 1962 and '64 Impalas don't measure up to the '63 model in terms of classic good looks. The '62 model seems rather pedestrian, and the '64 is too boxy.

I remember, as a 16-year-old, taking my first ride in a new 1963 Impala 327 that had a four-speed. As the young owner accelerated through the gears, I was impressed by the thrust of the four-barrels kicking in and the distinctive whine of the transmission. What a thrilling ride!

Larry Fast
Salem, Oregon

DURING THE DISASTROUS 1954

sales year for De Soto, the theme for dealers was "To survive until '55." In the De Soto era, the Dealers Council had some input with the factory, and they wanted to be heard. Originally for 1955, the color sweep was to be available only on the Firelite Sportsman and convertible models. Just prior to the formal announcement date, the sweep was made available on all models except for the station wagons, and that was quickly changed shortly thereafter.

More importantly, the original station wagon design had twin-tower taillamps, not unlike those on the 1955 Chryslers. The dealers voiced their displeasure, and a drastic change was made. The 1955 De Soto wagon in *HCC* #136 reflects the changes requested by the dealers.

Robert Terpak
Canton, Ohio

IN 1952, I BOUGHT A 1934 CHRYSLER

Airflow from my uncle's estate for \$100; no one else wanted it. The car had sat for at least a year, but after checking fluids and air, along with a jumpstart, we drove 275 miles from Spokane to Vancouver, Washington, with no problems. The only repair the car needed was a new clutch disc; the mechanic said the transmission was the same one as a 1940 ¾-ton Dodge truck. The vacuum-assisted brakes were the best of any car I ever owned.

Ken Serviss
Vancouver, Washington

Nobody Asked Me, But...

You'll always get a lot of discussion about what constituted the best year for American automotive styling. I know a lot of people who prefer 1957, just for instance, or even 1958, when quad headlamps first came into vogue. For me, though, the best year of all is 1970. How come? I would direct your attention to the new second-generation Camaro and the first Monte Carlo from Chevrolet, two of the handsomest cars that the styling whiz kids at General Motors ever conjured. They're gorgeous. To that list you can also add a late-edition version of the Glamour Bird, as these Ford Thunderbirds came to be known, with big power and big luxury in equal abundance. I saw an 80,000-mile example of one of these Birds in a car corral down South a few years ago, offered for a little more than \$10,000, and I could still kick myself for not buying it. And yes, I know they both came out in 1969, but put the Pontiac Grand Prix and Lincoln Continental Mark III on that list, too. There was a lot to please the eye in 1970.

It's probably not as much fun as being a bidder, but covering a big car auction can be genuinely entertaining. Here's how we do it here at Hemmings: You arrive at the auction, get credentialed, and photograph cars before they're lined up to go over the block. At the same time, you take notes on their condition after inspecting them. The last step is to head inside and get action shots of the auction crew interacting with the crowd while a car's being hurrahed from the podium. Sometimes, I'll mosey in among the bidders and grab a vacant seat just to chill out. It's easy to strike up a conversation with just about anyone, and the excitement is palpable as the selling price begins to rise. Too bad all kinds of capitalism can't be this enjoyable.



You know we're based in Vermont. Snow and frigid temperatures are both very common here during the winter. I've never met anyone, I don't think, who said they actually enjoy that weather, but then, I'm not into skiing or snowmobiling. Too much potential for fractures, or worse. But I do like to collect scale models of snow-removal equipment; I think I've got about five plows on my various shelves. I look at them admiringly while I'm holed up during a blizzard. What's up with that?

One of the coolest cars I've ever seen is a Hupmobile, of all things. Specifically, it's a 1935 four-door sedan with straight-eight power, owned by Nicola Bulgari, who could teach a lot of us a thing or two about appreciating automotive beauty. I'd seen the Hupp at both Amelia Island and Charlotte AutoFair and loved it. It's the cream-colored car that's in the secondary image for this column. Looks like a combination of a Citroën Traction Avant and a 1937 Ford flatback. Check out that windshield, which looks radically curved but actually exists as three framed pieces of glass. You can see a very similar treatment on the rear window of a 1934 Studebaker Land Cruiser. The whole cabin reminds me of a control car that would have been slung underneath the belly of a zeppelin.

Speaking of crossover transportation ideas, I chose Alexander Winton as the topic of this month's Pioneers page. Sad to say, but Alexander Winton's most enduring achievement happened after his death in 1932. Within two years, General Motors had acquired his engine business and used a Winton diesel engine as the basis for a famed streamlined train that was operated by the Union Pacific. The combination of a diesel prime mover and motorized trucks utterly changed railroading. Industry executives realized very quickly that a diesel locomotive was far less maintenance-intensive than a heretofore standard steam locomotive.

Superintendents tasked with keeping the rail network in good shape also learned that the rhythmic connecting-rod reciprocations of steam engines could pull rails out of alignment in time. The diesel had no such issues. By the late 1950s, steam had vanished from most major rail systems. Leave it to a car guy to start a revolution. 🚗



I think I've got about five plows on my various shelves. I look at them admiringly while I'm holed up during a blizzard. What's up with that?

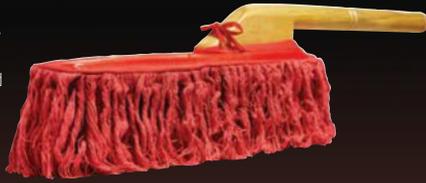


PRESERVE AND PROTECT YOUR CLASSIC

The Original® California Car Duster

The classic wood handle and heavy-duty mophead are preferred by enthusiasts worldwide. Storage bag included. (62442) \$24.99

See more dusters @ calcarcover.com



Quick Shine Premium Kit

Stock up and save with two of our best selling products! Kit includes 1 Gallon and 1 16oz bottle of Quick Shine Detailer and a 6-Pack of Quick Shine Detailing Towels. (GS-PC) \$69.99

A Savings of over 15%!



Golden Shine Premium Wax

Premium Wax is designed as a long lasting sealant that provides a brilliant shine. Using 100% pure Brazilian cernauba wax blended with Teflon for superior protection. 16oz bottle (33016) \$24.99



More Golden Shine Car Care @ calcarcover.com

Custom Fit Car Covers • Car Care Products • Collectibles • Floor Mats
Seat Covers • Garage Items • Sunshades • Dash Covers

Call or Click for a Free Catalog



FREE SHIPPING
any order over \$199
Truck and Oversized Fees Excluded
Contiguous United States

800 423-5525 **CALIFORNIA** Car Cover Co. **calcarcover.com**

YOUR FIRST CLASS RESTORATION DESERVES THE WORLD'S FINEST CHROME!



Connect:

Chrome isn't just chrome. At Advanced Plating we carefully take your parts and strip them to their raw material, followed by meticulous repair and restoration, before the start of the plating process. No core exchange



here, it is always your parts start to finish. We strive for perfection

Call us today for more info and a free quote.

NASHVILLE, TN • 800-588-6686 • ADVANCEDPLATING.COM



✓ Huge Selection



✓ Easy to Use Website



✓ Fast Shipping



x One Size Fits All

MotorWeek



✓ As Seen On TV



✓ Parts for Your Car

ALL THE PARTS YOUR CAR WILL EVER NEED.

www.RockAuto.com

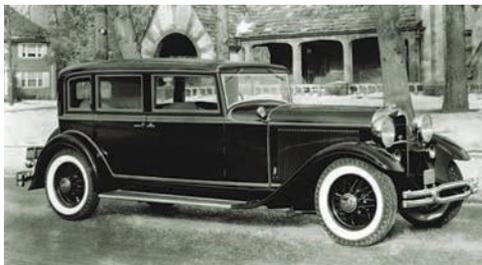


Questions I've Always Wanted to Ask

A few weeks ago, I discovered an email sent to me about three years ago by Editor Richard Lentinello in which he asked several questions about the Classic Car Club of America that he felt might be of interest to *HCC* readers. He believed that I, as a former board member and president, would have the answers.

In subsequent columns, I addressed some of those questions, but when I reread Richard's email, I discovered I hadn't addressed all of them, so I'm going to do that in this column.

Richard was most interested in what constitutes a "Classic" and, specifically, why makes like Ford, Chevrolet, Pontiac and Plymouth are not considered Classics by CCCA.



Some quick history: The CCCA (the first car club to make "Classic" part of its name) was founded in 1952, when a 1939 model car was not yet an antique—or "Classic"—but a used car. However, the prescient individuals who formed the club developed an excellent definition of a Classic motorcar:

"...fine or unusual foreign and domestic motor cars built between and including the years 1925 and 1948 and distinguished for their respective fine design, high engineering standards and superior workmanship..." (They could also have added that production numbers were usually low.)

That original statement was recently modified to substitute 1915 for 1925, which underscores the club's commitment to continually study and review what constitutes a Classic car.

Having been in the hobby for more than 50 years, I've had the opportunity to see and drive a variety of cars. I've learned that the Ford Model T is one of the most durable cars ever built. Does it feature fine design and superior workmanship? It was intended for the mass market, and, ultimately, 15 million were sold.

The same could be said for the 1928-1931 Model A. As the song says, "Henry Made a Lady out of Lizzie," but although the Model A featured updated styling, it was still a mass production automobile. And that is true of Chevrolet, Plymouth, Pontiac and similar cars.

Richard also posed the question as to why the 1927-'33 La Salles are considered Classics, but later La Salles are not. The club's answer, candidly, is that the 1934 and later La Salles became a lower-

priced automobile and, thus, were no longer worthy of Classic status. Personally, I think the 1934 La Salle is a handsome car, but I understand the club's logic.

This example underscores the club's position that Classic status isn't automatic for a marque. The Packard 110 and 120 are not considered Classics, nor is the Lincoln-Zephyr; in both cases, because they were high-volume automobiles. Conversely, when Studebaker and Nash went upmarket in the late 1920s and early '30s, those cars are considered worthy of Classic status.

Richard also asked me about the club's alleged reputation for being snooty. I have to say that, yes, I've encountered a few snooty owners of Classic cars. I've also encountered muscle car and sports car owners who had their noses in the air, as well. Bottom line: People can be snooty no matter what car they own. The vast majority of Classic owners I know are individuals who are welcoming of fellow gearheads. In fact, many CCCA members (like me) also own non-Classics.

The question of why the club doesn't accept post-1948 cars has been debated within the club for many years. The club was originally founded to focus on automobiles from what's referred to as the "coachbuilt era," from the mid-Teens until the beginning of World War Two. The postwar cars that are accepted by the club are those that the club believes to be continuations of prewar counterparts.

Eventually, the question asked by someone is, "What difference does it make if my car is or isn't recognized as a 'Classic' by the CCCA?" My answer is always, "It's up to you."

If your dad was a Pontiac man and always drove them, and you want to continue that legacy, enjoy your Pontiac. If you're interested in Classic cars or want to know more about them, you don't have to own a Classic car to be a member of the CCCA.

And if we want to talk about the collector-car marketplace, there are plenty of non-Classic automobiles that sell for more money than Classics. A nicely restored 1957 Chevrolet convertible will typically bring more money than my 1931 Lincoln Town Sedan.

It's the old adage: Buy what you like (and can afford).

I think that covers everything until my next email from Richard—or an *HCC* reader. 🐾



//
The vast majority of Classic owners I know are individuals who are welcoming of fellow gearheads. In fact, many CCCA members (like me) also own non-Classics.



The Duesenberg From Kenosha

*The engineering marvel
known as the 1933 Nash
Ambassador Brougham*



WORDS AND PHOTOGRAPHY BY THOMAS A. DeMAURO

“The entire car is engineered to deliver a luxury of travel, a quality of performance and a motorcar value unsurpassed in its own or even in the highest priced field,” declares the 1933 Nash brochure. That statement aptly conveys the ambitions of its namesake Charles Nash, who was quoted in the book *Storied Independent Automakers:*

Nash, Hudson and American Motors as having said, “Some people may think I’m a crank on the subject of quality—and I admit that perhaps I am—but after all, to me, the greatest pleasure of building anything is the pleasure of building it right.”

A former president of General Motors, Charles Nash founded Nash Motors Company in 1916 on the principle of

providing value to the customer by building automobiles that embodied advanced engineering, reliability and contemporary styling at a fair price. To initiate his efforts, he acquired the Kenosha, Wisconsin-based Thomas Jeffery Company, which built the Rambler and a four-wheel-drive truck, and began developing new Nash models for the 1918 model year.



Further acquisitions, lucrative — World War One government contracts for trucks, prudent business policies and a growing positive reputation aided in ensuring Nash Motors Company's financial stability and flourishing sales through the 1920s.

All automakers' sales were slashed during the Depression, however. New Nash-Seaman "Slip-Stream" body styling with a V-radiator characterized the second-series 1932s released in March. Though the Ambassador name had been used to signify certain upscale models previously, this year the premium Ambassador Eight four-model full line was introduced on a long 142-inch wheelbase. Though Nash was one of only two automakers to turn a profit in 1932, the precipitous drop in sales

seen over the previous three years continued.

The handsome styling carried over for 1933 and graces our featured Ambassador Brougham, but sales figures tumbled and Nash posted a loss for the first time.

For 1933, the Ambassador Eight featured a 125hp eight-cylinder engine, while the lower-line Advanced Eight employed a 100hp engine. In the Ambassador Eight line, the seven-passenger Sedan and Limousine and five-passenger Brougham, with its standard trunk, were built on a 142-inch wheelbase, but the five-passenger Victoria, four-passenger Coupe with disappearing rear seat, five-passenger convertible Sedan and a four-passenger Roadster were built on a shorter 133-inch wheelbase. The five-passenger Sedan could be had on either chassis. Other lines included the lower-priced, shorter-wheelbase Advanced Eight,



Centrally placed gauges allowed for twin glove compartments. The “free-wheeling” control knob was placed to the far left below the instrument panel. A three-spoke “safety steering wheel” features a steel core enclosed in hard rubber. The upholstery is broadcloth.

Special Eight, Standard Eight and Big Six.

The Ambassador contained some innovative features that had been developed over recent model years. Its 322-cu.in. straight-eight engine employed a valve-in-head design, and its twin-ignition system consisted of two spark plugs per cylinder with opposed placement in the combustion chamber, a 16-contact distributor with two sets of breaker points and a pair of ignition coils. The forged-steel crankshaft was held in place by nine main bearing caps, and forged Bohnalite aluminum alloy connecting rods were pinned to aluminum alloy pistons. For the early 1930s, this was serious performance-based engineering.

A Synchro Safety Shift three-speed transmission had synchromesh in second and third gears and a “selective cam and roller overrunning clutch-type” freewheeling feature with a control lever under the dash. When activated, each time the driver lifted his foot from the accelerator, the transmission would uncouple from the driveshaft via the overrunning clutch. Engine and transmission RPM would drop to idle, and the driveshaft and differential would rotate freely at road speed without compression braking to slow the car down, thereby saving fuel. When the accelerator was depressed again, the transmission would recouple to the driveshaft to accelerate the car.

Centralized chassis lubrication was performed via the Bijur Automatic Lubricator, which fed the suspension lube points Bijur Oil through copper tubes from a reservoir under the hood. The tie rod ends and drag link still needed to be greased manually, however.

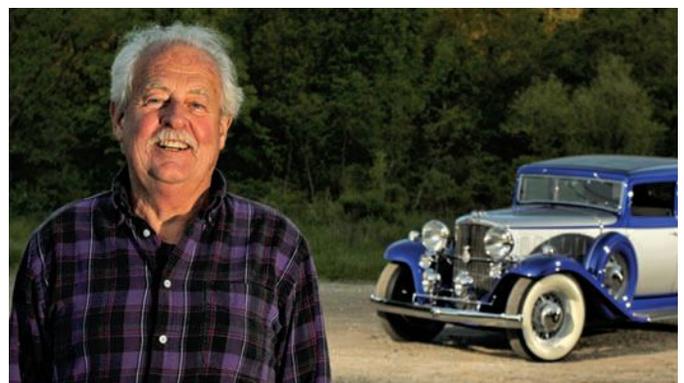
There was also an “adjustable full range ride regulator”

with a lever on the dash for the Lovejoy double-acting hydraulic shocks, which enabled changing their hydraulic resistance to firm or soft to match varying road conditions.

Well versed in the attributes of the Nash since buying his first example in 1980, Jeff Lentz, proprietor of Lentz Auto Repair in Trafford, Pennsylvania, placed a want ad for a 1932 or 1933 model in *Hemmings Motor News* in 1986. As a result, he bought this 1933 Nash Ambassador Brougham.

He recalls, “I flew out to Santa Cruz to look at it. With

“With about 93,000 miles on its odometer, it was complete and wasn’t rusty, but the engine was apart, and the paint and interior were shot.”





The 322-cu.in. straight-eight engine has a 3.375-inch bore and a 4.500-inch stroke. Its twin ignition system with two spark plugs per cylinder, valve-in-head design and forged-aluminum connecting rods are a few of its advanced engineering features for the era.

about 93,000 miles on its odometer, it was complete and wasn't rusty, but the engine was apart, and the paint and interior were shot. It came with a whole bunch of extra parts."

Jeff worked on the 1933 Nash on and off in the 1990s and early 2000s, but it wasn't until 2012 that the restoration gathered steam. When he rebuilt the original engine to stock specs in the 1990s, he had the block align bored and the cylinders honed, retaining the standard bore. As well as replacing the bearings, pistons, rings and timing chain, he had hardened valve seats installed in the cylinder head. The two-barrel Stromberg UUR2 carburetor was rebuilt, and the ignition system was overhauled.

Also in the 1990s, Jeff replaced the bearings and seals in the three-speed manual transmission and in the 4.5:1-gear Nash worm drive (steel worm and bronze ring gear) differential, featuring semi-floating axles. Jeff recalls, "You couldn't put hypoid gear oil in those Nash differentials because the bronze gear would wear very quickly, so mineral oil had to be used instead."

Jeff stripped the X-membered double-drop frame in the early 2000s and repainted it and the suspension parts in single-stage gloss black urethane. He sent the shocks to Apple Hydraulics for rebuilding, and he restored the drop-forged I-beam, leaf-sprung front suspension and the rear leaf sprung suspension, replacing the bushings and other wear items in the process. He also had the 16 x 2-inch "Centrifuse" cast-iron-lined drums cut, and he added new shoes and hardware to the cable-actuated braking system, along with half-inch-wider-than-stock Lester 7.50 x 18 tires on silver-painted wire wheels.

What little bodywork the Nash required, Jeff had done for him in the late 1990s and early 2000s. Once he got it down to bare metal using aircraft stripper, he noticed, "There was hardly any rust, but there was a big dent in the roof, and the fenders were a little rough at the edges. Everything else, however, was straight."

The Nash's original color was Soisson Gray, but

Jeff wanted a more lively two-tone combination using modern colors—hence his choice to have the car sprayed with DuPont ChromaPremier urethane two-stage paint in silver metallic and Cobalt blue metallic by his friend Denny Icardi in 2004. The chrome was replated and later, the interior was restored. Though the colors may be a modern interpretation, Jeff says that the two-tone paint scheme's layout is the same as what was offered for 1933. He also added optional dual side-mount tires. For longevity, a stainless steel exhaust from Kepich patterned after the stock system, with a single large muffler and an additional resonator in the tailpipe, was installed.

Following its restoration, the Ambassador earned a Junior at the AACA National Meet in Reading in 2012, as well as Best of Show Nash at the Nash Nationals. In 2013, it received a Senior at Hershey.

Over 36 years, Jeff has amassed a collection of 18 Nashes. Of those, 15 are 1932 models, two are '34s and there's this '33 example. Future plans for this Ambassador simply include driving it, as Jeff explains, "I like to show them the first couple years and then start using them."

Given Charles Nash's preoccupation with quality, he'd likely be gratified to know that many of his company's creations have survived and are still being restored, driven and enjoyed by faithful followers of the Nash nameplate. 🐾





Great Eight

Finding a gem in Pontiac's rare and exclusive, V-8-powered 1932 Eight Sport Coupe

BY MARK J. McCOURT • PHOTOGRAPHY BY RICHARD LENTINELLO

It was almost predestined, the search for this car. For true Pontiac enthusiasts who have studied the 84-year history of General Motors' sportiest division, the limited-production 1932 V-8 model is something of a holy grail, representing both the end of the line for the Oakland marque and the start of Pontiac's legendary performance reputation. One

such dedicated couple has owned Pontiacs from numerous decades, and the largely original 1932 Eight Sport Coupe on these pages represents their best find yet.

"My wife, LeeAnn, is a true Pontiac fan," Ron Laird tells us. "I was driving a new Pontiac when we met. She's always preferred them—if it was a Pontiac, it

was great!" The Lairds have owned many through the years, including a 24,000-mile 1953 Custom Catalina, 1967 Grand Prix 428 convertible, a 2002 Trans Am WS6 convertible and a 1948 Convertible Coupe, which they'd purchased in 1990 and had restored. "I won a lot of awards with that car, but we just weren't showing it much

anymore, and I wanted something different." They also own a 1910 Oakland.

Ron and LeeAnn sold their 1948 Pontiac in the spring of 2015, and as they were returning to their Sebring, Florida, home, after delivering that car to its new owner, they began discussing what could replace it. "My wife was looking on her iPad, and



pulled up a picture of a 1932 Pontiac Sport Coupe. We liked the body style. It had a tall, long hood, and generally resembled a Cadillac or Packard; it was a big-looking car for a Pontiac.”

The couple researched the body style, and decided to look for one of the eight-cylinder models on the 117-inch wheelbase; they also wanted a rumble seat, the optional artillery wood wheels, dual side-mount spares and that era-unique touch, a golf bag door. “We started looking like crazy. There aren’t a lot of those cars around. We just happened to find this one about a month later, and located in North Carolina. It had all the qualities we wanted,

and we felt that North Carolina was close enough that we could go see it before we bought it.”

The car LeeAnn found was one of only 6,281 Series 302 “Eights” built over a three-month period in 1932. No breakdown of body styles remains to tell us how many wore this Sports Coupe style, which cost \$925 when new. The 302 models ranged in cost from \$845 for the standard Coupe and two-door Sedan, to \$1,025 for the Custom Sedan. This was a notable increase over the \$635-\$795 price spread of Pontiac’s 114-inch wheelbase Series 402 Sixes, but was still the lowest priced V-8-powered GM. As expected in the nadir of the Great

Depression, even the cheaper Sixes sold poorly, their 39,059 figure contributing to the newly formed Pontiac Motor Division’s worst-ever sales year.

This Pontiac was well worth searching for, though, as it represented the only pre-war V-8 in the marque’s history; it would soon be replaced by a restyled 1933 model featuring a 77hp, 223.4-cu.in. straight-eight. The L-head V-8, introduced in the 1930 Oakland Series 301 and continued in the Pontiac with minor casting alterations, had a $3\frac{7}{16} \times 3\frac{3}{8}$ -inch bore and stroke and displaced 251 cubic inches. Some of its noteworthy elements included horizontally-positioned valves, exhaust that flowed



The added wheelbase length of this Series 302 Eight went into the hood, not into the handsome cabin, which remained tight for two occupants. The synchromesh three-speed transmission was enhanced with a freewheeling feature that operated in each forward gear.

from the manifold back through the block, and a flat-plane (180 degree) crankshaft, a design whose imbalance-causing properties prompted the adoption of an effective mechanical synchronizer and special engine mounts.

In its final form, this engine featured a 5.2:1 compression ratio, with fuel flowing through a Marvel 1¾-inch, single-barrel downdraft carburetor. It made 20 horsepower more than the low-cost, new-for-'32 Ford V-8, its 85hp being produced at 3,200 RPM, along with 115-lb.ft. of torque at 1,000 RPM. Allied to a three-speed manual transmission with synchromesh on second

and top gears and a selectable freewheeling feature, it drove the 17-inch wood artillery wheels through a hypoid rear axle. Series 302 models also featured mechanical Bendix drum brakes and "Ride Control," which altered the stiffness of the hydraulic Lovejoy shocks by a knob on the dashboard.

The 1932 Sport Coupe that caught the Lairds' attention was being offered out of 35 years of storage, Ron recalls, and that long inactivity could have brought serious problems. "I told them I wanted to hear it run, because it could have had stuck valves or worse. The gas gauge unit in the tank had about a half-inch-thick layer of solids built

up in it. They got it to run by disconnecting the fuel line and putting a hose in a can of gasoline. They sent us an email with the sound, and photographs of the engine running," he says with a laugh; "I was nervous considering it sitting that long, but it ran fine."

After making a deal and bringing the '32 Pontiac home in their enclosed trailer, Ron put it up on the two-post lift in his garage, where he found the undercarriage wasn't rusted, and appeared to have been well-serviced. He removed the gas tank for cleaning, and had the sending unit rebuilt so the gauge would again function. "I didn't need to do anything mechanical to the car, no work required on the brakes or clutch. I did install an Optima battery—that's the way to go with these old cars, especially when the battery is under the floor where it doesn't show. And I installed a battery disconnect, for safety."

While he was returning the Pontiac to road-worthy condition, Ron was also trying to dig into its past to determine how authentic its current condition was. "Through some Internet research, I got a hold of a guy in Michigan who had titled the car in 1980. I don't know how long he had it before he sold it to a man in Texas, who had since passed on.

"When we purchased the car, the paint was oxidized, and I'd noticed some ex-

This 85hp, 251-cu.in. L-head V-8 used cast-iron construction and featured a 1-bbl. Marvel downdraft carburetor. Its unusual manifold design sent the exhaust gasses from the right bank of cylinders to the other side, joining the left bank's exhaust to exit down through the driver's side of the block.





This Pontiac features those Jazz Age relics, the rumble seat and golf bag door. Its owners display it with a vintage set of clubs.

posed filler where the paint had cracked," he continues. "I asked that previous owner if the car had been painted, and was told, 'No.' I later spoke with a body man who explained that, since this car's steel body panels are mounted on a wooden framework, the lacquer paint is known to chip and crack around the joints where the wood expands and contracts. He too felt this car had not been repainted."

No matter the age of the body's finish, it has a mellow shine, thanks to the Meguiar's detailing products that Ron enjoys using. He likewise maintains the V-8 engine with annual changes of Kendall 30-weight non-detergent oil. That oil change interval may sound excessive, but it represents between 200 and 300 miles of driving.

"I'm getting comfortable to go places with it. The cabin is fairly tight inside, and the seat offers little adjustment, but this Pontiac drives nicely," he explains. "I like to drive it better than I did my 1948 or '53 Pontiacs! The steering is easier to turn, and the clutch is smooth. The brakes are fantastic for being mechanical—being 13-inches in diameter where my other cars were 11 inches, this makes a world of difference in the braking power.

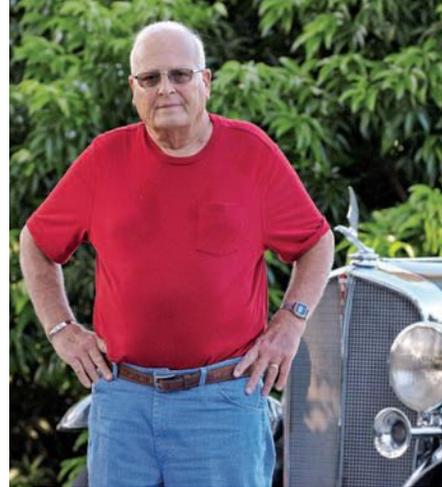
"It runs like a jewel. It's got a 4.22 rear axle ratio, so you don't wind her up very much in the gears. You can put her in

high gear at 15 MPH, and she just chugs right along. Whether the V-8 is very peppy, I don't know—people say she'll run 65 to 70 MPH, but that would be a lot of RPM on the engine with that axle ratio. I'll probably never take it above 40 MPH," Ron says with a laugh. "I don't like to push the old ones."

So, while he and LeeAnn haven't been racing this Pontiac on Sebring's tarmac, they have brought it to a few car shows, including last year's Hilton Head Concours d'Elegance. "It hasn't been professionally judged or entered into competition during our ownership," Ron tells us. "We've displayed it as a survivor, and have been really honored by the attention it's gotten. It rattles people who are mechanically knowledgeable—so many people never knew there was a V-8 Pontiac before 1955. One guy told my wife he'd owned a wrecking yard back in the old days, and he'd never seen one. We display it with an enlarged picture of the engine, from the parts book, to show how the valves are horizontal. People seem very interested to see that."

And the engine isn't the only thing that intrigues onlookers. "A little boy once asked us if only little people could ride in the rumble seat, because he confused the golf bag door with an entrance to the car! After that, we decided to display the golf clubs in the opening, to clarify the purpose of the door," he says with a smile. Further adding to the fun at these major concours, both for onlookers and themselves, the Lairds dress in period early-1930s costumes. "Many spectators want their photos taken with us and the car. It adds to their memories of the concours events."

Although they haven't owned their Sport Coupe for very long, they've already decided to maintain its current condition. "A couple of judges have suggested leaving it as it is, because you can't find originals like this anymore. Not only that, I feel it's a better investment if I don't restore the car,



“I’m getting comfortable

to go places with it...

I like to drive it better than I

did my '48 or '53!”

because I can always get my money back if I sell it. If you spend another \$30,000 doing a restoration, maybe you wouldn't," Ron muses.

He and LeeAnn have been invited to bring their 1932 Eight for display at 2016's Ault Park Concours in Cincinnati, Ohio, so they're making plans for that trip in June. "We'll continue to show it and have fun. Since the car has a trunk rack, we'll probably get a trunk to put on it, to make it look more macho," Ron says with a smile. "I enjoy having something that causes everyone to say, 'I didn't know they made those.' It really is 'the forgotten Pontiac,' and it's just a neat, fun car." 🐾





Stutz

Speed with style, from an Indiana legend

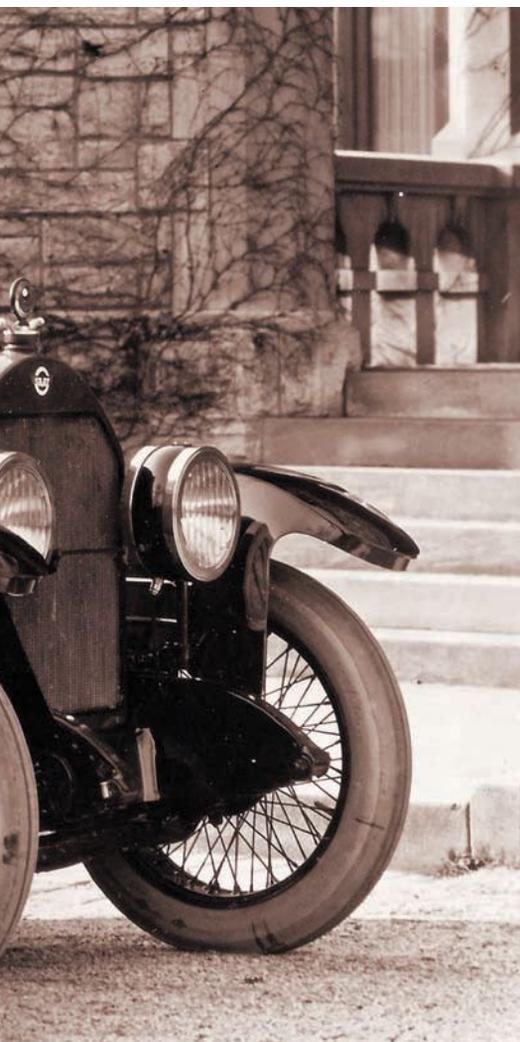
BY PATRICK FOSTER • ILLUSTRATIONS COURTESY OF THE PAT FOSTER COLLECTION

In the early days of the automobile industry, certain companies proved truly exceptional at building high-performance cars. Unfortunately, those companies came along only rarely, and they're all gone now, some victims of their own free spirit. Stutz, a reckless, devil-may-care gambler of a company, was one such firm. With a day-in, day-out competitive spirit, Stutz was forever willing to bet its legacy on its racing prowess, come what may. Only a handful of companies have ever combined Stutz's racing heritage

with a product lineup that included sports sedans, coupes and open cars; perhaps the only modern equivalent would be BMW. But when you compare histories, Stutz stands out. The firm made incredible cars.

Harry Clayton Stutz was an Ohio farm boy who early on exhibited a mechanical ability that eventually drew him away from the land and into the world of machinery. By age 18, he moved to Dayton, where he worked at Davis Sewing Machine Company and National Cash Register before opening

up his own machine shop. He built a car of his own design in 1898, a horseless carriage dubbed "Old Hickory." In 1900, he built a better car with which to show off a sophisticated, new single-cylinder engine he'd designed. By 1905, H.C. Stutz was at American Motor Car Company, where he worked on the design of its first car. He later worked at a tire company, a foundry, a carburetor firm and an axle manufacturer. In 1907, he was at Marion Motor Company as chief engineer. Along the way, he sopped up influences and ideas like a sponge,



Stutz sales were falling by the time the 1923 Speedway Coupe was produced. Powered by a four-cylinder engine, its styling features included an unusual forward-slanting windshield, and there was ample room for four passengers.



The sporty two-seat 1914 Bearcat was powered by a T-head four-cylinder, 50-horsepower engine. Stutz automobiles were targeted mainly to driving enthusiasts looking for a fast, good-looking car of distinction. It appealed to these buyers because of its outstanding racing record.

This 1912 ad for the new Stutz Series A automobile shows its famous motto: "The Car That Made Good in a Day." Note that the company is still listed as Ideal Motor Car Company; this was in the period before Ideal merged with the Stutz Auto Parts Company.

STUTZ "THE CAR THAT MADE GOOD IN A DAY" STUTZ

MAKES GOOD BECAUSE OF ITS VALUE

Exact duplicates of the Stutz model car are now ready for delivery. This means that you can buy—at a moderate price—duplicates of the car which ran 500 miles in 442 minutes in the International Sweepstakes Races, without mechanical adjustments.

This Stutz creation is the latest work of engineer Harry Stutz. It is his latest and best work. It's built for service.

Body styles are designed along the latest and most approved lines in two, four and five passenger models.

Better investigate this car now—it offers a wonderful value to the buyer and increased business to the dealer. Send for Catalogue A-2.

IDEAL MOTOR CAR CO.
Manufacturers of
STUTZ MOTOR CARS
Indianapolis
Indiana

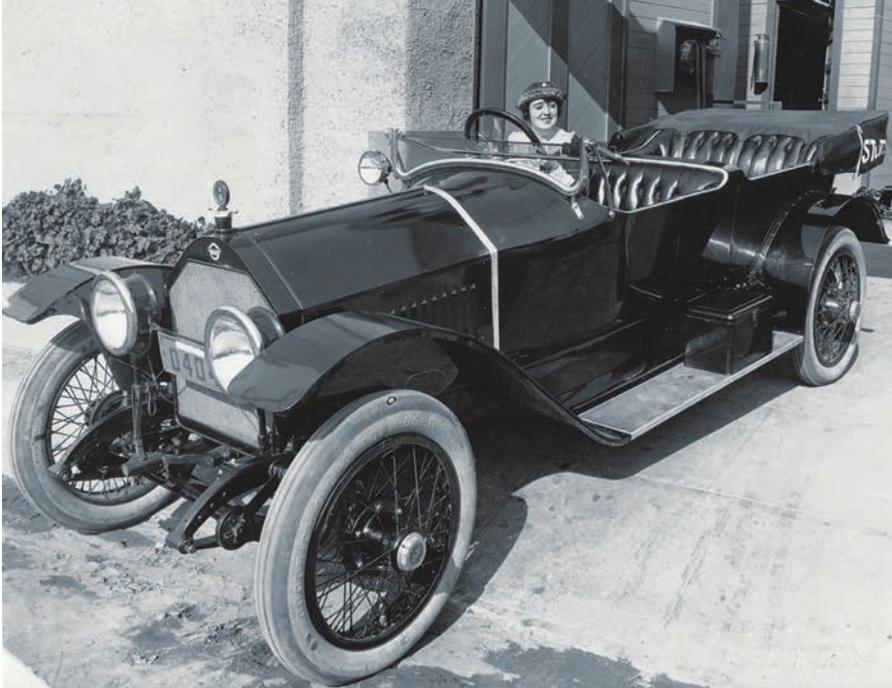
and tried out his own ideas, as well. He seemed to be consciously preparing himself for the day when he could launch his own auto company.

That came about in 1910 when he started the Stutz Auto Parts Company to manufacture a new rear-mounted transaxle of his design. He also founded the Ideal Motor Car Company to produce a special car he'd been dreaming of, featuring a light, simple sports car body, powerful T-head four-cylinder engine and Stutz's patented transaxle. In 1911, he produced his first car and quickly

entered it in the inaugural Indianapolis 500. Of 40 cars entered, almost half failed to finish the race, victims of mechanical failures. The new Stutz, however, held up beautifully, finishing in 11th place. And unlike many of its competitors, the Stutz was not a specially-built race car; it was the pilot model for a line of production cars that would follow. Harry Stutz was so pleased with his success at Indy that he adopted the slogan, "The Car That Made Good in a Day." Orders poured in from sporting gentlemen interested in the Stutz's

combination of performance, looks and dependability. Stutz was a perfectionist, however, and restricted production to ensure top-quality.

The first Stutz lineup, the Series A on a 120-inch wheelbase, eventually comprised a sharp two-passenger roadster, toy tonneau, touring car, four-passenger coupe and a car that would quickly become immortal—the mighty Bearcat Speedster. In addition, a six-cylinder, 124-inch-wheelbase series soon debuted, offering touring car, toy tonneau and Bearcat models. Styling



Comedian and actress Mabel Normand is at the wheel of her striking 1915 Stutz Touring car. Miss Normand was a well-known funny lady, having made films with comedians Charlie Chaplin and Fatty Arbuckle. Note the steering wheel placement is still on the right-hand side of the car, as America had not yet settled on which side was the best for driving.



The 1919 Bearcat shows a bit more refinement than the earlier cars, with full cowl and windshield, doors and a folding roadster top to protect the driver from the elements.



The racy-looking 1920 Stutz Bearcat model was nearly identical to the 1919 version.

was deliberately lean, aggressive and purposeful-looking. Weight was kept as low as possible. These were, after all, high-performance machines for men who liked to drive fast.

Bearcats were stark, open cars, stripped for speed, with two bucket seats riding atop the chassis just ahead of the fuel tank. There was nothing ahead of the driver but a sloping toe board, peaked hood covering the potent engine, a monacle windshield to ward off bugs and a steering wheel to hang on to. Bearcats were often painted bright red or yellow to match their flamboyant performance.

Stutz continued racing, hiring a driver to campaign his stock cars—known as the “White Squadron” because of their racing color—in big races. In one notable stretch, February 22 through December 8, 1912, Stutz cars were entered in 30 races, finishing in first place 25 times, second place twice and third once. Each time a Stutz won or put in a good showing, retail orders climbed. Buyers knew the cars they purchased were essentially the same as the race cars. In 1913, the Stutz Auto Parts Company and Ideal Motor Car Company merged to form Stutz Motor Car Company of Indiana.

Success followed success. By 1915, a small roadster dubbed the “HCS” (Harry’s initials) joined the lineup with a price of just \$1,475, compared to the four-cylinder Bearcat’s \$2,000 price or the coupe’s \$2,600 cost. There was also a five-passenger four-cylinder Stutz sedan priced at \$3,675. Sixes were generally \$125-\$250 higher.

In addition to performance and reliability, Stutz cars were known for their good looks; lines were low, racy, and even the touring cars and sedans had an air of jaunty confidence. The 1916 lineup included a roadster, Bearcat, Bulldog touring car and a sedan offered on a 120-inch wheelbase, along with two Bulldog Specials on a longer 130-inch wheelbase. That same year, Harry Stutz decided to take the company public, hoping to raise capital needed to expand production. But he slipped up along the way, losing control of his company to stock manipulator Alan Ryan, who reorganized the firm as the Stutz Motor Car Company of America. Harry Stutz continued as president, though Ryan was the real power in the company. By 1917, when the sleek and potent Model R was introduced, annual sales had topped the \$4 million mark, and plant expansion was needed. For the

1919 model year, more than 3,000 Stutz cars were sold.

But within three years of losing control of his firm, Harry Stutz left for other ventures. He set up a new HCS Motor Car Company, along with a business that produced Stutz fire trucks, but never enjoyed the success he'd had with Stutz cars. Harry Stutz died on June 26, 1930, age 53.

After Harry left, Ryan tried via complex manipulation to drive up the price of the company's stock. The scheme backfired and instead of making Ryan wealthier, the greedy manipulator ended up broke. By 1920, Charles Schwab, head of Bethlehem Steel, controlled Stutz.

Schwab knew nothing about the car business, but the brand remained popular and sales held up for a time despite the lack of experienced management. However, over time, customers began to notice a certain lack of élan in the company. Though styling continued to be a high point, without Harry Stutz's passion to drive continuous innovation and improvement, the cars began to fall behind in technical features. Naturally, sales began to falter. When the performance market shifted to eight-cylinder engines, a new chief engineer at Stutz countered with a new six-cylinder engine that was, unfortunately, less powerful than even Stutz's four-cylinder engine.

Schwab finally realized that Stutz was heading downward and, in 1925, brought in engineer Fred Moskovich to manage the company. The audacious Moskovich halted production, sold off all the existing cars and had an all-new Stutz model ready that autumn. Five gorgeous new models debuted for 1926: four- and five-passenger Speedsters, a four-passenger Victoria Coupe, five-passenger Brougham and a five-passenger sedan, all on a 131-inch wheelbase and each priced at \$2,995. Powered by a new 92hp overhead cam "Vertical Eight" engine, they were a radical styling departure for Stutz, reflecting Moskovich's belief that the performance market was moving away from rough, loud speedsters to sports cars that were more sophisticated. The new Stutz was more elegantly styled. Bodies were larger, wider, and looked more substantial; and there was no longer a stripped-for-racing Bearcat in the line. The transformation was a bit of a shock, but the cars looked aggressive and sporty, and with the new engine, they once again had the guts to outrun



The car that became an instant legend: the Stutz Bearcat, one of the greatest cars ever produced in America—or anywhere else. Essentially, two seats riding on a high-powered chassis, the Bearcat was a formidable competitor on the street or the race track. Shown is a 1913 model. Note the classic monoco windshield.



At a time when the sports car market was turning to eight-cylinder engines, Stutz introduced a new six-cylinder with less horsepower than its old four-cylinder. Styling was looking stale too, as seen in this rather dowdy 1924 six-cylinder Stutz sedan.



Not long after Fred Moskovich took over at Stutz, the company began to introduce all-new cars with several important safety features. These so-called "Safety Stutz" autos were larger, more luxurious, more powerful and much more exciting. By 1927, the line included this gorgeous Blackhawk Speedster with side-mounted spare tire and boattail rear.



Typical advertisement for the all-new Safety Stutz showed a rich-looking, yet sporty coupe in an elegant setting. This took Stutz in a new direction with more luxury and sophistication.



The 1929 Model M four-passenger speedster (aka dual-cowl phaeton) was a pretty car, powered by a 322-cu.in. single-overhead camshaft straight-eight with 115hp. This body was built by LeBaron.



Big and bold with a potent straight-eight engine, the 1929 sedan was a large, high-performance luxury car for discerning buyers.

challengers. The new Stutz featured a significantly lower chassis that made it look lower and sleeker while providing substantially improved handling. Sales more than tripled for the year.

A two-passenger coupe, seven-passenger sedan and seven-passenger Berline were added for 1927, along with the exciting new Blackhawk, a roadster in the Bearcat vein, but with full doors,

windshield, stylish boattail rear deck and lean, aggressive looks. The following model year saw a huge expansion of the line, with some 25 distinct models offered, from a two-passenger speedster up to a gorgeous Town Car, with wheelbases of 131 and 135 inches. Prices ranged from \$3,495 to \$6,895, and the horsepower rating increased to 113hp (some sources list 115hp).

Moskovics got Stutz back into racing, setting a two-way average of over 106 MPH at Daytona during 1927, making Stutz America's fastest stock car. Convinced Stutz was the greatest car in its field, Moskovics recklessly took on all comers, sometimes with unfortunate results. One race car going for a world speed record crashed at Daytona, killing the driver, while another car suffered engine problems causing it to lose a very important, high-profile match race against a Hispano-Suiza. These failures tarnished the Stutz aura, and by January 1929, Moskovics was shown the door at Stutz.

The firm lost a reported \$2.5 million



With 161hp under the hood, the DV-32 models introduced in 1931 were the most powerful Stutz cars ever built and could be purchased in a range of standard and custom body styles, including this sharp four-door phaeton. Boasting dual-overhead cams and four valves per cylinder, the DV-32 was one of the most sophisticated engines on the market.

in 1929 and had 800 of its lovely cars left unsold, clogging storage lots. Despite the brilliance of Stutz cars, the company itself was sinking. Colonel Edgar Gorrell became the new president of Stutz, charged with righting the company. But despite incredibly beautiful automobiles with bodies by Weymann, Brunn, Derham, Rollston and others, sales stalled, and only 800 new Stutz cars were registered in 1930, about the number of leftovers from the year before. This was, after all, the first year of the Great Depression.

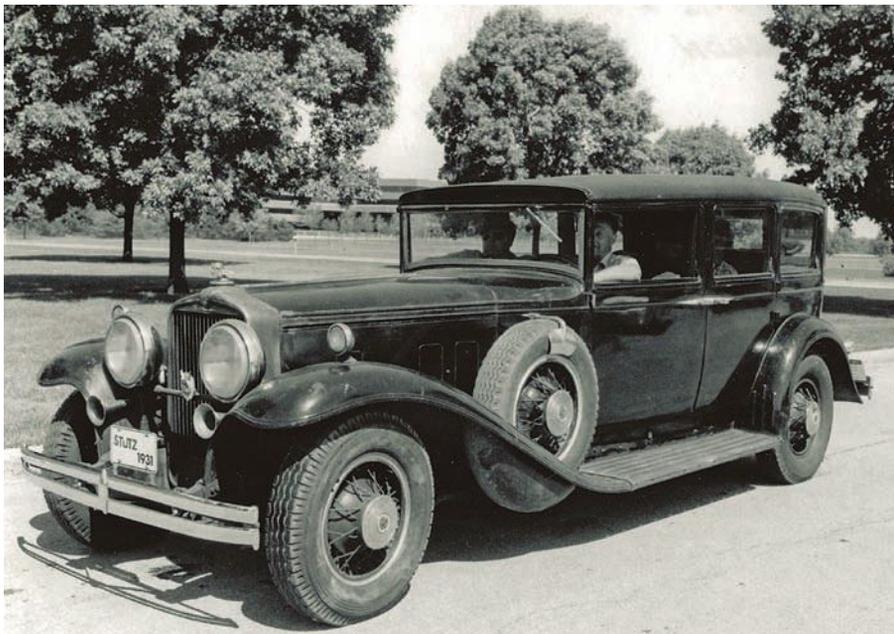
The company's response for 1931 was to focus on improving performance, with a new high-output version of the Vertical Eight. Called the DV-32 (for "dual valve"; i.e., dual exhaust and intake valves, or four valves per cylinder), it featured dual-overhead camshafts and produced an impressive 161 horsepower. The carryover eight-cylinder was renamed the SV-16, rated at 113hp. Stutz was once again a force to be reckoned with at the track and on the street.

The two engines were offered in a vast range of models; reportedly there were at least 32 SV-16s, 34 DV-32s and 4 LAAs, these latter a line of low-priced 85hp six-cylinder models. Best news of all was the return of the Bearcat, in two DV-32 models—a roadster on a 134-inch wheelbase and the mighty Super Bearcat on a short 116-inch wheelbase.

But with the Depression growing worse, sales continued to fall. In 1933, a new Monte Carlo sport sedan debuted, boasting an aluminum body of surpassing loveliness. But by this point, Stutz's competitors were offering 12-cylinder engines—Cadillac and Marmon even had V-16s—and Stutz had no money left to develop either. The company was forced to soldier on with its SV-16 and DV-32 models. From then on, only a tiny number of Stutz cars were produced—reportedly about 80 units in 1933 and perhaps six in 1934. With no hopes left, the company faded away.

Stutz management tried to develop a commercial business with a light van called the Pak-Age-Car, but the venture failed to save the company. Pak-Age-Car tooling was later sold to Auburn.

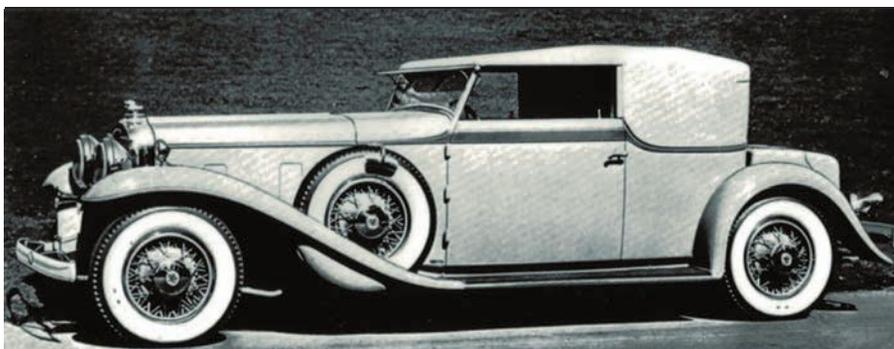
And that was that. Although Stutz officially held on until 1938, it was done building cars by the end of 1934, and its remaining days were spent trying to stave off the inevitable. That's sad, because Stutz was a great car and a great company. We miss it still. 🐾



Riding a stately wheelbase that spanned 145 inches, the 1931 Stutz model MB limousine featured a body by coachbuilder LeBaron. Even this graceful machine offered road performance that was a step above the ordinary, courtesy of its DV-32 engine.



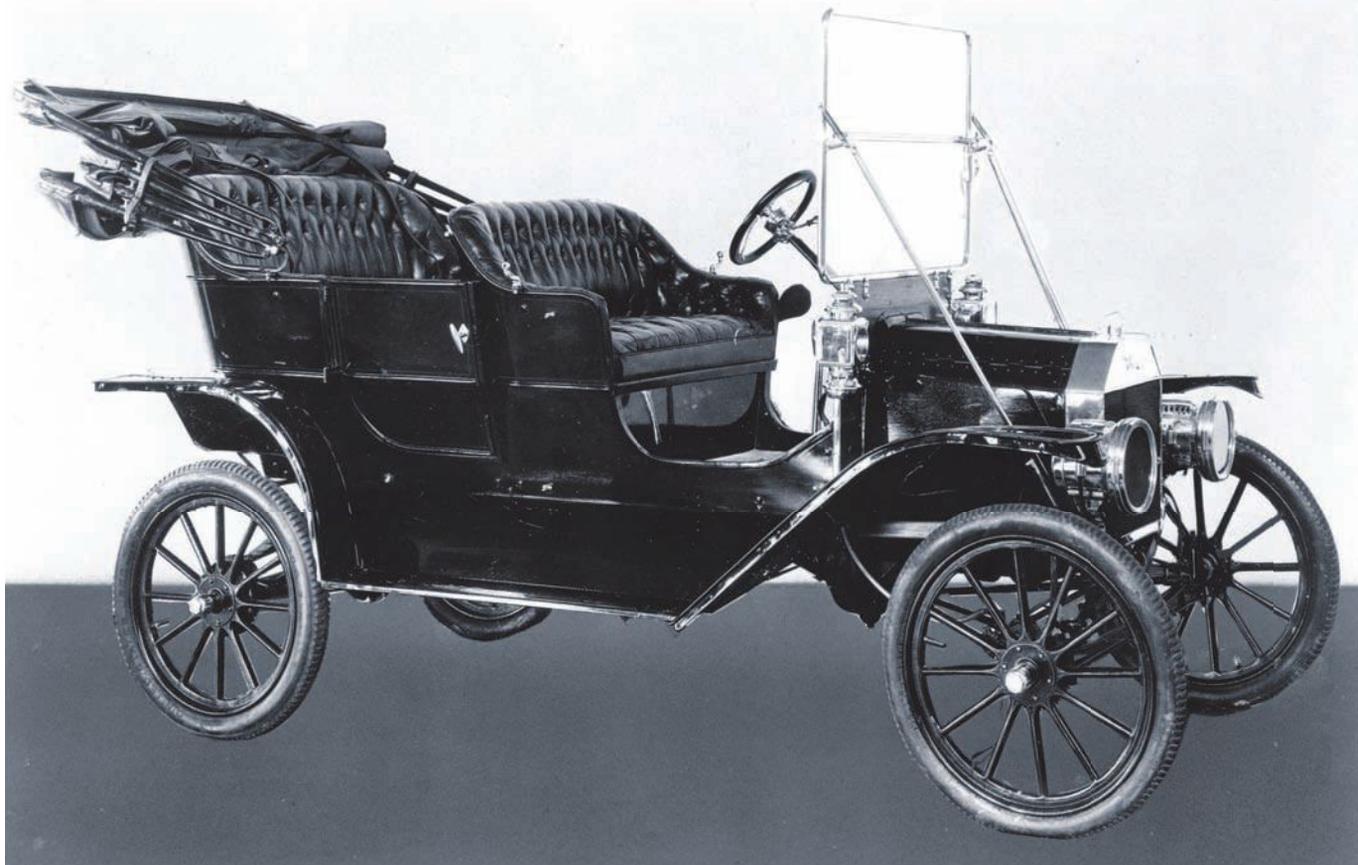
One of the last truly great automobiles from the dying Stutz Motor Car Company was the sensational and limited-production Super Bearcat roadster, which was built on a short 116-inch wheelbase that provided superior handling and cornering power, plus the DV-32 engine.



One of the loveliest body styles offered by Stutz for the 1932 model year was this Victoria convertible coupe, with a body crafted by Rollston mounted on a DV-32 chassis.

Henry Ford

The man who transformed America forever



BY JIM DONNELLY • IMAGES FROM THE ARCHIVES OF THE HENRY FORD

When you try to explain the lifetime and accomplishments of Henry Ford, there's really only one comparison that enters the mind. It's the career of Steve Jobs, the cofounder of Apple. Go ahead, try and name another consumer product that changed the social landscape as thoroughly as Apple's computers, iPhones and everything else associated with them. That's the sort of perspective you need to have before you can appreciate what Henry Ford did. Jobs, a guy who liked to quote Bob Dylan and the Beatles, is of a different world than Ford the First—understandably so, since we passed the 150th anniversary of Henry's birth during the Civil War a few years back. In his heyday, when he was the greatest industrial titan on the planet, Ford would have none of such frippery. Ford was a Michigan

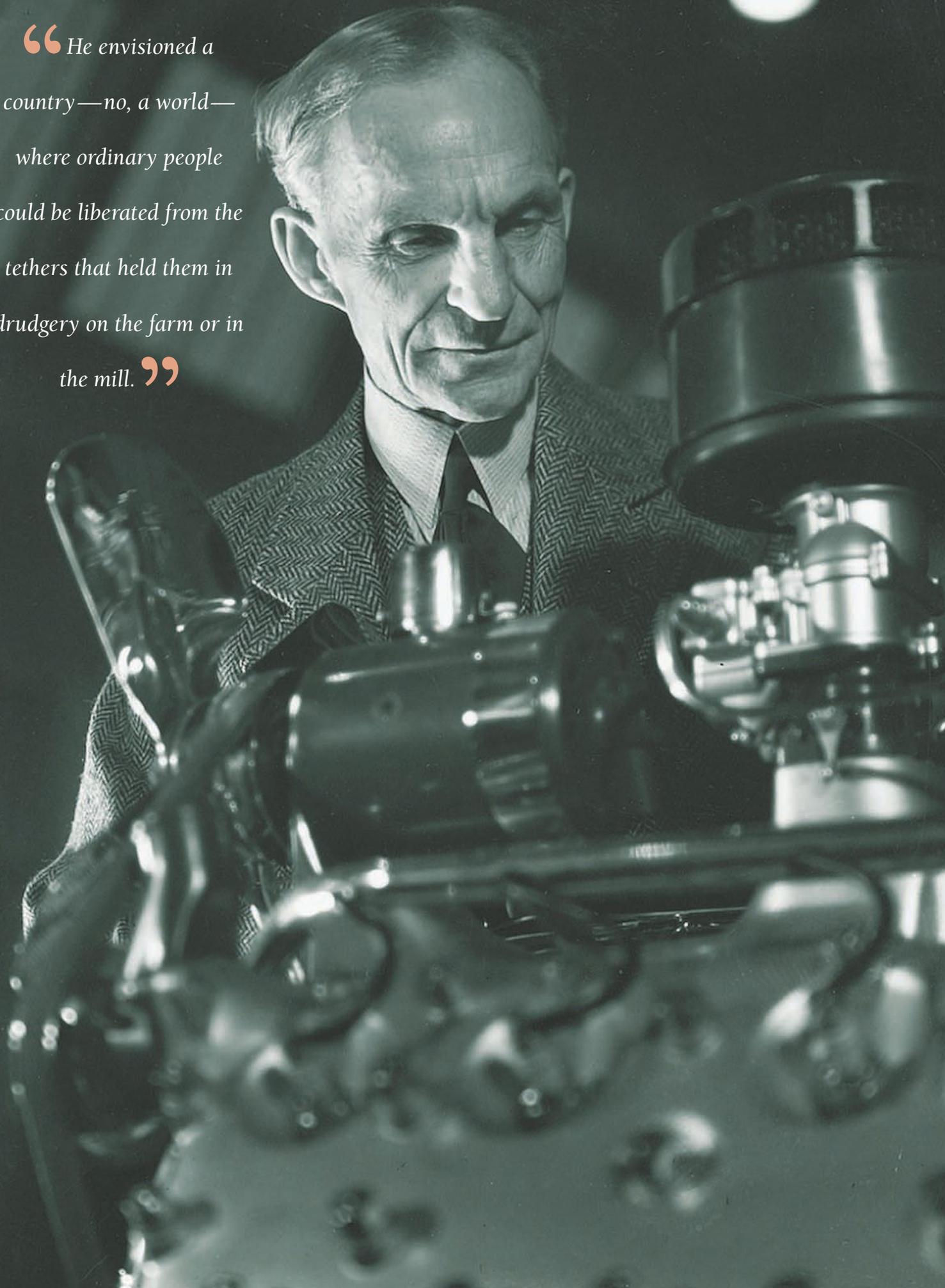
farm kid through and through, and his worldview reflected that fact. But underneath his curmudgeonly exterior, Ford was every inch the genius, the freethinker, the visionary that Jobs was.

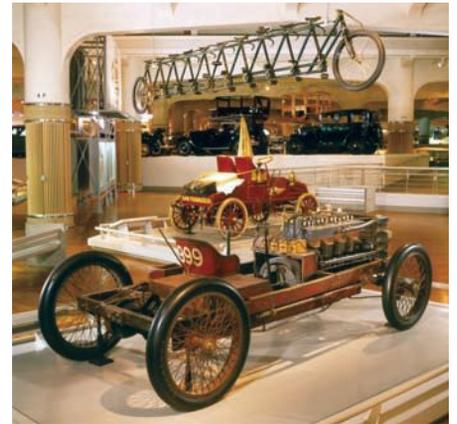
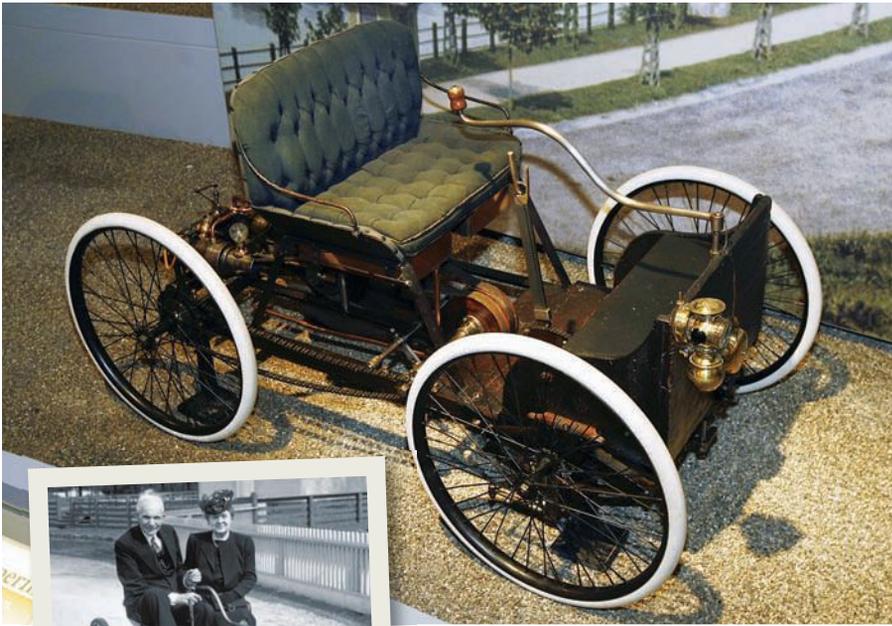
That's saying a lot, given that Ford started out as an inventor much later in life than Jobs did. His family's farm was located in what today is part of Dearborn, a place forever linked with Ford and his legacy. As a young kid, he tinkered with basic machines such as water wheels and urged his pals to do the same. Growing up, he moved into Detroit, where he labored at sundry enterprises such as the local dry docks and a foundry that produced railroad cars. Yet he remained a virtual unknown until almost his 40th birthday. He was already in the car business—sort of. Ford was one of dozens of backyard mechanics trying to build and

sell a viable automobile at the end of the 19th century; it was around this time that he chopped away a shed door so he could get his 1896 Quadricycle out into the street. But he lacked any sort of business training, and truthfully, didn't have the necessary acumen to survive in the auto industry's earliest wild days. It wasn't until Ford became a professional race driver in his car numbered 999, beating Alexander Winton and setting the world land speed record, that he inched his way onto the global map. This time, the investors stuck around as the Ford Motor Company was born in 1903.

There's a hazard that any biography of Ford will devolve into a repetition of facts and dates that most of us have heard plenty of times previously. It's better, we figure, to focus on the impact that some of his decisions and initiative had. First

“He envisioned a country—no, a world—where ordinary people could be liberated from the tethers that held them in drudgery on the farm or in the mill.”





Nobody knew who Henry Ford was in the early 1900s, even though he'd tried to start two car companies after introducing his 1896 Quadricycle. Ford earned his chops as a race driver, most famously piloting his self-built 999 to a win over Alexander Winton during a match race.

off, consider the fact that Ford was already successful well before the Model T arrived in 1908. Its immediate predecessor, the Model N, was America's biggest-selling car, albeit somewhat pricey at \$700. That wouldn't do for Ford. Somewhere in the recesses of his mind, he envisioned a country—no, a world—where ordinary people could be liberated from the tethers that held them in drudgery on the farm or in the mill, even if only for a Sunday drive. He innately knew that to really make it as a manufacturer, he had to develop a simple car and it had to be more affordable than the Model N. When you go to a car show and encounter a Model T today, you're doubtless taken by the sheer simplicity of the thing, which is a good bit more so than most garden tractors nowadays. That was an integral part of Ford's plan: make it reliable, cheap and easy enough for the typical male to fix if something did go wrong. But first, he had to sell the car.

And in the early days, that involved a formidable obstacle. It came in the form of George Selden, an upstate New York attorney who engineered a scheme to sell patents to anyone who wanted to build automobiles in the United States. Some manufacturers capitulated to Selden, forming the Association of Licensed Automobile Manufacturers, or ALAM. Shortly after the company was organized, Ford dutifully applied for a Selden patent and was rebuffed. By some accounts, Ford

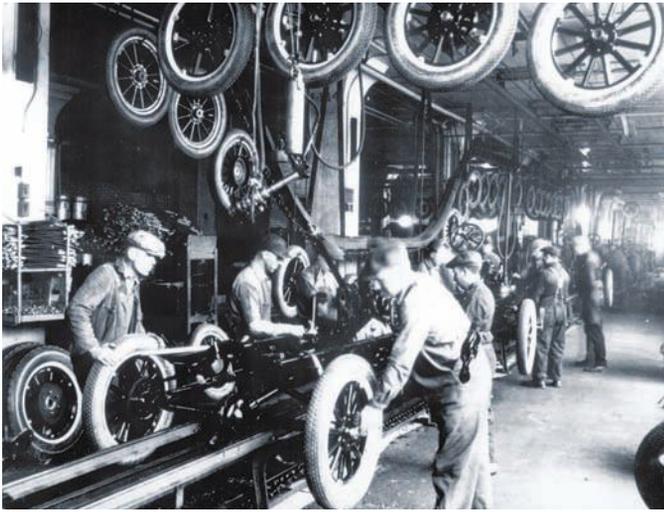
became livid and told the organization to go to hell. The litigation that followed saw ALAM brand Ford as a renegade manufacturer in a variety of PR broadsides, but the courts that decided the case vindicated Ford and struck down the Selden patent completely. The market for entrepreneurs who wanted to build cars of all prices was thus made fertile. How long would it have taken the industry to evolve if Ford had never met Selden in court?

We'll repeat here that Ford did not invent the automotive assembly line; for

that distinction, the nod goes to Ransom Eli Olds, who was the first to abandon the craft method of construction. Ford, however, took the concepts of parts interchangeability and reduction in assembly time to a whole new plane, beginning at his Highland Park assembly plant in Detroit, which was soon supplanted by the River Rouge colossus in Dearborn. The numbers here are staggering to contemplate. The first Model T retailed for \$825 in 1908. Ford's cost slashing not only caused that price to plunge,



These were two symbols of American exceptionalism during the World War I era. Ford was daring enough to envision a nation that could afford to buy his fabled Model T in huge numbers.



While he didn't invent the automotive assembly line, Ford unquestionably knew how to maximize its potential for cost cutting and efficiency. As its price plunged, sales of the Model T roared forward to an astonishing 15 million units, making it the original people's car.

but also resulted in numerous consecutive years when total sales climbed by 100 percent or more each year. When Ford began transitioning to the Model A in 1927, more than 15 million Model Ts had been built, a record for a single model that stood for more than 40 years until another innovative cheap car, the Volkswagen Beetle, surpassed it.

All those cars needed someplace to be driven. The great boom in highway construction that began in the 1920s was prompted, in a very real sense, by Ford's foresight of what driving in America would become. He wasn't a road builder in the Henry J. Kaiser sense of that term, but Ford fully understood that his business model could transform American transportation. For a guy who's now often characterized as rigid or enigmatic, Ford also knew that people had to afford his cars in order to buy them. To that end, his massive dealer network could offer installment financing, and he pioneered the \$5 a day wage for assembly line workers in 1914, to make them customers in addition to employees. In doing so, Ford became one of the first major firms to institute employee evaluations, both to eliminate runaway turnover and to ensure that efficient, skilled workers would be recognized and rewarded properly.

Henry Ford turned over the presidency of his namesake company to his son, Edsel, in 1918. He nonetheless retained veto power over Edsel's decisions, an authority he exercised frequently, often to Edsel's consternation. Ford was beginning to branch out into other causes, many of them noble, some less so. Ford was an ardent pacifist and supporter of the League of Nations, forerunner to today's United Nations. After the liner *Lusitania* was torpedoed

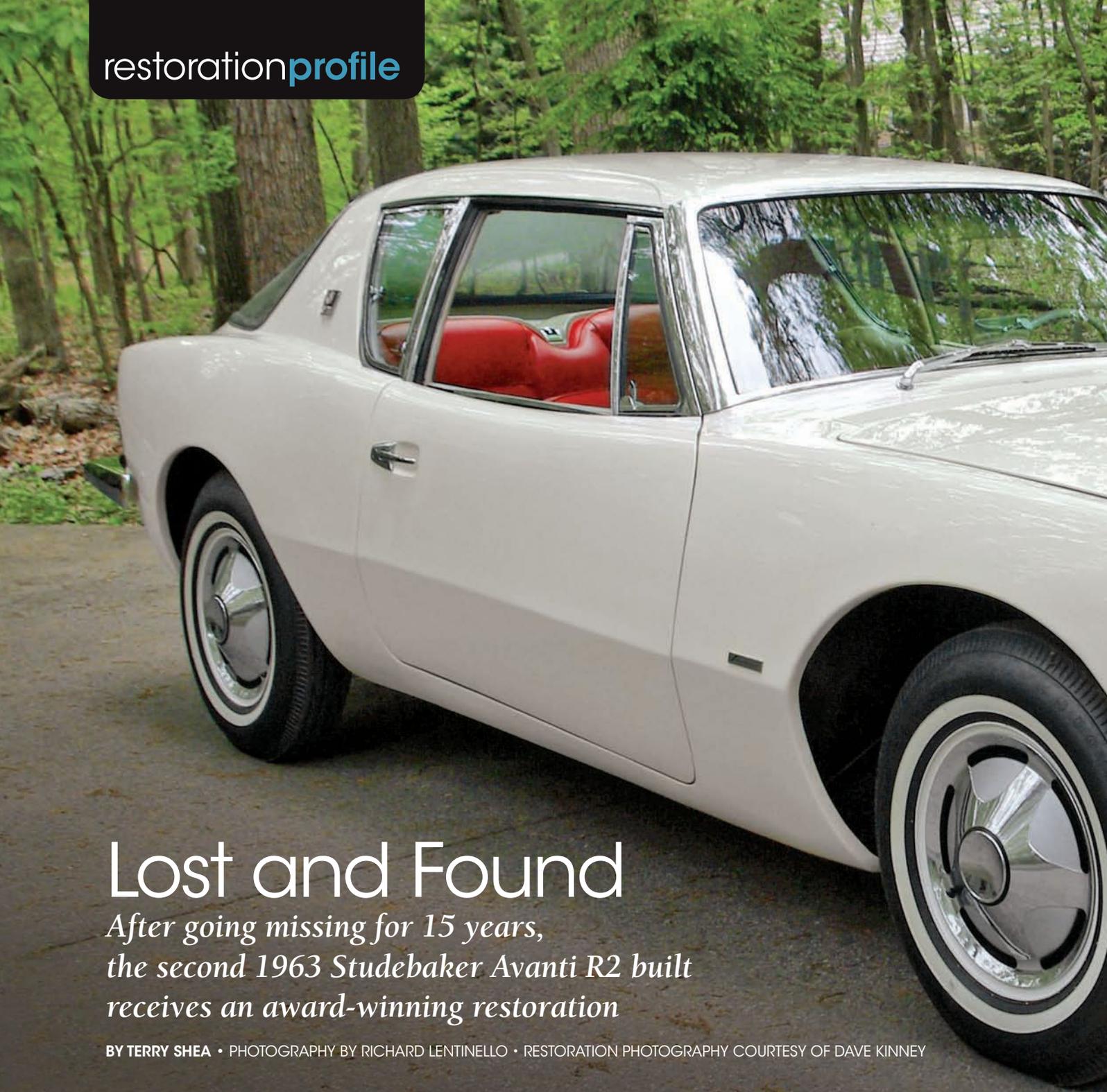
in 1915, Ford embarked on an ambitious program to spread a message of peace to warring Europe. When the "Peace Ship" set sail that year for Oslo, Norway, most of Ford's supposed anti-war allies found excuses not to go along. A group of newsmen aboard the ship relentlessly ridiculed the mission in their dispatches. The Peace Ship, as it came to be known, was a flop. Ford was enraged by his media treatment but clearly touched a nerve with the public: In 1918, he ran for the U.S. Senate from Michigan and only very narrowly lost. Soon, local efforts sprung up to persuade Ford to run for the White House. That never happened, but despite his outspoken opposition to foreign entanglements, Ford was persuaded, if you will, to join the cause. His lasting legacy to the Greatest Generation was building nearly 278,000 copies of the original Jeep under license from Willys, and construction of the sprawling plant in Willow Run, Michigan, which built B-24 Liberator bombers on an assembly line, a triumph of production that had until then been thought impossible. When World War II broke out, Ford held close to a billion 1941 dollars in defense contracts.

In 1930, Ford was nearing age 70 and was still reluctant to surrender his absolute control of the company. In hindsight, he waited too long to bring the Model A on line, and in doing so, allowed more modern and better-equipped cars, led by Chevrolet, to bite great chunks out of the Model T's once-unassailable sales dominance. Determined not to let that happen again, he approved a new mass-market V-8, the beloved flathead, and debuted it in 1932, still one of the most memorable years for Ford styling. It would anchor Ford's powertrain lineup through 1953. But a series of strokes,

likely brought on by his well-known wars with labor unions, leveled him and clearly led to a diminution of his cognitive abilities. Yet even a badly weakened Ford still existed as an enigma: Despite ugly labor violence, Ford willingly came to the negotiating table and hammered out a contract whose terms were far more generous than the fledgling United Auto Workers union ever expected to win.

Late in his life, Ford exhibited puzzling contradictions and in a few cases, flashes of brilliance. He considered other inventors like Thomas Edison to be his peerage, and embarked on a far-advanced program to make auto bodies out of deformable synthetic material, a practice that General Motors would pick up, much later, with the Saturn line. He was among the first Detroit producers to hire African Americans in great numbers, yet his isolationism led him to produce screeds against Jews. His abrupt about-face on organized labor is likewise hard to explain. By every indication, Ford was skeptical, at best, about advanced education and haute culture, yet he dedicated his last years to the greatly endowed Ford Foundation and to preserving American history by building the Greenfield Village complex in Dearborn (now known as The Henry Ford) and to promoting education among the young. When he died in 1947, Henry Ford was borne to a simple family plot aboard a Packard-chassis hearse. The humorist Will Rogers, who'd jokingly organized a draft-Ford-for-president campaign during the 1920s, summed his lifetime up brilliantly: "It will take a hundred years to tell whether he helped us or hurt us, but he certainly didn't leave us where he found us."

Steve Jobs would have understood perfectly. 🐣



Lost and Found

After going missing for 15 years, the second 1963 Studebaker Avanti R2 built receives an award-winning restoration

BY TERRY SHEA • PHOTOGRAPHY BY RICHARD LENTINELLO • RESTORATION PHOTOGRAPHY COURTESY OF DAVE KINNEY

Still fretting about that time that you lost your keys? Or perhaps it was that owner's manual? Maybe you misplaced a carburetor? Dave Kinney's probably got you beat. He lost an entire car. And not just any car, but the second Studebaker Avanti off the line, serial number 1002.

No stranger to collector cars as the publisher of the *Hagerty Price Guide*, Dave estimates he has owned at least 100 Avantis in his lifetime, but the story of the one he lost tells as much about Dave as it does

about restoring an Avanti. Dave's fascination with Studebaker's last halo car started when he was just 11 years old and building a model. "It was really like nothing I had ever seen before," Dave recalls. "It didn't have a grille sitting up front. It looked more like a spaceship than a car to me.

"I just really liked the design and the way it looked. I made it a goal of mine to get to the point where I could afford one, and I bought my first Avanti in high school. I just never stopped buying." Still, when Gary Anderson of Avanti Northwest of Taco-

ma, Washington, sold Dave serial number 1002 in 1984, he had his work cut out for him. The originally white Avanti had been treated to a sloppy metal-flake orange finish, but that was the least of the car's problems. A hard accident had significantly damaged the fiberglass body and broken the rear window. Were it not for the car's significantly low serial number, the car might have been parted out.

Knowing that the restoration would have to wait, Dave had Gary store the car, but in 1995, Gary moved to a new shop



with no extra space. With Gary's help, Dave, living on the East Coast, found storage with another Tacoma local, a tow truck operator. After three years, when a check for the storage came back as undeliverable, Dave got worried. When word came back that the guy had left for Alaska to get off the grid, Dave discovered that the Avanti was off the grid, too, and nowhere to be found.

Dave hired a private investigator, consulted lawyers and even offered a reward, being very sure to keep a proper paper trail. Despite losing the car, he never lost



After a few years apart, Studebaker and industrial designer Raymond Loewy reconnected to create the Avanti's iconic shape in a very short time. The offset hood bulge became one of many signature features of the Avanti.



The former auto show car—and second car off the line—once white, had been treated to an orange metal-flake paint finish before the car was involved in a rollover accident, stored for 10 years and lost for another 15 before the restoration could begin.



With the goal of the project to return the car to its factory-original condition, the restorer had the body removed from the chassis as part of the process of tearing the car down to its elemental components and almost starting from scratch.



Though the chassis exhibited some surface corrosion beneath the fiberglass body, it was largely solid and intact. With its extra-strength center X-brace, the Studebaker Lark convertible chassis proved to be an ideal platform for the Avanti.



When it came to doing a “nuts and bolts” restoration, the restorers meant that literally, removing, cleaning and refinishing, or replacing when necessary, any and all fasteners, brackets and related hardware—and then carefully organizing it all.



In order to return the Avanti to factory-original condition, part of the process of repairing and restoring the fiberglass body included a thorough steam cleaning, even of surfaces that might never generally see the light of day again.



Bringing number two back to original meant a return to the factory Avanti White exterior, a process that included five coats of primer, five coats of white base color and finally four more of clear, with plenty of progressively finer hand sanding at every stage.



Despite the rough-looking condition of the engine, the powerplant was complete and salvageable. After minimal machining, the robust, supercharged Studebaker 289 cubic-inch V-8 was fitted with new pistons, valves, plugs, seals and bearings during the rebuild process.



After the rebuild, the engine was almost unrecognizable as compared to when it first came into the shop. From the factory, Avanti engines had chrome-plated rocker covers, lifter cover, oil filler cap, air cleaner and voltage regulator.



Ready to reunite the body with the frame, the crew at Avanti Northwest rolled the finished chassis, complete with engine and transmission, across the yard. Along with the powder coating, all wear items were replaced on the suspension.



Mating the rolling chassis to the body required very careful placement and alignment underneath the completed body on the lift. Note the absolutely as-new condition of the freshly powder-coated frame, suspension and driveline components.



Slow and careful is the only right way to get an Avanti body back on its frame. Rubber grommets must be properly fitted between the chassis and the fiberglass body before bolting it all together, and the appropriate shims must be used for fine-tuning the fitment.



From a healthy supply of NOS parts collected over the years, the restorers were able to craft a near-perfect, factory-correct Avanti. Included in that stash were the new-old-stock ashtray and a roll of the correct orange Naugahyde for the console.



Studebaker described the Avanti's purposeful, driver-focused interior as a "command performance," and highlighted the "functional instrumentation, accessible controls and exceptional visibility" required for the Avanti's high-performance operation.

faith. After all, with so few Avantis made, even fewer left and Dave practically hard-wired into the Avanti community, the car was bound to turn up at some point. With that faith in mind, Dave also continued to acquire and stockpile as many Avanti parts as possible, including lots of NOS materials.

Not coincidentally, the car did turn up some 15 years later when one of Gary's customers mentioned an orange metallic parts car with a busted fender in a barn nearby. With a flurry of cross-continental paperwork getting the ball rolling, Dave soon had his car recovered after a decade-and-a-half in the veritable gulag of old cars. Closing in on 30 years of ownership and armed with a stash of parts, Dave was ready to get the ball rolling on the restoration, with Gary running the project.

The first order of business was to get a handle on exactly what they had to work with, essentially "disassemble, clean and assess," according to Dave. With the goal of keeping the Avanti as original as possible and not over-restoring it, Dave's parts stash would become critical. "We had quite an inventory," Dave explains, "a lot of it back in Virginia, so we didn't know exactly what it was going to need. We wanted to see what parts could be saved and what parts we could try and refurbish."

The Avanti proved remarkably complete, if in rough shape, with one fender needing replacement and the rest of the fiberglass body needing lots of work. The disassembly process included removing the body from the steel chassis. Despite #1002 having spent some years in the Northeast,

its Lark convertible-based frame remained solid save for some surface rust. It, too, was stripped down and then powder coated to look like new and all worn-out suspension components were replaced.

The Avanti's fiberglass car body was not simply molded into a single piece, with the trunk, doors and hood later bolted on; it was assembled from many individual pieces. The body included 100 molded pieces and some 36 additional punched and cut components. "Avantis were originally laid up from more than 125 pieces of fiberglass," Dave points out, "so you can't recreate them quite that way. You have to saw off the piece that is bad and fit a new piece to it most of the time. That's what we did wherever possible." Several types of body filler were used to smooth out the



HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES



600+ Stores
Nationwide

WOW SUPER COUPON

PITTSBURGH RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

Weights 73 lbs.

LOT 68049/62326
62670/61253/61282 shown

~~\$84.33~~

SAVE \$85

~~\$169.99~~ comp at \$84.33

16822166

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Silk-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 7/4/16.

16787181

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple!

Come visit one of our 600+ Stores Nationwide.

WOW SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH 6 PIECE SCREWDRIVER SET

LOT 61313/62728/62583
47770/62570 shown

\$7.98 VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one FREE GIFT coupon per customer per day.

16796470

WOW SUPER COUPON

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

LOT 61637 shown
5889/62281

SAVE 75%

~~\$59.97~~ comp at \$14.99

16797501

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

PREDATOR GENERATORS

6500 PEAK/ 5500 RUNNING WATTS 13 HP (420 CC) GAS GENERATORS

Customer Rating ★★★★★

LOT 68529/63084
63083/69672 shown

LOT 68526/69674
63082/63081 CALIFORNIA ONLY

74 dB Noise Level

SAVE \$239

~~\$449.99~~ ~~\$489.99~~ comp at \$689

16756715

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

"Impressive Accuracy, Amazing Value" - Car Craft Magazine

TORQUE WRENCHES

PITTSBURGH PRO Customer Rating ★★★★★

YOUR CHOICE \$11.99 comp at \$29.99

• Accuracy within ±4%

DRIVE	LOT
1/4"	2696/61277
3/8"	807/61276
1/2"	62431/239

Item 239 shown

16759260

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

BADLAND 2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

Customer Rating ★★★★★

SAVE \$100

~~\$599.99~~ ~~\$899.99~~ comp at \$159.99

LOT 61258 shown
61840/61297/68146

16803643

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1.5 HP, 6 GALLON, 150 PSI PROFESSIONAL OILLESS AIR COMPRESSOR

LOT 62511/68149
62894/62380/67696 shown

SAVE \$49

~~\$99.99~~ comp at \$149

16852283

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP

LOT 69115/69137/69249
69129/69121/877 shown

SAVE 57%

~~\$9.38~~ **\$3.99** comp at \$9.38

16824026

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

ADJUSTABLE STEEL WELDING TABLE

LOT 63069
61369 shown

SAVE \$90

~~\$149.99~~ **\$59.99** comp at \$149.99

16760099

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES PREDATOR ENGINES

LOT 60363/69730
LOT 68121/69727 shown CALIFORNIA ONLY

SAVE \$228

~~\$328~~ **\$99.99** comp at \$328

16837611

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

5 mil thickness

HARDY

SIZE	LOT
MED	68496/61363
LG	68497/61360
X-LG	68498/61359

Item 68498 shown

SAVE 59%

YOUR CHOICE \$5.99 comp at \$14.97

16829539

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

VEHICLE POSITIONING WHEEL DOLLY

PITTSBURGH RAPID PUMP

1250 lb. capacity

LOT 62234
61917 shown

SAVE \$200

~~\$269.99~~ **\$69.99** comp at \$269.99

16817936

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

CENTRAL PNEUMATIC 20 OZ. GRAVITY FEED SPRAY GUN

LOT 47016 shown
67181/62300

SAVE 80%

~~\$9.99~~ **\$1.99** comp at \$9.98

16791804

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 4 DRAWER TOOL CART

Customer Rating ★★★★★

US-GENERAL

LOT 95659 shown
61634/61952

580 lb. capacity

SAVE \$250

~~\$349.99~~ **\$99.99** comp at \$349.99

16859249

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

WOW SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY

LOT 69034 shown
62857/62858
60728/63054

SAVE \$79

~~\$119.99~~ **\$39.99** comp at \$119.99

16757838

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 7/4/16. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed • No Hassle Return Policy • HarborFreight.com

• Over 30 Million Satisfied Customers • Lifetime Warranty On All Hand Tools • 800-423-2567



Avanti number two's striking orange interior provides an excellent—and inviting—contrast to the body's equally striking white exterior; the factory produced this car with this color combo.

owner's view



There's not a lot of room in the driver's seat. Other than the fact that it's been eclipsed by time and 50 years later it's not as practical for driving on an everyday basis, I like the cars. I like the way they handle, the way they brake and the way they accelerate. I am pretty happy with them all the way through.

Amelia Island lets you put a car on the field the evening before. I wasn't there, but I got a phone call from a friend and he said, 'Your car is in place.' I walked down there, and I broke down in tears. It was very, very emotional, the ride that this car had given me or that I had given it. I feel strongly attached to this Avanti, and I always have. So much soul went into this car.

surface, but the heavily damaged right-front fender was replaced with a fender that Dave had in his cache of parts.

Once the body structure was completed, Gary and his crew tackled the exterior finish. Returning the car from that rough metal-flake orange to the original Avanti White took plenty of paint stripper and then five coats of PPG primer, followed by additional sanding, then five coats of PPG

base coat and finally four coats of clear. The final sanding featured very fine 1200 to 1600 grade paper. New-old-stock trim pieces completed the exterior.

Mechanically, the Avanti was complete, but the engine was all but seized. Fortunately, only minimal machining was required, though the rebuild included all new bearings, plugs, seals, pistons and valves. Following on Dave's wishes to get

the car as close to production spec as possible, the R2 supercharged V-8 was rebuilt with no modifications. The four-speed Borg Warner transmission, too, required a rebuild, but the Dana 44 differential with 3.73 gears needed just a good cleaning and new seals.

Like the chassis, body and driveline, the interior, too, benefited from a full restoration. The striking orange Naugahyde interior included a completely redone console, thanks to Dave's finding and saving of a roll of original vinyl material.

Completed in time for the 2014 Amelia Island Concours, the superbly restored Avanti #1002 earned Dave a best in class trophy. Studebaker's bosses had planned for the Avanti to be the car that saved the company; it didn't. But the Avanti lives on with enthusiasts like Dave, who keep the flame alive. As for this Avanti, "There were many times I thought I'd never see the car again, but I never really gave up all of the hope that I had to get the car back." 🐾



Studebaker's 280-horsepower supercharged "Jet Thrust" 289-cu.in. V-8 provided plenty of oomph for Studebaker's flagship, four-passenger GT car.



The serial number says it all: This is the second production Avanti off the line.

Hemmings Motor News Motor Oil

**FOR CLASSIC CARS,
MUSCLE CARS,
AND EVERYTHING IN BETWEEN**

**Contains high levels
of zinc and
phosphorus,
giving exceptional
protection for
flat tappet cams,
lifters and
rockers.**

3 SAE CHOICES:

SAE 10W30 Synthetic Blend
SAE 20W50 Synthetic Blend
SAE 15W50 Full Synthetic

Hemmings SAE 10W30 Synthetic Blend Motor Oil, SAE 20W50 Synthetic Blend Motor Oil, and SAE 15W50 Full Synthetic Motor Oil, are purpose built for the lubrication of high performance street vehicles by Champion Brands, LLC. Recommended for use in vintage, classic, street rods and muscle cars with injected or normally aspirated engines using leaded, unleaded, or high octane gasoline. Contains high levels of premium zinc and phosphorus (ZDDP), providing exceptional protection for flat tappet cams, lifters and rockers. Dispersants, corrosion inhibitors, and Champion's TVS® (Thermal Viscosity Stabilizer), technology extend oil film capacity for better protection at high temperatures.

To order (by the 6-pack only), visit
www.hemmings.com/classicoil
or call us at: 800-227-4373, Ext. 79550



FEATURES AND BENEFITS:

- Increase high-temp film strength, oil pressure & compression
- Reduce friction for proven horsepower increase
- Provide high-temp viscosity and anti-wear control
- Protect bearings at higher speed and temperature
- Deliver upper cylinder anti-wear protection
- Contains enhanced anti-foam system
- Contains rust & corrosion inhibitors for engine storage
- Compatible with petroleum / synthetic oils



- Item # SAE 10W30 Six Pack:
Synthetic Blend
\$53.95*



- Item # SAE 20W50 Six Pack:
Synthetic Blend
\$53.95*



- Item # SAE 15W50 Six Pack:
Full Synthetic
\$69.95*

* Shipping included within Continental U.S.
Alaska and Hawaii call for rates.

1978 Chevrolet Monza Spyder



Does almost everything but crawl.

New Chevy Monza Spyder.

Not everybody likes Spyderys. Your Aunt Martha, your mother-in-law—they might shy away. But that's okay. We build Spyderys for you, not them.

The maximum Monza.
To build a Spyder we start with a Monza 2+2 Sport Hatchback then add what we call the Z01 and/or Z02 equipment packages. Z01 gives you steel-belted

ENGINE LINEUP	
151 Cu. In. I4	4
3.2 LITRE (196 Cu. In.) V6	6
231 Cu. In. V6*	6
305 Cu. In. V8	8

*CALIFORNIA AND HIGH ALTITUDE AREAS ONLY

radials, Sport suspension, center console, sport steering

wheel, day/night rearview mirror, Spyder identification. Z02 includes black body highlights, rear color accents, front air dam, rear spoiler, Spyder emblems, Rally II wheels, sport mirrors, Spyder stripes, and the Spyder hood decal.

Pick your power.
The base power train is a 151 Cu. In. cast-iron "Four" with

4-speed stick. Power train not available in California. This year there's a new 3.2 litre (196 Cu. In.) V6 available. In California the available V6 is 231 Cu. In. Finally, there's the mightiest engine available on Monza: the 305 Cu. In. V8. (The Monza is equipped with GM-built engines produced by various divisions. See your dealer for details.)

Enjoy yourself.
Spyder isn't the sportiest car Chevy makes, but that's only because Chevy makes Corvettes and Z28s. And, like those legends, Spyder is a distinct pleasure to drive. You'll love the feel, the look and the sound of it. Spyder, the toughest Chevy Monza of them all. Take one for a spin real soon.

*33 MPG hwy/19 MPG city. EPA estimates with available 3.2 litre (196 Cu. In.) V6 engine and 4-spd. trans. Power train not available in California. Your mileage depends on how you drive, your car's condition, where you drive, and your car's available equipment.



SEE WHAT'S NEW TODAY IN A CHEVROLET.

Not everybody likes Spyderys. Your Aunt Martha, your mother-in-law—they might shy away. But that's okay. We build Spyderys for you, not them.

The Maximum Monza.

To build a Spyder we start with a Monza 2+2 Sport Hatchback then add what we call the Z01 and/or Z02 equipment packages.

Z01 gives you steel-belted radials, Sport Suspension, center console, sport steering wheel, day/night rearview mirror, Spyder identification.

Z02 includes black body highlights, rear color accents, front air dam, rear spoiler, Spyder emblems, Rally II wheels, sport mirrors, Spyder stripes, and the Spyder hood decal.

Pick your power.

The base power train is a 151 Cu. In. cast-iron "Four" with 4-speed stick. Powertrain not available in California.

This year there's a new 3.2 litre (196 Cu. In.) V6 available. In California the available V6 is 231 Cu. In.

Finally, there's the mightiest engine available on Monza: the 305 Cu. In. V8. (The Monza is equipped with GM-built engines produced by various divisions. See your dealer for details.)

Enjoy yourself.

Spyder isn't the sportiest car Chevy makes, but that's only because Chevy makes Corvettes and Z28s. And, like those legends, Spyder is a distinct pleasure to drive.

You'll love the feel, the look and the sound of it.

Spyder, the toughest Chevy Monza of them all. Take one for a spin real soon.

J.C. TAYLOR INSURANCE



1-888-ANTIQUE

JCTAYLOR.COM



Celebrating THE WORLD'S LARGEST MANUFACTURER OF 1955-56-57 CHEVROLET RESTORATION PARTS
40 Years of Made in the USA!

PROUDLY MAKING THE WORLD'S BEST TRI-FIVE CHEVY PARTS FOR 40 YEARS IN THE USA

40TH ANNIVERSARY - 1976-2006



HOOD BIRDS



HOOD ASSEMBLIES



TAILLIGHT HOUSING ASSEMBLIES



STEEL FAN SHROUDS



EMBLEMS AND BEZELS



CREST EMBLEMS



SCRIPTS

SIDE STAINLESS

(800)253-3417
DANCHUK.COM

MAKE DANCHUK YOUR GO TO FOR ALL TRI-FIVE SIDE STAINLESS MOULDINGS - 1955, 1956, 1957 DOOR, FENDER, QUARTER, FIN, ROCKER PANEL - MANUFACTURING ALL SIDE STAINLESS IN THE USA!

THE DANCHUK



See You at the

Tri-Five Nationals

AUGUST 12-13 2016, BOWLING GREEN, KY
 THETRIFIVENATIONALS.COM



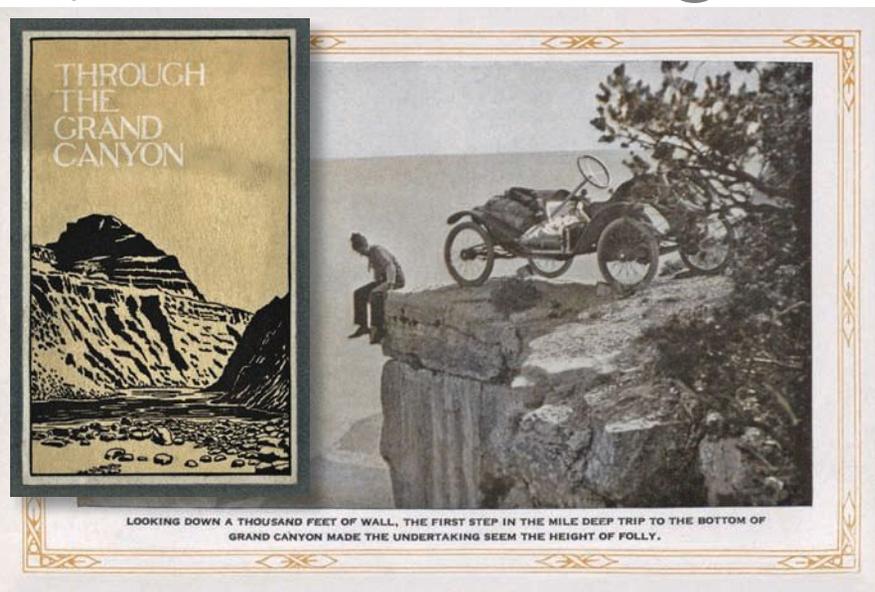
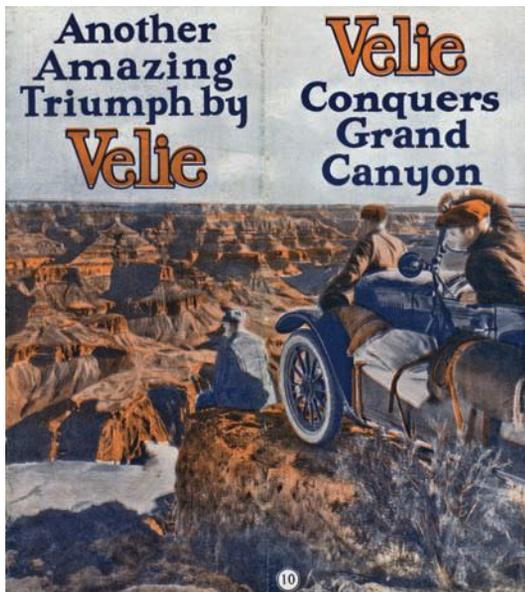
CHECK CATALOG OR WEBSITE FOR COMPLETE DESCRIPTIONS, PRICES & PARTS AVAILABLE. PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

CALL TODAY FOR A FREE CATALOG (800)253-3417
 3201 S. STANDARD AVE. SANTA ANA, CA 92705 • DEALER INQUIRIES WELCOME

Call for a Free Catalog



Grand Canyon Motoring



EARLY AUTOMOBILE MANUFACTURERS used a wide range of tests to prove a car's strength, endurance and capability. Ranging in variety from factory proving grounds to the race track, these tests were often highlighted in factory sales literature. There were few better ways to demonstrate a vehicle's prowess than to subject it to conditions and abuse that the average motorist would never have to worry about. Two manufacturers, Metz and Velie, chose to show off their cars' abilities by driving from the top of the Grand Canyon down to the Colorado River—a trip that would still make many hearts flutter even in modern cars today.

The 1921 Velie expedition is described in a 16-page booklet measuring 8 x 9 inches. Illustrations are mostly black and white, but a few are colorized with orange ink to emphasize the color of the canyon wall. In this booklet, we quickly learn that the team launched from Los Angeles, traveled through the desert by making their own roads and arrived in Peach Springs, Arizona, with neither the car nor crew the worse for wear. The six-cylinder Velie Model 34 they tested was pulled at random from a group of finished cars, according to the booklet, which goes on to boast, "What one Velie does, all can do."

As the travelers started down the canyon trail with their 1,600-pound load, they passed the Hualapai Indian Reserva-

tion where they were told it was "impossible to get a team (of horses) down to Diamond Creek, let alone the river." Undeterred, the crew left word that if they weren't back in four days, the natives should send a rescue team.

The Velie drove through passes so narrow that its hubcaps were battered, and continued on over boulders, "impossibly steep" grades and "every known species of cactus." They reached the Colorado in two days, touched their wheels to the mighty river and started the battle back to the top. After two more days of travel, the Velie made it to the top of the canyon; it never had a mechanical issue or needed even a single drop of water added to the radiator.

The Velie crew returned to Los Angeles, completing their 1,400-mile journey. They said "[we] patted ourselves on the back, to think that we had accomplished a feat that everyone, including the Indians, said could not be done." Everyone, that is, except the members of a 1915 Metz Grand Canyon expedition!

Yes, in 1915—six years before Velie accomplished the "unparalleled feat"—a small Metz 22 accomplished the ride. It was documented in the manufacturer's 4½ x 6¾-inch booklet titled *Through the Grand Canyon*. The 30-page volume describes the exact same route from Los Angeles to Peach Springs. The Metz crew,

however, did it in a smaller car, a four-cylinder Model 22 that generated 22.5 horsepower, and they anticipated the trip taking a little less time, as they asked the Hualapai for assistance if they didn't reappear in two days. (Apparently, the Hualapai forgot about the Metz trip when they told the Velie travelers that the trip was impossible.)

Like the Velie booklet, the Metz piece used the rough touring conditions to highlight the twisting and straining that the car's axles, springs and frame endured. The booklet also brags about the "pulling power of the fiber grip transmission." The last four pages of the Metz booklet were dedicated not to the Grand Canyon roadster, but to the specifications and features of the Metz 22 models available in showrooms.

Both of these booklets include fantastic photographs of the cars in action. The photos really draw attention to adventurous Americans and some fun barnstorming tactics of the early 20th century. While the Velie booklet doesn't come right out and say they were the first to travel the Grand Canyon route, every sentence is structured to give the reader that impression. I wonder if the Metz crew ever saw the Velie piece? Also, I'm now left wondering if the Metz crew was indeed the first group to drive the Grand Canyon route by automobile. 🐾

MAY 4 - 8, 2016

Springfield, Missouri



THE VINTAGE CAR RALLY ASSOCIATION

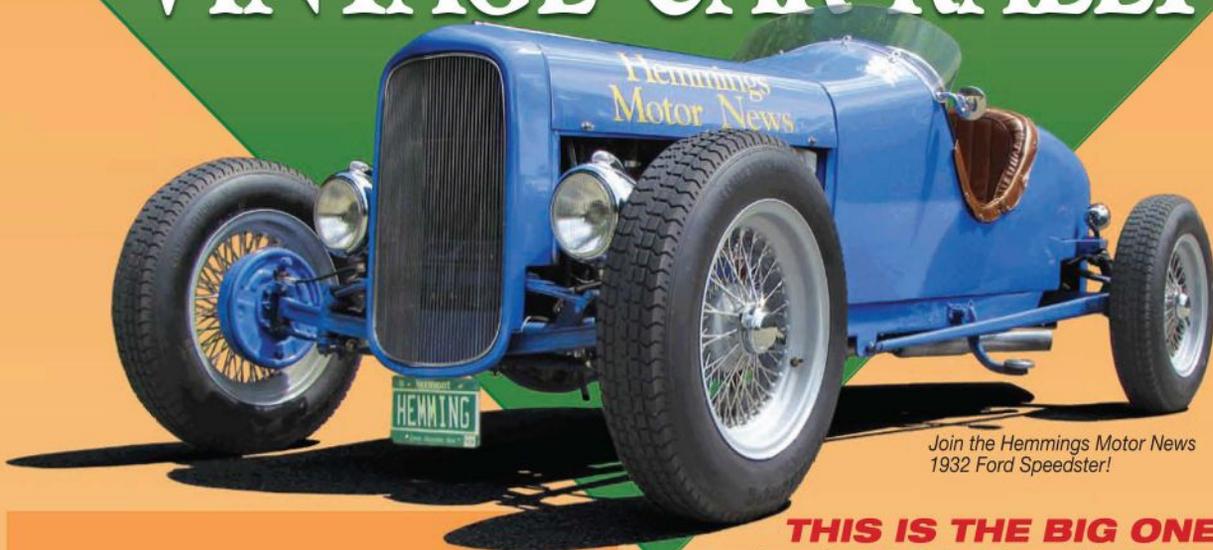
and

Hemmings Motor News

proudly present the 11th Annual

“All Stars for Autism”

VINTAGE CAR RALLY



*Join the Hemmings Motor News
1932 Ford Speedster!*

OFFICIAL SPONSORS

Title Sponsor:

Hemmings Motor News

*World's Largest Collector Car Marketplace
www.hemmings.com*

Associate Sponsors:

THE BRANSON AUCTION

CHAMPION OIL

COKER TIRE

TOMMY'S TRAILERS

PAT n PAT

NORTHEAST RALLY CLUB

THIS IS THE BIG ONE!
Over \$5,000 Prize Money Up For Grabs!
Rally With The Best Teams In America

A world class time/speed/endurance rally for classic, antique and vintage vehicles. Four separate divisions provide spots for everyone, from hard core veterans to the first time rookie. Based in Springfield, Missouri, at the prestigious Plaza Hotel and Oasis Convention Center, the rally will travel the beautiful back roads of Missouri and Arkansas, to a "Host Lunch Stop" city each day, then rally back to the hotel each evening.

This family oriented, non-profit event donates all proceeds to Autism Awareness programs in need.

Host Hotel:

Ramada Plaza Hotel & Oasis Convention Center

2546 N. Glenstone, Springfield, Missouri

417-866-5253 – For special rates use group code VCRA
For entry forms, schedules or event information log on to:
www.vintagecarrally.com or call 918-801-2406.

Copy Cat Comet



transmission was optional. A Comet GT was available through 1975, but those aren't underdogs.

Mercury stated, "the new Comet was full of surprises." Front and rear armrests, cigar lighter, ashtrays front and rear, color-keyed carpeting and a coordinated vinyl headliner were standard equipment.

Another interesting feature—or lack thereof—was the parcel tray. Mavericks and Comets had no glovebox through 1972. In addition, the radio wasn't integrated into the dash; it just sat in the parcel tray.

By 1973, buyers were expecting more luxury from their smaller cars, so a Custom Décor package was added, featuring a full vinyl roof, color-coordinated wheel covers (with vinyl inserts), vinyl bucket seats, cut-pile carpeting, and extra sound insulation. Finally, a glovebox was incorporated into the dash.

Now, I have to say something about 1970s Fords and their bumpers. When it came time to design, and I use the term "design" loosely, five-MPH bumpers for both the front and rear, our friends in Dearborn decided to slap steel girders on their cars. The best example of this apathetic approach was found on the Comet. You will notice that the rear bumpers on both the Maverick and Comet just hang there with six inches of painted polyurethane between the body and bumper. If the rear doesn't bother you, surely the front of the Comet will make you wince.

Again, the same bumper was used for the Maverick and Comet, even though the Comet's proboscis continued to protrude in a Montegoish fashion. Therefore, on both sides of the center grille, there appears to be a foot of painted plastic between the bumper and the body.

Steel girders aside, the Comet was supposed to be laid to rest in 1975 with the introduction of the Monarch, but sales were still very good, so Mercury would continue to sell these gems through 1977, after which it was replaced with a more modern car, the Zephyr. While the Monarch (a personal favorite of mine) was

MANY ENTHUSIASTS ARE DRAWN TO the cars their family owned. One of the two cars my family owned when I learned to drive was a 1972 Mercury Comet.

Here is some trivia: Ford purchased the Comet name from the Comet Coach Company, which applied the name to a line of funeral coaches, mainly Oldsmobile-based. The Comet Coach Company was then renamed Cotner-Bevington.

After four years as a midsize car, the cool Mercury Comets of the 1960s were dropped after the 1969 model year. In the fall of 1969, Ford introduced the 1970 Maverick, which was based on the Falcon chassis, as a two-door model, and sold 570,000 of them.

Mercury wanted its own hot-selling compact, so it replaced the Ford taillamps and grille for a more "Montegoish" look and created the 1971 Comet.

As Mercury stated in the brochure, "How do you make a better small car? Mercury's got the answer. Take the best small car ideas, like easy handling, simplified maintenance, low price and great gas mileage." They left out "make a copy of a Maverick."

The 1971 Comet was offered as a two- or four-door sedan. Interestingly, Ford chose not to include a station wagon in the Maverick/Comet line-up, leaving the Hornet Sportabout as the only American compact wagon through 1975 (Pinto and Vega wagons were sub-compact cars).

The Comet was equipped with a 170-cu.in. straight-six pumping out 100 horsepower. A 200-cu.in. six generating 115hp and a 250-cu.in. six making 145hp were optional. Buyers could also order a 302 V-8 with 210hp. A three-speed column shift was standard, and an automatic



aimed at luxury-car buyers in the market for an economical automobile, the Comet also benefited from Americans' desire for even more plush. Comets could be ordered with the Custom Option, which included a vinyl roof, whitewall tires, custom wheel covers, pinstripes, full-length vinyl side molding, deluxe carpeting, and reclining bucket seats in "Corinthian Vinyl." I wonder if Corinthian Vinyl came from the same place in New Jersey as Corinthian Leather? I also love how Mercury used a lot of exterior vinyl to decorate its cars in the 1970s.

If you plan on adding a 1970s Mercury Comet to your stable, there is the Maverick/Comet Club International (MCCI), which was founded in January 1993 (maverickcometclub.org).

Why should you consider a Comet? Here is a car you can buy for a few thousand dollars. The powerplants and platform were used for more than 20 years, so you can easily keep your Mercury compact mechanically sound. In addition, with those big bumpers, you can feel safe enough to make your Comet your daily driver. Find one with the Custom Décor or Custom Option package, and you'll have a sweet little ride with lots of color-coordinated vinyl inside and out to detail on the weekends.

So, if a Comet was good enough for my family, it is good enough for yours. 🐶

Leaf and Coil Springs
EATON
DETROIT SPRING, INC.

Since 1937



Over 24,000 OEM Springs Specs In Stock
Custom Designed Springs For Nearly All Vehicles

(313) 963-3839
www.eatonsprings.com

VINTAGE CHEVROLET CLUB of AMERICA
Welcomes ALL Chevrolets



For more than 50 years the Vintage Chevrolet Club of America has maintained its pledge to support the preservation, restoration and excitement of Chevrolets. NOW we welcome ALL Chevrolets, vintage to contemporary, original, "personalized", and now our Chevy truck brother, GMC. So no matter what kind of Chevy or GMC you drive, you will find fun, expert help, and lasting friendships as a member of the VCCA. Check out our chat site at VCCA.org/forum and get to know us!

COME JOIN US!

Restoration Website
 G&D Magazine Regions
 Touring Judging

www.vcca.org
708-455-VCCA (8222)

COOL CRAFT HIGH PERFORMANCE RADIATORS
888.587.7234

Radiators That Look & Fit Right!

AMX / REBEL

1967-70 L6 1967-1970 V8

DROP-IN REPLACEMENT 2-ROW STARTING AT \$320

DROP-IN REPLACEMENT 2-ROW STARTING AT \$345

22" & 26" MOPAR

2 ROW HIGH EFFICIENCY ALUMINUM \$380

SHROUDS
 CUSTOM SHROUDS - UTILIZE YOUR ENTIRE CORE!

STARTING AT \$100

All we need is your core size. Available with or without fans.

WWW.COOLCRAFT.COM
888.587.7234

*Prices subject to change without notice

RESTORATION

Quality restorations of the cars and trucks you care about.
Serving automotive enthusiasts everywhere for 43 years



www.enfieldautore restoration.com
info@enfieldautore restoration.com

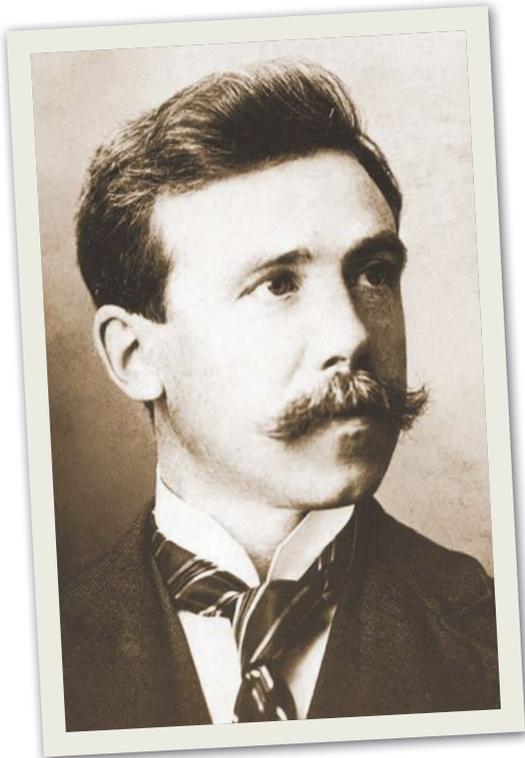
Enfield Auto Restoration, Inc.
860-749-7917 Enfield, CT

WE INVENTED COOL



Studebaker DRIVERS CLUB INC
763-420-7829
www.studebakerdriversclub.com

Alexander Winton



WE'VE WRITTEN ANY NUMBER OF times in these pages about one Scotsman who came to America, got involved in the world of automobiles, and eventually faded into obscurity. We're talking specifically about David Dunbar Buick, a man who died leaving little more than his name to the car he founded. A happier tale exists with the biography of Alexander Winton, born in 1860 on the banks of the Strathclyde, who came to America at the age of 19 to seek his fortune. As leading lights of the car industry go, he's not well known. Too bad, because for all his faded memory, the guy lived a productive, fascinating life.

Winton arrived in New York City in 1879, where he shortly found employment as an ironworker before signing on with a steamship line as an assistant engineer. Five years on the bounding main brought him back to dry land, and Winton moved to Cleveland, where his sister lived. There, he and his brother-in-law did what so many other early car guys did, which was to open a bicycle shop. It was a success, but being the 1890s, it was natural for Winton to explore the possibilities of

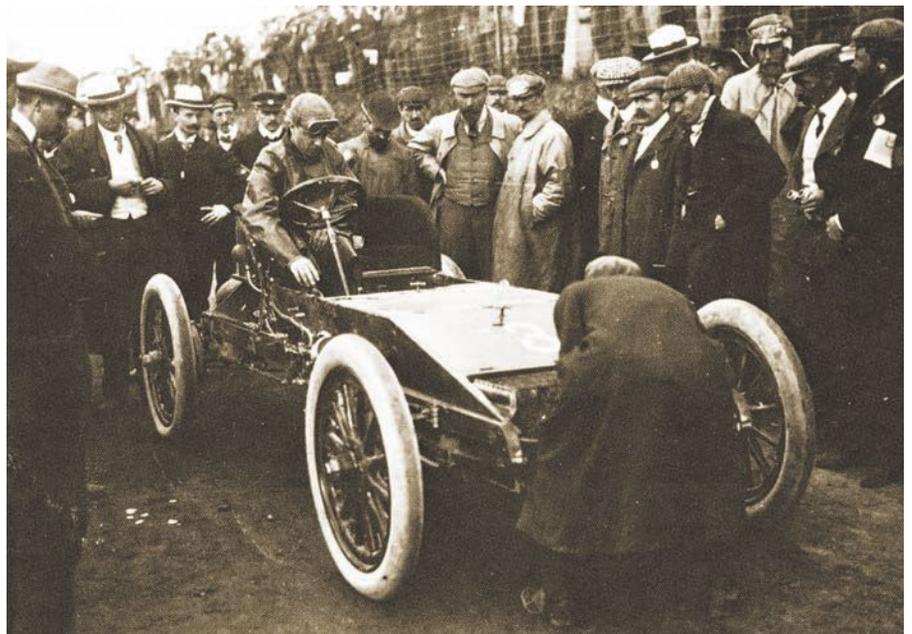
vehicles propelled by something other than muscle power.

His first experimental powered car, with a single-cylinder engine and seats for four, rolled out in 1896. The next prototype, which appeared the following year, could seat six. Winton bought an excessed Cleveland factory to manufacture his cars, while staying in the cycle business until at least 1899. During that period, Winton built what are believed to have been the first gasoline-powered trucks produced in the United States. Also, a Winton became the first car of any sort to cross the country, coast to coast.

By 1900, the Winton Motor Carriage Company was also the largest purveyor of gasoline-engine automobiles in this country, with more than 100 units produced, including one sold to James Ward Packard, who was so annoyed with its performance that he went into building cars himself. Winton decided that the way to get still bigger was to go racing, which is arguably his most enduring claim to automotive fame. In 1901, Winton took his stripped-down beast, the *Winton Bullet*, to Detroit for a match race against the 999, piloted by an unknown named Henry Ford, and fell out while leading. That was in 1901, and it al-

lowed Ford to lure investors who financed his new Ford Motor Company. Winton lost another round to the 999 shortly thereafter, this time with the immortal Barney Oldfield in the saddle. One year, in an early Gordon Bennett race, Winton entered a single-cylinder race car whose engine displaced 3.8 liters. It broke.

Things went better on the road-car side, with Winton introducing his first straight-six engine in 1908, boasting a price that pushed \$6,000. Still, more than 1,200 found buyers. Winton next moved to downsize his cars and engines while expanding their range of body styles. The outlook was initially positive, but sales dropped to only a few more than 100 units in 1924, when auto sales ceased. By then, Winton was well involved in the production and design of large marine and stationary diesel engines, which burned "distillate," as the heavy fuel oil was then called. General Motors bought the operation in 1930, two years before Winton died, and installed a distillate Winton V-12 in the *M-10000*, the first lightweight, streamlined passenger train ever built. Winton was absorbed into GM's Electro-Motive Corporation, later Electro-Motive Division, which produced heavy rail locomotives until GM sold it to Caterpillar in 2005. 🏎️



10th Annual
Hemmings Motor News
CONCOURS D'ELEGANCE
SEPTEMBER 23, 24, 25, 2016

FRIDAY, SEPTEMBER 23rd
REGISTRATION & RALLY

- 9:00 a.m. – 4:00 p.m. Registration at the Saratoga Automobile Museum, 110 Avenue of the Pines, Saratoga Springs, New York.
- 12:00 noon – Join in a Rally through the beautiful Adirondack region
- 2:00 p.m. – 4:00 p.m. Cruise scenic Lake George, Queen of the Lakes, aboard the Adirondac Shoreline cruise – w/luncheon buffet (boarding promptly at 2:00 p.m.)

Deadline to purchase Lake George Cruise tickets: 9/2/16

SATURDAY, SEPTEMBER 24th
CRUISE-IN SPECTACULAR

Gates open at 8:00 a.m. An all-makes car show that's open to cars, trucks and motorcycles. Including: muscle cars, street rods, sports, exotics and classics.

Awards at 2:00 p.m.

Cocktail reception with cash bar at 6:00 p.m. and dinner available at 7:00 p.m. Keynote speaker: Lee Holman. Location: to be announced.

SUNDAY, SEPTEMBER 25th
CONCOURS D'ELEGANCE

10:00 a.m. – 3:00 p.m. Open to concours-quality, pre-1974 cars, by invitation only.

MORE TROPHIES TO BE AWARDED THAN EVER BEFORE!

Winners also will appear in the pages of *Hemmings Motor News* and *Hemmings Classic Car*.



Master of Ceremonies: Ed Lucas

Lifelong car enthusiast, director & chief judge for the Classic Car Club of America & expert commentator for the Barrett-Jackson Auctions.

CARS WELCOME TO SHOW AT THE SUNDAY CONCOURS:

All Full Classic[®] cars as recognized and listed by the Classic Car Club of America.

CONCOURS FEATURED MARQUES:

- Auburn/Cord/Duesenberg
- Triumph
- 1966 - 1978 Oldsmobile Toronado/Cadillac Eldorado
- 1955 - 1962 Tailfin Evolution
- 1968^{1/2} - 1971 Cobra Jet Ford
- Pre 1990 Military Vehicles

TO ENTER YOUR SHOW CAR IN THE SUNDAY CONCOURS:

Submit photos to concours@hemmings.com

Open to concours-quality, pre-1974 collector cars, by invitation only.

TO REGISTER FOR THE SHOW . . .

. . . or to find out more, log on to: hemmings.com/concours

Call 800-227-4373 / e-mail Trisha Grande at tgrande@hemmings.com

Register early to ensure you're able to stay at the host hotels.

HOST HOTELS:

- Hilton Garden Inn – 518-587-1500 (Group Code: MOTOR)
- Hampton Inn & Suites – 518-584-2100 (Group Code: HMN)
- The Saratoga Hilton – 888-866-3596 (Group Code: ALNG)

Held at:

SARATOGA AUTOMOBILE MUSEUM

110 Avenue of the Pines, Saratoga Springs, NY

A portion of the proceeds goes directly towards the Saratoga Automobile Museum's Education Programs focused on Safety and Distracted Driving Awareness.

CONCOURS PRESENTED BY:



GULLWING
MOTOR CARS
We buy classic cars



Ronald Demeire

Assembly Line Worker
Oldsmobile, 1963-1967

IN AUGUST OF 1963,

I applied for work at the Oldsmobile Division of General Motors in Lansing, Michigan. The personnel clerk barely reviewed my application before inquiring how soon I could start.

A physical exam and an orientation class followed, and a few days later in a group of about 20 guys we were taken to the assembly floor and dropped off one by one to the various line foremen. Much like when choosing up for sports teams in high school, I knew I would be the last picked.

Being the last guy left, I ended up at a sub-assembly line of front fenders only. The fenders moved by upside down on a buck and the parts—mirrors, trim, nameplates and some mechanical items, etc.—were added. At the end of this line, the fenders were mated with the hood, grille and bumper in an area called the carousel, and this assembly was dropped through the floor to meet up with the rest of the vehicle.

I settled down into a routine and kept up with my assigned duties quite well until, one day, the mix of models changed. On the Ninety-Eight model, or cars equipped with air conditioning or certain other accessories, I had more tasks to perform than on the other models. At my station, the Starfire was the worst, but they didn't run those models in bunches the way they did the Ninety-Eight.

I began consistently overrunning my air hose and received complaints about repair work required further up the line. I requested a review of my tasks by the union steward and the line foreman by filing a grievance.

On the date and time chosen by management, they both showed up to watch me work just as a never ending line of ambulance chassis started by. The Oldsmobile Ninety-Eight destined to be an ambulance was shipped in primer without a body past the front clip and without any trim attached. They required nothing from my work station. They drove off the assembly line using a milk crate as a seat.



ULTRA-HIGH-COMPRESSION.COM

I stood with little to do as the steward walked away without complaint and the foreman gave me a smile I can see to this day. I understood. Then the usual mix of models began again within 15 minutes.

This never sat well with me, and early into the 1965 production year, I went to personnel and filled out an application to become a company clerk—a difficult decision, as my father was the vice-president of a steelworkers union and had been through the labor wars of the late 1930s. The company was always the enemy. He was not pleased.

Hired by Oldsmobile, I made less money than on the line, but landed a plum job in the Unitizing Division at the parts warehouse. This was called “The Farm,” or worse by employees, as all the sick, weak and/or crazy ended up there. This was a low-stress job for those workers with light-duty medical requirements, problem employees, social misfits or anyone with issues. This parts warehouse was a huge building with driverless electric trains running through the rows of stacked wire parts bins reaching up 30 or 40 feet high.

Along with preparing new parts for packaging (unitizing) and placement in the warehouse, my duties required me to locate and remove obsolete parts from the warehouse to make room for the new items. A typical day would begin with running a stack of IBM punch cards to receive a printout of the location of parts to be destroyed.

My team, consisting of a forklift driver and two employees, would hunt down the parts that now had been in storage for 10 years or more and take them to a salvage

area where they would strip off the paper coverings or boxes and throw the now useless parts into a dumpster. I couldn't help—union rules.

I recall an endless procession of trim parts from early 1950s Oldsmobiles, such as brand-new rocket hood ornaments standing out among the chrome side spears and various model nameplates as well as many parts I had no idea what they were. Even then, it seemed so wasteful.

Unlike the assembly line, not every second was accounted for, and this allowed me to spend many hours wandering around this huge warehouse searching for parts that had been misplaced and had thus cheated the crusher. I corrected that oversight on several occasions.

I left Oldsmobile in late 1967 just into the 1968 model year, moving to the John Bean Division of FMC, which specialized in agricultural equipment. But working at Oldsmobile was the only time in my life where I never took my job home. I went to Oldsmobile with an opinion about my coworkers that proved false. I met many interesting people during this time and learned that what they did for a living was just that. Not who they were. ☺



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 or write to us at I Was There, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont 05201.

AUTOMOTIVE INTERIORS

VINTAGE - CLASSIC - MODERN

SEAT COVER UPHOLSTERY KITS SEAT REBUILD KITS

Everything you need to upgrade and/or restore your present interior! Patterns from the late 1930's to present.

CARPET KITS & HEADLINERS

Cut & Sewn and Molded Carpets from the 1930's to present. Bow Supported Headliners, ABS Replacement Boards, Windlace, Material by-the-yard, and more!

800-880-9118

AUTOMOTIVEINTERIORS.COM

ROBERTS MOTOR PARTS

17 Prospect St
West Newbury, Massachusetts 01985

NEW & NOS PARTS



**FOR PLYMOUTH,
DODGE, CHRYSLER,
& DeSOTO CARS
& TRUCKS!**

PH: 800-231-3180 • 978-363-5407

FAX: 978-363-2026

Send \$4 for our car & truck catalog (free with order)
9-6 weekdays MasterCard & VISA

www.robertsmotorparts.com



AUTOMOTIVE RESTORATION PRODUCTS

WOOL BROADCLOTH & BEDFORD
WILTON, SQ WEAVE, LOOP
& VELOUR CARPET

LEATHER & VINYL
CONVERTIBLE TOPS FOREIGN
& DOMESTIC

CONVERTIBLE TOP MATERIALS
HEADLINING MATERIAL WOOL &
COTTON

M-B INTERIORS
ROLLS-ROYCE INTERIORS
HI-TEMP COATINGS

ENGINE ENAMELS
RUST PREVENTION PRODUCTS
FUEL TANK SEALER & REPAIR KITS
CUSTOM LEATHER FINISHING
AND MUCH MORE....

WWW.HIRSCHAUTO.COM

800 828 2061 or 973 642 2404
396 LITTLETON AVE.
NEWARK, NJ 07103

Hibernia Auto Restorations, LLC

- Body, Woodworking & Plating
- Engine and Chassis Rebuilding
- Upholstery & Top Restoration
- Electrical & Machine Work
- Full Concours Detailing
- Transportation Available
- Pre-Purchase Inspections & Appraisals
- Small Jobs to Full Concours Restorations

Our color books date back to 1928



Climate-Controlled Automotive Storage Facilities

A Reputation for Quality • A Tradition of Excellence • A Continuing Legacy of Service

Since 1964, Hibernia Auto Restoration has cared for and restored vehicles of virtually every make, model and year. Owners of a classic, collector, or antique automobile don't trust their vehicle to just anyone. Hibernia Auto Restorations understands why, and for more than 45 years we have been providing exceptional restoration services to automobile owners worldwide. We manufacture Authentic Nitro Cellulose and Acrylic Lacquer.

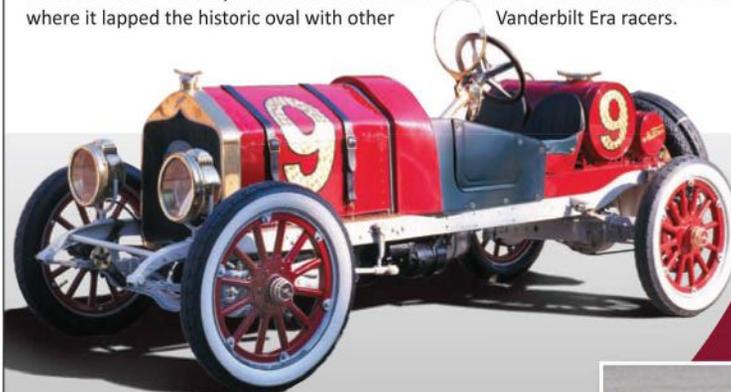
HiberniaAuto.com

52 Maple Terrace, Box #1, Hibernia, NJ 07842 • fax 973-627-3503 • tel 973-627-1882

SPEEDCAR NUMBER 9

In 1912, The National Motor Vehicle Company fielded a 5 car team in the second-ever Indianapolis Motor Speedway 500-Mile Race. Number 9 was one of those cars, but actually was numbered 11 for that race. Joe Dawson in team car #8 won the race, but #11 was a DNF due to a catastrophic crash. From that point, #11 passed through multiple owners' care during which time it was given the paint and number you see here.

Jim Grundy, a noted National collector, acquired the car around 1990 and drove it as found for several years. He later commissioned its full restoration back to the original number and livery that it wore during that fateful 1912 race. It remains in his collection to this day. It last saw a racetrack in 2012 at the Milwaukee Mile, where it lapped the historic oval with other Vanderbilt Era racers.



Number 9 symbolizes Grundy's commitment to the preservation and enjoyment of collector cars of all kinds. Grundy invented Agreed Value Insurance, and no one knows more about protecting collector cars than Grundy Insurance! Call us at 888-647-8639 and discover why Grundy Insurance is preferred by car collectors all across America!



"The Olde Original"

Grundy

INSURANCE

Call For
A Free Quote!

1-888-647-8639

Get A Quick
Quote Online!

WWW.GRUNDY.COM

© 2016 The James A. Grundy Agency, Inc. All Rights Reserved.

DISAPPEARING AIR?

Q: In chemistry class, we learned about standard temperature and pressure. I started thinking about that when the temperature dropped closer to zero and my tires needed air. So why when the temperature goes up do I not have to release the extra air? STP states that if the quantity of air increases, pressure increases. Where does that extra air go? Grant Barlow

East Dubuque, Illinois

A: It does increase—something like one pound for every 10 degrees. But tires can also lose one psi per month, normally, so maybe your tires are just sort of balancing out.

One of the larger tire retailers mounted two tires, let them sit overnight, then in the morning set the pressure of both to 35 psi. One tire was put in the shade, the other in the sun on an 85-degree day. The air pressure in the tire left in the sun went up to 40 psi. The tire in the shade increased to 36.5 psi. The moral is, and it's one a lot of us tend to forget, it's important to regularly check your tire pressure, not just when they're looking a little low.

DRUM BRAKE WOES

Q: I recently purchased a 1959 Ford Skyliner, and when the transporter delivered it, I discovered that I had to stand on the brake pedal when hardly moving at all. I then found out that the previous owner had only put 50 miles on the Skyliner in the seven years that he had owned it. On top of that, he had purchased the car from a private museum.

So my assumption with the brake problem was that the wheel cylinders were not operating. They were replaced, as were the brake hoses. The problem still persisted, so the next step was to turn the drums and install new brake shoes. You guessed it: The problem still persisted.

Very cautiously, I drove the car a short distance and could smell the brake linings burning. All four wheels were hot which would indicate the brake shoes were making contact with the brake drum, but not enough contact to stop the car.

So the assumption was that the master cylinder was to blame—perhaps some obstruction was not allowing full pressure to be applied to the brakes to

make full contact with the drum and was also not permitting the brakes to release, causing the linings to burn from over-heating.

I then installed a new master cylinder and, lo and behold, the problem still exists. I have been advised to install one of the conversion brake kits offered by several suppliers that replace the master cylinder with a power brake booster/dual master cylinder setup, which is expensive and completely looks out of place on the old Ford. Any suggestions would be greatly appreciated.

Harold Suain
Fieldale, Virginia

A: Something that would be easy to rule out is that the pedal isn't binding, and that the pushrod isn't adjusted or positioned on the pedal in a way that it's preloading the master cylinder. Disconnect the pushrod from the pedal, and move the pedal by hand, watching and feeling for any binding, then reinstall the pushrod, adjusting the pedal free play according to the shop manual. I assume you had no trouble bleeding the brakes, either with a vacuum or power bleeder or by opening and closing the bleeders while an assistant pumped and held the pedal. That would seem to rule out a kinked line or a blockage in one of the junctions that could cause the brakes to stick.

Still, given the age of the car, the fact that it's been sitting for so long, and the availability of pre-bent brake line kits, you might want to consider replacing all of the lines and the fittings just for the sake of safety. The pre-bent line kits sold for old cars are amazingly easy to install. By the same token, I've noticed that some of the specialty Ford parts shops sell a bolt-on dual-chamber master cylinder for your car along with kits to plumb them. If you're planning on driving this car, I agree that you don't need power discs, but a dual master cylinder is a smart idea.

Something that often eludes people when working on an old car with drum brakes is the brake backing plates. If a groove wears in them it can cause the shoes to hang up and not retract. In any case, raise the car completely off the ground on jack stands and try turning the wheels. They should turn freely with only a hint of dragging when they're adjusted properly. If necessary, back off the adjusters until you can get the drum off, and inspect the backing plates as well as the

inside of the drum for signs of interference with the shoes. Make sure, too, that the adjusters and the self-adjusting levers are working properly. If the adjusters don't work easily, replace them.

GETTING A FRESH START

Q: I own a 1962 Chevrolet Impala with a 400-cu.in. V-8. This summer, the car will have been sitting for two years. Before I start it again, how should I pre-lube the engine? I'd also like to upgrade the ignition system. Finally, what are your thoughts about the 400 engine? It has an Edelbrock intake manifold and carburetor, and it also has a four-speed transmission as well as a 4.11:1 gear ratio. It looks good and runs strong.

Daniel Hardin
DeSoto, Missouri

A: To start the engine, remove the spark plugs and squirt some engine oil into the cylinders. Don't flood it with oil, just enough to coat the cylinder walls. Make sure that the clutch is working properly and that the transmission is engaging all of the gears and is going into neutral. If you are uncertain about the condition of the gas in the tank, disconnect the fuel line from the tank, plug it and run a short hose from the pump to a can of clean fuel. Then, with the spark plugs still out, you can crank the engine over with the starter a few times to distribute the oil that you squirted into the cylinders. Check the condition and level of the coolant in the radiator and all of the belts and hoses to make sure they are in good condition. Next, change the engine oil and filter, reinstall the spark plugs and try starting the engine.

Regarding the ignition upgrade, a PerTronix breakerless conversion is inexpensive and popular. I personally prefer a GM HEI distributor and use them in both of my old vehicles. They don't look original, of course, but they are reliable and powerful, and parts for them can be found at any auto parts store. As far as that 400 engine goes, if it runs fine, I wouldn't mess with it.



Send questions to: Tech Talk, c/o Hemmings Classic Car, P.O. Box 196, Bennington, Vermont 05201; or email your question to: mmcnessor@hemmings.com.

Wire Harnesses

Ford Passengers & Pickups
Retractables '57-'59
T-Birds '55 & up
Mercurys '39 & up

- Authentic Reproductions
- Molded Terminal Ends
- Handcrafted Quality
- Easy Installation Instructions
- Call for your FREE catalog today!

800-874-9981

ChasTECH

LEBARON BONNEY COMPANY The Best Restoration Interiors For Over 56 Years

We offer the most accurate, best fitting and highest quality restoration interiors available. Others have tried to follow in our footsteps, but just don't measure up. Dodge, Ford, GM and many more.

LB DESIGN SERVICE

Trouble finding the upholstery you need? We can reproduce your interior as a high quality kit that's complete and ready to install. Interiors can be reproduced as restoration correct, similar to factory, or custom, and at a price to suit your budget. Contact us for information.



800-221-5408 • WWW.LEBARONBONNEY.COM

SMS AUTO FABRICS

All American Cars 1930-2000

Cloth & Vinyl
Wool Broadcloth
Leather
Door Panels
Headliners
Embossing
Windlace
Vinyl Tops
Trunk Lining
Carpet Sets

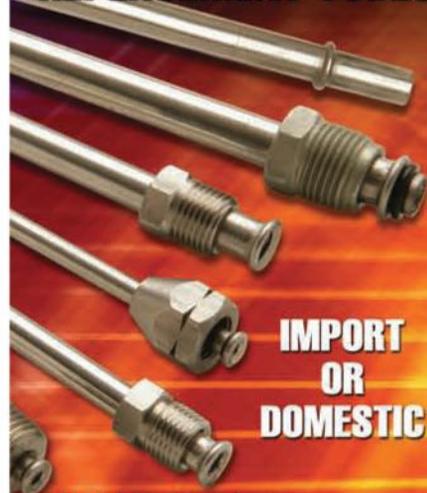
www.smsautofabrics.com
facebook.com/smsautofabrics
(503) 263-3535

All items proudly made in the U.S.A.

CLASSIC TUBE

BENT ON PERFECTION

CHOOSE GENUINE
CLASSIC TUBE®
REPLACEMENT TUBES



IMPORT
OR
DOMESTIC

- Stainless Steel or OE Steel pre-formed tubing
- Brake • Fuel • Trans
- D.O.T. Stainless Brake Hoses
- Custom bending to your specs
- DIY tubing, fittings & tools



Hemmings Collector-Car Books

Finest writings on the cars that put America on wheels!

SALE!

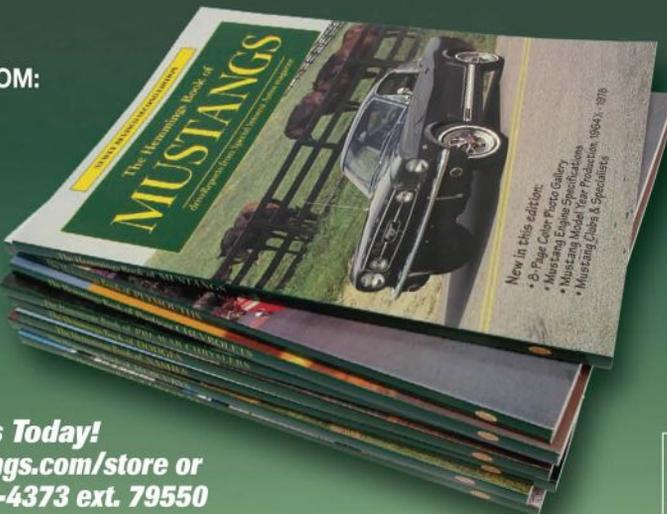
**ONLY \$9.95
EACH!**

Standard Features Include:

DriveReports, specifications, production totals, histories, tons of photos, illustrations, engine specs., car club listings, and an extensive listing of services, parts suppliers and other related resources.

5 TITLES TO
CHOOSE FROM:

- Prewar
Chryslers
- Dodges
- Mercurys
- Mustangs
- Nashes



Order Yours Today!
www.hemmings.com/store
or call 800-227-4373 ext. 79550

CBC0516

800-882-8711
CLASSICTUBE.com

80 Rotech Drive, Lancaster, NY 14086



DETROIT SUFFERS A 23 PERCENT dip in sales in 1974, and an average 96-day supply of cars sits in dealership lots at the end of the year. As a result, the first automotive rebates begin, with Chrysler airing an ad in January during Super Bowl IX.

Dollars & Cents (AVERAGE)

- New house – \$43,000
- Annual income – \$10,655
- One gallon of gas – \$0.57
- New car – \$4,750
- Tire (steel-belted; 40,000-mile warranty) – \$42
- Battery (Firestone Forever) – \$59
- Loaf of bread – \$0.28
- First-class stamp – \$0.10
- Ticket to the movies – \$2



CHEVROLET NOVA'S NEW BODY STYLING BRINGS A MORE LUXURIOUS look as well as engineering that makes for a sensible car. Available with an improved six-cylinder or an all-new 262-cu.in. V-8, the Nova, SS, Custom and LN are now on sale for as low as \$3,099. Available in two-door coupe, hatchback or four-door sedan, the new Nova is not only practical, it's now beautiful!



AMC MATADOR IS BACK AND COMES IN COUPE, SEDAN AND WAGON BODY STYLES. The Matador X is also available as an option package, featuring newly styled road wheels, front disc brakes and radial tires as standard equipment. Each Matador is equipped with a six-cylinder engine with three V-8s optional. The Matador starts as low as \$3,452.

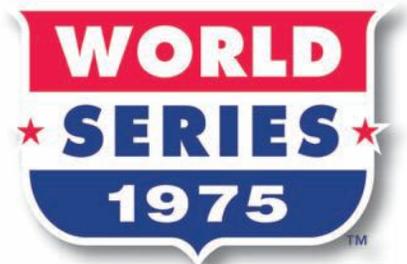
1975 Ford Maverick

The proven family compact

2-Door Sedan • 4-Door Sedan • Grabber

The closer you look, the better we look.

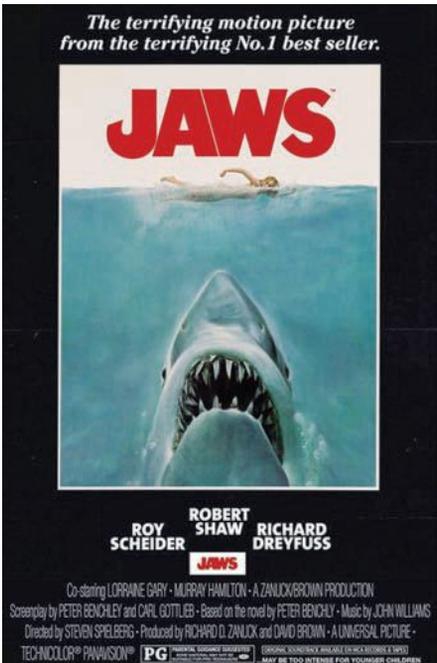
FORD'S MAVERICK RETURNS AND IS designed to cut operating costs and save energy with a solid-state ignition system built to reduce engine maintenance, and steel-belted radial-ply tires. You can still get the Maverick with the optional 250-cu.in. straight-six or the 302-cu.in. V-8 for optimum performance. Available in two- or four-door sedan or the sporty two-door Grabber, the Maverick starts as low as \$3,025.



THE CINCINNATI REDS win a wild seven-game World Series over the Boston Red Sox.



LED ZEPPELIN'S SIXTH ALBUM
Physical Graffiti tops the charts
 for six weeks.



THE SUMMER BLOCKBUSTER thriller *Jaws*,
 directed by the up-and-comer Steven
 Spielberg, is the highest-grossing film,
 raking in over \$260 million domestically.



NEWSPAPER HEIRESS PATTY HEARST is ar-
 rested in San Francisco for armed robbery.



TOP & WINDOW PARTS

New Parts For All U.S. Cars!

Top cylinders
 \$139 each



Motor pump 1955+ \$229
 Hose Set \$100

Call for Window Motors
 & Power Vent Gears



Window Cylinders \$149 each

America's Convertible Headquarters

HYDRO-E-LECTRIC



5530 Independence Court
 Punta Gorda, FL 33982

800-343-4261

941-639-0437

www.hydroe.com

Steele
 RUBBER PRODUCTS

HELPING RESTORE
THE CAR
OF YOUR
DREAMS

FOR OVER FIFTY YEARS



Free Custom Catalog



Simply The Best
Weatherstripping

Over 15,000 Parts
 Available for
American-Made
 Cars, Trucks, Street rods

steelerubber.com
 TOLL FREE 888-778-2237

The Garage

GRANDPA SOLD FORDS AND MERCURYS IN OUR TOWN, and Dad at various times sold Rambler, Studebaker, GMC trucks, and later Chrysler, Plymouth and Dodge in a neighboring community, so I grew up at “the garage.”

The garage provided early employment for me and a kaleidoscope of experiences and learning opportunities. It had the additional benefit of finally getting me out of Mom’s hair for a while. There were daily, indeed almost hourly, lessons about what to do and not to do. For instance, when my younger brother removed the radiator cap from an overheating Rambler, we got a lesson neither of us would forget. Miraculously, he didn’t get scalded by the boiling geyser he’d unwittingly uncapped, but among such things as hoists and split-rims, there were so many lurking dangers that I’ve always been amazed that Dad let us anywhere near the place.

I learned to count change and match coins with the bookkeeper for nickel Cokes. I also received insights into human frailty when I found the empty wine bottles that some of the other employees stashed around the premises; it became a strange game of hide-and-seek, though I was never able to find the full bottles so as to sample the mystical stuff for myself.

It seemed like only the saltiest individuals, both customers and employees, were my companions. A fellow car washer, according to Dad, had been a victim of V.D., whatever that was. Hence, Dad cautioned me never to put my hand in the same wash bucket this man used. Years later, I wonder at Dad’s grasp of how V.D. is communicated.

Speaking of communication, overhearing a customer give advice to our senior mechanic in the next bay on how to fix his car led to some of the most interesting examples of English rhetoric and sentence construction I’ve ever heard. Although it cannot be repeated here, I’m able to say that my young brain readily absorbed most of it, and, at appropriate times, it’s come in handy for me as well.

One Christmas Eve, as the family gathered at Grandpa’s house, Dad got an urgent call from “the garage.” It seems that Grandpa handed out fifths of whiskey for Christmas presents to the employees. That was nice, but he should have waited until quitting time; several cars were damaged as the employees brought them inside for their protection, ironically, from drunks. The sight of Grandpa’s secretary passed out on the desk, the damaged Fords and Mercurys, and the other goings on, made this Christmas a special memory as Dad tried to stop the madness while croaking about how this was no way to run a business.

When I was at the bulletproof age, I learned that not only are humans sometimes weak, but that they are also fragile. On what we thought was a routine wrecker call, human mortality was brought home to me in ways I’d never forget.

Upon arriving at the wreck, there was nothing to do but watch. An overturned fuel truck was at the bottom of a hill after its brakes failed. It exploded and burned. Fortunately, it involved no one but the driver. He was found burned in the wreckage. We watched and smelled as the undertakers removed him from the still smoldering truck. That was 50 years ago, but it’s forever etched in my memory.



I started out in the get-ready department. Preparing new and used cars for sale was my world and probably why I find no satisfaction in washing and waxing my own vehicles today. Wet uniforms were the badge of my office, and the chamois cloth and sponge were the tools of my trade.

Back in the mid-1960s nobody, except for the dads of girls I was dating, seemed to care about my lack of a driver’s license. Though I never had any daughters, today I belatedly understand why that small fact was of secondary importance to one irate dad who physically blocked the doorway, refusing to let his daughter out, when I pulled up in a 1956 Cadillac hearse we had recently taken in on trade. I couldn’t understand the fuss; it had a beautiful red leather interior, but later, I figured out that he had a different perspective on my cool car. It’s a shame though, they tell me she’s still beautiful—not the Cadillac, the girl.

License or not, driving was part of the job, and I was always looking for fun and efficient ways to wash cars faster—“faster” being the operative word. So it was that I selected a Haze Green 1966 Chrysler 300 for clean-up. Though not a Letter Car, it was still pretty hot stuff, and it just cried out for the hundred-mile-per-hour chamois treatment.

Not far from town was a straight stretch just right for the purpose of blowing the water off and the carbon out. In those days, accelerator pedals mounted from the bottom of the floor, and that’s exactly where the pedal stayed when I raised my foot in a vain effort to slow down for the upcoming curve.

Glued to the floor is where the pedal stayed, much to my shock as I, all-too-quickly, rounded the curve and saw an Amish wagon up ahead. This obviously called for quick thinking, so I turned off the ignition. Today that would also lock the steering wheel, but in 1966 all I had to fight was waning braking capability and hard steering. The Amish kids’ eyes were as big as plates as I almost nudged the back of their wagon. Come to think of it, so were mine.

Nearly a week later, the 300 got another bath, but this time it would get the regular chamois. Ironically, as I was drying off the unruly beast, Dad came walking by with the Chrysler field representative. As they walked by, Dad said, “Be careful with that car, the accelerator sticks.” I simply nodded and thought, “You’re telling me!” It was just another day and another lesson at “the garage.” I was both lucky to grow up there, and lucky to have survived it. 🐞

2016 Hemmings CRUISE-INS

HEMMINGS HEADQUARTERS, 222 MAIN STREET, BENNINGTON, VT

5:30 – 8:00 PM

- Thursday **May 12**
- Thursday **May 26**
- Thursday **June 9**
- Thursday **June 23**
- Friday **July 8***
- Thursday **July 21**
- Thursday **August 4**
- Thursday **August 18**

* July 8th: Celebrating National Collector Car Appreciation Day

TUNES by DJ Rich Ryder
FOOD by NAN-Z's Carts & Catering

TROPHIES AWARDED

Winners will also be featured in Hemmings Motor News!

- Publisher's Choice
- Editor's Choice
- Favorite Muscle Car
- Coolest Street Rod
- Favorite Mopar
- Favorite Late Model Mopar
- Favorite GM
- Favorite Late Model GM
- Favorite Ford
- Favorite Late Model Ford
- Favorite Truck
- Favorite British
- Favorite Import
- Favorite Independent
- Best Paint
- Best Engine Bay
- Driveable Dream
- Under 30

Cruise-ins often are cancelled when rain threatens, so it's a good idea to check our website at www.hemmings.com or call 800-227-4373 shortly beforehand to be sure the event is still on



FOR MORE INFORMATION CALL: 800-227-4373 OR
E-MAIL TRISHA GRANDE AT TGRANDE@HEMMINGS.COM



CLASSIC TRUCK PROFILE

Metro Sensible

International's stylish light-duty delivery vans



BY MIKE McNESSOR • PHOTOGRAPHY BY DOMENIC VALENTINO

International Harvester built some of America's greatest trucks and agricultural equipment, but it was Raymond Lowey's enduring designs that truly gave the company its identity.

The iconic IH logo—that Lowey is said to have first sketched on a train dining car menu—remained unchanged until the company's bitter end and is still used by Case IH today. The letter-series Farmall tractors that bore Lowey's signature touches are legendary: the mighty M and H, the compact A, B and C and of course the little Cub. And though the Metro van isn't one of IH's more mainstream offerings, or one of Lowey's more famous designs, its stream-

lined, prewar-era look soldiered on for a quarter of a century from 1939 through 1964, virtually unaltered.

The Metro was conceived as a route delivery van or utility rig with ample room for cargo and an emphasis on maneuverability. The original 1939 Metro was based on the International D-series light-truck chassis and was offered with a short 102-inch wheelbase or a long 113-inch wheelbase. International didn't manufacture

the Metro's body—that was left up to the Metropolitan Body Co. in Bridgeport, Connecticut. While modern step-van bodies are built from aluminum, the Metro's double-wall shell was fashioned from steel with an air space between inner and outer panels as well as insulation hidden above the inside ceiling.

In the rear was the "Metro Magic" overhead door that was weighted to stay open at any height. Buyers could also opt for double



The command center of this 1951 Metro boasts a barstool-like driver's seat and a long shifter with which to shift the four-speed crashbox transmission. Instruments are minimal; these are originals restored to like-new. The Metro's engine, too, is the original, a rebuilt 220-cu.in. Silver Diamond straight-six.

van, circa 1951. "I got the truck, and it sat at one of my customer's shops for a year while I started trying to find new-old-stock tools," he said.

A vintage 1951 KR56 Snap-on tool chest and KR377A Coaster Cabinet discovered in Las Vegas—one of the key pieces Domenic had been looking for—signaled the start of the Metro's makeover. "I found that toolbox and once I had that, I knew I could start building the truck," he said.

The body was separated from the frame and sent out first for media blasting, then to Marcos Munoz at Auto Specialists for repair and paint inside and out. The interior was painted light gray, while the exterior was treated to multiple coats of base coat/clear coat urethane: Porsche Guards Red for the lower portions and Land Rover Porcelain White for the upper half.

The original 220-cu.in. "Silver Diamond" overhead-valve engine was rebuilt by Bob Martin, during which time Domenic and accomplice Paul Morton restored and very subtly modified the chassis. Though



The rollaway toolbox is of 1951 vintage.

barn-style swinging doors, which opened wide to accommodate larger items in the Metro's cargo bay.

In the cockpit, controls and gauges were minimal. On the instrument panel, two round bezels housed a gauge cluster and a speedometer. To the driver's left, there was a manual choke and throttle as well as a dome lamp switch. To his right, a switch for the exterior lights, an ignition key and starter button. Both the handbrake and the shift lever were long enough to reach from the driver's seat (which was more of a stool, really, with a curved back), while the big steering wheel was high and oddly angled to afford the driver unobstructed access through the sliding side door during deliveries. Some practicality was even built into the Metro's engine cover: It was topped with a ribbed tray that had a slight edge around the circumference to serve as a place for packages or a driver's clipboard.

On the exterior, available brightwork was limited to trim pieces around the headlamps, stainless grille slats, hubcaps and International insignias. Options were mostly about function: exterior rearview mirrors, dual windshield wipers, additional interior lighting or a partition between driver and cargo bay.

As the model years passed by, Metro delivery vans rode on whatever light-truck

chassis were rolling off of International production lines, so they were based on the K-, KB-, L-, R- and S-series trucks.

Our feature Metro is a 1951 vintage owned and restored by Domenic Valentino of Glendora, California. Domenic has been a Snap-on Tools dealer for more than 20 years and had an urge to recreate an early walk-in tool truck to help promote the brand. The project took two years, a lot of hard work and lot of creativity to complete.

His inspiration came from an image in an old Snap-on corporate newsletter that showed a Metro van in service. The appropriate candidate for the project was found near Tahoe, California, a 3/4-ton, short-wheelbase Metro that had been used as a static display piece in front of a carpet store for 25 years. The body was rust-free but some accident-damage had been given a rough-and-ready repair job. "The whole right front was crunched in about an inch and a half, and all they did was fill it with body filler and paint it with house paint," Domenic said. "It sat chained to a pedestal for 25 years so no one would steal it."

After making the 900-mile round-trip journey to collect the truck in 2013, it sat behind German Automotive Service Center in Glendora while Domenic gathered some of the accessories he'd need to transform the old Metro into an authentic Snap-on



The Metro's chassis was disassembled, media blasted and powder coated. The rear axle and front hubs are from Chevrolet pickups because the owner wanted updated brakes and wheels.

vintage Snap-on screwdrivers still in the original box; an old Snap-on electric impact wrench still wearing its original tags; and more.

The gleaming cargo floor of the Metro is decked in maple planks, which were then hand stenciled with the different Snap-on logos used over the years. Domenic eschewed vinyl graphics and hand painted the logos on the outside of the truck, as well, and all of the van's exterior bits have either been replated or replaced. The grille was in such bad shape, new slats were fabricated from sheetmetal and then chrome plated. The glass, too, is all new as is the van's hard-to-find weatherstripping.

Domenic drives the Metro to shows where guys of all ages fawn over this rolling vintage toy box. Not surprisingly, It's a chore to guide down the road, compared to a modern route van, mostly because of that crashbox transmission and the manual steering.

But if you haven't already gathered, Domenic is old-school, and authenticity was important to him during this painstaking recreation. "It's not comfortable, but this is how it was," he said. "That's kind of my philosophy. I don't want kids to think these trucks came with air bags and V-8 engines. But when I take it to shows, people really trip out on it." 📷

it's hardly noticeable, the International rear axle was exchanged for a GM unit from a 1972 Chevrolet pickup, and the original front hubs were adapted from a 1955 Chevrolet pickup. "There were two reasons for doing this," Domenic said. "Besides the brake parts being hard to find, I thought that the 16-inch split rims were too big and too dangerous for the truck, plus the truck had to have whitewalls tires. Second was the height of the truck. I needed to get the overall height down. It would be hard anywhere to store a truck this tall, but here in California, it would be very expensive."

To drop the Metro's roofline down a few more inches, Domenic had leaves removed from the original spring packs and then arched them. Most of the Metro's chassis hard parts were blasted and powder coated black, though Domenic opted to paint the leaf springs. Once the Metro's body was reunited with the overhauled chassis, Domenic went to work on the myriad details that personalize his recreated postwar-era tool truck.

Inside, the gauge panel and front seat were meticulously restored to concours quality. But frankly, it's impossible to look

The truck had been used as a static display outside of a furniture store for about 25 years before it was given new life as a recreation of a 1951 Snap-on Tools van.

inside this van without becoming transfixed by the showroom in the cargo area, which is entirely of Domenic's own design. He built and finished the vintage-looking cabinets from scratch, collected and restored, as needed, the vintage Snap-on tools and fashioned all of the displays, including building picture frames for vintage ads. Among the goodies for fans of old tools: a new Blue-Point creeper that Domenic built to resemble older wooden creepers; vintage Blue-Point combination wrenches; a vintage specialty tool display that Domenic restored, which is bristling with old Snap-on automatic transmission tools; a set of

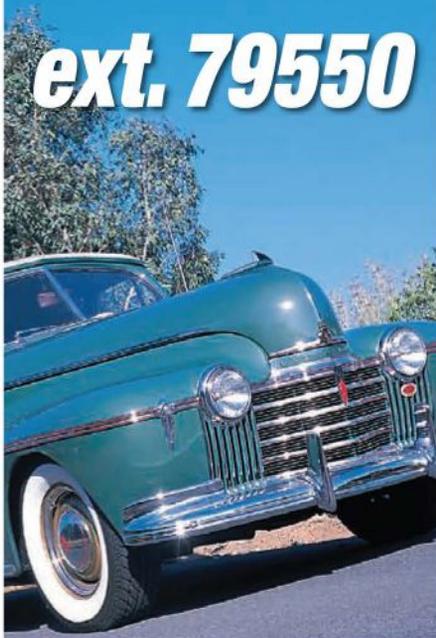


**SUBSCRIBE
TODAY TO
HEMMINGS
CLASSIC
CAR**

**CALL
TODAY**

**800
227
4373**

ext. 79550



**TOP
CATWHISKERS**



Top Quality Products with Original Fit & Finish

Window felt kits, hood seals, inner fender seals, molded weatherstrips for doors, roofrail, etc.

1962-65 B-body door windlace, 1963-66 A-body door windlace, trunk seals, windshield & rear window gaskets. Complete kits also available.



Phone 814-467-9842

www.restorationspecialties.com

info@restorationspecialties.com

148 Minnow Creek Lane, Windber, PA 15963

*Serious Classic Looks,
Powerful Sound!*



USA-630 iPod, MP3 & CD Controller



*Producing Classic Audio
Since 1977*

custom
autosound

Visit Our Website

custom-autosound.com

1-800-88-TUNES

RESTORATIONS
CLASSIC • ANTIQUE • MUSCLE

Over 35 years' experience goes into each restoration! Having your car restored at Hill's Automotive does have its rewards. Numerous cars restored at our facilities have gone on to receive some of the country's most prestigious awards.



Hill's
AUTOMOTIVE
hillsresto.com

CLASSIC CAR RESTORATION & PARTS
29625 Bashan Rd., Racine, OH 45771
Info & tech support: 740-949-2217
E-mail: tbird1957@frontier.com



**MILL
SUPPLY**



REPLACEMENT PANELS
ROCKERS, FLOOR PANS, DOOR SKINS
QUARTER PANELS, FRAME SECTIONS

For over 20 car makes!

- Everything from Chevy to Pontiac, BMW to Volvo

**FREE
CATALOG**

CALL TODAY!

800-228-6436

millsupply.com



Fishermen's Friend

How Ford tankers kept a historic seaport warm



BY JIM DONNELLY • IMAGES COURTESY CHARLES MOVALLI

We came through a winter in 2015 that proved positively just how vicious that season can be in New England. Boston still had mounds of plowed snow trying to melt as Independence Day approached. Anybody who's grown up there or lived there knows well that winter can be pure savagery in any year. That's especially true where the ocean gales rip at the coast of Massachusetts, from Cape Cod up to its fishing towns on the North Shore, with centuries of heritage behind them.

Warding off the frigid winds was essential to survival, especially in Gloucester, Massachusetts, on the edge of Cape Ann. More than 10,000 fishermen from the town were lost to storms and maritime accidents over several hundred years. Self-preservation is taken very seriously in Gloucester, and not just on the way to the rich grand banks. As whaling and other fishing expanded during the 19th century, Gloucester attracted an influx of Portuguese and Italian

immigrants eager for jobs on fishing vessels or in the local canneries. One of them was a man named Alfred Movalli, who persuaded his mother to loan him \$500 in the middle of the Depression. Alfred had been slaving away at two difficult jobs to that point: In the winter, hacking blocks of ice out of Cape Pond that were essential to the fishing industry, and in summer, gasping for breath at the local anchor foundry.

He was looking for a better life. With

the loan, he set up a business delivering fuel oil in and around Gloucester, handling that duty with his brother-in-law, Bruno Civald. Alfred's older brother, Arthur, ran the part of the business that dealt with oil-burner maintenance and repairs. Naturally, they needed a truck and bought their first one in 1938, a Ford with a 1.5 ton cargo capacity. It had a tank, but little else. Truth be told, it didn't even have a hose to dispense the oil. Instead, Alfred and his



brother-in-law would open a valve and fill large cans with fuel oil, then lug the cans to the customer's oil tank, which was sometimes inside the house. It was back-breaking work, particularly in the dead of winter.

We received these photos from Alfred's son, Charles Movalli, who still lives in Gloucester. The first truck had an 85hp flathead V-8, and 1938 was the final year that Ford relied on mechanical brakes for its trucks. Gloucester is a hilly place, and those brakes sometimes led to some dangerous experiences. One time, the brakes slipped and the truck rolled into a stone wall. Another time, it rolled downhill, crossed a major street and struck a house, damaging a harp in the front parlor. That led to a second truck being ordered, again a Ford. This time a 1948 F-5, with a 239-cu.in. flathead V-8 and Ford's distinctive new postwar styling.

This was a harsh lifestyle, made only a little more bearable due to advances like a power take-up reel for the dispensing hose. Years of labor led Alfred to develop a painful ulcer, and he ultimately gave up the business for retirement. It wasn't always easy to see that far ahead. As Charles tells us, sometimes it became tough to collect money owed by customers, especially in the early years of the business. "They tell me they need the money for their kids' Christmas," he'd complain. "What about MY kid's Christmas!" Yet when he finally closed his books, he was owed almost nothing. Despite his ulcers, he tolerated most of his daily muddles, and was far more amused than infuriated by his customers' antics. There was many a time he'd be yelling at some bothersome kids, only to look over and give me a wink.

"He really was the smartest guy I ever met," Charles recalls. "We had some fine times freezing in his truck. He never put up the driver's window, never wore a scarf, and almost never wore gloves. And I'd give anything to spend another freezing day with him." 🐾



We enjoy publishing period photos of authentic, old-time working trucks, especially from the people who drove them or owned them. If you have a story and photos to share, email the author at jdonnelly@hemmings.com.



Now All 4 Monthly Hemmings Magazines AVAILABLE AS DIGITAL EDITIONS and APPS!



• DESKTOP

• LAPTOP



• IPAD



• ANDROID TABLET

GET YOUR FIRST ISSUE IN MINUTES!

Every subsequent month you'll receive an alert email telling you the latest edition is available.

Save over 86% off the newsstand price:

Hemmings Motor News	\$14
Hemmings Muscle Machines	\$10
Hemmings Classic Car	\$10
Hemmings Sports & Exotic Car	\$10

GET ALL 4 DIGITAL MAGAZINES FOR ONLY \$25.00

Get your subscriptions started.

Go to:

hemmings.com/digital

or call: 800-227-4373, Ext. 79550

Waldron's Exhaust

waldronexhaust.com

SERVING YOU SINCE 1960!

Complete Exhaust Systems
Pre-bent Pipes, Mufflers & Resonators
Custom Built Mufflers
Aluminized Steel or Stainless Steel
Cars & Trucks: 1909-1980s

Call us at:

1-800-503-9428
or 269-467-7185

www.waldronexhaust.com



1958-1966 Thunderbirds

BIRD NEST

"Best T-Bird Website to see and buy all your 58-66 parts."

www.tbirdparts.com

No Internet then call:

800-232-6378

BOB'S SPEEDOMETER SERVICE, INC.

Speedometers, Clocks, Tachometers

All gauge instrumentation repaired & restored

Cables, Gas Sending Units

\$99
GM Cluster Rebuild

10123 Bergin Road, Howell MI 48843

800-592-9673 • 810-632-0400

Fax: 810-632-6587

www.BobsSpeedometer.com

E-MAIL: BobsSpeedometer@aol.com

CHEVROLET & GMC QUALITY REPRODUCTION PARTS

1916-1964 Cars & 1918-1987 Trucks

380 Page catalog \$7.00

FREE Catalog on CD

Serving the hobby since 1979

THE FILLING STATION
ONLINE CATALOG
www.fillingstation.com

800-841-6622

CAR CARE PRODUCTS

1935 to 1958 FORD • 1935 to 1954 CHEVROLET

SHEET METAL

MOST COMPLETE LINE OF BODY PARTS

MADE IN U.S.A.

- REPLACEMENT DOOR BOTTOMS
- TAILPANS • FLOOR PANS
- TOE BOARDS • FIREWALLS
- TRUNK FLOOR
- RUBBER PARTS

Fast & Easy Shipping

www.EMSAUTOMOTIVE.com TEL: 216-541-4585 FAX: 216-541-4989

EMS Automotive Products

VIAGRA, CIALIS, LEVITRA, PROPECIA, VALTRESX ONLINE!

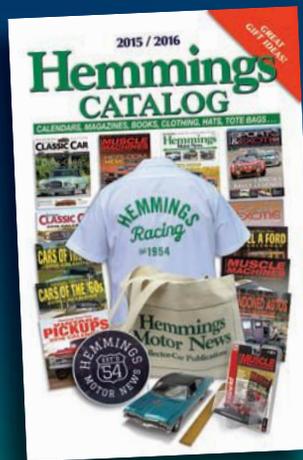
- ✓ All FDA approved brand name medications.
- ✓ USA Pharmacies and Doctors since 1998.
- ✓ Order Online, by Phone (888-743-6337) or Mobile Device!

• Safe • Secure • Discreet

5% discount at Viamedic.com/hemmings

OVER 600,000 CUSTOMERS SERVED
★ Since 1998 ★
BY USA PHYSICIANS AND PHARMACIES

From Hemmings Jackets, Shirts and Hats to Diecast Models...



Perfect gifts for the car enthusiasts you know.

There's everything from the old standbys like *Hemmings* subscriptions and totebags, a diecast model, clothing with *Hemmings*, *Hemmings Classic Car*, *Hemmings Muscle Machines* or *Hemmings Sports & Exotic Car* logos stitched on, to 2016 Calendars, *Hemmings Motor Oil*, a multitool, pint glasses, coffee mugs and lots more.

Shop Online at:
www.hemmings.com/store

Thunderbird Headquarters.com

Complete 1955 - 1969 Thunderbird Parts Warehouse

925-825-9550

800-227-2174

Free Catalogs

parts@tbirdhq.com

HORNETS NEST REGION • AACA
CHARLOTTE
 SPRING MEET
AUTOFAIR
 CHARLOTTE MOTOR SPEEDWAY

April 7-10, 2016

Don't Miss the Charlotte Spring Meet !



AACA Southeastern National Spring Meet
 April 9, 2016 at Charlotte AutoFair

Buy or Sell Collector Cars & Parts at Charlotte AutoFair

April 7-10, 2016 and September 22-25, 2016

Reserve Your Vendor Space Now

Region Office 704-841-1990 9am-4pm, M-F

Visit online at Charlotte-AutoFair.com

Produced Since 1978 By Hornets Nest Region, AACA

Pumps

Gears

Valves

Cylinders

Couplers

LA RES
 CORPORATION

Over 250,000

Steering

Components

Sold



MADE IN USA

www.larescorp.com | 1.877.830.7145



CAR CARE PRODUCTS

Larry's THUNDERBIRD
 & MUSTANG
 PARTS

Dedicated to Excellence



Supplying Concours-Quality Upholstery, Parts and Accessories for Over 40 Years!

Restoration Parts & Accessories



- ★ Great Prices!
- ★ Huge Inventory!
- ★ Experienced Parts Specialists!
- ★ Fast Shipping!



Teamco
 GO FOR THE QUALITY

Call Today! (800) 854-0393

Larry's Thunderbird & Mustang Parts
 1180 California Ave #B • Corona, CA 92881



Find us On The Web At: www.larrystbird.com

www.LucasClassicTires.com

WORLD'S LARGEST SELECTION OF ANTIQUE, CLASSIC & SPORTS CAR TIRES

Firestone

LUCAS TIRES



TIRE SIZE	PRICE	TIRE SIZE	PRICE	TIRE SIZE	PRICE
525/550-17	A \$119.00	650-19	C \$179.00	32x4-1/2	D \$259.00
450-18	A \$119.00	475/500-20	A \$139.00	33x5	A \$269.00
525/550-18	A \$129.00	600-20	B \$159.00	32x4	A \$259.00
600/650-18	B \$149.00	440/450-21	A \$ 99.00	33x4-1/2	E \$269.00
475/500-19	A \$ 99.00	525-21	A \$149.00	33x4	A \$269.00
550-19	B \$149.00	31x4	A \$239.00	34x4	A \$275.00

WARDS RIVERSIDE

TIRE SIZE	COLOR	PRICE
30x3-1/2	Black	\$152.00
30x3-1/2	All-White	\$219.00
30x3	Black	\$151.00
30x3	All-White	\$212.00



GOODYEAR

U.S. ROYAL TIRES

GENERAL TIRES



TIRE SIZE	WW WIDTH	PRICE	TIRE SIZE	WW WIDTH	PRICE
750-14	2-1/4"	C \$164.00	800-15	3" or 4"	B \$195.00
800-14	2-1/4"	C \$179.00	820-15	Black	C \$175.00
950-14	2-1/4"	A \$229.00	820-15	1" or 2-3/4"	C \$209.00
670-15	Black	A \$147.00	915-15	1"	C \$209.00
670-15	2-11/16" or 3-3/4"	A \$173.00	600-16	Black	A \$144.00
760-15	3" or 4"	B \$186.00	600-16	3-1/2"	A \$169.00

ROYALTON 78 Series

TIRE SIZE	WW WIDTH	PRICE
G78-14	1", 2-3/4" or 3-1/4"	\$165.00
560-15	Black	\$149.00
560-15	1" or 3"	\$166.00
600-15	Black	\$152.00
600-15	1" or 3"	\$169.00
G78-15	1", 2-1/2" or 3-1/4"	\$168.00
H78-15	1", 2-5/8" or 3-1/4"	\$169.00
L78-15	1" or 3"	\$179.00
L78-15	4"	\$185.00

SPECIALTY TIRES OF AMERICA, INC.



TIRE SIZE	CINTURATO	PRICE	TIRE SIZE	CINTURATO	PRICE
165VR14	CA-67	\$199.00	185/70VR15	CN-36	\$299.00
155HR15	CA-67	\$269.00	205/70VR15	CN-12	\$329.00
165HR15	CA-67	\$229.00	205VR15	CN-72	\$499.00
185VR15	CA-67	\$389.00	185VR16	CA-67	\$399.00

Our best-selling VW TIRES

We stock the original sizes for your classic Volkswagen! **Royalton's** reasonably-priced 560-15 and 600-15 are now available in black, 1" WW, and extra-wide 3" WW.



MICHELIN

MILESTAR

TIRE SIZE	WW	PRICE
155/80R13	1/2"	\$59.00
175/80R13	1/2"	\$66.00
185/75R14	3/4"	\$76.00
195/75R14	3/4"	\$87.00
205/70R15	3/4"	\$90.00
205/75R15	3/4"	\$92.00
215/70R15	3/4"	\$95.00
215/75R15	3/4"	\$95.00
225/75R15	3/4"	\$103.00
235/75R15	3/4"	\$105.00

BLOCKLEY

TIRE SIZE	TREAD	PRICE
550-15 (tube type)	5-Block	\$282.00
550-16	5-Block	\$328.00
600-16	5-Block	\$356.00
650-16	5-Block	\$381.00
450/500-18	3-Block	\$258.00
550-18	3-Block	\$321.00
400-19	3-Block	\$226.00
450-19	3-Block	\$236.00
205/70VR14	Dog Bone	\$379
205VR14	Dog Bone	\$429
165VR15	Dog Bone	\$219
185/70VR15	Dog Bone	\$299
185VR15	Dog Bone	\$269
205/70VR15	Dog Bone	\$299
185VR16	Dog Bone	\$359

SPEEDWAY

TIRE SIZE	PLY	PRICE
600x16	NDT 6-P.R.	\$89.00
700x16	NDT 8-P.R.	\$114.00
750-16	NDT 8-P.R.	\$125.00
900x16	NDT 8-P.R.	\$219.00
750-20	NDT 8-P.R.	\$219.00

BARGAIN TIRES

We frequently get trade-ins, close-outs, blem tires, and racing take-offs which we can offer at great savings. More than 250 tires. No guarantees. Call for your specific needs.

American Classic

CALL TO REQUEST OUR FREE CATALOG
LucasClassicTires.com

BEDFORD

SIZE	BLACK	SINGLE WW	DOUBLE WW
700-17	\$229	\$309	\$399
750-17	\$239	\$319	\$439
700-18	\$219	\$309	\$399
750-18	\$229	\$319	\$439
700-19	\$259	\$329	\$429
750-19	\$259	\$349	\$469
600-20	\$179	\$279	
650-20	\$180	\$299	

PORTAWALLS

BEFORE	AFTER
8 x 1-1/6".....\$47.95	15 x 1-3/4".....\$59.95
10 x 1-3/16".....\$47.95	15 x 3".....\$76.95
12 x 1-1/2".....\$59.95	16 x 1-7/8".....\$59.95
13 x 1-7/8".....\$59.95	16 x 3".....\$79.95
13 x 2-1/2".....\$65.95	19 x 1-1/4".....\$59.95
14 x 2".....\$59.95	Sold in sets of 4

LESTER

Universal

BFGoodrich

VEDESTEN

TOLL FREE 1-800-952-4333
Hours: 9am - 5pm (OPEN UNTIL 8pm EST)



Phone 562-595-6721 • Fax 562-595-0381
2850 Temple Ave. Long Beach, CA 90806

Advertisers in this issue

ADVANCED PLATING.....	42
AUCTIONS AMERICA.....	11
AUTOMOTIVE INTERIORS.....	79
BIRD NEST.....	91
BOB'S SPEEDOMETER SERVICE, INC.....	91
THE BRADFORD EXCHANGE.....	17, 23, 29
CALIFORNIA CAR COVER.....	42
CAR CARE SPECIAL SECTION.....	92-93
CLASS-TECH.....	81
CLASSIC TUBE.....	81
COKER TIRE.....	1
COOL CRAFT.....	75
CUSTOM AUTOSOUND.....	89
DANCHUK MANUFACTURING, INC.....	71
EATON DETROIT SPRING, INC.....	75
EMS AUTOMOTIVE PRODUCTS.....	92
ENFIELD AUTO RESTORATION, INC.....	75
THE FILLING STATION.....	91
GRUNDY WORLDWIDE.....	79
HAGERTY CLASSIC CAR INSURANCE.....	3
HAGERTY EDUCATION PROGRAM.....inside back cover
HARBOR FREIGHT TOOLS.....	67
HEACOCK CLASSIC COLLECTOR CAR INSURANCE.....	9
HIBERNIA AUTO RESTORATIONS, LLC.....	79
HILL'S AUTOMOTIVE.....	89
BILL HIRSCH AUTOMOTIVE RESTORATION PRODUCTS.....	79
HORNETS NEST REGION, AACA.....	93
HYDRO-E-LECTRIC.....	83
J.C. TAYLOR ANTIQUE AUTO INSURANCE.....	71
KEEN PARTS.....	83
LARES CORPORATION.....	93
LARRY'S THUNDERBIRD & MUSTANG PARTS.....	93
LeBARON BONNEY CO.....	81
LUCAS CLASSIC TIRES.....	94
MCCOLLISTER'S AUTO TRANSPORT.....	4
MECUM AUCTIONS.....	5
MILL SUPPLY.....	89
NATIONAL PARTS DEPOT.....	back cover
NORTHWEST TRANSMISSION PARTS.....	4
ORIGINAL PARTS GROUP, INC.....	inside front cover
RESTORATION SPECIALTIES & SUPPLY, INC.....	89
ROBERTS MOTOR PARTS.....	79
ROCKAUTO LLC.....	42
SMS AUTO FABRICS.....	81
STAUER.....	15, 19
STEELE RUBBER PRODUCTS.....	83
STUDEBAKER DRIVERS CLUB INC.....	75
SUMMIT RACING EQUIPMENT.....	7
THUNDERBIRD HEADQUARTERS.....	92
TUB O' TOWELS.....	25
UNIVERSAL VINTAGE TIRE CO.....	13
VIAMEDIC.....	92
VINTAGE CHEVROLET CLUB OF AMERICA.....	75
WALDRON'S EXHAUST.....	91



auto world

"Since 1958"

54 CAN AM... IMSA... SCCA FANS! 1977 STARTS HERE! TRY US FIRST!

NEW MECCA ACCUSUMPI End engine oil starvation, cavitation, and aeration problems on "wet sump" engines of any size. Road Racing, Rally, Oval Track, Boats. *Send SAE for technical bulletin No. 3386 about Mecca products.*
No. 58-666 (list \$225) \$187.50

NEW MECCA ICI (Engine Condition Inspection) Oil Filter System for all racing and performance applications. Aerospace built. Magnetic trap, cleanable element, non-restrictive flow, anti-aeration chambers. For all cars, Sprintes to Corvettes. Endorsement of Traco, Falconer, Yumick, etc. *Send SAE for technical bulletin No. 3386 about Mecca products.*
No. 58-726 (list \$95.00) \$76.00

THE CAN AM IS BACK! Send for your special CAN AM SUPPORT PACK. Deals, bumper stickers, patch, information on races, T shirts, jackets, model cars, books.
No. 33-193 \$5.00

NEW CORBEAU SEATS! The world's most comfortable and well-titled driver's or racing seats. Made in England. Drive for thousands of miles in comfort. Special Sale Prices, from \$129.00.

NEW TAMIVA 1/12 scale model FERRARI 312T GP car. World's most fantastic model kit. Hundreds of working parts!
No. 20-875 \$18.50
McLaren, Brabham, Lotus, others available.

NEW CAN AM MODEL CAR KITS. 1/28 scale. Chaparral 2H (20-562), Ferrari 712 (20-563), Lotus 220 (20-564), Porsche 917/10 (20-565), AVS Shadow (20-566), Mc Laren M50 (20-577).
PRICE PACK \$3.98

NEW "SHARK" SPOILERS. The spoilers that SWIM the air! Here are the best spoilers ever offered! Tough fiberglass, moulded for that "Shark" look, complete with hardware. For most important cars and Sports cars. Foreign and U.S. Priced from \$25.95. Real Neat! Improve aerodynamics, save gas!

NEW FOR THE FAST DRIVER
SUPER SNOOPER Radar Detector. A practical gift for every highway traveler. Rated No. 1 by leading magazines. Reacts to X & K band radar. Dual system features volume control buzzer & light.
No. 69-731 \$149.50

DRIVING IN COMPETITION. Corner by Corner instructions on driving a competition car at speed. Acclaimed "best" by leading driving schools. Their "working textbook".
No. 38-241 \$6.95

THE RSR WHEEL. For his or her car. Classic beauty. Finest GP type wheel at any price. One piece stamped aluminum with padded, hand stitched black leather-like, no rot cover. Impact collapsible safety hub (IUTAC approved, Germany) with horns button. 12, 13, 14 inch diameters. Flat black or flat aluminum finish, your choice of car logo in center.
RSR WHEEL \$59.50

CIBIE LIGHTS. Buy your car a gift! There is no finer lighting system than Cibie. We have a complete selection. For a limited time get a free relay with any pair of lights below:
CIBIE H4 (7" conversion) \$49.90 pr.
CIBIE 35 (6" rectangle) \$89.90 pr.
Choose driving, clear or amber fog.
CIBIE 95 (7" rectangle) \$64.40 pr.
Choose driving, bumper, clear or amber fog.
CIBIE 40 (5 1/2" round) \$62.40 pr.
Choose driving, clear or amber fog.

FREE RELAY with any pair of lights above. \$5.95 value. Limited time only. *Please mention this ad to get your free relay*.

NEW 1977 BELL STAR II. The world's safest racing helmet, approved by all racing organizations. Custom fit. Measure your head around your ears.
No. 68-117/120 \$79.95

LINEA SPORT FPT DRIVER'S SUIT. We are U.S. headquarters for these suits. Approved for Grand Prix racing, SCCA, IMSA. Many GP drivers say they're the world's safest suits. One piece only, blue denim.
LINEA FPT (Single layer) \$178.00
LINEA FPT (Double layer) \$250.00
LINEA FPT SHOES. \$69.50 pr.

AUTO WORLD NOMEK SUITS. Compare anywhere for price, quality, design, fit. We feel we offer the best NOMEK suits available. One or two piece, medium weight or heavy weight, with blue trim.
MED. WEIGHT, 1 or 2 piece \$85.00
HEAVY WEIGHT, 1 or 2 piece \$98.50

SPECIAL NOMEK DEALS. If you're just starting racing, our special deal saves you money. Suit, underwear, socks, gloves supplied. Write or phone for information.

ROLL BARS. SCCA and IMSA okay. Easy to install. Call or write Dept. 161 about your car.
ROLL BARS from \$109.00

RACE NUMBERS. Easy to stick on. SCCA and IMSA okay. Set of 4 white oval (13 x 18), your choice of 8 numbers from 1-0 (usually 4 ea. 2 different numbers).
61-904K (select 8 numbers) \$8.00

SAFETY BELTS. Seat and crotch belts, shoulder harnesses. SCCA, IMSA, NASCAR, FIA spec. Individual or complete systems. Complete sets:
69-040 (Production car) \$64.50
69-041 (Saddles) \$86.50
69-042 (Formula) \$55.50

WEBER CARBS AND MANIFOLDS. Real performance and fuel economy, the closest thing to FUEL INJECTION. Carbs and kits for most cars. We have carbs, jets, manifolds, complete kits. Official Weber manuals in stock. Phone or write us on your needs. You can't get a better carburetor anywhere.

FERODO WORLD CHAMPIONSHIP BRAKES. We're U.S. Headquarters for Ferodo. We stock extra duty and life street pads, special DS-11 for racing. See our catalog! Phone or write Dept. 161 for prices. From \$11.95. Also Control brake fluid, Silicates.

KONI SHOCKS. NOW SAVE 25%! Most race car and rally drivers rely on Koni. We stock a complete range for street or competition. Priced from \$27.00.

NEW EQUIPMENT

ICI Filters

Accusump

SHARK SPOILERS

Super Snooper

RSR Wheel

Corbeau Seats

CIBIE

Driver's Suits

54

25% OFF ON KONI!

NEW 1977 CATALOGS!

with 1977 MOTORSPORTS

with 1977 MODEL CARS

Send Motorsports Catalog No. 10 (\$1.00)
 Send Model Car Catalog No. 29 (\$1.00)

Name _____
Address _____
City, State _____ Zip _____

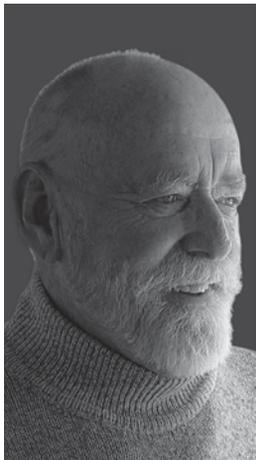
TWO DIFFERENT CATALOGS. Top quality, hard-to-get products from around the world. We select only the best — the same products we use ourselves. If you can, visit our showroom where we stock many Foreign Car parts, and our car lot where clean Sports/GT cars are for sale. Available of newsworld or direct from Auto World. Use coupon below.

HOW TO ORDER. Call (717) 344-9256. Showroom open Monday thru Saturday 9:00-5:00, Thursday & Friday 9:00-5:00 PM. **CHARGE CARDS OK BY MAIL!** Pa. residents add 6% tax. Add \$1.00 postage (bring catalog).

auto world

DEPT. 23
701 N. KEYSER AVE.
SCRANTON, PA. 18508

auto world
Road & Track
March 1977



They call our cars

Yank Tanks,

and even though

gasoline is

roughly \$9.00

per gallon,

they enjoy their

big American

classics and drive

them regularly.



Friends Down Under

I visited my fan Jon Dunstan here in New Zealand last week. I wanted to make sure he was happy with my column, and *HCC* in general, and that he would continue his subscription this year. Actually *HCC* has a couple of subscribers down here, including Garth Hogan, who is probably the country's most famous drag racer, and is also a world-renowned airplane restorer. He sent me a letter a while back, and I hope to visit him, too, at his museum and restoration facility in Wanaka on the South Island. I just want to make sure he is still happy with Hemmings.

I'm thinking that if I have readers overseas, that makes me world-famous, right? I visit Jon Dunstan fairly often, and when I do, I fluff up his cushion and bring him coffee whenever he requests it. (Actually, he and I have become good friends over the last few years, and my wife and I very much enjoy his and his wife, Evelyn's, company.)

Evelyn is a world-famous glass sculptor, who does all kinds of impossibly intricate, colorful, stunning cast glass works that you can only appreciate if you see them. People love her work in the United States, and it is rumored that Sir Elton John did a one-night concert in Wellington just so he could pick up one of her pieces for his collection. He did not want it damaged in shipment.

Dunstan is the host of a Sunday morning radio show on Coast FM here and plays classic hits of the Fifties, Sixties and Seventies. He has also been a TV announcer at the drag strips and oval tracks. His knowledge of American cars is encyclopedic, and he is a history buff as well. He is also a good writer and has done some wonderful science fiction.

Jon is a lifelong car guy and has a Mini Cooper that is *not* stock, plus a 1954 Ford F-100 pickup truck—"ute" as they call them here—as well as a 1967 Mustang notchback that is impeccably restored and looks elegant in its Wimbledon white livery. I helped him find that car in the States and ship it down here, and he has helped me with a 1970 VW I restored, and has been indispensable for finding parts for my Morris Minor restoration.

Jon also had a 1964 Ford Galaxie convertible, but decided to sell it to devote the funds to his other projects. It turns out that "Kiwis" (slang for New Zealanders, and no, it is not a pejorative) love

American iron. They call our cars Yank Tanks, and even though gasoline is roughly \$9.00 per gallon, they enjoy their big American classics and drive them regularly. Mustangs are especially popular here, and there are clubs dedicated to the marque.

Actually, I see quite a few big, beautiful Fifties- and Sixties-era cars that have been imported here that would not be in great demand at home, but are wonderful to see still plying the highways. American cars have always been sought-after in New Zealand and Australia, and many were exported commercially to these countries before World War II. You still see them today, immaculately cared for and still on the road.

The primary reason for that is because cars—and parts for them—are expensive here, and Kiwis are self-reliant people who have learned how to fix and maintain things. There are also a lot of British cars here from the

Fifties and Sixties, too, because New Zealand and pre-Common Market Britain were trading partners.

New Zealand sold them lamb, and Britain sold the Kiwis cars. However, even though there are plenty of British cars here, American autos from every era dominate the show scene. In fact, you often see cars here that you rarely see at home, such as Hupmobiles, early Chevrolets and Packards.

In the little town of Tairua where I spend the winter, there is a fellow doing up a 1937 Willys four-door, another bloke restoring a 1936 Reo Flying Cloud sedan with dual side mounts, and a third fellow who has a 1956 Oldsmobile 98 Holiday coupe in remarkable original condition. All in a town of 1,227 people!

I wonder if I can write this trip off on my taxes because I am down here seeing to *HCC's* customer base? I have a feeling my taxman will give me that grimace he does whenever I try to get creative with my deductions. But coming here is worth it anyway, because I end up with an endless summer hanging around car people, working on cars, and going to shows with no inclement weather.

Now, if I can just book a flight to the South Island, I can make sure Garth Hogan is happy with his subscription, and perhaps see his classics and restored WWII fighter planes. About the only things I like to see as much as classic cars are classic airplanes. Have you ever heard the roar of a Rolls-Royce Merlin? 🦅



THE FUTURE OF RESTORATION IS IN YOUR HANDS.



Preserve the past. Build the future.

Hagerty Education Program at America's Car Museum – We raise money to give it away, paving a pathway to careers, serving young adults interested in automotive restoration & preservation. Giving back to communities across the United States & Canada with scholarships and paid internships & apprenticeships and funding programs in high schools, vocational schools, community colleges and colleges.

**We need you. Join the movement. Spread the word.
Donate today.**

hagertyeducationprogram.org | 1-855-537-4579

Founded in 2005 by Hagerty

A Public Service of *Hemmings Classic Car*



AMERICA'S CAR MUSEUM®



"Hello, I just wanted to give praise to your company and the great job you do. In a world that seems to lack in customer service, as well as a complete business plan, your company is head and shoulders above the rest. Being a long time car restorer, tech advisor and a shop supervisor, it is a pleasure to deal with a company of your quality. Through the years I have tried other companies but your company is the best... Once again thanks for providing a great service to the car hobby."

Brent B. — Iowa

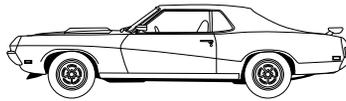
Make your dream happen.

COMING SOON
94-04 MUSTANG

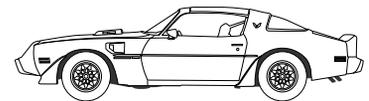
- 4 LOCATIONS NATIONWIDE • HUGE IN-STOCK INVENTORIES
- 24/7 PHONE SUPPORT • LOW SHIPPING RATES



65-73 MUSTANG



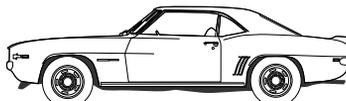
67-73 COUGAR



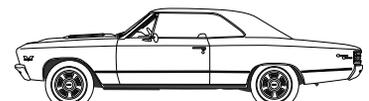
67-81 FIREBIRD / TRANS AM



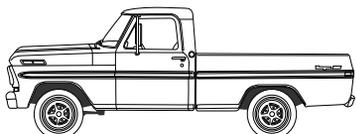
79-93 MUSTANG



67-81 CAMARO



64-87 CHEVELLE
MALIBU / EL CAMINO



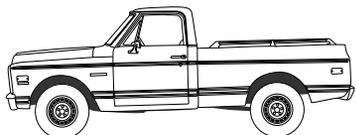
48-96 F-SERIES TRUCK



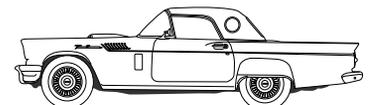
66-96 FORD BRONCO



64-72 GTO / TEMPEST / LEMANS



47-98 CHEVROLET
C/K - 1/2 TON TRUCK



55-57 THUNDERBIRD



Restoration/Performance
Parts & Accessories

VISIT US AT

WWW.NATIONALPARTSDEPOT.COM



FREE

Parts Catalogs Call 24/7

800-874-7595

40 Restoring
American
History
Since
1976.
YEARS

4 LOCATIONS
WALK IN HOURS
Mon. - Fri. 8am-7pm
Sat. - Sun. 9am-5pm

FLORIDA DEPOT
800-874-7595
900 SW 38th Ave
Ocala, FL 34474

MICHIGAN DEPOT
800-521-6104
2435 S Haggerty Rd
Canton, MI 48188

N CAROLINA DEPOT
800-368-6451
7000 MacFarlane Blvd
Charlotte, NC 28262

CALIFORNIA DEPOT
800-235-3445
1376 Walter St #1
Ventura, CA 93003