

AMERICA'S OTHER SPORTS CAR

HISTORY OF CUNNINGHAM

Hemmings



CLASSIC CAR

THE DEFINITIVE ALL-AMERICAN COLLECTOR-CAR MAGAZINE

NOVEMBER 2016 #146



IMPERIAL GRANDEUR
1959 CROWN SOUTHAMPTON



CHEVY CARRYALL
1960-'66 SUBURBAN

PONTIAC PERFECTION

GRAND PRIX MODELS OF THE '60s



**1953 PONTIAC
PATHFINDER:**
FINAL ASSEMBLY
BEGINS—PART IV



PLUS

WILLS SAINTE CLAIRE
1956 STUDEBAKER
CARL FISHER PROFILE



MARKETING THE **1929 PEERLESS**

WE PACKED THEM FULL OF POWER. THEN GAVE 'EM A BRAIN.



DIGITAL 1200



DIGITAL 400



Powerful batteries require powerful chargers. Our microprocessor-controlled OPTIMA® chargers are specifically designed to charge, condition and maintain both AGM and lead-acid batteries while maximizing life and performance. They can even recover deeply discharged batteries, so from topping off to reviving, you're always ready to rock. To learn more about OPTIMA chargers, visit OptimaBatteries.com

CHARGES BATTERIES OTHERS CAN'T.

Look for the **OPTIMA DIGITAL 1200 AND DIGITAL 400** chargers at a retailer near you.
The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, REDTOP, YELLOWTOP, BLUETOP and The Six-Pack Battery Design are trademarks of Johnson Controls, Inc. ©2015



WE HAVE THE **BEST SELECTION** OF **RADIAL TIRES ON THE MARKET**



★★★★★★★★★★ **collector radials** ★★★★★★★★★★

World's *Only* **Bias-Ply Look Radials**

- Award Winning Design
- Bias Ply Look
- Steel Belted Radial Construction
- Smooth Ride, Authentic Appearance
- DOT Approved
- Backed by our Life of the Tread Warranty

ALL SIZES IN STOCK

Starting at:
\$200
-Whitewall
\$176
-Blackwall



Wide Whitewall Radials

- Since 1995, World's First Modern Radial Construction Wide Whitewall
- With Its Vintage Profile, This Is A Replacement For Original-Style Bias-Ply Tires
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:
\$160



★★★★★★★★★★ **collector radials** ★★★★★★★★★★

Whitewall Radials

- Classic Tread Design and Smooth Sidewall
- Wide and Narrow Whitewalls Available
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:
\$146



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
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:
\$156



FIND A FULL LIST OF PRICES IN THE BACK OF THE BOOK



BUY DIRECT FROM THE SOURCE FOR AUTHENTIC VINTAGE TIRES

SPEAK TO A TIRE & WHEEL EXPERT

TOLL FREE **866-922-0394** cokertire.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!

800-257-9595 ☎ 609-386-0600

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



COMING UP

CHICAGO

OCT 6-8
SCHAUMBURG, IL
1,000 VEHICLES

DALLAS

NOV 2-5
DALLAS, TX
1,000 VEHICLES

ANAHEIM

NOV 17-19
ANAHEIM, CA
750 VEHICLES

KANSAS CITY

DEC 1-3
KANSAS CITY, MO
700 VEHICLES



CONSIGN OR REGISTER TO BID TODAY

THE EXPERIENCE BEGINS AT MECUM.COM

CA License #81410

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



CONTENTS

HEMMINGS CLASSIC CAR • NOVEMBER 2016 • VOLUME 13, ISSUE 2



*The New
Wills Sainte Claire Six Roadster*

54

FEATURES

24 Pontiac Grand Prix History

32 1967 Pontiac Grand Prix

36 **driveReport:**
1952 Cunningham C-3

42 Cunningham History

50 **Driveable Dream:**
1959 Imperial

54 **History of
Automotive Design:**
Wills Sainte Claire

62 **Personality Profile:**
Carl Fisher

66 **Restoration Profile:**
1953 Pontiac Pathfinder—
Part IV



62



76



78



90

DEPARTMENTS

- 10 NEWS REPORTS
- 12 LOST & FOUND
- 14 AUCTION NEWS
- 16 ART & AUTOMOBILIA
- 20 PRODUCTS & PARTS
- 44 RECAPS LETTERS
- 74 DISPATCHES
FROM DETROIT
- 76 DETROIT UNDERDOGS
- 78 AUTOMOTIVE PIONEERS
- 80 I WAS THERE
- 82 REARVIEW MIRROR
- 84 REMINISCING
- 95 ODDIES BUT GOODIES

COLUMNISTS

- 08 RICHARD LENTINELLO
- 45 PAT FOSTER
- 47 JIM DONNELLY
- 49 DAVID SCHULTZ
- 96 JIM RICHARDSON

CLASSIC TRUCKS

- 86 CLASSIC TRUCK PROFILE:
1960-'66 CHEVROLET
SUBURBAN
- 90 COMMERCIAL
CHRONICLE

YOU WERE NEVER ONE FOR TIES AND WINGTIPS.



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.

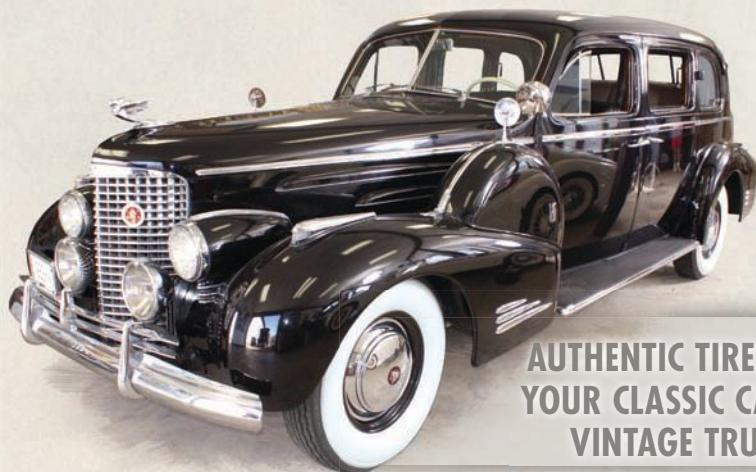
Drive with us. Hagerty.com | 877-922-1706 | Local Agent



Hagerty determines final risk acceptance. All coverage is subject to policy provisions and availability. Hagerty is a registered trademark of The Hagerty Group, LLC. ©2016 The Hagerty Group, LLC. Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship or affiliation with Hagerty or any of its products or services.

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

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, David Schultz,

Milton Stern, Russell von Sauters

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: James Hurley, 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, Harlan Kip, 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

Kendall Carey

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, Rob Ware

HEMMINGS CLASSIC CAR

ISSN# 1550-8730 • www.hemmings.com

Published monthly by Hemmings Motor News

222 Main St., Bennington, VT 05201

TO SUBSCRIBE:

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

Fax: 802-447-9631

Mail: 222 Main St., Bennington, VT 05201

Mail: P.O. Box 196, Bennington, VT 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. Occasionally, we make our subscriber list

available to carefully screened companies that offer products and services

that we believe would interest our readers. If you do not want to receive

these offers and/or information, please advise us at P.O. Box 76,

Bennington, VT 05201, or call 800-227-4373.

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, VT 05201

American City Business Journals, Inc.,

120 West Morehead St, Charlotte, NC 28202

Ray Shaw, Chairman (1989-2009)

Whitney Shaw, CEO



ALL-NEW
Bigger
Buttons

“My friends all hate their cell phones... I love mine!”

Here's why.

No
Contracts

FREE
Car
Charger

Say good-bye to everything you hate about cell phones. Say hello to the **ALL-NEW Jitterbug Flip**.

“Cell phones have gotten so small, I can barely dial mine.” Not the new Jitterbug® Flip. It features a larger keypad for easier dialing. It even has a larger display so you can actually see it.

“I had to get my son to program it.” Your Jitterbug Flip set-up process is simple. We'll even program it with your favorite numbers.

“I tried my sister's cell phone... I couldn't hear it.” The Jitterbug Flip is designed with a powerful speaker and is hearing aid compatible. Plus, there's an adjustable volume control.

“I don't need stock quotes, Internet sites or games on my phone. I just want to talk with my family and friends.” Life is complicated enough... The Jitterbug Flip is simple.

“What if I don't remember a number?” Friendly, helpful Operators are available 24 hours a day and will even greet you by name when you call.

“My cell phone company wants to lock me in a two-year contract!” Not with the Jitterbug Flip. There are no contracts to sign and no penalty if you discontinue your service.



Monthly Plan	\$14.99/mo	\$19.99/mo
Monthly Minutes	200	600
Operator Assistance	24/7	24/7
Long Distance Calls	No add'l charge	No add'l charge
Voice Dial	FREE	FREE
Nationwide Coverage	YES	YES
Friendly Return Policy ¹	30 days	30 days

More minute plans available. Ask your Jitterbug expert for details.

“I'd like a cell phone to use in an emergency, but I don't want a high monthly bill.” The Jitterbug Flip has a plan to fit your needs... and your budget.

“Many phones have features that are rarely needed and hard to use!” The Jitterbug Flip contains easy-to-use features that are meaningful to you. A newly designed built-in camera makes it easy and fun for you to capture and share your favorite memories. And a new flashlight with a built-in magnifier helps you see in dimly lit areas, the Jitterbug Flip has all the features you need.

Enough talk. Isn't it time you found out more about the cell phone that's changing all the rules? Call now, Jitterbug product experts are standing by.

Available in
Red and Graphite.

Order now and receive a
FREE Car Charger for your Jitterbug Flip –
a \$25 value. Call now!

NEW Jitterbug Flip Cell Phone

Call toll-free to get your Jitterbug Flip.

Please mention promotional code 60580.

1-877-459-4566

www.jitterbugdirect.com

We proudly accept the following credit cards:

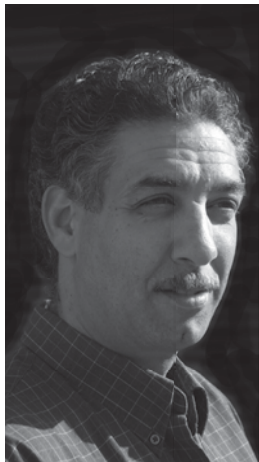


jitterbug
flip

firstSTREET
for Boomers and Beyond®
1998 Ruffin Mill Road
Colonial Heights, VA 23834



IMPORTANT CONSUMER INFORMATION: Jitterbug is owned by GreatCall, Inc. Your invoices will come from GreatCall. Plans and Services require purchase of a Jitterbug phone and a one-time setup fee of \$35. Monthly fees do not include government taxes or assessment surcharges and are subject to change. Coverage is not available everywhere. 5Star or 9-1-1 calls can only be made when cellular service is available. ¹We will refund the full price of the Jitterbug phone and the activation fee (or setup fee) if it is returned within 30 days of purchase in like-new condition. We will also refund your first monthly service charge if you have less than 30 minutes of usage. If you have more than 30 minutes of usage, a per minute charge of 35 cents will be deducted from your refund for each minute over 30 minutes. You will be charged a \$10 restocking fee. The shipping charges are not refundable. There are no additional fees to call GreatCall's U.S.-based customer service. However, for calls to a GreatCall Operator in which a service is completed, you will be charged 99 cents per call, and minutes will be deducted from your monthly rate plan balance equal to the length of the call and any call connected by the Operator. Jitterbug and GreatCall are registered trademarks of GreatCall, Inc. ©2016 GreatCall, Inc. ©2016 firstSTREET for Boomers and Beyond, Inc.



Books, Magazines and More...

“You’re a hoarder!” is what my wife, daughters, brothers and friends have called me. But in reality, I’m a preservationist. A conservationist of sorts for old car parts, and other intrinsic automotive objects that car guys appreciate—yet few others do.”

That was the opening paragraph to my recent column in our sister magazine, *Hemmings Sports & Exotic Car*. However, for this magazine, I’m going to apply that same preservation logic to car books, car magazines and other automotive-related literature.

After living in South Florida for three and a half years, we’ve had enough of the intense humid heat and just recently moved back to the Northeast, more specifically, central Massachusetts. In the process, I had to pack and move over 100 boxes of automotive books and car magazines; make that 100 *very heavy* boxes of books. Even the movers that I hired were amazed at just how many books I had. One guy asked me, “How many books do you need?” “All the important ones, and those that I don’t have,” was my reply.

Yes, I’ll admit it, I’m addicted to automotive books, and have suffered from this syndrome since 1974 when I bought my first car book; I’ve been buying them ever since. Unlike some book collections that focus on just one brand of car, my automotive library spans the whole range of automotive history. From American Classics to muscle cars, European cars and sports cars, hot rods and racing, automotive design, coachbuilding and restoration.

Packing my library took me nearly two months working part time in the evening, all the while I was editing this magazine, writing other stories and trying to photograph certain cars throughout Florida before I got onto Interstate 95 and headed north. It was a huge undertaking, one that I don’t ever plan on going through again. Moving house is such a hardship, which is made all the more difficult when you have thousands of books and magazines, not to mention several hundred automotive scale models, Lionel trains, and a ton of garage equipment, tools, and many, many car parts. Maybe I am a hoarder, although I certainly don’t think so.

Reading about automotive brands and models

that are beyond your primary field of interest opens your mind to many other aspects of automotive history, not only the cars themselves but the engineers, designers and executives who made it all happen. And you’ll continually be amazed at the many links between American and European auto manufacturers, both in terms of the cars themselves and the many mechanical components that they shared. Did you know that for many years both

Bentley and Rolls-Royce, and Ferrari too, used General Motors’ Hydra-Matic transmissions and air conditioning systems in their cars? And that one particular Marelli ignition system used by Alfa Romeo and Ferrari was a re-covered Delco unit? That’s the beauty of reading; the fun facts that you’ll discover will never cease to amaze you.

So, does there ever come a time when you need to stop buying books and subscribing to magazines because you’re running out of room in your house to keep them all? Well, no, not really. While storage can be a problem, you need to get inventive to keep what you have for future reference. In my office, I have a fairly large walk-in closet, in which I removed the clothes rod and installed a large book case. This is where I store the old car magazines that I use for reference, but don’t need to access every day. My shop manuals and other how-to books I keep in my garage so I can have them at the ready when I’m working on my cars.

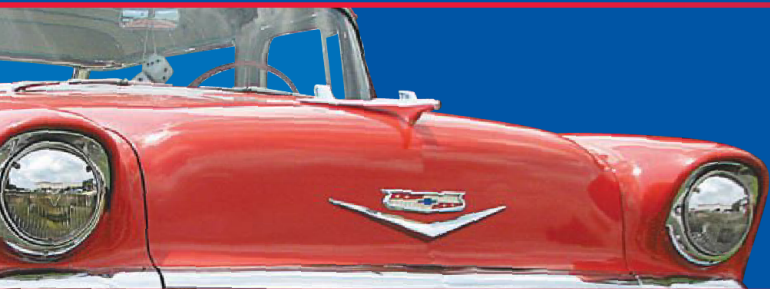
As I stated in my other column, the fact that I have stacks of large plastic bins in my garage and attic stashed with old car parts and magazines that I will never use or read again actually shows my compassion for future generations of car guys, who will one day need some of these parts and literature. Why add to our landfill problems when I can temporarily warehouse these desirable items until the day when my younger fellow man will need them to complete the restoration of his car, thus preserving the history of the automobile as we know it.

So, while I look for more creative ways to store my automotive literature, I will continue to buy car books. Because the more you read, the more you realize just how little you know. 📖



That’s the beauty of reading; the fun facts that you’ll uncover will never cease to amaze you.

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



Respect Correct.

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

Millions of Parts. One Source. SummitRacing.com



Replacement Grilles for 1955-57 Chevy

Keyword: DCK Replacement Grilles
as low as \$114.97 each



Original Equipment Style Shifters

Keyword: OPG Equipment Shifter
as low as \$54.97 each



TurboXTools DH Door Hemming Air Tool

Keyword: MAL Air DH
MAL-DHT1A \$289.97 each

SHIFTWORKS®



In-Dash Tachometer Conversions

Keyword: SIW In-Dash Tachometer
as low as \$139.97 each



Competition/Plus Shifters

Keyword: HUU Plus Manual Each
as low as \$236.16 each



Fenders

Keyword: AMD Outer Fender
as low as \$89.99 each



Clutch Linkage Kits

Keyword: OER Linkage Kit
as low as \$92.97 kit

RON FRANCIS WIRING



Ice Box Cooling Fan Control Kits

Keyword: RFW Ice
as low as \$122.45 kit



Seat Covers

Keyword: PUI Covers
as low as \$107.97 each



Factory Muscle Camshafts

Keyword: CCA Factory Muscle
as low as \$129.97 each



Window Regulators for 1955-57 Chevy

Keyword: RLD Regulator
as low as \$109.99 each



Goodyear Eagle GT Radial Tires

Keyword: KTC Eagle GT
as low as \$349.97 each

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.

**FREE
STANDARD
SHIPPING**
ORDERS OVER \$99

Call by 10 pm EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Tech: 1.330.630.3030 • Int'l: 1.330.630.0230



FIND IT AT **SummitRacing.com**

SCode: 1611HC • Prices subject to change without notice. Please check SummitRacing.com for current pricing. 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.



Smoky Mountain Hudsons

SOUTHERN HUDSON OWNERS TAKE NOTE that the annual Hudson Heartland Gathering will be taking place at The Vacation Lodge in Pigeon Forge, Tennessee, this October 27-30. All Hudson, Essex and Terraplane owners and enthusiasts are welcome to attend; swap meet spaces are still available. For room rates, registration and a full itinerary of this year's Hudson happenings, contact the club at 865-567-2493 or email at smokymtnhudsons@gmail.com.

Turkey Run Fun

AFTER YOU TUCK AWAY THE LAST OF THAT

pumpkin pie, those of you in the Florida area may want to swing by the Turkey Run car show held at Daytona Beach. This year's event will take



place November 24-27 at the Daytona International Speedway. The event features thousands of vintage, classic and muscle cars on display as well as for sale in the car corral, and also features a large swap meet that exceeds 2,500 spaces. Spectator admission is \$15, \$10 on Sunday, and registration for spaces is in full swing. For pricing and information, visit their website at www.turkeyrun.com.

Model A Swap Meets

MODEL A OWNERS HAVE BEEN BUSY AS always, and November brings you two MAFCA swap meets in two different parts of the country. First, on November 6, the Dayton MAFCA Swap Meet is scheduled to take place in Brookville, Ohio, at Reichard Chevrolet. Antique cars will be on display in the showroom, and there will be indoor as well as unlimited outdoor

spaces available for this year's event. Then later this month, Albany, Oregon, will be celebrating its 39th swap meet at the Linn County Exposition Center on November 19. General information, fees and expected hours are all available on the Model A Ford's calendar page located at www.mafca.com/calendar.html.

NOVEMBER Calendar

Oct 28-Nov 6 • Hilton Head Island Motor Festival and Concours
Hilton Head Island, South Carolina
843-785-7469 • www.hhiconcours.com

5-11 • AACA Reliability Tour
Savannah, Georgia • 912-313-0598
www.aaca.org

6 • Dayton MAFCA Swap Meet
Brookville, Ohio • 937-335-9353
www.mafca.com

6 • Sumter Swap Meet
Bushnell, Florida • 727-848-7171
www.floridaswapmeets.com

10-13 • Carlisle Fall Florida Autofest
Lakeland, Florida • 717-243-7855
www.carlisleevents.com

11-12 • Springfield Swap Meet & Car Show
Springfield, Ohio • 937-376-0111
www.ohioswapmeet.com

18-20 • Moultrie Swap Meet
Moultrie, Georgia • 888-686-2102
www.moultrieswapmeet.com

19 • MAFCA Indoor Swap Meet
Albany, Oregon • 541-928-1218 • www.mafca.com

24-27 • Daytona Turkey Run
Daytona Beach, Florida • 386-255-7355
www.turkeyrun.com

27 • Super Sunday Swap Meet
Indianapolis, Indiana • 317-296-0336
www.supersundayindy.com



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.

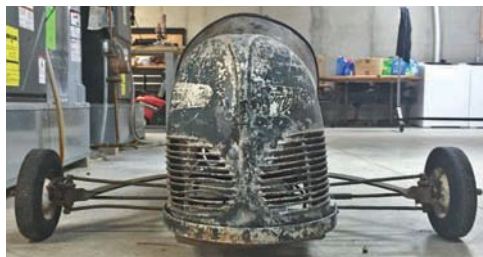
I guess you can buy peace of mind.



COLLECTOR CAR INSURANCE

That's just how we roll.

800.678.5173 | HeacockClassic.com



Pants-less Racer

THREE-WHEELERS ARE ALMOST ALWAYS prime Lost & Found candidates. Three-wheeled kiddie cars? Even better. Mark Carr's had this mystery kart in his family for a while but knows almost nothing about it. Mark writes:

"It has been in my family since the 1940s, originally purchased by my great uncle, Jerry Carr, in Omaha, Nebraska. His kids cut their teeth on it, and it has been passed down through the family since then. Originally, it was painted British Racing Green with tan around the air inlets in the front. It originally had wheel pants and electric lights that protruded on a stem from a one-inch hole on each side of the front body, just behind the nose. It has a small instrument panel with a key switch and, probably, what was a switch for the lights. The fuel tank sits where it always has, in the front of the car just above your feet. I spent my childhood with shoes soaked in gasoline. The bumper in front is a solid chromed strap bolted in place.

"The 'nose' and tail section of the car are cast aluminum or magnesium, with the tail piece sporting a round and fluted glass light that is shaped like a fluted acorn. It has a band brake with foot-pedal actuation. It originally had a pedal to make it go, and I believe it just tightened the drive belt. My dad put a torque converter on it, and, at present, neither pedal is functioning."

Anybody who recognizes it, let us know so we can pass the info on to Mark.

Family 'Vette

WE KNOW THAT CHEVROLET ACTUALLY mocked up a four-seater mid-year Corvette, but could the folks there have built a similar station wagon?

Fat chance, but these two photos suggest what such a creation could have looked like. The photos come without much provenance, other than

that they were taken at Corvettes at Carlisle in 1984, so we don't know who built the wagon or what's happened to it in the 30 years since.

Barring any idea of its fate, it should at least prove diversionary to guess where the various parts for this wagon came from. Ideas?



Ferber With Berber

GEOFF HACKER HAS PROVIDED US with information on so many oddball and unique vehicles over the years, and now it's finally time for us to repay the favor. See, Geoff had found an RV and not even the folks at the RV Hall of Fame and Museum could help him identify it.

So we put it out to our readers via the Hemmings Daily and less than a day later, the answer came in: It's a Ferber Coach—the Aristocrat of Motor Homes, according to its brochure. Built from about 1969 to about 1973 in Mukwonago, Wisconsin, the Ferber used welded all-aluminum unitized construction and came in 22- and 27-foot-long models. Power to move the giant brick through the air came from a Ford V-8, possibly a 390.

Geoff's still researching the Ferbers, so if anybody has more info on them, we can forward that on to him.



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/>.

Exclusive Urban Blue Watch
Limited to the first 1900
responders to this ad only!

CLIENTS LOVE THE
STAUER WATCH...



*"The quality of their
watches is equal to many
that can go for ten times the
price or more."*

— Jeff from McKinney, TX



It's Enough to Make You Blue in the Face

**Time to take a stand against overpriced watches with the Stauer Urban Blue. AND, get a
FREE pair of Flyboy Optics® Sunglasses as our gift to you!**

You need a new watch...the one you are wearing was made when Nixon was in office, but extravagantly-priced watches that add zeros just because of a high falootin' name are an insult to your logic. Why shell out big money so some foreign company can sponsor another yacht race? It's time to put an end to such madness. It's absolutely possible to have the highest quality, precision classic timepiece without the high and mighty price tag. Case in point: The Stauer *Urban Blue*.

Packed with high-end watch performance and style, minus the high-end price tag. It's everything a high-end watch should be: Sturdy stainless steel and genuine leather construction. Precision timing that's accurate to four seconds a day—that's more precise than a 27-jewel automatic watch priced at over \$6,000. And,

good looking—with simple, clean lines and a striking metallic blue face.

"Blue watches are one of the growing style trends seen in the watch world in the past few years"—WATCHTIME®, Sept. 2015

Your great escape from the over-priced watch craze. At Stauer, we go directly to the source (cutting out the middle-man), and engineer our own watch designs. This means we can offer a top quality timepiece that happens to only cost the same as two well-made cocktails at your favorite bar.

So, while we're busy revolutionizing the watch industry to bring you more real value, you can take your own stand against overpriced watches with the *Urban Blue*. We'll even throw in a pair of Flyboy Optics® Sunglasses (a \$99 value) to show how much value you can still get for your dollar.

Your satisfaction is 100% guaranteed. Wear the *Urban Blue* for 60 days. If you're not convinced that you achieved excellence for less, send it back for a refund of the sale price. You can even keep the \$99 sunglasses, no hard feelings.

The *Urban Blue* is one of our fastest sellers. It takes six months to engineer this watch so don't wait. Take a stand against overpriced watches in impeccable style. Call today!

Stauer Urban Blue Watch ~~\$199~~†

Offer Code Price **\$49** + S&P **Save \$150**

1-800-333-2045

Your Insider Offer Code: UBW175-01

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

**EXCLUSIVE
FREE**
Stauer Flyboy
Optics® Sunglasses
-a \$99 value-
with purchase of
Urban Blue Watch



Stauer®

14101 Southcross Drive W.,
Dept. UBW175-01
Burnsville, Minnesota 55337
www.stauer.com



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

Precision movement • Stainless steel caseback and crown • Cotswold™ mineral crystal • Date window
• Water resistant to 3 ATM • Genuine leather band fits wrists 6 3/4"–8 3/4"

Smart Luxuries—Surprising Prices™



Denver Nuggets

MECUM'S DENVER AUCTION CONCLUDED earlier in July with \$11 million in sales and a sell-through rate of 66 percent. The top sale was an R-Code 1963 Ford Galaxie 500XL, which crossed the block for \$155,000, but there were a lot of older affordable American collector cars available as well. This 1948 Dodge Custom Coupe had a rebuilt engine, Fluid Drive three-speed manual transmission, restored interior and new paint. It found a new home for \$12,500. Mecum has shows scheduled for November 2-5 in Dallas and November 17-19 in Anaheim. Visit www.mecum.com for more information.

Motor City Results

RM SOTHEBY'S FINISHED ITS MICHIGAN

Auction with over \$6.4 million in sales having crossed the block in Plymouth, Michigan; 80 percent of the cars found new homes. Nearly a quarter of the sales figures were accounted for by the top-selling 1929 Duesenberg Model J "Disappearing Top" Convertible Coupe by Murphy, which sold for \$1,540,000. The Duesy enjoyed a long spell in the Chicago area with several owners before landing with the recent seller who had cared for it for over a quarter of a century. Some of the proceeds were used to benefit the operations of Hillsdale College in Michigan. RM Sotheby's will feature its final auction this year at Hershey. Visit its website at www.rmsothebys.com.



AUCTION PROFILE

THE MONTCLAIR WAS NEW FOR 1955, and its top-of-the-line convertible was available for \$2,777, with a production run of 10,668 examples. It was slightly lower than the other Mercury models, with an overall height of 58.6 inches.

This Montclair was powered by a 292-cu.in. "Y-block" overhead-valve V-8 and three-speed Merc-O-Matic transmission. It also featured coil-spring independent front suspension, live rear axle with semi-elliptical leaf springs and four-wheel hydraulic drum brakes. The car is said to have received a body-off restoration with special attention paid to the engine compartment and undercarriage. The Carmen Red paint was complemented with a white vinyl top as well as red-and-white vinyl and cloth upholstery that was only slightly worn. Included was the power lubricator that applies



CAR 1955 Mercury Montclair
AUCTIONEER RM Sotheby's
LOCATION Plymouth, Michigan
DATE July 30, 2016
LOT NUMBER 129

to nine service points on the front suspension during startup. Other optional features included heater, clock, pushbutton AM radio, power steering,

CONDITION #2
RESERVE No
AVERAGE SELLING PRICE \$40,000
SELLING PRICE \$44,000

power brakes and driving lamps. The convertible is the most sought after Montclair, and this one seemed to be a reasonable deal for both buyer and seller.

NOVEMBER

Calendar

2-5 • Mecum

Dallas, Texas • 262-275-5050
www.mecum.com

5-7 • Auctions America

Hilton Head, South Carolina
877-906-2437 • www.auctionsamerica.com

6-7 • RM Sotheby's

Hershey, Pennsylvania • 310-559-4575
rmsothebys.com

11-12 • Carlisle Events

Lakeland, Florida • 717-960-6400
www.carlisleevents.com

17-19 • Mecum

Anaheim, California • 262-275-5050
www.mecum.com

18-20 • Leake

Dallas, Texas • 918-254-7077
www.leakecar.com

18-20 • McCormick

Palm Springs, California • 760-320-3290
www.classic-carauction.com

25-26 • Dan Kruse Classics

Houston, Texas • 866-495-8111
dankruseclassics.com



Southern Comfort

AUCTIONS AMERICA WILL GEAR UP FOR

its annual Hilton Head Auction in South Carolina this November 5-7. The official auction of the Concours d'Elegance and Motoring Festival will feature over 100 collector cars and automobilia. Last year's show was Auctions America's debut at Hilton Head, and sales exceeded \$5.4 million. Among the top sellers was this 1953 Corvette, which sold for \$379,500. Auction passes are \$25 each, and the list of consignments will be available soon. For more, visit www.auctionsamerica.com.



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



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



An Electrifying Rivalry.

At the end of the 19th century, the automobile excited peoples' imaginations like nothing else. Only ten years after the first auto was built, enthusiasts had become focused on the quest for speed. A contest was devised to see just how fast the best ones could go. Two of the foremost automobile manufacturers in Europe rose to the challenge. Their cars had advanced electric powertrains and their drivers were a French nobleman and a Belgian industrialist. These rivals battled to prove which car was faster, initially setting the first World Land Speed Record and then breaking it 5 times in 4 months!

To see which of these contestants finally came out on top, visit grundy.com and read the full story on our blog, Grundy Garage!

www.grundy.com/grundy-news/blog



"The Olde Original"

Whether insuring a priceless historic vehicle or a weekend cruiser, no one knows more about insuring collector cars than Grundy!

The Electric Count



The Red Devil

Grundy

INSURANCE

www.grundy.com
888-647-8639

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



Fords Near and Far

800-423-5525 • WWW.CALCARCOVER.COM • \$54.99

The postwar era was an age of exploration, as President Eisenhower's Federal-Aid Highway Act of 1956 would create 41,000 miles of interconnected American roads. The Ford Motor Company had just the vehicles to take advantage of these sightseeing opportunities with its restyled 1958 lineup, which included the exciting new four-seat Thunderbird. This officially licensed sign (item TINFORCC), made in the U.S.A., celebrates the freedom of the road with Ford's new 1958 cars. It measures 25 by 15 inches and features a powder-coated-baked image on pre-drilled and riveted metal, and comes ready to hang in your garage or den.



Vintage Vega

800-558-2550 • WWW.CHEVYMALL.COM

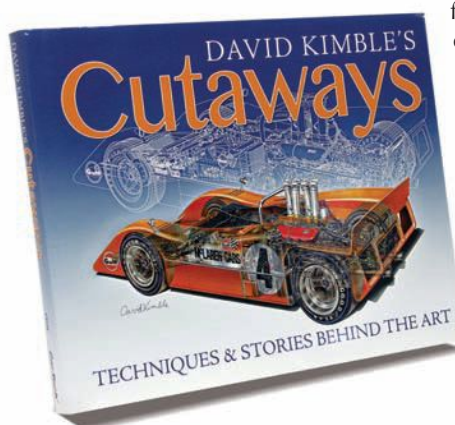
\$22.95-\$25.95, DEPENDING ON SIZE

Chevrolet's best-selling Seventies sub-compact, the Vega, is a car that many remember, but not all do so with fondness. No matter how you perceive its legacy, the Vega was a handsome car that was very much of its time. Put on those rose-colored glasses and share the love in this groovy Vintage Vega Sunshine T-shirt (item AK794), officially licensed by Chevrolet. It's silver, made of 5.5-ounce, 100-percent pre-shrunk high-quality cotton and available in sizes S through 3XL.

David Kimble's Cutaways

WWW.CARTECHBOOKS.COM • \$39.95

If you appreciate fine art, this 192-page hardcover book on automobile cutaway illustrations will dazzle you. In fact, this is the first book of its kind that provides a behind-the-scenes look at how cutaway drawings are created, with the artist, David Kimble, revealing his techniques and procedures, plus a few other interesting secrets. Some of the automobiles profiled include a 1930 Duesenberg Model J, 1931 Cadillac V-16 and the unique 1929 Auburn Cabin Speedster. Cutaways of modern cars include Corvettes, Camaros, Ferraris and Porsche 911s, along with a



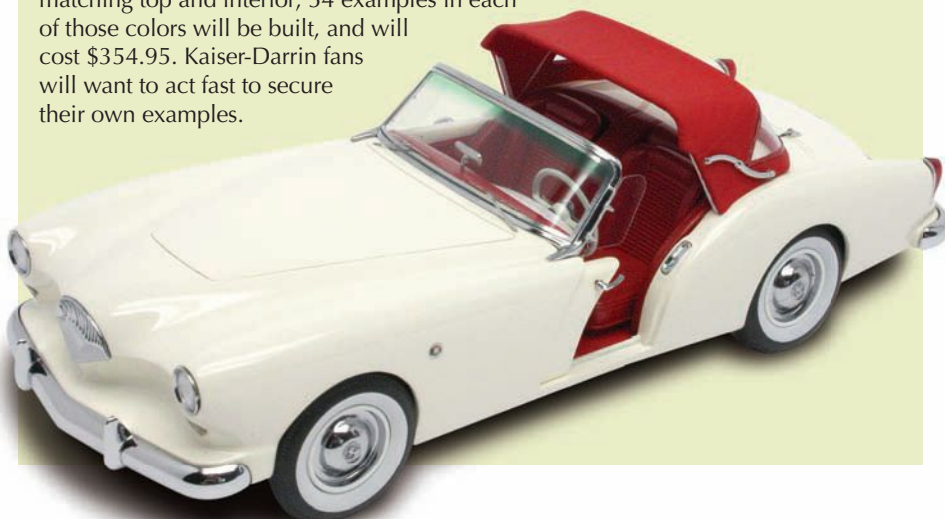
fascinating drawing of the starship *U.S.S. Enterprise*, several motorcycles and muscle car-era V-8s. The illustrations of noted race cars such as the Chaparral 2E and McLaren M8A will simply amaze you. Order soon to receive an autographed copy.
— RICHARD LENTINELLO

1954 Kaiser-Darrin

847-274-9645 • WWW.DIECASM.COM • \$299.95

Some of the most innovative American cars of the 1950s came from independent automakers, and arguably the most intriguing of all was the Kaiser-Darrin roadster, of which fewer than 500 were built. Automodello has created an exquisite tribute to Howard "Dutch" Darrin's stylish fiberglass-bodied two-seater, with its three-position roof and pocket-sliding doors, in 1:24-scale. While this top-quality resin model doesn't have opening panels, it is beautifully detailed, and features clever inserts to simulate an open or closed driver's door, along with two convertible tops representing fully closed and half open.

Just 299 examples of the standard Champagne white with red top and interior model are available. Automodello also offers a Tribute Edition in Pine Tint green with matching top and interior, Red Sail with black top and interior, and Yellow Satin with matching top and interior; 54 examples in each of those colors will be built, and will cost \$354.95. Kaiser-Darrin fans will want to act fast to secure their own examples.





You bought with your heart. Insure with your head.

As a car enthusiast, you simply want the best. Make sure your insurance is as extraordinary as your car.

With no depreciation, no deductible, and no hassles, there's no question...no one understands collector cars like Chubb.

Find out what makes Chubb Collector Car Insurance so extraordinary. Call us at 866-227-9648 or visit chubbcollectorcar.com.

www.chubb.com

CHUBB®

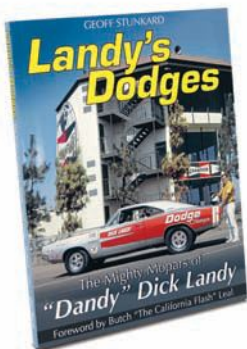
1928 Auburn 8-115 Speedster

©2016 Chubb is the marketing name used to refer to subsidiaries of Chubb Limited providing insurance and related services. For a list of these subsidiaries, please visit our website at new.chubb.com. Insurance provided by U.S. based Chubb underwriting companies. All products may not be available in all states. Coverage is subject to the language of the policies as actually issued. Surplus lines insurance sold only through licensed surplus lines producers. Chubb Personal Risk Services, P.O. Box 1600, Whitehouse Station, NJ 08889-1600.

1938 Cadillac Town Car

800-718-1866 • WWW.DIECASTDIRECT.COM • \$139.95

The more compact, simpler-than-its-predecessor, 185hp V-16 engine that debuted in the 1938 Cadillac Series 90 made relatively easy work of motivating the 141-inch wheelbase and two-ton weight of the Town Car limousine variant. This extravagant body, with its exposed chauffeur's seating, shrouded the rear compartment occupants in comfortable anonymity. Brooklin Limited models has rendered that massive luxury liner in 1:43-scale with this hefty, hand-built white metal model. Its proportions are spot-on, and the bright trim appears accurate and finely scaled over fine paintwork. Cadillac devotees will love it.



Landy's Dodges

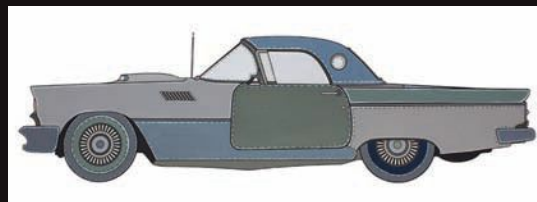
1-877-907-8181 • WWW.COASTAL181.COM • \$34.95

Once upon a time in the 1960s, there was this wild phenomenon called Super Stock racing that played out on the dragstrips of the United States, where larger-than-life personalities duked it out for glory and, yes, the betterment of new-car sales. One of the most colorful was the Dodge legend Dick Landy, he of the white duck pants and permanently affixed stogie in his mouth. He was a San Fernando Valley native who grew up as the hot rod culture of Southern California came to full fruition. This 176-page, heavily illustrated softcover book is the work of noted muscle car historian Geoff Stunkard, who peppers the text with fascinating sidebars on Landy's performance clinics, the discovery of his old race cars and even on developmental work he did for Wham-O on a wheelie bar for chopper bicycles. Landy was one of the greats, and this story measures up. — JIM DONNELLY

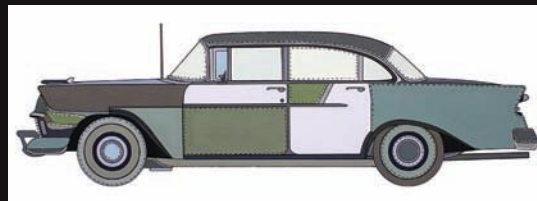
Artomobilia

ARTIST@ARTOMOBILE.COM.SG • WWW.ARTOMOBILE.COM.SG • \$130 AUD (ROUGHLY \$97 U.S.), PLUS \$15 AUD (\$11) FOR INTERNATIONAL SHIPPING
Memories are powerful things, and some of those that car enthusiasts cherish most strongly center around the family vehicle. Designer and artist Fiona Kain (www.fionakain.com.au), an Australian native living in Singapore, became a car buff at a young age, thanks to her late father's influence. And she's developed a soft spot for American iron; "The postwar era has seen the American car soar with its innovation of design, with less influence on efficiency and more on the aesthetic pleasure and gratification it gives just to sit behind the wheel," she tells us. "Painting these cars makes me want to be behind the wheel of a classic Mustang, or cruising around in a big Cadillac."

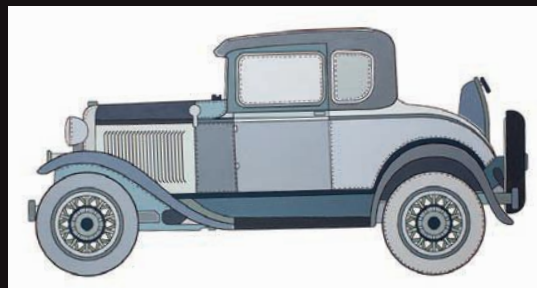
Fiona pays tribute to the patchwork quilt of memory through her car-themed design line, "Artomobile." These whimsical, monochromatic automotive profile portraits—sized roughly 17 x 24 inches—are designed using Adobe Illustrator and Photoshop, printed on fine art paper and then hand-painted in acrylics, with each example being unique. In addition to these pieces, American-car lovers can find tributes to the Jeep Wrangler, Chevrolet Corvette and Nova, Shelby Cobra, Pontiac GTO and Cadillac Eldorado. Custom portraits can be created for an additional fee.



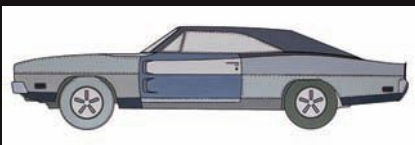
THE FORD THUNDERBIRD



THE CHEVROLET



THE FORD MODEL A



THE DODGE CHARGER



THE FORD F100

Bel Air®

A Tribute to a Timeless American Classic



Limited Edition
ONLY 10,000

36-ounce stein with a custom-designed, sculpted metal lid, real platinum "chrome" accents, and sculpted "tail fin" handle

First-ever Stein revs up Chevy® Bel Air® style

Back in the fabulous 50s, no car served up thrills like the "Hot One," the Chevy Bel Air. Now the iconic car with the jet age tail fins and lavish chrome inspires a first-ever masterpiece stein you'll be happy to use and proud to display. A Bradford Exchange exclusive, this 36-ounce porcelain stein recalls the Bel Air's classic spirit and style with real platinum "chrome" accents, "hood rockets," a sculpted grille, and a unique "tail fin" handle. To complete the effect, a "jet airplane" hood ornament crowns the top.

**Exceptional value;
satisfaction guaranteed**

Only 10,000 will be made, and strong demand is likely. This exclusive stein is not available at any store. So act now to get yours in four installments of \$31.25, totaling \$125.00*. Your purchase is backed by our 365-day money-back guarantee, so you risk nothing. Send no money now. Just return the Reservation Application today.

Shown smaller than
actual size of about 9
inches high



Stein is a
GM Official
Licensed
Product

General Motors Trademarks used
under license to The Bradford
Exchange ©2016

©2016 BGE 01-22121-001-BIR

www.bradfordexchange.com/belairstein

RESERVATION APPLICATION

SEND NO MONEY NOW

THE
BRADFORD EXCHANGE
—HOME DECOR—

9345 Milwaukee Avenue · Niles, IL 60714-1393

YES. Please reserve the Bel Air Masterpiece Stein for me as described in this announcement.

Limit: one per customer.

Please Respond Promptly

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

E-mail (optional)

01-22121-001-E58071

*Plus \$17.99 shipping and service. Limited-edition presentation restricted to 10,000 steins worldwide. Please allow 4-8 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.



Tri-Five Rearview

New rearview mirror brackets as well as the inner rearview mirror itself are now available for hardtop, sedan and Bel Air convertible Tri-Five Chevs. The brackets are designed to attach the interior mirror at the windshield header, just as it was when it came out of the factory. Made from die-cast zinc and polished and finished with bright chrome plating, each bracket includes installation screws. The mirrors (1953-'59) feature a polished stainless steel back and include the necessary hardware to attach to OER's mirror brackets. Cost: \$24.99 (hardtop and sedan); \$44.99 (convertible Bel Air); \$19.99 (mirror).

ORIGINAL EQUIPMENT REPRODUCTIONS
WWW.OERPARTS.COM



Quick Coating

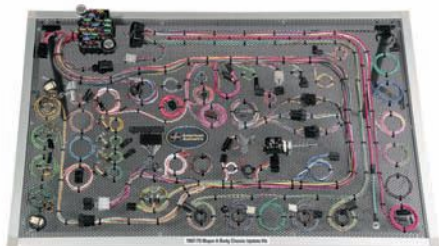
POR-15 specializes in high-performance coatings designed to protect your car's exterior from rust and other harsh elements. Now POR-15's Rust Preventive Coating contains an additive formulated to cut the cure time by 30-50 percent without altering the physical properties of the coating. Even with the expedited dry time, the coating retains its durability and effectiveness. Just mix it with other POR-15 coatings; one 8-ounce bottle is enough for 32 quarts or 8 gallons. This new additive is coming out soon, but you can sign up on the waiting list at POR-15's website. Cost: \$27.99/8-oz. bottle.

POR-15
800-726-0459
WWW.POR15.COM

Leather Vigilance

Mothers Leather Care formula is an all-in-one product that deep cleans, conditions and protects your finished leather in one step. The pH-balanced formula is gentle on your interior, but penetrates deep into the pores of your car's leather to dissolve and lift away dirt and debris. Premium-grade conditioners, aloe, neatsfoot oil and lanolin are all formulated in the cleaner to rejuvenate and replenish the natural oils lost to heat and sunlight over time. Use it regularly to form a protective barrier to keep leather soft and looking new for years to come. Cost: \$8.99 (12-oz. bottle).

MOTHERS CLASSIC CAR CARE
714-891-3364
WWW.MOTHERS.COM



Mopar Wiring Kits

American Autowire offers a new wiring kit for the 1967-'75 Dart, 1971-'72 Demon, 1967-'69 Barracuda, 1967-'75 Valiant and 1970-'75 Duster. The kit will allow for the use of most stock or aftermarket components and accessories. The wire is GXL coated, labeled every two to three inches and is extra long. The kit, which comes with everything shown here, will allow you to update and renew the wiring of your A-body Mopar. Full instructions are included, and all components are listed on AA's website. Cost: \$799.

AMERICAN AUTOWIRE
800-482-9473
WWW.AMERICANAUTOWIRE.COM



Fabulous Fabricator

Woodward Fab now offers several types of tools designed to handle industrial-grade sheetmetal. Its 18-gauge capacity Super Duty Shriner Stretcher is designed with a heavy, reinforced cast-iron frame featuring a three-inch throat that allows for a wider flange and deeper grab. The casting is designed to provide added strength around the deeper depth to minimize flexing. The tool comes with both shrinker and stretcher jaws as well as set screws for precise jaw clamping. This is great for forming complex shapes such as windshield channels, wheel-well openings or panel repair patches. Cost: \$399.95.

WOODWARD FAB
800-391-5419
WWW.WOODWARDFAB.COM

1968 1:18 Mustang GT Fastback

Die Cast With Steve McQueen BULLITT Action Figure!

A lifelike figure of
Steve McQueen as
Bullitt is INCLUDED!

(Figure is movable, not bendable.)

BIG 1:18-Scale
Die Cast Measures
10" Long!



Lift the hood of this legendary 390 V-8 powered 1968 Ford Mustang GT and you'll find a fully articulated engine compartment, complete with real rubber brake and fuel lines.

The hood, trunk and doors open.

Plus the interior boasts a detailed dash, workable steering and cool bucket seats — all reflecting the race-inspired detail of this iconic muscle car!



HamiltonCollection.com/Bullitt

Own a replica Mustang made famous by "The King of Cool"!

The ultra-sleek and powerful 1968 Ford Mustang GT Fastback gained instant stardom when Steve McQueen raced it in hot pursuit in one of the most famous chase sequences ever filmed in the hit thriller, Bullitt!

Now fuel your passion for this iconic muscle car with the "1:18-Scale Ford Mustang GT Fastback '68 Bullitt." Expertly engineered, this superior die cast arrives ready to impress — *fully decked out with every detail of the original!* You'll admire its race-inspired grille ... gleaming chrome-colored trim ... and glistening Highland Green paint finish — the exact color used in the blockbuster movie. You'll also receive an action figure of Steve McQueen — *posed just as we recall — ready to race through the hilly streets of San Francisco!*

Satisfaction 100% guaranteed or your money back!

This 1:18-scale Collector's Edition Die Cast can be yours for just four installments of \$32.49*. **Send no money now;** we'll bill your first payment prior to shipment. As always, we assure your satisfaction with our 365-Day Guarantee or your money back. Drive home the thrill of Steve McQueen's super-cool Mustang with this die-cast replica and figure set. Reply today!

*Add a total of \$20.00 for shipping & service. Deliveries to FL and IL will be billed appropriate sales tax.

©2015 HC. All Rights Reserved. Manufactured by GreenLight Collectibles under license with Ford Motor Company. ©2015 GreenLight Collectibles. All Rights Reserved.

09-06058-001-B11

Presented by
MAIL TO: **The Hamilton Collection**
9204 Center For The Arts Drive, Niles, Illinois 60714-1300

SEND NO MONEY NOW!

☐ **YES!** Please reserve the "1:18-Scale Ford Mustang GT Fastback '68 Bullitt" die cast for me as described in this announcement.

Name _____
(Please print clearly.)

Address _____

City _____ State _____ Zip _____

Signature _____
Orders subject to acceptance and product availability.

MAIL TODAY!

09-06058-001-E58071

Allow 6 to 8 weeks after initial payment for shipment.



TRAVERSE CITY, MI

2017

HEMMINGS MOTOR NEWS

GREAT RACE

JACKSONVILLE, FL TO TRAVERSE CITY, MI

RALLY ALONG THE DIXIE HIGHWAY

PRESENTED BY
HAGERTY

WWW.GREATRACE.COM

JUNE 24 - JULY 2, 2017

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

\$150,000 IN PRIZE MONEY



JACKSONVILLE, FL

ENTRY FEE: PRIVATE - \$5,500
CORPORATE - \$7,500

TO ENTER: CALL (800) 989-7223
OR EMAIL JEFF@GREATRACE.COM



**SPOTS ARE GOING FAST!
ENTER YOUR CAR TODAY!**

SPONSORED BY:

**Hemmings
Motor News**

HAGERTY



HERE'S A HOT DEAL ON SWEATSHIRTS

Exclusive 3-POCKET SWEATSHIRTS!

That's right... 3 POCKETS!

A comfortable sweatshirt you won't find anywhere else! Constructed of super soft, brushed fleece with an extra roomy fit, it features a handy chest pocket, **two non-bulky side pockets**, banded crew neck, cuffs, and bottom.

Polyester/cotton is machine wash & dry.

Order Now!

Dark Teal

Royal

Gold

Grey

Burgundy

Handy Chest Pocket!

SIZES TO 4XL!

Navy

FREE SHIPPING!

3-POCKET FLEECE SWEATSHIRTS only **14⁹⁹*** each when you buy 2
2 for 29.98 3 for 43.47 4 for 56.45

Haband® #1 Bargain Place, Jessup, PA 18434-1834

Card # _____ Exp.: ____/____

Mr. Mrs. Ms. _____

Address _____ Apt. # _____

City & State _____ Zip _____

Phone/Email _____

I enclose \$_____ purchase price, and only ~~\$5.99~~ shipping & handling for my entire

order. Please add applicable state and local sales tax for the following states: AZ, CO, FL, GA, MA, MN, NE, NJ, PA, WI, & WV.

FREE SHIPPING!

Regular Sizes: S(34-36)
M(38-40) L(42-44) XL(46-48)
*Big Men (just \$4 more each):
2XL(50-52) 3XL(54-56)
4XL(58-60)

100% Satisfaction Guaranteed
or Full Refund of merchandise purchase price.

	7Y1-16454	WHAT SIZE?	HOW MANY?
11	DARK TEAL		
10	ROYAL		
04	GOLD		
EB	BURGUNDY		
06	GREY		
03	NAVY		

When you pay by check, you authorize us to use information from your check to clear it electronically. Funds may be withdrawn from your account as soon as the same day we receive your payment, and you will not receive your check back from your financial institution.

Exclusive Design!
2 Side Handwarming Pockets!



- ☐ Visa
- ☐ MC
- ☐ Discover®
- ☐ AmEx
- ☐ Check

MEN'S HABAND

For Faster Service Call: 1-800-543-4810 or visit www.Haband.com/bestdeals



The Grand Prix

Celebrating Pontiac's full-size personal/luxury model of the 1960s

BY THOMAS A. DeMAURO • PHOTOGRAPHY PROVIDED BY GM MEDIA ARCHIVES AND THE HEMMINGS ARCHIVES

Motivated in part by the success of Ford's four-seat 1958 Thunderbird, automakers were diligently developing competitive models for the budding personal/luxury car market. During that process, Pontiac had competed with Buick and Oldsmobile for General Motors' approval to produce an all-new model based

on GM design chief Bill Mitchell's and designer Ned Nickles' XP-715 concept. Buick's proposal won, and the E-body Riviera would be produced for the 1963 model year. Consequently, Pontiac continued to advance its own entry into that market.

Adding upscale styling elements to the shorter 120-inch-wheelbase B-body Catalina, along with bucket seats, console, 389-cu.in. four-barrel V-8 and a deeper-geared rear axle ratio, the

Grand Prix was born, and introduced a year ahead of the Riviera.

Along with the established Thunderbird, the Wide-Track Grand Prix would still have to fend off a raft of sales competition from the similar-in-concept 1962 Buick Wildcat, Oldsmobile Starfire hardtop, Chevrolet Impala SS (1961 introduction) and Chrysler 300H and its non-letter, lower-priced 300 sibling, to name a few.



1964

1962

Front and rear styling for all full-size Pontiacs was new for 1962, as was the hardtop roofline, which now resembled that of a convertible top. Sculpted body sides of the previous year remained, however.

The Grand Prix shared its silhouette as well as its 211.6-inch length and 78.6-inch width with the existing Catalina, but refinements were evident in the grille and trim and the cabin accoutrements. Rectangular, slightly recessed, darkened-center split-grilles supplanted the Catalina's flush horizontal bright bars. A Grand Prix emblem adorned the driver-side grille, the door coves and the Grand Prix's ribbed metal tail panel.

Inside, bucket seats, monochromatic paint scheme with Morrokide upholstery and a console with a tachometer added sporty flavor. A padded two-tier instrument panel featured (on top) a horizontal speedometer flanked by generator and gasoline gauges in front of the driver, space for an optional radio in the middle, a standard clock and "Grand Prix" lettering on the passenger side. The lower tier housed switches and controls and a lighter near the driver, an ashtray in the middle and a glove box in front of the passenger. The Custom two-spoke steering wheel was standard.

The 303hp, 389-cu.in., four-barrel Trophy V-8 with a 10.75:1 compression ratio and dual exhaust was standard, as

was a synchromesh three-speed transmission. Optional were three more 389s—a 318hp Tri-Power, a 333hp four-barrel and a 348hp Tri-Power. A 320hp 421 four-barrel arrived later that year. The 405hp 421 Super Duty engine was installed in just 16 Grand Prixes.

A four-speed manual and three-speed Roto Hydra-Matic transmission were optional (a larger four-speed Super Hydra-Matic was used in the 123-inch wheelbase Pontiacs), and in the Hotchkiss differential, a 3.42 rear gear was standard with the manual transmission Grand Prix and a 3.23 was installed with the Roto Hydra-Matic. Special-order rear axle ratios were 3.64 and 3.90. A Safe-T-Track (limited-slip) differential was optional. For economy, an 8.6:1 compression ratio, 230hp 389 two-barrel was paired only with the Roto Hydra-Matic and a 2.69 rear gear.

Like its stable mates, the Grand Prix employed upper and lower control arm ball joint independent front suspension with an anti-roll bar, a four-link rear suspension and coil springs and shocks all around. Manual steering with a 29:1 ratio was standard. Power assist reduced the steering ratio to 22.5:1. Standard 11-inch drum brakes could be had with optional power assist. Steel 14 x 6-inch wheels turned 8.00 x 14 bias-ply tires, and the Wide-Track width was 62.5 inches front and rear.

A few notable options of the many were A/C, power seat and windows, AM radios, Magi-Cruise speed control, Guide-Matic headlamp control and eight-lug wheels. The latter consisted



1962

of an exposed finned aluminum brake drum to which a steel outer rim was bolted via eight lug nuts. They dissipated heat faster to reduce brake fade, were stylish and remained a coveted option through 1968. The base price for the 1962 Grand Prix was \$3,490, and 30,195 were built.

1963

For 1963, full-size Pontiacs featured new bodies with hooded “over and under” quad headlamps and straight A-pillars just two of the styling standouts. The body sides were further refined with clean, simple lines and a Coke-bottle shape treatment. Though other models still used trim, the Grand Prix had nothing obscuring the single center crease on its flanks. Its new formal roofline with a concave backlight was only shared with Oldsmobile’s Starfire, as other Pontiacs retained the convertible look.

Further distinguishing the Grand Prix from its siblings were recessed grilles with dark centers that sported round parking/turn signal lamps riding on horizontal chrome trim. “Grand Prix” lettering adorned the leading edge of each front fender, bright moldings surrounded all windows and were added to the base of the sail panel, wheel-wells and rockers, and a Grand Prix emblem resided on each rear quarter-panel and the new decklid’s ribbed panel. Ribbed trim also encapsulated new taillamps on the Grand Prix, as those on other models were on the rear quarter-panel edges, and a new bumper was added. Outer dimensions grew slightly to 211.9 inches long and 78.7 inches wide.

The 303hp 389 V-8 remained standard, and the 230hp 389 two-barrel was optional, as was a 313hp 389 Tri-Power, a 353hp 421 four-barrel and a 370hp 421 Tri-Power H.O. Three 1963 Grand Prixes were even built with SD-421 engines—one 390hp four-barrel and two 405hp with two four-barrel carbs. The

Delcotron alternator was new for 1963, but transmissions, rear gear ratios and the chassis layout carried over. Rear track width increased to 64 inches.

Inside, a new instrument panel retained a horizontal speedometer, but a three-pod housing in the center became home to battery and fuel gauges and a clock. The pod was replaced with another that featured the clock and a vent when optional A/C was ordered. Woodgrain was added to the lower tier of the driver-side instrument panel and to the steering wheel spokes. Heater controls resembled a radio with dials and pushbuttons in the same positions.

A new console cascaded from the instrument panel for Roto Hydra-Matic-equipped Grand Prixes, and had a vacuum gauge mounted on it. A flatter console was employed with manual transmission Grand Prixes, and instead of the vacuum gauge, a tach was mounted on the left side of the dash. On the passenger side was an assist bar and “Grand Prix” lettering above the glove box. Patterns for the bucket seat and side panel upholstery were revised and an AM/FM radio, Verbaphonic rear seat speaker and tilt steering wheel were new options. With updated styling and the base price held to \$3,490, production soared to 72,959 units for 1963—outselling the more expensive Riviera and Thunderbird, among others.

1964

The 1964 Grand Prix’s headlamps were more integrated into the fenders, and the bumper now dipped down under the lower lamps. Parking lamps were reshaped into rounded rectangles and mounted in the restyled grilles, and the horizontal chrome trim was dropped. A new “GP” emblem was added to the driver-side grille. “Grand Prix” lettering was moved behind the front wheel, and the emblem was beneath it. The body side crease became more pronounced on the rear quarter panels. Taillamps were hidden in a new trim panel, “Grand Prix” lettering was added to the revised decklid, and large backup lamps extended from the tops of the rear quarter edges well into the revised rear bumper. Overall length increased to 213 inches and width to 79.2 inches.

The standard engine, now rated at 306hp, remained 303hp when paired with the Roto Hydra-matic. Optional 389 V-8s included the 230hp 389E and 330hp Tri-Power. The 421 options were the 320hp four-barrel, 350hp Tri-Power and 370hp Tri-Power H.O. with a hotter cam and free-flowing exhaust manifolds. Muncie four-speeds replaced the optional T-10 behind most performance engines, but the three-speed manual and Roto



1963

Hydra-Matic remained. Rear gear ratios were 2.69:1 (389E only), 3.08:1, 3.23:1 or 3.42:1 depending upon engine choice and options. Ratios up to 4.10:1 could be special ordered, and more could be dealer installed.

New patterns and textures on the instrument panel, seats and side panels comprised most of the subtle interior revisions, but the general layout remained the same. An optional custom cluster added water temp and oil pressure gauges to an amended three-pod layout in the center of the dash. The base price of the slightly revised Grand Prix was \$3,499, and production dipped slightly to 63,810 cars.

1965

GM's B-body was restyled for a lower, longer look once again for 1965, and Pontiac won *Motor Trend's* Car of the Year honors for its entire division. All Pontiacs had curved side glass, but while others debuted a semi-fastback design, the Grand Prix featured a revised formal roof with a concave backlite. The reworked front end's stacked quad headlamp arrangement was reminiscent of the 1963 design. Recessed rectangular spilt grilles, unlike other models, were further divided into three sections on each side, and had rectangular rounded-corner parking/turn-signal lamps.

The "ironing board" hood design—arrow-shaped raised center section—would remain a Pontiac styling cue for years. "Venturi" body-side styling was further accentuated on the Grand Prix with stainless molding and rear wheel-well skirts.

A revised rear design once again placed semi-hidden tail-lamps behind a ribbed bright metal panel. "GP" was moved to the leading edge of the hood, "Grand Prix" remained on the front fenders and emblems were moved back to the quarter-panels. A small "GP" was on the passenger side of the decklid, and the edges of the quarter-panels and the rear bumper mirrored one-another and flared out. Backup lamps were reduced in size, reshaped and mounted in the bumper. Body length and width grew to 214.6 inches long and 79.6 inches wide. Articulated wipers were new.

Top-end engine revisions increased power. The standard 389 V-8 was rated at 333hp, but when the automatic was ordered it was 325hp. Optional was a 256hp 389 two-barrel, 338hp 389 Tri-Power, 338hp 421 four-barrel, 356hp 421 Tri-Power and 376hp 421 Tri-Power H.O. with more aggressive cam and exhaust manifolds. Other transmissions carried over, but the modern design and more durable Turbo Hydra-Matic three-speed replaced the Roto Hydra-Matic in the Grand Prix and the Super Hydra-Matic in the larger Pontiacs. The close-ratio four-



speed was only available with the 421 and 4.11 rear gears.

A new Salisbury-type differential housed standard 3.23 gears—2.56, 2.73, 2.93, 3.08, 3.23, 3.42 and 3.73 gears were available depending upon drivetrain and options. The 3.55 and 4.11 gears were special order and others could be dealer installed.

A revised perimeter frame extended the wheelbase to 121-inches. The basic chassis layout was retained, but improved, and heavy-duty suspension was optional. Brake drums were widened to 2.75 inches to increase swept area, tire size was increased to 8.25 x 14 and steering ratios were quickened to 24:1 manual and 17.5:1 with optional power assist. Track width was the same.

Low-back bucket seats with the wide, bright metal trim remained, but a bench seat became a no-cost option. Upholstery and side panel designs were altered. The instrument panel retained the same basic layout, but its look was more contemporary. Gauges and controls were now on the same plane, but still divided horizontally by trim, and a larger woodgrain applique was added. Consoles were also updated and now featured woodgrained tops. The two-spoke steering wheel was redesigned sans horn ring, and the new simulated wood Custom Sports three-spoke wheel was optional. The Grand Prix cost \$3,426 and 57,881 were built.

1966

The 1966 Grand Prix's quad headlamps lost their chromed, hooded and drawn-back-side-type bezels in favor of more subtle ones that further integrated the headlamps into the fenders. And the bumper was revised to dip under the lower headlamps on each side. The grilles were reshaped, and the dividers removed to create a large recessed blacked-out area with the ever-present parking lamp on each side and a Grand Prix emblem in the left grille.

1965



FIND
MORE
FREE
MAGAZINES

[HTTP://SOEK.IN](http://soek.in)



1966

A huge ribbed molding covered the entire rocker panel area up to the lower body character line. The Grand Prix emblem was set into it just behind the front wheel well, and "Grand Prix" lettering moved back to the leading edge of the front fenders.

Bracket shapes punctuated the rear quarters and bumper, and the taillamps were once again hidden in the bright ribbed tail panel. "Grand Prix" lettering was centered on the decklid, and the body grew slightly to 214.8 inches long and 79.7 inches wide.

The 338hp 389 Tri-Power engine was dropped, but the other engine choices carried over, as did transmissions, chassis and most rear gear ratios.

Though the layout was similar, the instrument panel was now divided vertically into two sections. One in front of the driver extended to the far edge of the console and included all the instruments and controls surrounded by Walnut woodgrain. The second was on the passenger side where larger "Grand Prix" lettering was placed in a new field above the glove box and assist bar. The three center gauge pods were changed from round to square. New Strato bucket seats featured hard-shell backs and bases and more support. Upholstery and side panel patterns were revised as well. The buy-in price for Grand Prix luxury was

\$3,490, and sales continued to slip, settling at 36,757.

1967

The styling theme for the heavily revised 1967 Grand Prix seemed to be, "What can we make disappear?" Vent windows were gone, the wipers were hidden under the back of the hood, the headlamps were concealed behind doors in the grille, and the parking/turn signal lamps shown through three slits in the leading edge of each fender. Even the roof could vanish, as Pontiac offered a regular-production Grand Prix convertible (which kept vent windows) for the first time.

Redesigned split grilles with horizontal bright ribs and dividing trim were surrounded by the new front bumper, which appeared wider and thinner because a body-colored header panel was used above it and a valance panel below. The familiar ironing-board-theme returned for the new hood. A body-side character line angled from the top of the front bumper to the top of the rear bumper. Less-dramatic rocker trim, revised sheet-metal and the continued use of the rear wheel skirts evoked a lower, wider appearance. A formal roof was retained. In the rear, bright-edge-trimmed taillamps poked through two pairs of thin horizontal strips cut into the tail panel above a wide, heavy-appearing bumper.

A "GP" emblem was affixed to the driver's headlamp door and passenger side of the decklid, a Grand Prix emblem remained on the rocker trim, and "Grand Prix" lettering was moved to the rear quarter panels. Tread width remained the same, but length increased to 215.6 inches and width decreased to 79.4 inches.

Though appearing much the same externally, the new 400 and 428 V-8s featured a revised intake manifold, cylinder head ports and valve inclination angles to fit larger valves, among other internal advancements to improve performance.

The new standard engine was a 350hp 400 four-barrel with dual exhaust and a regular-fuel 265hp 400 two-barrel (with Turbo Hydra-Matic) was the economy choice. Extra-cost performers included two 428s—360hp and 376hp "Quadra-Power"—and both used the Rochester Quadrajets carburetor that featured small primaries for cruising efficiency and large secondaries for performance. The H.O. also employed a longer-duration camshaft and freer-flowing exhaust manifolds. Tri-Power was cancelled, as GM now only allowed multi-carbs on the Corvette.

Transmissions, rear gear offerings and the chassis layout carried over. Tire size increased to 8.55 x 14, a dual-circuit brake master cylinder improved braking safety, and 11-inch front disc brakes were finally optional and included 8.45 x 15-inch tires on 15 x 6 wheels and power assist.



1967



1967

PHOTOGRAPH COURTESY OF OWNER STEVE PELLUSO

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES



**700+ Stores
Nationwide**

WOW SUPER COUPON

PITTSBURGH

VEHICLE POSITIONING WHEEL DOLLY

SAVE \$210

NEW

ITEM 62234/61917 shown

\$699

\$89.99

Customer Rating **★★★★**

comp at **\$279.99**

• 1250 lb. capacity

52776745

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

MICROFIBER CLEANING CLOTHS PACK OF 4

Customer Rating **★★★★**

ITEM 69678

SAVE 65%

\$1.99

comp at **\$5.76**

52777568

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

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

Customer Rating **★★★★**

ITEM 60338/69381 shown

SAVE \$73

\$89.99

comp at **\$163.06**

52762008

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

HARDY POWDER-FREE NITRILE GLOVES PACK OF 100

Customer Rating **★★★★**

Item 68496 shown

SIZE	ITEM
MED	68496/61363
LG	68497/61360/97582
X-LG	68498/61359

• 5 mil thickness

YOUR CHOICE

SAVE 62%

\$5.99

comp at **\$15.99**

52782130

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

AIR INLINE SANDER CENTRALPNEUMATIC

NEW

ITEM 62528 shown 91773/280

SAVE \$122

\$279.99

comp at **\$149.99**

52760298

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 1/7/17. Limit one coupon per customer per day.

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, automotive lifts, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, Badland, CoverPro, Daytona, Diablo, Earthquake, Franklin, Grant's, Holt, Jupiter, Lynox, Maddox, Portland, Predator, Stik-Iek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 1/7/17.

52777034

WOW SUPER COUPON

26", 4 DRAWER TOOL CART US*GENERAL

ITEM 95659 shown 61634/61952

Customer Rating **★★★★**

SAVE \$209

• 580 lb. capacity

\$109.99

comp at **\$319.01**

52744052

★ WINNER ★

— Truckin' Magazine —

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

18 PIECE SAE AND METRIC T-HANDLE BALL END HEX KEY SET

PITTSBURGH

ITEM 62476 shown 63167/63166/96645 shown

SAVE 47%

\$12.99

comp at **\$24.97**

52805760

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

ADJUSTABLE STEEL WELDING TABLE

ITEM 63069 shown 61369 shown

SAVE \$85

\$64.99

comp at **\$149.99**

52795745

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

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

ITEM 60363/69730 shown 68121/69727 shown CALIFORNIA ONLY

SAVE \$228

\$99.99

comp at **\$328**

52825813

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 1/7/17. Limit one coupon per customer per day.

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 700+ Stores Nationwide.

SUPER COUPON

20 OZ. GRAVITY FEED SPRAY GUN

ITEM 47016 shown 67181/62300

Customer Rating **★★★★**

SAVE 79%

\$9.99

comp at **\$49**

52631164

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

PITTSBURGH RAPID PUMP® 2 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

ITEM 68050/62310/60678 shown

Customer Rating **★★★★**

SAVE \$100

• Weighs 99 lbs.

\$119.99

comp at **\$219.99**

52756220

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

2 HP, 29 GALLON, 150 PSI CAST IRON VERTICAL AIR COMPRESSOR

ITEM 68127 shown 62765/61489

Customer Rating **★★★★**

SAVE \$99

\$339.99

comp at **\$439**

52787749

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 1/7/17. Limit one coupon per customer per day.

SUPER COUPON

FREE

WITH ANY PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT

ITEM 69052 shown 69111/62522/62573

\$4.97

VALUE

52742607

LIMIT 1 - Cannot be used with other discount, coupon or prior purchases. 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 1/7/17. Limit one FREE GIFT coupon per customer per day.

SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

ITEM 61258 shown 61840/61297/68146

Customer Rating **★★★★**

SAVE \$100

\$59.99

comp at **\$159.99**

52768646

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 1/7/17. Limit one coupon per customer per day.

WOW SUPER COUPON

2 HP, 29 GALLON, 150 PSI CAST IRON VERTICAL AIR COMPRESSOR

ITEM 68127 shown 62765/61489

Customer Rating **★★★★**

SAVE \$99

\$339.99

comp at **\$439**

52787749

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 1/7/17. Limit one coupon per customer per day.

WOW SUPER COUPON

WIRELESS SECURITY ALERT SYSTEM

ITEM 93068 shown 69590/61910/62447

Customer Rating **★★★★**

SAVE 60%

\$11.99

comp at **\$29.99**

52774745

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 1/7/17. Limit one coupon per customer per day.

- 100% Satisfaction Guaranteed
- Over 30 Million Satisfied Customers
- No Hassle Return Policy
- 700+ Stores Nationwide
- Lifetime Warranty On All Hand Tools
- HarborFreight.com
- 800-423-2567

At Harbor Freight Tools, the "comp at" price means that the same item or a similar functioning item was advertised for sale at or above the "comp at" price by another retailer in the U.S. within the past 180 days. Prices advertised by others may vary by location. No other meaning of "comp at" should be implied. For more information, go to HarborFreight.com or see store associate.

The instrument panel layout was similar to previous years, but all areas were updated. Carpathian Elm Burl woodgrain was used on the panel and console. The three gauge pods in the center of the dash were replaced with a "Grand Prix" emblem or an A/C duct when so optioned. Vent ducts were added to the far left and right of the panel for the new "upper level draft free ventilation" that allowed for the removal of the vent windows, the glovebox was moved above the assist bar and the "Grand Prix" emblem adorned its door when A/C was ordered. A new three-spoke steering wheel was standard. Upholstery and door panels were revised and numerous interior safety refinements were incorporated.

A few interesting new options included an AM/FM Stereo, 8-track tape player, hood tach, Rally II wheels and a capacitive discharge ignition. For 1967, the hardtop cost \$3,549, and 37,125 were produced, and the convertible commanded \$3,813, and only 5,856 were built.

1968

A new roof with revised rear quarter windows and sail panels and new front and rear styling were applied to the 1968 Grand Prix. The split between the grilles was more exaggerated, as the vertical center of the revised bumper rose to meet the ironing board on the hood and dropped below the bumper's side sections.

Each grille now boasted a rectangle motif and the "GP" emblem was moved inboard of the headlamp door. The header panel of 1967 model was eliminated, and the lower valance panel now incorporated the parking lamps, which also wrapped around the side to meet new lighting regulations for 1968.

The tail panel was eliminated, and the decklid was dramatically reshaped and extended to the top of the bumper. Thin hori-

zontal taillamps, that wrapped around to the body sides and also turned downward into backup lamps on either side of the license plate area, were set into the middle of the bumper. Pontiac lettering was centered on the decklid, a "GP" emblem was to the right of it, and a body-colored valance panel extended beneath the bumper. At 216.3 inches long and 79.8 inches wide, the 1968 Grand Prix was the largest to date.

Its standard 350hp 400 now used the Quadrajet carburetor, and the 428's ratings were increased to 375hp and 390hp for the H.O. The 265hp economy 400 engine carried over, as did transmission and rear gear offerings. Optional variable-ratio power steering provided a quick 16:1-to-12.2:1 ratio.

The instrument panel received a ridge of padding that split the upper and lower tiers and also covered the upper portion of the glovebox door. New door panels had the armrests molded into them, and seat upholstery patterns were updated. The convertible was discontinued, but the hardtop remained and cost \$3,697. Sales dropped to 31,711 units.

For 1969, Pontiac's personal/luxury car was downsized to a new 118-inch-wheelbase G-body, thus ending the reign of the full-sized Grand Prix. Its long hood/short deck design, bold styling and svelte proportions at 210.2 inches long and 75.7 inches wide reinvigorated sales for Pontiac in that market to the tune of 112,486.

In 1973, the Grand Prix became A-body based and enjoyed record-setting sales that year and in 1976 and 1977. It was downsized again for 1978 and was redesigned for 1981. The last rear-wheel-drive Grand Prix was built for the 1987 model year.

From 1988 to 2008 they were front-wheel drive cars, but the Grand Prix legacy was born with the full-sized B-bodies of the 1960s. 🏁



1968

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

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

Hemmings
CLASSIC CAR
2017 CALENDAR



► **ORDER YOUR 2017 CALENDAR TODAY!**

**Hemmings
Classic Car
2017 Calendar**

With their long hoods and flowing fenders, some of the greatest cars ever built are united in this phenomenal collection of American classics.

CC17

\$14.95

hemmings.com/calendars
800-227-4373, ext 79550

CCAL1116

AWARD WINNING RESTORATIONS

SINCE 1985



1938 Dubonnet

We consider it our mission to provide you with the best restoration facility in the world.

Partial or complete restorations by skilled craftsmen.

www.ddclassic.com



D&D Classic

automobile restoration

800-332-7742 2300 Mote Drive, Covington, OH

**ORIGINAL U.S. GOV'T
MORGAN SILVER DOLLARS!**



National Collector's Mint announces a special limited release of 3,822 Morgan Silver Dollars 95-138 years old at \$29 each. Several prominent national dealers charge \$49-\$69 MORE for a comparable Morgan Silver Dollar. These Morgans are among the last surviving originals still in existence, and each coin is guaranteed to be in mostly Brilliant Uncirculated to Fine condition.

Orders will be filled on a first-come, first-served basis and a limit of 100 coins per customer will be strictly adhered to. Timely mail orders will be accepted if directed to: National Collector's Mint, Dept. 7749, 2975 Westchester Ave, Ste 300, Purchase, NY 10577-2500. THIS OFFER MAY BE WITHDRAWN AT ANY TIME WITHOUT NOTICE AT THE SOLE DISCRETION OF NCM.

You may order one Morgan for \$29 plus \$4 s, h & ins., 3 for \$94 ppd., 5 for \$154.50 ppd., 10 for \$303 ppd., 20 for \$599 ppd., 50 for \$1480 ppd., 100 for \$2935 ppd. **60-Day Money Back Guarantee:** If you're not 100% delighted with your purchase simply send us your postage paid return within 60 days for a refund of your purchase price. **CALL NOW!**

Credit cards & check by telephone accepted, call Toll-Free, Ext. 7749

1-800-799-MINT (1-800-799-6468)



National Collector's Mint, Inc. is an independent, private corporation not affiliated with, endorsed, or licensed by the U.S. Government or the U.S. Mint. Offer not valid in CT or MN. © 2016 NCM E1-E1H

Matchless Motoring

*Pontiac's sensational, one-year-only
1967 Grand Prix convertible*



WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Alongside early '60s 421 Super Duty Catalinas, Le Mans and Tempest station wagons with aluminum front ends, and, later, the Ram Air GTOs and Firebirds, there were a few rare Grand Prixs, too. While some of the rarest Grand Prixs that Pontiac ever built were the 421 Super Dutys—16 in 1962 and just three for 1963—another that can be considered rare is the 1967 convertible.

This one-year-only convertible was the only time that Pontiac ever offered a Grand Prix with a top that dropped.

In all, just 5,856 convertibles were built out of the 42,981 Grand Prixs that rolled off the assembly line, making it a highly



coveted Pontiac, especially among Grand Prix enthusiasts and collectors of uncommon automobiles.

Another distinguishing feature of the 1967 Grand Prix is that it was the only model in Pontiac's 1967 lineup that featured horizontal headlamps, which were cleverly hidden behind the distinctive grille/bumper assembly. As its looks imply, it rides low, so it handles extremely well, and the long wheelbase allows the chassis to really soak up the bumps for an ultra-smooth ride. And with that big-bore V-8 rumbling under the stretched-out hood, the convertible top down, cruising simply doesn't get much better or more exciting than this.

This smooth-looking full-size beauty, even in two-door hardtop form, is blessed with a fantastic shape unlike any other car in its class, but in convertible trim, especially with its top down, it looks absolutely sensational. And because its body was

relatively low, it looked long; and it was. Based on the Catalina body, the Grand Prix sat on the same 121-inch wheelbase chassis as the hardtop coupe, and had an overall length of 215.6 inches.

Pontiac was always proud of its cars, the performance that they delivered and their matchless styling. The brochure for the 1967 Grand Prix proclaims:

"You might say that Grand Prix styling is the supreme example of elegant restraint. We've even concealed its headlights and windshield wipers so as not to interrupt the dramatic sweep of its lines. We like to call it the most perfect Pontiac. Who said you can't have everything?"

Engineering-wise, Pontiacs have always been outstanding and mechanically a bit different from the offerings of the other divisions of General Motors; as such, their engines are blessed with plenty of torque. Like most mid-'60s-era Pontiacs, the



The instrument panel and console are covered with elm burl veneer. Speedometer is GM's standard 120-MPH horizontal unit; AM/FM radio by Delco. Sleek shifter connects to three-speed automatic.



1967 Grand Prix packed a powerful punch. The base engine developed a mean 350 horsepower from its 400 cubic inches, yet it was also available in low-compression form that put out "just" 265hp, but only for those cars equipped with automatic transmissions. For those performance-oriented buyers who needed more power, a larger 428 V-8 was offered in two versions: a 360hp type that produced a hefty 472-lb.ft. of torque, and the 428 Quadra Power that made 376hp, but 10-lb. ft. less torque.

Another page from the Grand Prix brochure states: "As with all Pontiacs, when you position yourself behind the wheel of a Grand Prix you know you're in a driving machine. You are in a cockpit with all controls in easy reach, and 400 cubic inches of V-8 ticking soundlessly under your toe. The car is smooth, quiet and luxurious. And when you slip it into gear you are at first surprised by the lively rush of air, and the agility with which this plush automobile responds. This is Grand Touring in the most literal sense of the words."

One particular longtime Pontiac enthusiast who wanted a Grand Touring cruiser was Pat Barret, the owner of our feature Grand Prix, which originally came from Utah. Aside from one repaint about 15 years ago in the original Plum Mist color, this Pontiac has never been restored, and its body is solid and free of

any corrosion. It now resides in Jensen Beach, Florida, where Pat and his wife, Donna, drive it weekly.

"When I moved from Ohio to Florida, my criteria was to find a GM-built convertible that had a big V-8, preferably a low-production type car," Pat tells us. "I love Pontiacs and have owned a GTO, Catalina and a Bonneville in the past, so this Grand Prix convertible was the perfect Florida cruiser. Yet what I like most about this Grand Prix is its Plum Mist color, and the fact that it's a rust-free Western car."

Pat's Grand Prix is equipped with the base 400 engine and three-speed automatic. It has the optional console-mounted shifter that Pontiac smartly covered in a warm and welcoming elm burl veneer they called Carpathian. "It shifts very smoothly, and every shift is right on time," Pat says. "Because it has four-wheel drums I don't drive it like a race car. The drum brakes do everything that I want them to, thanks, in part, to the car's dual master cylinder."

Shortly after Pat had the big Grand Prix shipped to the Sunshine State, he changed the original black interior to Parchment in order to make it more livable in the Florida heat when he and his wife go cruising. He tells us, "Driving this Grand Prix is an amazing experience, thanks to the power steering and power brakes. It floats along like a boat through



The base 400-cu.in. Pontiac V-8 with a four-barrel carburetor puts out 350 horsepower; the #670 cylinder heads feature a 72cc closed-chamber design with screw-in studs.





the water. And unlike new cars, there's no resistance in the steering, so it's easy to oversteer. You can literally drive this car with one finger."

He goes on to tell us, "What I like most about this car is that it's a Pontiac. It has a very cool-looking front end, with its hideaway headlamps, and is complemented by a beautifully designed back end with GTO-style taillamps and Rally II wheels. And because the original 400-cu.in. V-8 was professionally rebuilt using stock components, but with a high-lift Melling camshaft that's known in Pontiac circles as a '068,' I just love how that engine sounds!"

"Moving to Florida had always been my dream when I retired, and this Grand Prix is the perfect Florida cruiser. There is nothing I don't like about this car, and it simply doesn't get any better than this."

So Pontiac's ad agency was accurate when it wrote: "Not merely content with one of the most satisfying automobiles ever to grace the macadam, we made the '67 Grand Prix into the most exciting thing that's happened to convertible lovers since windblown hair. And we did it by taking things off. In fact we're not sure whether we'd like to be known by what we put on cars or take off. After all, we still make a Grand Prix hardtop." 🐾



“Turning the Grand Prix into a convertible was the best idea we’ve had since the Grand Prix.”





American Exotic

Italian looks and American performance make for a rare and tasty recipe in this 1952 Cunningham C-3

WORDS AND PHOTOGRAPHY BY TERRY SHEA

By almost any definition, the B.S. Cunningham Company of West Palm Beach, Florida, built a mere handful of automobiles—and that includes race cars as well as road cars. With a hand-built chassis that made the voyage from Florida to Italy to be fitted with a body, and back again for finishing, each Cunningham C-3 was truly custom and not quite



100 percent identical to the ones before it or after it.

Given that Briggs Cunningham's intention was always to build just enough cars to homologate his dedicated race cars, it should surprise no one that mass-production techniques were never part of the plan. The C-3 blended voluptuous Italian lines with the unabashed bravado of American V-8 power, creating a fast and luxurious GT car that looked in place in Manhattan as much as it might have in Monte Carlo.

That custom chassis supporting those voluptuous Italian lines consisted of unique frame components as well as some

pieces cribbed from various American manufacturers, though Chrysler Corporation provided the majority of parts.

The most notable item sourced from Mopar was the powerful Chrysler 331-cu.in. FirePower Hemi V-8. Instead of making do with Chrysler's standard two-barrel carburetor, Cunningham designed and cast original log-type intake manifolds that accommodated four Zenith single-barrel carburetors. Cunningham also fitted dual exhausts for better breathing. Rated at 180hp from Chrysler, the 331-cu.in. Hemi carried a 220hp rating from Cunningham, though the latter rated



Grand touring, Italian-style, in 1952 included a bench seat for the two passengers along with a virtually entire custom interior. Vignale often matched the gauge faces to the car's color, a clue for restorers when attempting to discern a Cunningham's original color.

torque at an even 300-lb.ft. versus Chrysler's 312-lb.ft. at lower RPM. The 3,500-pound C-3, when equipped with a manual transmission, could reach 60 MPH briskly in under seven seconds. The factory claimed a top speed of 130 MPH.

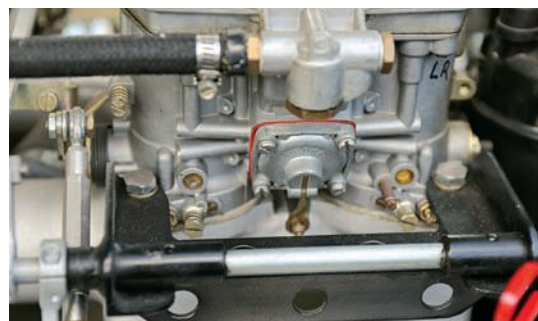
The initial batch of cars featured a Cadillac three-speed manual transmission, noted for its ruggedness and durability. Later cars, more in line with the GT nature of the C-3, sported Chrysler's dual-range, four-speed semi-automatic, torque-converter-equipped Fluid-Matic transmission. The rear end was standard Chrysler live-axle fare, though suspended via coil springs.

While the experienced racers at the B.S. Cunningham Company engineered and sorted out the chassis, they farmed out the body design and building to the small-batch experts in Italy. Cunningham turned to the Turin-based Carrozzeria Vignale and the pen of the prolific Giovanni Michelotti. As the owner of our feature

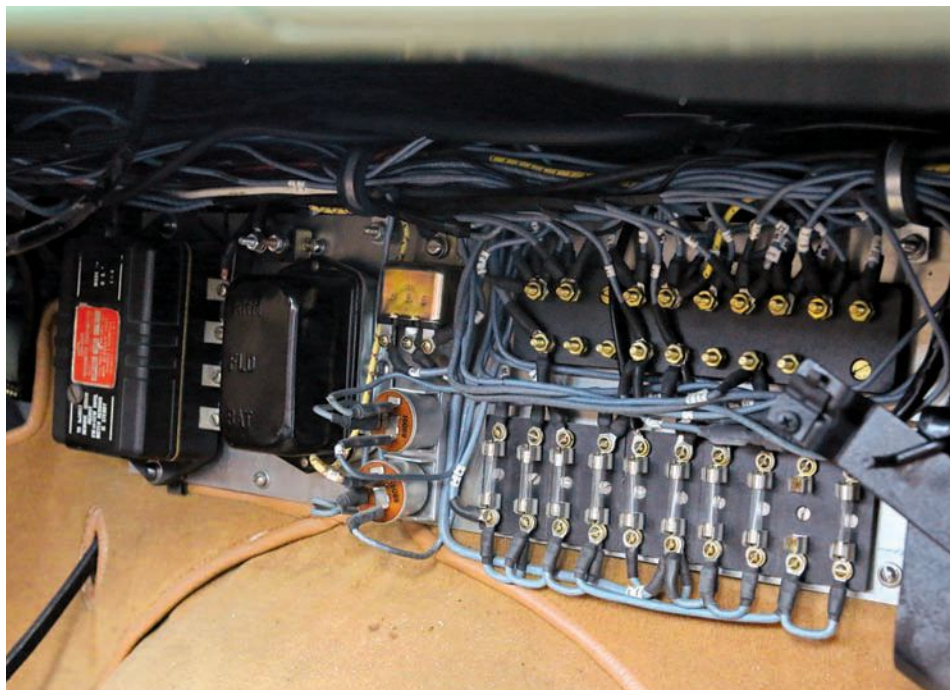
car, Chuck Schoendorf, points out, "From the rear, the side, the nose, three-quarter shots—it just has wonderful proportions." Truly, we have yet to find any bad angle from which to view the C-3.

The Cunningham C-3 used 11-inch Mercury brake drums with additional Delco components. The majority of the Vignale-bodied Cunninghams used the front suspension setup from a 1951 Mercury. Depending on when the cars came through the Cunningham shop for completion, they had Ford or Chrysler heaters and radios, sometimes a mix-and-match set.

Though Cunningham was building high-performance street cars alongside his race cars, the C-3 was primarily a luxury GT car, and not intended for competition. However, Cunningham did maintain a full list of go-fast parts for the engine as well as the chassis, with the likes of ported and polished cylinder heads, high-compression pistons, high-RPM rod bearings and shocks,



The first batch of C-3s used Chrysler Industrial Hemi V-8s. The four-Weber setup shown here dates from a continuation run of cars built with the approval of Briggs Cunningham III in the 1990s, but would have looked at home on a Cunningham racer of the period.



The under-dash fuse panel shows the Cunningham adoption of a single color of cloth-covered wiring, with each connection number tagged for identification. Cunningham installed Ford radios and heaters in the first half or so of C-3's production run.

tires and brakes for racing all on the menu.

At least one owner checked more than a few of those option boxes on a car that carried a base price of \$9,000—an astounding sum at the time for an American car. Options factory installed on Chuck's C-3 coupe, serial number 5214 and the ninth production car, included leather hood straps, a thicker front anti-roll bar, under-car brake-cooling air scoops and a massive 40-gallon gas tank. Records indicate that this was the only Vignale-bodied C-3 to have the large fuel tank or hood straps.

Chuck's C-3 also carries the distinction of being the only car Cunningham sold new to a customer outside the United States. This car was shipped to South America, where it was raced, somewhat successfully. It changed hands a few times and then languished for many years, an unfinished restoration project. It eventually made its way to the U.S., including being advertised

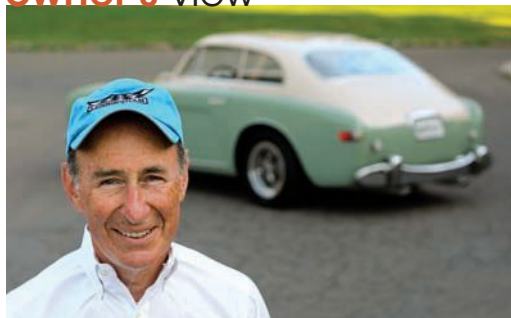
in the August 2005 issue of *Hemmings Motor News* as a "jungle find from South America."

Chuck acquired the car in 2006 and initiated a full restoration, a process fraught with peril even with cars made in the millions. With just 25 Vignale-bodied C-3s made (20 coupes and five roadsters in addition to a pair of U.S.-bodied prototypes later sold to customers) and parts sourced from various suppliers on both sides of the Atlantic, the C-3's redo required lots of investigation and plenty of fabrication.

"It was a basket case," explains Chuck. "It was worse than a basket case! It was just a shell of a car. It was gutted—engine out, transmission out, just everything removed from the car, missing all kinds of parts, some more important than others. But the one thing that did come with the car—and if it didn't, I wouldn't have taken on the project—was the instrument panel,



Prepped for racing when new, this was the only C-3 equipped with a massive 40-plus gallon fuel tank that filled the entire trunk; leather straps are also unique.



The attraction to me—besides Briggs Cunningham and the glory that he brought to America racing at Le Mans with an American team, drivers, mechanics and all—is a blending of the best of two worlds: a Chrysler Hemi engine powering a gorgeous Italian-bodied car. I've always liked Italian cars. I've always like Chryslers and the early Hemi engines. So, this is just the epitome collector car for me.

And the reason he built street cars was not that he wanted to be in the business—he had to in order to qualify as a builder for Le Mans. You can't just build a car in your garage and go to Le Mans. You've got to be a proper car builder. The whole reason for these cars to exist.

the gauges, that is. The dashboard itself could be made, but the gauges are just so unique to these cars.

"We know that from the factory records, but also because Vignale did the gauges in the same color as the body colors. If you see another Cunningham with whatever color gauges—assuming they haven't been repainted—that's the original color of the car. When I saw that those were all with the car and in the original colors, beige and green, then I knew that I could take on the project. Everything else could be fabricated. We had to build a huge number of parts to finish the car."

Sourcing parts meant hunting for all of the badges, chrome and aluminum trim, interior and exterior door handles. The seat was missing, requiring the fabrication of an entire seat frame, in addition to upholstering it. "The tough part was the cosmetic things," concedes Chuck. "Underneath was quite a bit easier. The body and shell were completely intact. They needed some work, but were intact."

When it came time to replace the engine, it took another peak into Cunningham's methods and processes. "The first six or 10 cars were fitted out with the Chrysler Industrial version of the Hemi engine," says Chuck. "After that, we can tell from the records that Briggs Cunningham switched from that V-8 to the passenger engine. There was no need to use the Industrial block and cylinder heads in these cars, but he did initially. A previous owner found a Hemi Industrial engine maybe a hundred numbers off in the numbering sequence. To me, that's close enough for my money."

Given the custom nature of the Cunningham C-3 and Chuck's desire to drive the car once

completed, he took some liberties on the rebuild of the 331 Hemi. "Fortunately, because they were all different, that gave us a lot of latitude." A high-performance build of the FirePower engine included fitting a set of four Weber two-barrel carburetors, a similar setup used on some Cunningham race cars. Along with other engine work designed to increase breathing and boost power, an engine dyno test confirmed that the engine in Chuck's C-3 makes 354hp at the flywheel. The V-8's prodigious output is routed to the rear wheels via a Muncie M-20, wide-ratio four-speed manual transmission, though the column shifter remains. With no transmission lockout, reverse is engaged—very carefully—via a T-handle under the dash when the Muncie is in neutral.

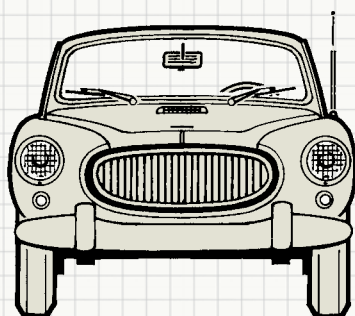
Those modifications aren't just for kicks, as Chuck regularly drives the hopped-up Cunningham, recently completing the New England 1000 rally this past spring. Readers of our sister publication, *Hemmings Muscle Machines*, may recognize the car, which Chuck eagerly took down the drag-strip for a few runs during recent Musclepalooza events. In short, the car gets driven, more than just taking it to shows or a Sunday drive to keep the parts lubricated.

Given the car's frequent, sometimes hard, use, we're not surprised that Chuck continues the sorting process. "We're still making improvements to the car in handling and driveability," he says. Cunningham, too, in his pursuit of Le Mans and other racing titles, never seemed to leave well enough alone. So, the process of making this 1952 C-3 a better performer matches the authenticity of the car with the spirit of Briggs Cunningham. **69**

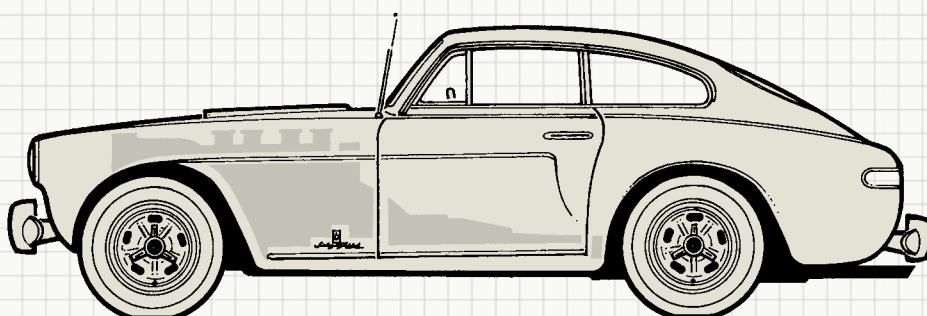


1952 CUNNINGHAM C-3

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



58.0 inches



105 inches

SPECIFICATIONS

PRICE

BASE PRICE \$9,000.00

ENGINE

TYPE Chrysler FirePower OHV V-8, all cast iron with hemispherical cylinder heads
DISPLACEMENT 331 cubic inches
BORE X STROKE 3.8125 x 3.625 inches
COMPRESSION RATIO 9.0:1
HORSEPOWER @ RPM 354 @ 5,700
TORQUE @ RPM 342-lb.ft. @ 5,300
VALVETRAIN Hydraulic valve lifters; Isky 280HYD camshaft
MAIN BEARINGS Five
FUEL SYSTEM Four Weber two-barrel carburetors on Cunningham aluminum log-type intake manifold
LUBRICATION SYSTEM Full pressure
ELECTRICAL SYSTEM 12-volt
COOLING SYSTEM Centrifugal water pump
EXHAUST SYSTEM Tubular headers; dual exhaust

TRANSMISSION

TYPE Muncie M-20 four-speed manual
RATIOS
1st 2.56:1
2nd 1.91:1
3rd 1.48:1
4th 1.00:1
Reverse 3.16:1

DIFFERENTIAL

TYPE Mosier limited-slip 3.23:1
DRIVE AXLES Live axle

STEERING

TYPE Gemmer worm and roller
TURNS LOCK TO LOCK 2.75
RATIO 20.4:1

BRAKES

TYPE Four-wheel hydraulic drum brakes
FRONT/REAR 11-inch Ford-Mercury drums

CHASSIS & BODY

CONSTRUCTION Steel and aluminum body panels welded to ladder-type frame
BODY STYLE Two-door, two-passenger grand touring coupe
LAYOUT Front engine, rear-wheel drive

SUSPENSION

FRONT Independent, unequal-length control arms, coil springs and hydraulic shocks
REAR Parallel trailing arms, coil springs and hydraulic shock absorbers

WHEELS & TIRES

WHEELS Halibrand cast alloy
FRONT/REAR 16 x 7 inches
TIRES Firestone Cavalino Sport 200 radials
FRONT/REAR 185R16

WEIGHTS & MEASURES

WHEELBASE 105 inches
OVERALL LENGTH 194 inches
OVERALL WIDTH 64 inches
OVERALL HEIGHT 53 inches
FRONT TRACK 58.0 inches
REAR TRACK 58.0 inches
SHIPPING WEIGHT 3,501 pounds

CAPACITIES

CRANKCASE 6 quarts
COOLING SYSTEM 14 quarts
FUEL TANK 40 gallons
TRANSMISSION 3 pints
REAR AXLE 4 pints

CALCULATED DATA

BHP PER CU.IN. 1.07
WEIGHT PER BHP 9.89 pounds
WEIGHT PER CU.IN. 10.58 pounds

PERFORMANCE

TOP SPEED 130 MPH

PRODUCTION

TOTAL 27

PROS & CONS

- + Timeless Italian styling
- + Scintillating performance
- + Bona fide American legend
- Trim parts don't exist
- Explaining just exactly what it is
- Explaining just exactly what an "original hybrid" is to younger car fans

WHAT TO PAY

LOW
\$500,000 – \$700,000

AVERAGE
\$750,000 – \$900,000

HIGH
\$1,200,000 – \$1,300,000

CLUB CORNER

CLUB SCENE

Cunningham Registry
www.briggscunningham.com

B.S. Cunningham Company

Builders of the most exclusive, exotic automobiles in 1950s America



BY DAVID CONWILL • PHOTOGRAPHS COURTESY OF THE REVS INSTITUTE FOR AUTOMOTIVE RESEARCH

The 24 Hours of Le Mans was long an “international” race mainly in the sense that its fields comprised competition cars from different European countries driven by drivers from different European countries. Geographical distance and political differences meant that U.S. drivers and cars tended to remain in U.S. events. Before World

War II, when U.S. racing cars appeared at Le Mans, it was often with European drivers behind the wheel. Conversely, when U.S. drivers competed at Le Mans, it was often in European machinery.

After his friend Miles Collier tackled the 1939 Le Mans in an MG, Briggs Cunningham was determined to take on the crown jewel of European racing with American drivers in American cars. For years, Cunningham’s buddies in the Auto Racing Club of America (ARCA) replaced small-displacement, high-strung European engines with large, under-stressed American powerplants to create road-racing specials. Cunningham figured that it was a small step further to create an All-American race car that could run with the likes of Alfa Romeo, Bugatti and Mercedes.

One might say that the prototype of this effort was Cunningham’s 1939 Bu-Merc special, a collaboration with personal friend and Buick chief engineer, Charles Chayne, that combined a hot 320-cu.in. Buick straight-eight engine, repositioned in a coil-sprung, Century chassis with independent front suspension that was modified for better handling, and coachwork taken from a wrecked Mercedes roadster.

The Bu-Merc’s debut was the 1940 World’s Fair Grand Prix, held under the auspices of ARCA on the grounds of the 1939-’40 New York World’s Fair with Miles Collier at the wheel. The Bu-Merc

was poised to finish well when a brake failure and resulting collision with a lamp post took it out of competition.

Road racing was on a general hiatus from 1940 to 1948, when the Bu-Merc emerged from hibernation to run at the SCCA’s Watkins Glen Grand Prix, where it took second behind an Alfa Romeo. The next year, Watkins Glen was won by an Anglo-American hybrid known as the Ardent Alligator, which combined a 1929 Riley chassis with a 1939 Mercury V-8.

With the concept established, it was time for Cunningham to explore the racing conditions at Le Mans. For this initial effort, Cunningham enlisted Bill Frick to prepare two of his “Fordillac” conversions for the race, but Le Mans officials informed Cunningham, in highly unkind terms, that the Fordillacs did not meet their homologation requirements.

On short notice, Cunningham obtained a pair of Cadillac Series 61 Coupe De Ville hardtops. The Series 61 was the smallest, lightest chassis in the Cadillac line in 1950, though they dwarfed the 1950 Ford they were replacing. The Cadillacs were hastily prepared for the race, with one being stripped of its bodywork in favor of a fabricated roadster body crafted by Grumman Aircraft employees from the factory near Frick’s facility on Long Island. The other car received tuning and speed parts, but was otherwise left largely stock.

With Cunningham and Phil Walters sharing driving duties, the Grumman-bodied “Le Monstre” finished a respectable 11th place, with Miles Collier and his brother Sam just ahead in the stock-bodied car, which finished 10th. Cunningham’s appetite was whetted and he would carry the blue-and-white American racing colors back to Le Mans for the next five years—each time using purpose-built equipment highly reminiscent of the Euro-American specials fielded by ARCA teams two decades before.

Cunningham formed B.S. Cunningham Company in West Palm Beach, Florida, to produce good-handling, powerful cars made from 100 percent U.S. components. Utilizing selected parts from various U.S. marques, combined in a style reminiscent of the Healey Silverstone—a car Cunningham had used, retrofitted with a Cadillac V-8, to take second in the 1950 Watkins Glen Grand Prix—Cunningham along with Bill Frick and others, constructed prototypes for what would become the Cunningham sports car. Donald Healey also wanted to build such a combination, but both men found the reception at General Motors to be decidedly lukewarm.

Healey turned to Kenosha, Wisconsin, and began the Nash-Healey. Cunningham found its savior in Highland Park, Michigan, where Chrysler was willing to furnish discounted Hemi industrial engines for use in the C-series. After the construction of one Cadillac-powered C-1 roadster, the company turned to production of the Chrysler-powered C-2. Both had frames composed of three-inch steel tubing with a tubing cruciform X-member in the center. The rear suspension comprised a Cunningham-built de Dion tube axle. The C-1 and C-2 rode on a 105-inch wheelbase and a 58-inch track.

The C-2 formed the basis of the C-2R race car, which was fast but unhappily heavy. Three C-2Rs were entered in the 1951 Le Mans race and one placed 18th. The company attempted true series production with the C-3, a coupe version of the C-2. The first two cars, bodied in Florida, did not live up to the fit-and-finish that Cunningham had envisioned, so the subsequent cars, estimated at around 30, had coachwork by Carrozzeria Vignale of Turin.

The dimensions of the C-3 were approximately equivalent to the 1953-’55 Corvette roadster—roughly between the European competition and an American passenger car. Power and performance were far ahead, however. Sadly, so was the price tag. At \$15,000 each (over \$134,000 adjusted for inflation today), a Cunningham C-3 was nearly four times the price of a top-of-the-line Cadillac Coupe DeVille.

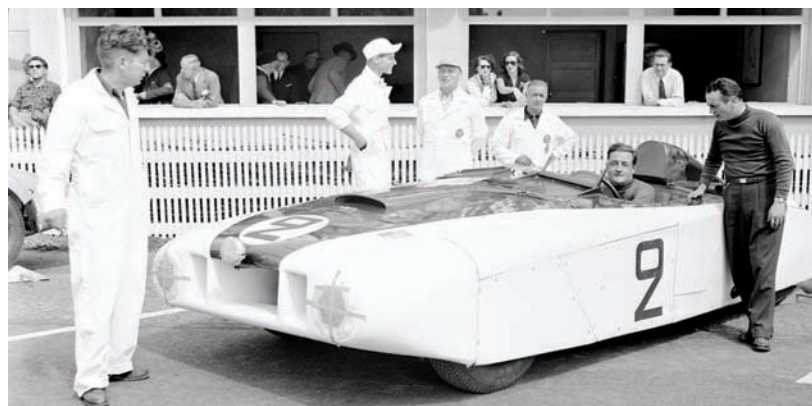
Cunninghams numbered from C-4 to C-6 were built for competition. The C-4R would be the most successful of the marque, taking third place at the 1954 Le Mans—the company’s high-water mark. The Offenhauser-powered C-6 would prove highly temperamental, and the 1955 Le Mans disaster convinced several valued members of the Cunningham effort to retire from racing altogether.

Worse yet, in 1955, low production and mounting losses led the Internal Revenue Service to determine that the B.S. Cunningham Company was not a viable business and instead a hobby. Further expenses on the racing and road cars would no longer be tax deductible, effectively spelling the end of the organization.

Today, Cunninghams, sporting handsome Italian coachwork and Chrysler Hemi V-8 engines, are highly sought after, though exclusive, automobiles for both road and track—so much so that there have been at least two attempts at revival. One was a continuation of C-3 production, while the other, dubbed the C-7, was an effort to revive the brand with a wholly modern sports car. Owning a Cunningham covers the owner with some of the glory of the last sporting (as opposed to professional) attempts to tackle Le Mans by Americans, and they are arguably the most exotic automobiles to be designed and constructed in America during the 1950s. 🏁



Sam and Miles Collier piloted a 1950 Cadillac to 10th place to help test the American cars/American drivers formula for Le Mans.



Thanks to a slide off the course and a transmission stuck in top gear, the Grumman-bodied *Le Monstre* only took 11th place in 1950.



Cunningham and William Spear piloted this C4-R to fourth place at the 1952 Le Mans, behind two Mercedes and a Nash-Healey.



At the 1953 Geneva Motor Show the Cunningham road car was shown alongside some of Europe’s finest and sleekest sports cars.

YOUR AMERICAN AUSTIN/BANTAM

history piece in *HCC* #144 struck a special chord with me. In the fall of 1945, just after World War II ended, I was a nine-year-old kid who, with my family, lived in Des Moines, Iowa. Going home from school, I rode a bus, but on nice days, I sometimes got off the bus in downtown De Moines and walked home via the automobile dealer row, stopping to see any new cars that had arrived or any new literature in the racks.

One particular day, I stopped by a used car dealer. There was a man sitting at a desk in the shack. For some reason, I stopped and asked if he had any automobile literature. He reached into the bottom drawer and handed me a 1939 Bantam wire-bound catalog. I had never heard of Bantam up until then, but that book became a keepsake that I still treasure. I suppose that used car lot had at one time been a Bantam dealership, and their dealer album was still in the bottom drawer of the desk. I don't recall ever stopping at another used car lot asking for literature, but I sure scored that time.

Richard Stanley
Connersville, Indiana

THANK YOU FOR THE ARTICLE

about the American Austin and Bantam. It amazed me how little I knew about these cute little roller skates. I was witness to a small piece of history that is related to these cars and would like to share it with your readers.

Throughout 1967, my mother performed secretarial duties for Robert F. Kennedy when he was senator from New York and considering a presidential run. In December 1967, she received his Christmas card in the mail. It was psychedelic (remember that word?), and the center spread showed his 10 children sitting atop an Austin. I know it was not a USA-built car because of the steering wheel on the right side, but thought it might be of interest. I do not know if the car belonged to the family or was borrowed for the photo shoot.

Rick Kamen
Willys Aero Survival Count
Decatur, Georgia

Pat Foster replies:

Thanks for the very nice letter. Believe me, I appreciate your comments. While we're at it, I'd like to thank you for your service to the Willys community. Bill

Tilden introduced me to your work compiling Willys production records, and I refer to them often. That must have been a grueling job to complete!

THANK YOU, PATRICK FOSTER,

for the wonderful photos and story about the American Austins and American Bantams. They are cars many people have never seen. Clearly written articles explaining the history of these cars do not appear in other publications. You did the Austins and Bantams a great service.

The public may see them in person at the annual Austin Bantam Society trophy meet in Lake Havasu City, Arizona, on October 14-15, 2016.

Dennis Sonius
Austin Bantam Society
Twin Falls, Idaho



I JUST HAD TO LET YOU KNOW HOW

much I enjoyed Patrick Foster's delightful story on the Austin/Bantam minicars. Not only was it scintillating, educational reading, I thought it was one of the most beautifully illustrated such histories I've ever seen in *Hemmings Classic Car*.

That exquisite little open-front town car delivery truck gets my vote as the most attractive of the American Austin/Bantam's remarkably broad range of body styles. But there's another arguably even more unusual Austin commercial car out there that Patrick may not be aware of. The Henney Motor Company of Freeport, Illinois—one of America's premier builders of funeral cars and ambulances (as well as the Packard Pan American and Super Station Wagon)—built at least five long-wheelbase hearses on the 1930-'31 American Austin coupe chassis. Sadly, infant mortality rates were far higher in the 1930s than they are today, and many funeral directors had small, white hearses especially for children's funerals.

Henney, of course, is best remembered for the big Packard funeral coaches, ambulances and flower cars it produced from the mid-1930s through

the company's demise at the end of the 1954 model year.

The first of these Lilliputian American Austin hearses was exhibited at the 1930 National Funeral Directors Association Convention in Atlanta, Georgia. Designed and built for a funeral home in Des Moines, Iowa, the cut-and-stretched Henney Austin had a 52-inch-long casket table that swung out either side of the little white car. For many years, I thought this Austin mini-hearse was a one-of-a-kind novelty, but longtime associate and fellow funeral car historian Tom McPherson, author of Crestline's authoritative *American Funeral Cars & Ambulances Since 1900* and a contributing editor to *The Professional Car* magazine, decided to explore this subject a little further.

A resourceful, tireless researcher, Tom subsequently discovered that *four* more of these little Henney-Austin hearses were built and delivered to funeral firms around the U.S. circa 1931-'32. Unfortunately, none of them survives today. Tom kindly provided the photograph of the one built for a funeral home in San Antonio, Texas.

Walter M.P. McCall
Windsor, Ontario
Editor – *The Professional Car*
Professional Car Society

PAT FOSTER'S ARTICLE IN *HCC*

#144 about the Markette electric car has an interesting photo. Is it a photographic illusion or is the Markette performing a wheelie? If it is, it's no wonder that Pat wants one.

Gus Carlson
Tracy, California

YOU OUGHT TO KNOW THAT THE

car Jim Donnelly daydreamed about in his column in *HCC* #144 exists. It's the early to mid-1990s Buick Roadmaster Estate Wagon, and its Oldsmobile Vista Cruiser and Chevrolet Impala variants.

They have everything you asked for, including huge hauling room, rear-wheel drive and decent fuel economy and reliability. Some enthusiasts doll them up to make them more fun to look at and maybe increase performance. Tom Berg
Westerville, Ohio

Continued on page 46

Packard Styling

Once highly successful, the Packard Motor Car Company suddenly became unsuccessful during the 1950s. According to figures published in the industry trade paper *Automotive News*, in 1949 Packard retailed nearly 100,000 automobiles. It never came even close to that again. In fact, to the end of its existence, sales only topped the 70,000 unit mark twice, in 1950 and 1953.

Why did Packard fare so poorly in the 1950s? Was it because over the years it had all but abandoned the luxury car market? Because it lacked a solid dealer network? Or was there something wrong with the styling of its offerings?

Recently while I was rereading the Studebaker-Packard annual report for 1960 I came across a statement that hadn't registered with me before. It dealt with the company's Mercedes-Benz Sales division, which reported a pretty good year. The reasons for M-B's success, according to management, were ".....because of public recognition of Mercedes-Benz high quality and engineering standards, [and] distinguished styling continuity that is never obsoleted....."

That last part triggered a recollection of comments I'd read in various books and articles over the years. Several of them mentioned Packard's styling continuity in the 1930s and 1940s, pointing out that Packard retained its classic "vertical grille" styling longer than other companies. During the late 1930s when most American cars were evolving away from vertical grilles, Packard kept its vertical grille design. It was viewed as a plus. Customers heartily approved because they preferred the distinguished look and appreciated continuity; it kept their cars looking new longer while giving them the distinctive "Packard look" that set them apart from the common herd. By 1940, only Packard, Nash and La Salle still had upright grilles, and the latter two were in the final year of their product cycles. Packard continued its vertical-grille styling for 1941, and by mid-year introduced the all-new Clipper—which likewise had a vertical grille. The Clipper proved a huge hit for Packard.

After World War II, Clipper styling

returned and remained basically the same until 1948 when the cars were heavily facelifted. Sure, Packard's new grille was smaller and more integrated into the front end, but it was still vertical. It retained the classic look.

So it wasn't until the 1951 models arrived that the company finally changed to a horizontal grille theme. Although 1951 model-year production was high, according to published figures Packard's actual retail sales during the calendar year came to just 66,999 cars. That was some 6,000 cars less than in 1950, and 30,000 less than 1949.

One fault I've always found with the 1951-'54 models is that to my eyes they just don't look like Packards—and they also don't look like luxury cars. I hate to say it, but I feel they look very mainstream, sort

of like a Pontiac or Dodge of roughly the same vintage. Once James Nance became Packard's president, he tried to make the senior Packards more upscale by introducing limousine and town car variations, but it wasn't until the 1955 facelift that Packard once again had a "big car" look. But there again the vertical grille theme wasn't used.

Meanwhile, the company received so many letters from owners asking it to return to the classic look that the company assigned stylist Dick Teague to create a special show car, the *Request*, to explore the idea. Teague, bless him, came up with a real beauty. When I look at the *Request*, I see the sort of classic, timeless styling that would not have worked at all on the lower-priced Clippers but would have really made the senior Packards stand out. Like Mercedes, the *Request* is distinguished and elegant. It looks special.

I believe that if it had adopted the *Request*'s vertical grille for its senior models, Packard would have firmly established those cars as true luxury vehicles, highly desirable and utterly unique, while creating a bigger space between them and the lower-priced Clippers. Seems like a win-win situation all around, at least to me.

And here's the rub: Mercedes-Benz retained its vertical grille and was successful as high-priced luxury cars, as Studebaker-Packard itself pointed out in its annual report. So isn't it a pity that Packard didn't? ☹



“

By 1940, only

Packard, Nash

and La Salle

still had upright

grilles, and the

latter two were

in the final year

of their product

cycles.

”



WITH A BUSY SUMMER, I AM FINALLY nearing the end of your September issue, and when I turned to page 86 and Terry Shea's article on the Hucks Starter, I was really taken aback. Attached is a photo I took of a similar machine that I saw last month while returning from the Studebaker International Meet in Rhode Island.

This vehicle was at the Vintage Wings of Canada museum in Gatineau, Quebec. They were actually getting ready to take it out of its display location to use it to start a recent restoration in their museum. So we know it is a working machine!
Duane Miller
Eldridge, Iowa

I SAY TWO CHEERS FOR ROY

Abernethy. Conventional AMC wisdom has it that Abernethy erred in directly competing against the Big Three rather than staying in the course set out by Romney. But is this really true? One way to think it through is to analyze alternative strategies available to AMC in the light of history.

The 1967 Rambler Accord. Instead of the expensive 1967 redesign, switch to front-wheel drive, like the 1966 Renault 16. Instead of investing in the V-8 or the straight-six, develop a four-cylinder (maybe partner with Renault) and later develop a 60-degree V-6. Reduce weight and size. Hope AMC does a better job of this than GM did with its X cars.

The 1964 Rambler Series 140. Rambler already had some counterculture cachet with Romney's anti-Detroit, low-chrome, "designed for people" campaign. Build on that by Europeanizing the Classic. Instead of a V-8, a four-cylinder with the 232-cu.in. six as an option. Keep the styling out of step with the rocket-inspired designs of the era. Pitch it as something for free spirits who don't follow the crowd.

The 1966 American Forester. Partner with Jeep, and build small AWD cars. If

they had started in the 1960s, think how good the Eagle would have been.

The 1965 Rambler GTO. Bring the 1967-'68 redesign and engines ahead two years, including the 390-cu.in. V-8 and Javelin/AMX. On this view, the problem is not that AMC chose to compete directly against the Big Three; the problem was it was always a dollar short and a day late.

So was Abernethy really wrong to kinda, sorta compete directly against the Big Three, but not spend the money it would take to do it well? A case could be made that he saved the company by coming as close as a little company could to staying in the big leagues, but not breaking the bank while doing it.

Jim Solheim
Deerfield, Illinois

Pat Foster replies:

I know some people think I'm overly critical of Roy Abernethy's strategies for American Motors. Although he introduced some interesting product designs, I need to point out that in five years, he took the company from its highest sales ever to near bankruptcy.

Your own product ideas were pretty interesting, to say the least.

BTW: If you're interested in books about American Independent auto-makers, my website would interest you: www.oldermilfordpress.com.

Thanks for writing!

I ENJOYED READING MATTHEW

Litwin's article about the 1951 Crosley Hotshot in HCC #144. Having grown up in Cincinnati, I've collected a few Crosley radios and have seen quite a few Crosley cars at local auto shows. These cars were so small that they almost looked like toys.

In the early 1990s our local PBS station did a special on Powel Crosley, and they were interviewing his last surviving sister; the interviewer asked her what model of Crosley did Powel drive. She started laughing and said that Powel was over six-feet tall and that he didn't drive those little cars. She said that he either drove a Cadillac or a Lincoln.

Crosley was a brilliant man. He would dream and create all these ideas, but his brother Lewis (the operations man) would make it happen. Incidentally, the Crosley building, which has sat vacant for years, is currently being converted into apartments. This building is on I-75 in

Cincinnati, located three miles on the left after you cross the Kentucky-Ohio border.
Jim Scott

Ft. Wright, Kentucky

IT WAS A NICE STORY ABOUT THE

Crosley Hotshot; however, the engine was only described as a four-cylinder overhead-valve unit. This engine really is unique, as the block and combustion chambers are one, with no separate cylinder head. Also, it is an overhead cam design, with a tower shaft at the front, driven by bevel gears to the camshaft.

Ken Bohn
Louisville, Kentucky

WHEN I SAW THE ESSEX LOGO ON

page 37 of HCC #144, it brought back poignant memories of my encounter with an Essex. In 1945, when I was 16 years old, I was living on an irrigated farm near Power, Montana. Our hired hand had just received his draft notice from Uncle Sam, and he was leaving for training. He asked me if I would like to have a car. I asked how much, but he said, "Just take it and drive it. I won't charge you anything because, when I get out, I will use my muster pay to get a 'good' car."

I was dumbfounded. It was a beautiful 1929 Essex Super Six sport coupe with a rumble seat. It drove beautifully, with a smooth drive because of its shock absorbers, but it needed tires, and the engine had a little rattle. Because of the war, passenger car tires were not available, but our grain truck got new ones, and I put the old ones (6:50 x 20 10-ply) on the back wheels. Every time I hit a bump, the tires would rub on the fenders of the car.

I discovered the engine rattle was coming from loose connecting rods. A neighbor, experienced in auto mechanics, helped me overhaul the engine. The connecting rods were larger in diameter than the 2¾-inch pistons, and in order to replace the rings, the pistons had to be pushed up from the bottom of the block. To do this required the removal of the crankshaft counterweights. The two weights on cylinders one and six were bearcats to remove and replace and resulted in many unkind words.

I remember the car had a shutter system in front of the radiator that was opened by a heat-operated lever attached

Continued on page 48

Here's to You, Carl

One of the things that we like to do at *Hemmings Classic Car* is to present you folks with Personality and Specialist Profiles, the sort of articles that spotlight people in our world who've really made a difference. I'm fortunate enough that the executive editor gives me pretty free rein to choose my subjects for the profile treatment.

I've managed to pick many people from the world of industry who I've long admired, like Henry J. Kaiser and Alfred P. Sloan. This month, I selected the story of Carl Graham Fisher, who was no less a visionary, albeit in his own semi-huckster way, than Kaiser or Sloan. One thing's for sure,

Fisher left some spectacular creations as part of his legacy, all of which are easily sampled today.

As a matter of truth, I'll admit that I've never visited Miami Beach in my travels to Florida, which have tended to focus on the central area of the Sunshine State. But I've seen enough of its Art Deco greatness reflected in reruns of *Miami Vice* or *CSI: Miami* to have developed a full appreciation for it. Plus, I'm a sucker for a good Cuban sandwich. So we'll give Carl his due on having the foresight, or level of insanity, to send teams of laborers into the jungle chopping away at its foliage, the better to turn South Florida into developable land.

I'll leave it to you to read the profile of Fisher elsewhere in this issue, but let me mention a couple of his accomplishments that touch me to this day. You may know that I'm a big fan of the Lincoln Highway. I've driven portions of it in a lot of states, but probably logged my most lifetime miles along it in Pennsylvania, where I have some family roots. There are vistas along it that remain etched in my mind and always will, such as when you come down the long grade into Gap, Pennsylvania, at the nexus of Chester and Lancaster counties; or when you have a similar experience crossing the east slope of the Allegheny Mountains as you head east toward Chambersburg. Or you can stand at the summit of the Alleghenies and head the opposite direction down a challenging mountainside into the town of Breezewood.

If you've ever driven along the original alignment of the Lincoln Highway, try to imagine

what getting across the country was like before Fisher came up with his Good Roads initiative. The accompanying photo gives you some idea of what travelers faced, especially in the mud season of springtime. Heading west from Philadelphia, quality roads ceased to exist once you got beyond the Main Line suburbs such as Paoli. It took



powerful persuasion to convince Congress that a transcontinental highway was not only possible to construct, but made practical sense. In getting the Lincoln Highway built, Fisher and his backers provided a whole new venue, and a new purpose, for cars. You could now use them to actually get someplace besides stuck in muck.

Let's say you continue west along the Lincoln Highway or as it's known today, U.S. 30. You can drop down and pick up U.S. 40, the old National Road, at the Indiana-Ohio line and keep rolling, right into downtown Indianapolis at Monument Circle. Find your way to West 16th Street and make a left. When you reach the new traffic circle at the Georgetown Road terminus, you're at the Indianapolis Motor Speedway, one of the most hallowed places in all of motordom, a sacred spot where you can feel the presences of yesterday's ghosts, going all the way back to 1909. Right across 16th Street used to be the home of the Prest-O-Lite plant where Fisher made his first fortune. You can imagine yourself back in 1911, when this was still farm country, a long line of artillery-wheeled, brass-festooned automobiles clattering and chugging their way up from downtown Indianapolis to stream into the freshly bricked speedway where a bunch of crazy men would dare to try and race each other for 500 miles. When I'm there, I can close my eyes and hear it, feel it, smell it. Ray Harroun might as well still be standing next to you.

Our profile of Fisher recalls the other investors who made the speedway possible, including the mechanical and engineering entrepreneur James Allison. You know what? Today, Allison Transmission and the speedway lie at opposite ends of Main Street in Speedway, Indiana, monuments to two geniuses a couple of blocks apart, and you can stroll between them. Talk about history. It's enough to make you quiver with respect. 🐾



//

In getting the

Lincoln Highway

built, Fisher and

his backers

provided a whole

new venue, and

a new purpose,

for cars.

//

to the exhaust system. This was very useful for keeping the engine warm during the cold Montana winters. The instruments in the dash panel had white mother-of-pearl backgrounds with black indicators—very cool. This car would do 75 MPH, easy, with the large rear tires.

On the way to my first year of college at North Montana State College in Havre, Montana, I drove with my schoolmate in his 1939 Ford Sedan. He said, “You go ahead, that way if anything goes wrong with your Essex, I can help you out.” Well, about 20 miles out of Havre, he passed me and we drove the rest of the way to Havre with me in the rear. Upon reaching our apartment, I asked why he passed me. He said, “You were throwing oil all over my windshield.”

We found the leak. The factory used a gasket made of pure lead behind the timing chain cover, and a piece of this gasket had fallen out, allowing all the crankcase oil to leak out. It was not too noticeable on the oil pressure gauge because this engine had a dipper system for all the connecting rods and a low pressure (about 10 lb.) for the main bearings. The main function for the oil pump was to keep the dipper reservoirs full of oil.

The next year, I gave this car to my brother and he soon found out the Essex also was born with a weak clutch.

Ed Weber
Keizer, Oregon

ROY HUGHES'S STORY IN *HCC* #145

about “gearhead genes” and his father’s Packard certainly touched a nerve with me. My dad’s 1930’s Packard was seen as off-the-scale glamorous in postwar England, and his respect for American engineering lives with me today. And while I’ve raced Ferraris, Porsches, Maseratis and Jaguars, still nothing comes close to the special feeling of my cherished Split Window 1963 Sting Ray. Here’s how the dream started for me...

“Hey buddy. You wanna lift?”

I could hardly hear the man shouting at me above the sound of the Beach Boys at maximum volume from the 8-track player and the mighty “wuffe” of his V-8.

I was 12 years old and about a mile into a six-mile walk home in sleepy rural England, having missed my bus. In common with most kids of my age, I’d spent the last eight years of my life hearing the message, “Never accept lifts

from strangers!”

But surely that warning didn’t apply to this stranger. He was young, he was American. And he was driving a brand-new Chevrolet Corvette Sting Ray!

This gentleman had the lot: mirrored shades, cool car and cool sounds. He pushed open the door from the inside. Of course I got in.

“Where y’goin buddy?”

I told him.

“Ok, no problem.”

And with that, he hit the accelerator and we were away. I remember that rush of sensations to this day. The sound of the Beach Boys was far too much to talk over, and the driver seemed totally disinterested in me as he lay back in his bucket seat, the road reflecting in his sunglasses and the oh-so-long hood of the Corvette stretching way out in front. I sat low, and the heavily curved fenders protruded either side of the hood. The sensation of power and speed was intoxicating. If I was going to die, this was surely the way to do it.

It seemed like mere seconds before we entered the little town where I lived, and we weren’t slowing down. “Excuse me,” I said.

Nothing.

“Hello sir,” I shouted.

The driver turned to me. “This it?”

“Yes, sir. Thank you.”

He pulled over and leaned across because I was too flustered to locate the door catch. I got out, still dazed, not wanting this dream to end.

“So long, bud.” He tipped his finger to his forehead just like Steve McQueen. And with that, he was gone.

It was a full 40 years before I traveled along that same stretch of road in another Corvette. And this time it was *me* in the left hand seat; my first Stingray.

Dr. Richard McCann
London, England

DANIEL STROHL’S ARTICLE ON

Geoff Hacker’s Forgotten Fiberglass in *HCC* #143 brought back memories of my dad’s Sterling kit car from the late 1970s. Built on a VW chassis, it was bought by my dad near Philadelphia, and he had it for about 20 years. It was red with black trim, and an image of it was used on company literature. It was lettered “Sterling MF II” and always got a lot of looks. Because it was only about 40 inches high, you

really had to be careful in traffic and you had to be pretty agile to get in and out of it because it didn’t have doors! The entire top—windshield and side windows—lifted up hydraulically for entry and egress. Jon McKain

Butler, Pennsylvania

HEMMINGS CLASSIC CAR IS, IN MY

opinion, the greatest magazine for the collector car hobby. It really brought me into the hobby, and I continue to read and learn from it every month. The articles are always fascinating and well written. There is just one thing I find missing from this exceptional publication. Many features in the magazine are done on station wagons and pickup trucks; however, jeeps are not featured often enough to represent the impact they had on American society in the 20th century.

Although *HCC* is not a military vehicle magazine, I feel including features on military vehicles such as the Ford GPW or Willys MB would help to tell the story of how U.S. automakers used ingenuity to assist in the war effort. Including later vehicles such as the Willys CJ-2A could represent how U.S. automakers prepared for the postwar era by producing machinery needed in industries such as agriculture. Other vehicles featured could include Jeeps used by the fire department and mail jeeps. Pickups and station wagons were workhorses and kept America strong just as the jeep did.

Tate Christensen
Salt Lake City, Utah

I LIKE RICHARD’S RECENT LIST OF

station wagons, especially the Vega with a Pontiac Iron Duke four-cylinder engine in it.

I can testify to the durability of that Iron Duke: I was driving my 1985 Buick Century on the highway and lost the water pump gasket. The poor Duke was overheating so bad it was knocking. Not wanting to stop, I got off at the next exit and poured cool water into the radiator (I can just hear you folks screaming *Noooo!*). Back home, I changed the gasket and drove many more miles.

The Iron Duke engine wasn’t high-tech, but you had to really try to kill it. The people at Pontiac should be proud of it. Don Moore

Erial, New Jersey

The Value of Classics

The circulation of *Hemmings Classic Car* has increased significantly since I wrote my first column years ago. Since I'd been asked to write about Classic automobiles as defined by the Classic Car Club of America (CCCA) I offered readers CCCA's description of a Classic car.

One of the defining features of a Classic car, in addition to superior technology and design, was price. (It should be noted that, according to CCCA, Classic cars were built between 1915 and 1948.)

With few exceptions, Classic automobiles were expensive—some over-the-top expensive. In 1926, closed Locomobile 48s sold for \$9,500 and up. Not far behind were closed versions of Duesenbergs, Pierce-Arrows and Lincolns. That was pretty rarified air.

To find other Classic automobiles, one has to go to the “under \$4,500” level, and there we discover Cadillac's top closed cars as well as one Franklin closed model. From \$4,500 down to the mid-\$2,000 range there are plenty of Classics to be found—as well as a few non-Classics.

Despite the post-World War I recession, which claimed a number of automobile companies and put others into financial difficulty, the automobile marketplace in the mid-1920s was still strong. And, the companies that built the Classics were doing well, too. Little did they know that by the early 1930s, the market would face a steep decline in sales.

Automotive pioneer Ransom E. Olds had warned the industry in the mid-'20s that the marketplace was saturated; anyone who could afford a car had one, he stated. Hardly anyone listened.

If you were a luxury car manufacturer, you continued to believe that the market was there for high-quality, expensive luxury automobiles, many with custom coachwork, which increased the price.

By the end of 1930—a year after the U. S.

stock market crash, it was becoming obvious that the luxury car market was drying up. Although Cadillac and Marmon introduced 16-cylinder cars and were followed by several manufacturers with 12-cylinder cars, the message was becoming clearer. Many custom-body companies closed their doors as orders declined.

Fast forward to today. Having established that Classics were expensive when new doesn't necessarily mean that all Classics are expensive today. Some, in fact, are more affordable than non-Classics, particularly when it comes to body styles.

I recently attended a collector car auction and told a fellow car enthusiast that a 1957 Chevrolet hardtop would bring more money than a 1928 Pierce-Arrow roadster. He thought I was nuts, but at the end of the auction acknowledged I had been right; the Chevrolet brought more money.

Why? Like any marketplace, it's about supply and demand. Today, there are more collectors looking for a 1957 Chevrolet than a 1928 Pierce-Arrow, which, when new, sold for thousands more than the Chevrolet and was made in smaller numbers.

Of course, some Classic automobiles sell for high prices—some for very high prices. The Classic car marketplace has begun to parallel the art world. If a painting (or car) is very rare and desirable, it's very likely going to sell for big money. That's why a 1938 Alfa-Romeo 8C 2900 is estimated to bring \$20 million or more at auction.

As the market for “average” Classics has softened a bit, that's good news for true Classic car enthusiasts as well as for individuals who've considered buying a Classic. In my humble, but totally biased opinion, there are some wonderful Classic automobiles available today at very reasonable prices. You'll get a lot of car—and enjoyment—for your money. 🐶



“

If a painting

(or car) is

very rare and

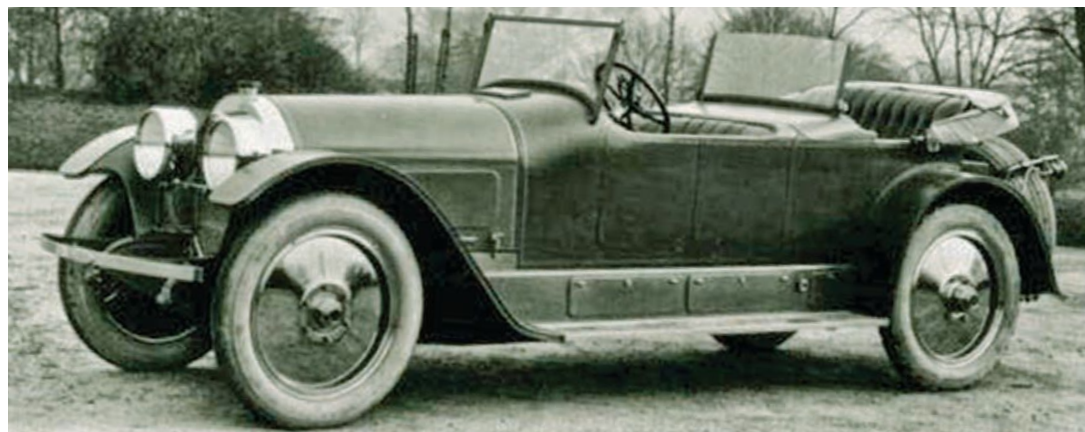
desirable,

it's very likely

going to sell

for big money.

”



Locomobile 48 with custom-built, dual-cowl phaeton body, circa 1920. Note nicked disc wheel covers.



Crowning Achievement

Luxury and style make this original 1959 Imperial Crown Southampton a rare gem

WORDS AND PHOTOGRAPHY BY MARK J. McCOURT

The tailfin era of 1950s American automobiles was like no other, and the cars it spawned are rolling monuments to what was believed possible in that exciting postwar period. This aeronautically inspired fin fad was tried out by nearly every automaker, to a greater or lesser degree, making cars so equipped quite common.

So what does a tailfin enthusiast who wants something different, buy? How about one of the lowest-production, most

distinctive cars of the late 1950s: the 1959 Imperial Crown coupe!

You didn't have to experience the

1950s firsthand to understand the appeal of this decade's cars, architecture and fashions. Lou Beauchain was born too late,



but developed such an appreciation. “I’m really fascinated with this time, everything of that era—especially the excessiveness of the vehicles. I’ve always liked big cars. My first car was a 1967 Dodge Polara four-door. A lot of people will say they want the car they had when they were growing up,” he muses; “I don’t want that, I want a car from before I was growing up!”

Lou’s wife, Kathy, can attest to him being a lifelong fan of classic and antique cars, as this Shrewsbury, Vermont, resident admits. “I’ve been dragging her to shows for over 35 years, long before we were

even married.” Despite this familiarity, she wasn’t initially sold when he decided to find a classic of his own—but the experience that followed would change her mind, and be great for their family.

“Every day, I would check the classic car sites and online auctions and browse car ads in magazines. My main criteria was, the car had to have fins—the bigger, the better. General Motors cars had them, but it seemed there were a dozen GM cars at every car show; I wanted something unique. Ford avoided the tailfin craze in the Fifties, and only had small protrusions.

So that left Chrysler, and with Virgil Exner being king of the tailfin, the Chrysler Corporation was the perfect place to look.

“In June 2012, I happened upon an ad for a Cadillac for sale near Pittsburgh, Pennsylvania. In the last line of the ad, the seller also stated he had a 1959 Imperial for sale,” he recalls. “1959 was a pinnacle year in excessive car design. I figure, if you’re going to have a car from the Fifties, it might as well be flashy! I emailed him to ask about that car, saying I wanted something that was ready to drive to shows and for family trips to the ice cream stand. He



The TorqueFlite's pushbutton controls are on the left side of the instrument binnacle, while climate controls are on the right. Optional swivel-base front seats ease ingress and egress, and their original leather trimmings were conditioned with Leatherique.

called and described the car as a low-mileage original, saying it was a two-door Crown; I was really looking for a four-door car. I've always liked the looks of a four-door, and getting family and friends in and out of the back seat is so much easier with those extra doors. He convinced me to consider his car since two-door Imperials are rare. He sent more than a dozen pictures, and the car did look as nice as he described."

It took a number of months for Lou and the seller to sync schedules, and it was September when he and son Noah arranged a weekend trip to Pittsburgh. "As we arrived at the owner's house, I saw the Imperial sitting out in the driveway, and it was love at first sight—I was hooked. We took it for a test drive in the pouring rain,

and finalized the deal that day. The owner gave me paperwork and extra parts he'd accumulated, to take home with me."

The Crown was Imperial's mid-trim model, with the \$5,403 Southampton two-door—"Southampton" being Imperial's term for the pillarless hardtop—as arguably the most stylish of the line. While the 1959 Imperial differed only in detailing from those built for 1957 and '58, this example's grandiose personal style was enhanced by the optional black Landau roof treatment and Flight-Sweep faux continental spare on the trunklid. The famous fin-mounted "gun sight" taillamps were retained, and inside, occupants enjoyed swivel-out front seats and the Imperial Touch-Tuner AM radio with power antenna.

Under the hood of this coupe was

Chrysler's new 413-cu.in. "Wedge" V-8, a lighter and stronger replacement for the 392.7-cu.in. engine of previous years. Inhaling through a four-barrel carburetor and exhaling through a dual exhaust system, the V-8 produced 350 hp at 4,600 RPM and 475-lb.ft. of torque at 2,800 RPM, and made quick work of the contents of the 23-gallon gas tank. Power went to the 15-inch, low-pressure tires through a TorqueFlite three-speed automatic transmission with a dash-mounted pushbutton selector, and surprisingly adept handling came from the torsion bar-front/leaf spring-rear suspensions. Ease of driving this 226.3-inch-long coupe was aided by standard Constant-Control power steering and Total-Contact power drum brakes.

"When Noah and I got home, I



This Imperial's 350-hp, 413-cu.in. V-8 has propelled it just over 41,000 miles in the last 57 years, without requiring major work. The four-wheel drum brakes are assisted by a booster (upper right); the current owner added the factory deep-tone accessory horn (lower right).

located a local car carrier through *Hemmings Motor News*, and arranged for him to get the Imperial; a week later, I met him and my new car at our local mall. As we were unloading it, people were coming up to us, asking all sorts of questions,” Lou recalls. “I don’t usually like to draw attention to myself, but I quickly learned I’d have to get used to being noticed!”

The Crown Coupe was then as it appears today, still wearing its factory-applied Ruby Metallic body and textured black roof paint. Behind those industry-leading compound-curved side windows, the swiveling front seats retained their original leather and nubby cloth upholstery, and occupants could play “count the crowns,” since this model was generously accented with the namesake symbols, both outside and in. The mauve leather exhibited some cracking, the carpet was a bit threadbare in spots, but the padded dash top was unblemished and the transistor radio even still functioned.

Lou entrusted his Imperial to well-respected local mechanic Dave Blechich, who has ensured its reliability the past four summer seasons by performing a tune-up on the 41,300-mile engine, renewing the brakes and replacing the driveshaft center bearing. Other components requiring attention included the ball joints, idler arm, center link and tires—swapping bias plies for radials improved the ride noticeably. The car’s mechanical health assured, its owner has been able to focus on enjoying the car with his family and friends, and showing it.

“Driving my Imperial is always fun, not only with the attention it attracts, but for a car as large as it is, it handles quite well,” he tells us. “Chrysler was rightly proud of its Torsion-Aire suspension; the car runs the curvy Vermont back roads quite well. As for braking, as long as I plan ahead of time, the four-wheel, 12-inch drum brakes work fine to stop this 4,800-pound car. After a few miles, you’re apt to see me with my left arm out the window and my right hand on the wheel, just relaxing as I cruise down the road. The driving experience is different, with things being just a little looser and a bit bigger in a car this old.”

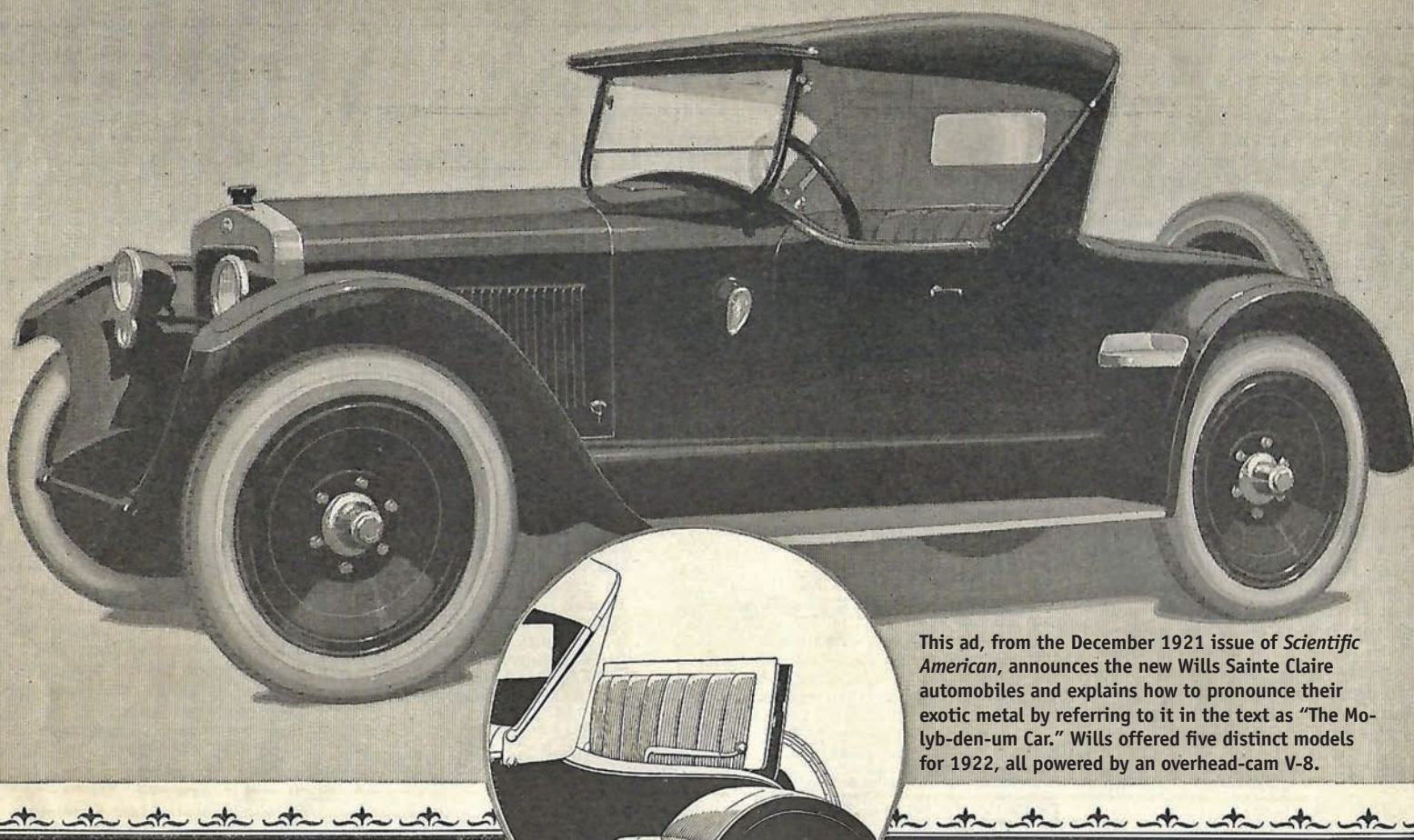
You’re also apt to find the rest of the Beauchain family in the car with Lou, everyone having a good time. “They love it. Kathy now understands, and says it’s a lot of fun. I’m doing a lot more stuff now that I have it than I used to. We get to meet a lot of interesting people, and it certainly draws attention when we’re out in it.

“I’m tempted to have the car repainted, and the chrome redone, but most people I talk to tell me not to touch it,” Lou continues. “I’ve found that having a ‘driveable dream’ is a lot less stressful. At car shows, I’ll watch to make sure people aren’t being abusive, but I don’t have to worry if someone leans in or touches it. If it had perfect paint and chrome, I’d probably say, ‘Don’t get near the car!’ I can drive this Imperial, pile the friends and family in, and go for a ride. It’s not a trailer queen, I can enjoy it.” 🍷



“Driving my
Imperial is always fun,
not only with
the attention it attracts, but
for a car as large as it is,
it handles quite well...”





This ad, from the December 1921 issue of *Scientific American*, announces the new Wills Sainte Claire automobiles and explains how to pronounce their exotic metal by referring to it in the text as "The Mo-lyb-den-um Car." Wills offered five distinct models for 1922, all powered by an overhead-cam V-8.

Wills Sainte Claire

Finely crafted automobiles of supreme quality

BY PATRICK FOSTER • PHOTOGRAPHS COURTESY OF THE PAT FOSTER COLLECTION

Some of the more advanced automobiles ever offered to the American public were produced in an idealistically designed factory in a beautiful rural section of Michigan, far from the crowded streets and tainted air of Detroit. The people who built these cars lived in one of the first planned communities of the modern age, a sort of "workers' utopia" that was designed and built specifically for these laborers. All of it—car, factory and town—was the brainchild of a single man named Childe Harold Wills.

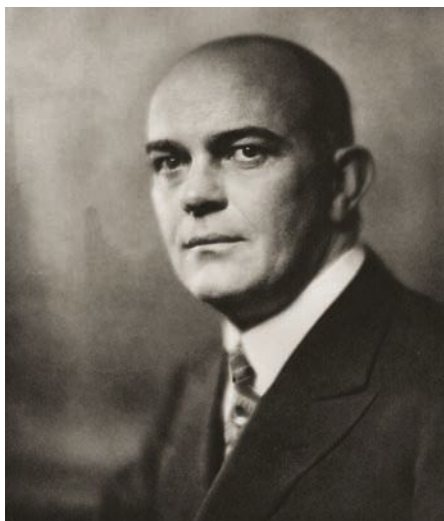
Even if Wills had never created his

namesake automobile, he would still have earned an honored place in American history. As one of Henry Ford's earliest protégés he helped in the design and production of all the early Ford models from the 1903 Model A to the Model T introduced in late 1908, as well as the famed Liberty airplane engine of World War I. Wills even designed the famous Ford script logo.

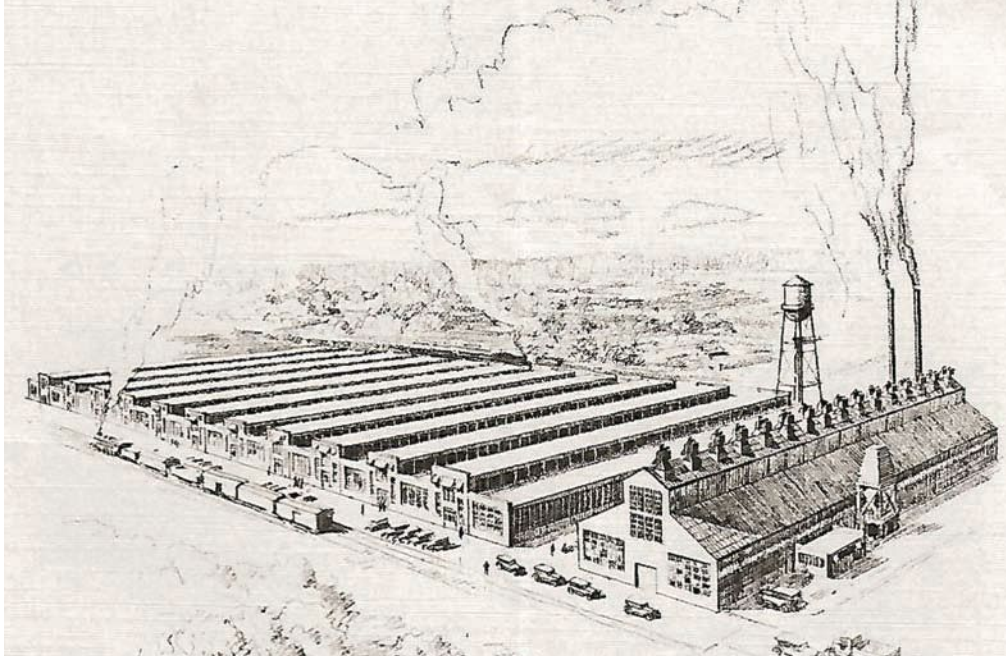
Born June 1, 1878, he was named Childe Harold by his mother, a fan of Byron's poetry. As a youngster, Wills took after his father, a railroad master mechan-

ic who taught his son about tools at an early age. Upon finishing primary school, Wills became an apprentice toolmaker at the Detroit Lubricator Company while continuing to study engineering, metallurgy and chemistry in the evening.

Around 1902, Wills became acquainted with Henry Ford, who had made a reputation for himself as an automobile man. Ford had already been involved with two companies, the Detroit Automobile Company, which built a number of cars in 1900 before going bust, and the Henry Ford Company, from which he'd



The man behind the car, Childe Harold Wills. One of the top metallurgists in the world, he disliked the first name his mother had chosen for him, so he usually went by his initials C. H. He was a brilliant engineer, idealistic and driven.



This drawing shows the Wills Sainte Claire factory complex in Marysville, Michigan. The cornerstone was laid on November 15, 1919 and it took 18 months to construct the plant. The architects were Smith, Hinchman and Grylls.



The Sainte Claire V-8 roadster for 1922. Note the stylish lines, modern steel disc wheels, and "Grey Goose" radiator mascot. Notice, too, the small lamp situated on the cowl side; this was used to illuminate the entryway and running board for the driver.

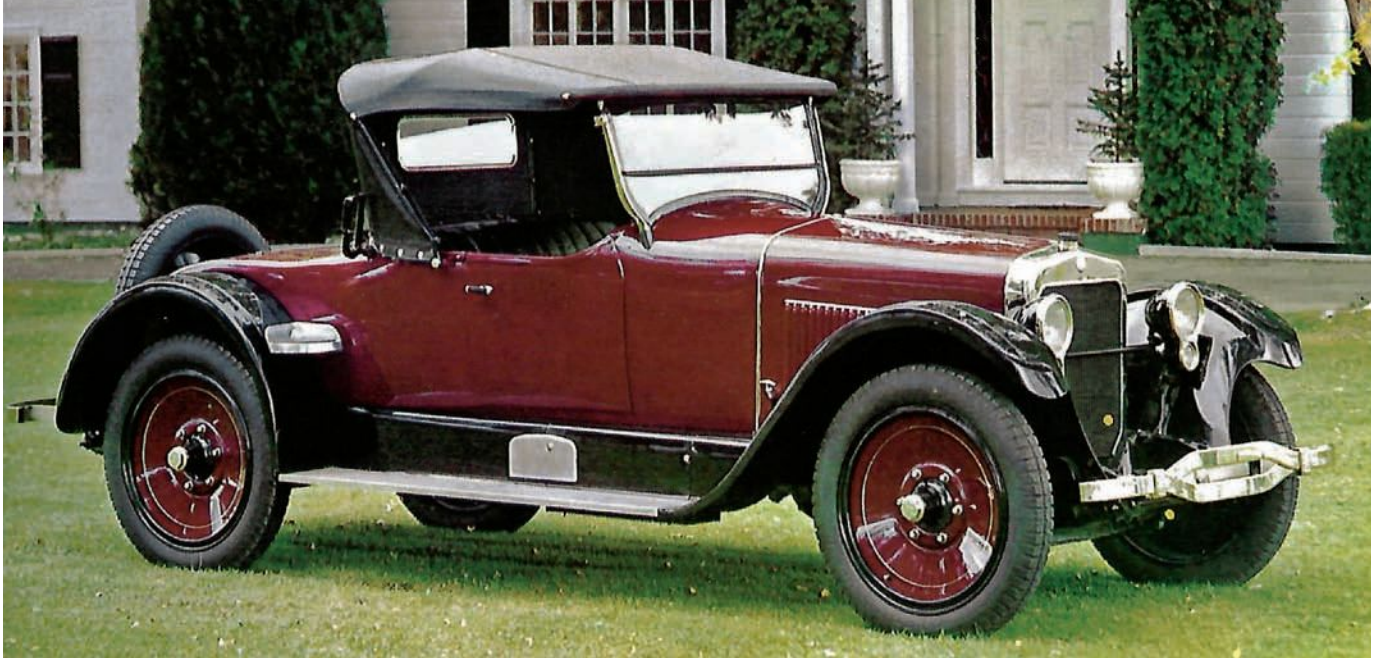
recently quit. (That company continued on, with the name changed to Cadillac). When Wills met him, Ford was busy experimenting with new ideas, trying to develop a pair of racing cars that could set new records and hopefully land him another chance to become an automaker. Wills signed on as a draftsman, translating Henry's ideas to blueprints from which parts and components could be produced. The two men worked side by side in an unheated second-floor shop, taking time off occasionally for impromptu boxing matches to keep themselves warm.

After one of the race cars won a well-attended match race, investors poured in and, by June 1903, the new Ford Motor Company was incorporated. Since Wills was too poor to invest in the company's stock, Henry promised him 10 percent of whatever dividends he himself received. Ford, Wills and a small team set to work to develop the company's first automobile, the Model A. Its success led to successor Models B, C and F. Part of their reputation for reliability was the result of Wills's passion for perfection.

One day, when Henry Ford men-

tioned they needed a better logo, Wills dug out an old print set he'd had as a teenager and created the famed Ford script, based, he claimed, on Henry's own signature.

Wills helped develop the Ford N, R and S models. Then came the culmination of Henry's long-held dream of creating a high-quality car for the masses, the Model T. Wills's contributions included the planetary gearbox and the use of vanadium steel, which gave the Model T its strength and lightness. But the Model T's success created a problem for Wills. Henry decided the Model T should go



This lovely Roadster, which appears to be finished in Lady Mary Maroon, shows off its stylish front bumper and bright-faced radiator shell. The Sainte Claire's engineering was quite advanced for the time, while its styling was somewhat low-key.

on forever, while Wills's curious mind and restless energy drove him to want to continually introduce new and improved car models. When Henry took off for Europe in 1912, Wills and his engineers designed an improved Model T that was lower, better looking and featured mechanical improvements. However, when Ford returned home, he was so angered by the prototype that he had it summarily destroyed. In March 1919, Wills resigned, saying, "I am anxious to do something worthwhile...."

By now a multi-millionaire, the idealistic Wills had a grand plan in mind. He would build the perfect car, in the perfect

factory, surrounded by a model community built specifically to house its workers. He incorporated the new firm under the name C.H. Wills and Company. The car it would build was called the Wills Sainte Claire, and it would be produced in Marysville, Michigan, a pretty little place 55 miles north of Detroit on the shores of the St. Clair River. Wills and his partners spent over \$3 million constructing the planned community even before the factory itself was built. It featured decent housing, parks and playgrounds for the workers and their families.

As expected, the most attention was lavished on the automobile, dubbed the

A-68 series. It was a jewel, a design Wills believed was 10 years ahead of its time. Powered by an advanced overhead-cam V-8 engine displacing 264 cubic inches (influenced, it was said, by the Hispano-Suiza aero engine), it produced 67 horsepower at 2,700 RPM. Bolted to this innovative engine was a three-speed manual transmission, torque-tube drive and a rear axle boasting spiral-bevel gears. A smooth ride was achieved via a suspension featuring semi-elliptic springs all around, with brakes on the rear wheels only, as was the common practice at the time.

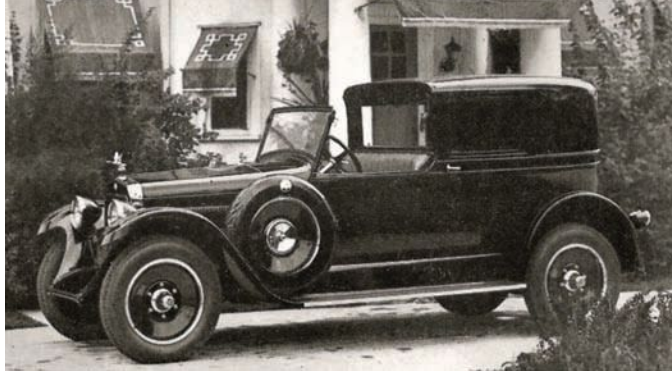
In producing the new car, Wills insisted on the generous use of Molybdenum steel, a new alloy with even greater strength than Vanadium steel. In fact, the use of this high-grade steel was such that advertising often referred to the Sainte Claire as "The Molybdenum Car."

Body styling was more understated elegance than flashy, with a slight hint of Hispano-Suiza in the grille shape and tasteful lines. A choice of body styles including Touring, Roadster, Coupe and Sedan, was offered on a 121-inch wheelbase. Three colors were offered initially: Liberty Green, Newport Blue and—hang on *Downton Abbey* fans—Lady Mary Maroon. The radiator emblem was of a gray goose in flight, and "Grey Goose" became a sort of model name for the Sainte Claire.

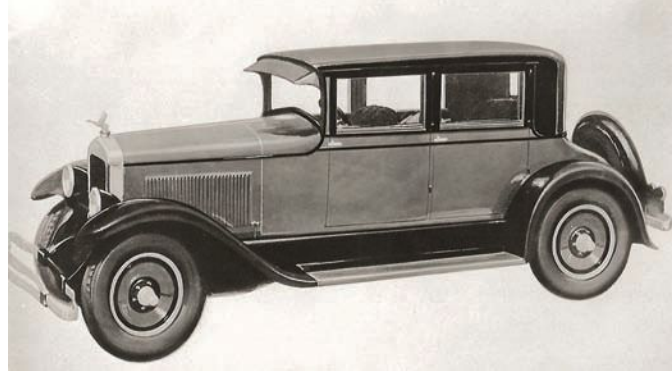
Standard equipment included most items demanded in the carriage trade, such as an electric horn, speedometer, ammeter, windshield wipers and tool kit. The Wills also featured a novel courtesy lamp mounted on the left side of the cowl to illuminate the driver's entryway, and a backup lamp that lit up anytime reverse



The Wills Sainte Claire dealership in Columbus, Ohio, was a tidy, prosperous-looking store. Notice the Grey Goose pictures in the showroom windows. We wonder if this building still exists.



Wills Sainte Claire automobiles competed in the higher price ranges, and the lineup included all-out luxury models like this 1924 Town Car. The swept-back windshield gives this car a surprisingly sporty look.



The moldings gracing the hood and cowl sides, the European-style rear deck and continental spare tire mount combine to give this 1925 four-door Brougham the feel of a sport coupe.

gear was engaged.

Introduced in March 1921, seven months later than planned because of Wills's insistence on perfection, the Wills Sainte Claire landed on the market at the tail end of a recession so sharp it was dubbed "The Depression of 1920-1921." And its price, originally expected to be around \$2,000, had increased to \$3,000. All things considered, it's not surprising that the Sainte Claire didn't sell well. According to published figures, only 1,500 Wills Sainte Claire cars were produced in 1921. A great many of them went unsold, and at the beginning of 1922, the factory was forced to shut down for five weeks. Even after production resumed, the business continued to struggle, and by year-end, was forced into receiver-

ship. Reportedly just 4,336 cars had been produced that year, in six models: five-passenger Touring, four-passenger rumble seat Roadster, Coupe, seven-passenger Sedan, Limousine and Town Car.

Unwilling to give up on his dream, in 1923 Wills managed to get sufficient funding from the investment house Kidder, Peabody and Company to buy back his company, rename it Wills Sainte Claire, Inc., and restart production. New models were also developed. A five-passenger Brougham model was added to the line, and the coupe was now offered in two- or four-passenger versions. Wills also began work on a six-cylinder engine, in response to complaints that his V-8 engine was too complex and difficult to service. Because of delays resuming production,

only 1,635 cars were built in 1923.

Prices were reduced, sales began to pick up and, in January 1924, the improved B-68 series was introduced, featuring a six-inch-longer wheelbase now at 127 inches, a more powerful V-8 engine and new clutch. The model lineup was again expanded, now comprising five- and seven-passenger Touring models, five-passenger Sedan, a four-passenger Coupe and Roadster, five-passenger Brougham and Imperial sedans, a Limousine, Town Car and the sporty new Grey Goose Special.

The following January, the new 66hp six-cylinder engine was introduced, an overhead-cam inline engine displacing 273 cubic inches that was less costly to produce, smoother running and featured seven main bearings. Being only slightly

AMONG all of today's fine cars, there is one car in particular that wins your eye and holds it. Such matchless taste; such symmetry; such fascinating use of color; such trimness and poise mark it as a distinguished motor car—the car of exquisite beauty and faultless charm—the Wills Sainte Claire.

WILLS STEINTE CLAIRE, INC.
Marysville, Michigan

WILLS STEINTE CLAIRE
Motor Cars

*Still New
Wills Sainte Claire Six Roadster*

This eye-catching full-color advertisement for the 1925 Wills Sainte Claire Six Roadster shows off the car's graceful lines to full advantage. One wouldn't know from looking at this ad that the company was struggling to survive.

Another color ad, this one for the 1925 Sainte Claire four-passenger coupe. Notice the green beltline paint and stylish windshield visor.

Although the V-8 models were still in production, the factory was concentrating mainly on promoting the six-cylinder models.

Italian in speed, French in smartness, English in economy of fuel, American in price and power.

WILLS STEINTE CLAIRE, INC.
Marysville, Michigan

WILLS STEINTE CLAIRE



Although this factory press photo is undated it's believed to be a 1925 model Wills Sainte Claire Cabriolet Roadster, a rarer body style.

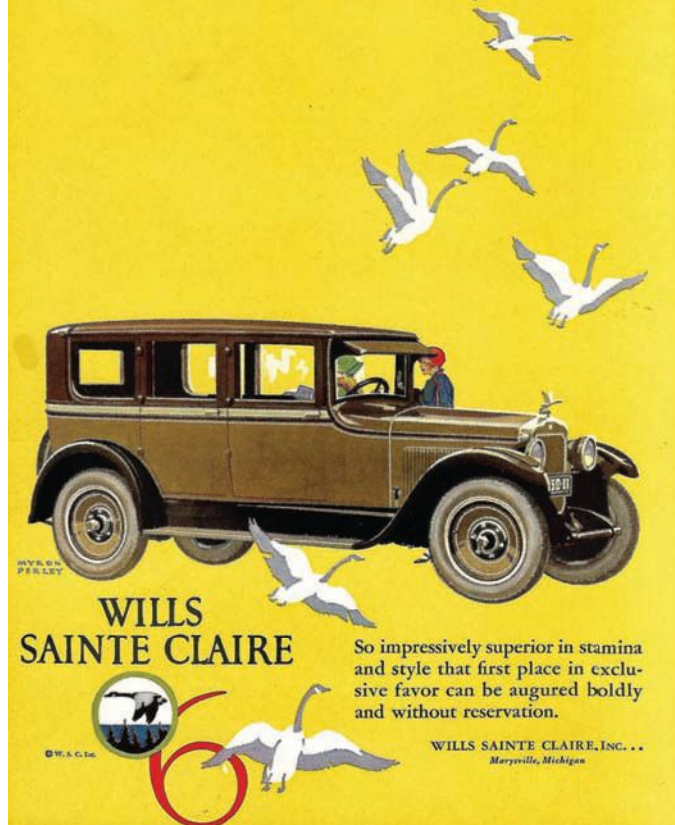


The 1925 Sainte Claire six-cylinder seven-passenger sedan was a big, powerful car fitted with good looks and all the luxury imaginable. Despite all its appealing features, sales never met expectations.

heavier than the V-8, the new straight-six shared the same chassis. That chassis received an important update when four-wheel hydraulic brakes were made standard equipment. Production of the V-8 cars continued, though the sales emphasis now was decidedly slanted to the six-cylinder cars. Production for 1924 rose to 2,215 units.

The Sainte Claire Six set a new

transcontinental record in 1925 when a roadster was driven from New Jersey to San Francisco in 102 hours and 45 minutes, besting the prior record by more than seven hours. That same year, a new premium "Vogue Brougham" was added to the line created, the company said "...for those who shop in Bond Street, shoot in Scotland and visit the Riviera in March." Also new this year was the Grey



The Sainte Claire Touring car for 1925. Styling changed little over the years of production because sales volume was too low to warrant it.

Goose Traveler, a sports phaeton. The following year, 1926, saw a Wills Sainte Claire—actually the very same roadster used in 1925—set another transcontinental record of 83 hours 12 minutes.

But the company was in deep trouble. Even with all its new models and record-setting activities, it managed to produce only 2,383 cars during 1925, far short of the 10,000 unit goal originally set.



The 1926 Wills Sainte Claire five-passenger Sedan shows off its formal roofline well. Although the company offered a reported 16 distinct models this year, sales continued to lag behind expectations.



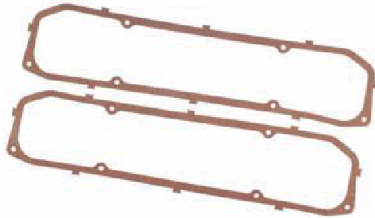
✓Yes



✓Yes



xNo



✓Yes



✓Yes



✓Yes

- ✓ Reliably Low Prices
 - ✓ Easy To Use Website
 - ✓ Huge Selection
 - ✓ Fast Shipping
- www.rockauto.com

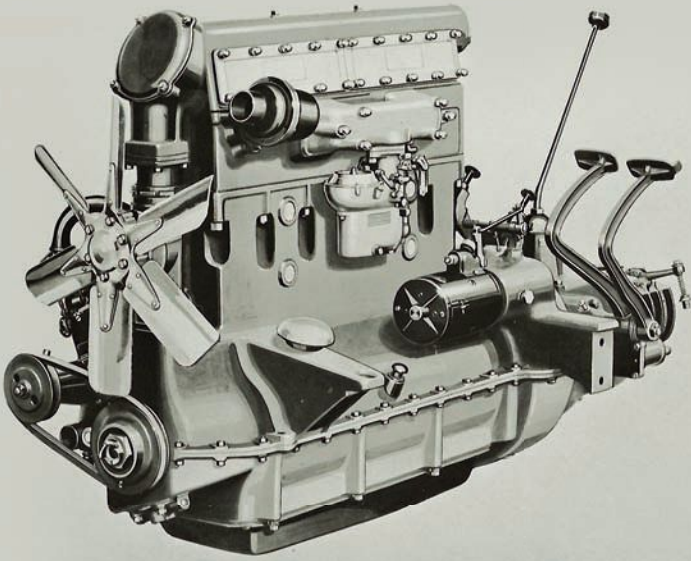


J.C. TAYLOR INSURANCE



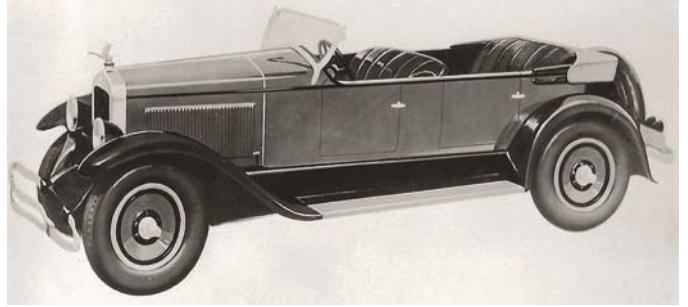
1-888-ANTIQUE

JCTAYLOR.COM

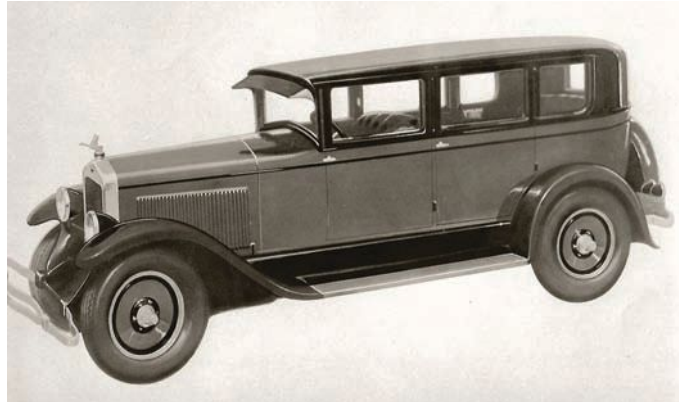


By 1926, most Wills cars were built with the overhead-cam six-cylinder engine. Model for model, the Sixes cost less than the V-8 and were much simpler to service.

The 1926 Sainte Claire seven-passenger sedan. As in the past, the seven-passenger sedan was a big "six-window" car with a look of understated elegance and quiet solidity.



This sporty tourer is the 1926 Wills Sainte Claire Grey Goose "Traveler." Offered in both Six and V-8 versions, this handsome car included a top that lay down flat, allowing for a clean, smooth line from front to back.

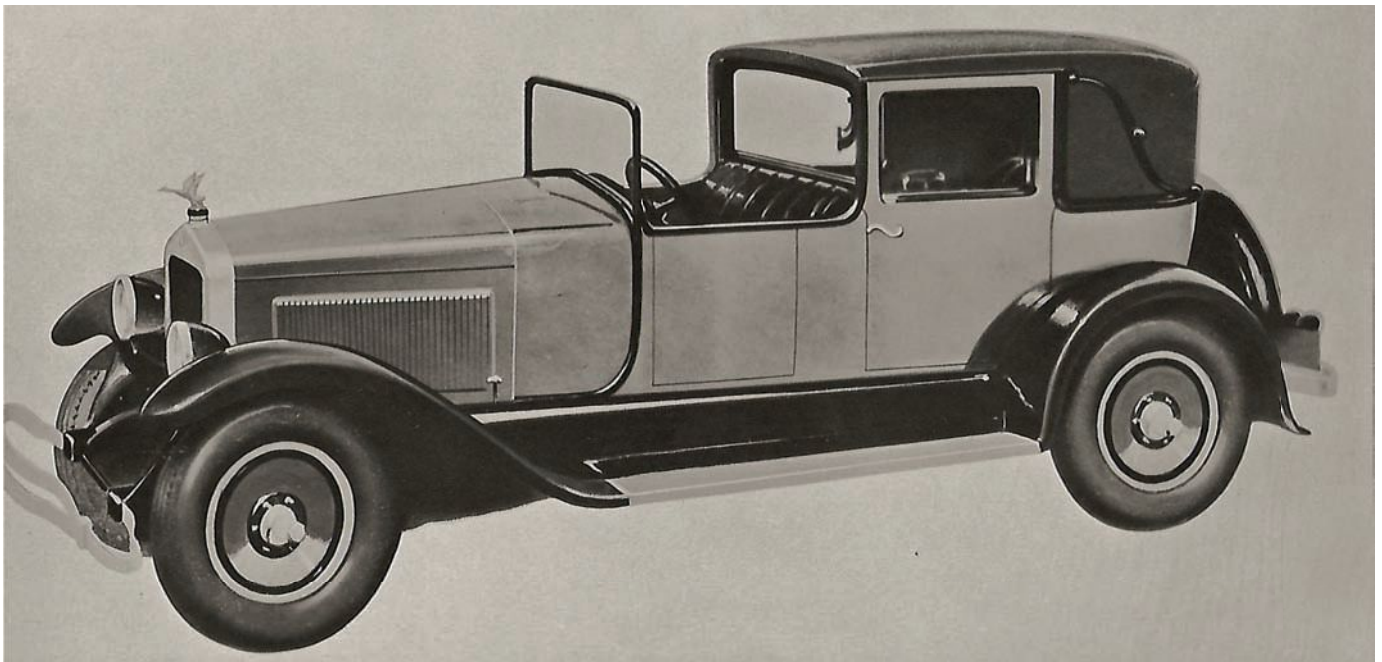


With sales that low, it was simply impossible to generate any sort of meaningful profit. The company was merely digging itself into a hole it wouldn't be able to get out of. When production fell to 1,932 cars for 1926, it was time to call it quits. Broke, Wills Sainte Claire announced its liquidation on November 23, 1926.

Some former associates placed much of the blame on Wills and his mania for

perfection, claiming he often stopped the assembly line to incorporate new improvements. At times, they claimed, he would idle the plant for days until he had worked out some new idea, delaying the shipment of cars to dealers. That might have happened, but the truth is, the company's products never found the acceptance they needed. Production never approached the 10,000 unit mark.

Wills lost a lot of money when his company went bust. He continued to experiment with new alloys, and reportedly was part of the team that developed the Ruxton automobile. He spent his later years working for Chrysler Corporation (which purchased the Sainte Claire factory in 1935) as a production and metallurgical consultant, passing away in 1940 at the age of 62. 🐼



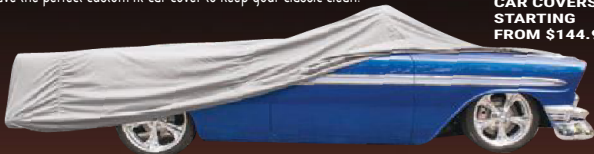
This elegant 1926 Sainte Claire Town Car clearly illustrates the beauty and refinement of the marque. Unfortunately, due to ongoing losses, Wills was forced to halt production and liquidate his company during the year.

WINTER PROTECTION FOR YOUR CLASSIC

HOME OF THE WORLD'S SOFTEST CUSTOM FIT CAR COVERS

Whether you need protection from the winter weather, or simply dust protection during winter storage, we have the perfect custom fit car cover to keep your classic clean.

CAR COVERS
STARTING
FROM \$144.99



Flat Stoppers

Say no to flat spots during winter storage. Race Ramps Flatstoppers distribute vehicle weight to prevent tire wear. View our entire collection of Race Ramps products online.

(RRFS) \$253.99



Battery Tender

Have a vehicle that sits for long periods of time? Make sure it starts next time you drive it with Battery Tender. Simply plug and attach to your battery to maintain power levels all winter. Multi-vehicle models also available.

(022-0185G) \$49.99



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

Call or Click for
a Free Catalog

CALIFORNIA
Car Cover Co.

FREE SHIPPING
any order over \$199

Truck and Overhead Forks Excluded
California United States

800 423-5525 **calcarcover.com**

THE ULTIMATE IN PAMPERED PROTECTION



MPT Classic Polish/Finish coats your vehicle with a slippery-smooth durable finish that will protect your vehicle from debris, bugs, and anything mother nature can dish out. Experience the ease of maintaining a long-lasting high gloss finish with MPT Classic Polish/Finish.



Durable Long-Lasting Protection
Safe for all paint finishes including
clear coats and urethanes

MPT
INDUSTRIES

MPT Industries
Dover, NJ 07801
Phone: 800-491-4492
www.mptindustries.com
Hours: 8AM-5PM EST, M-F

Danchuk.com

MANUFACTURING INC.
CALL TODAY: (800) 253-3417

FOLLOW US ON DANCHUKUSA

1,000's of Price Reductions in our New Catalog!
Celebrating 40 Years of Made in the USA!

NEW CATALOG 34 NOW AVAILABLE

GET YOURS
TODAY!



CREST EMBLEMS
Made in the USA. OLD PRICE NEW PRICE
#365.....\$54.95.....\$49.95/pr.
#365A.....\$54.95.....\$49.95/pr.



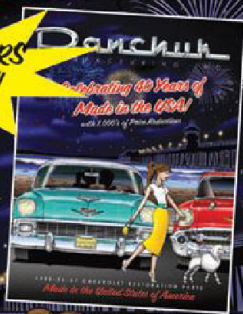
"BEL AIR" SCRIPTS
Hardware Included. OLD PRICE NEW PRICE
#538.....\$68.95.....\$62.95/pr.
#539.....\$68.95.....\$62.95/pr.



RUBBER BUMPER BULLETS
Made in the USA. OLD PRICE NEW PRICE
#330.....\$49.95.....\$44.95/pr.

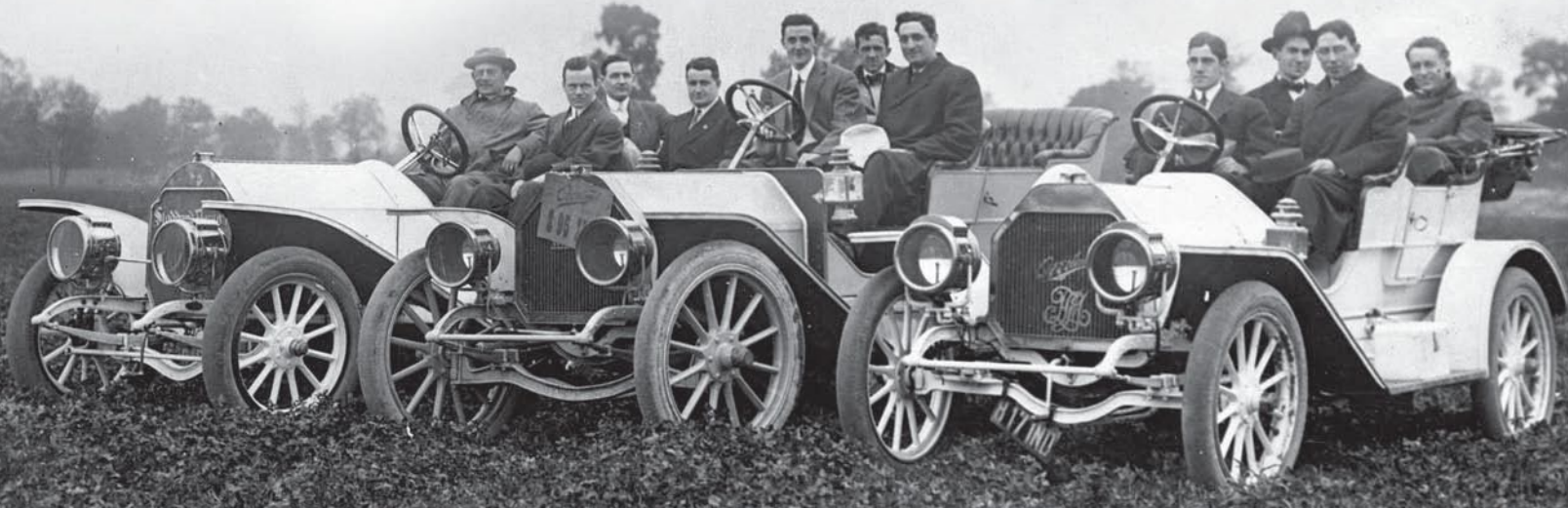


OUTSIDE DOOR HANDLE ASSEMBLIES
OLD PRICE NEW PRICE
#794A.....\$96.95.....\$89.95/set



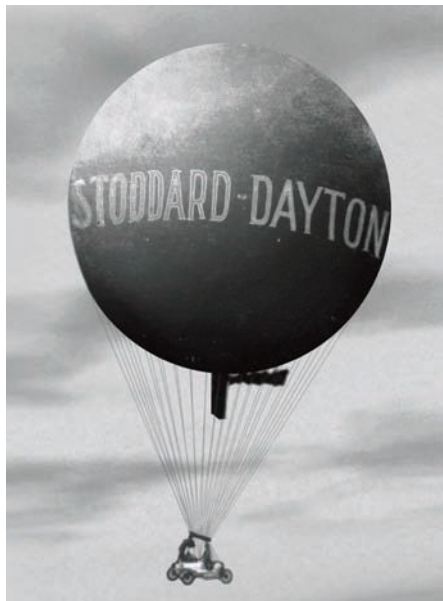
Carl Graham Fisher

America's wackiest promoter with a vision



BY JIM DONNELLY • IMAGES COURTESY CARL HUNGNESS AND THE INDIANAPOLIS MOTOR SPEEDWAY

He had to be crazy. No sane person would float an automobile over the skyline of a major city, suspended from a hot-air balloon. Nor would anyone sketch a massive test track out of a farm field intended to appeal to an auto industry that barely existed yet. And surely, nobody rational would imagine seeing a shining city where only swamps of mangrove trees then grew wild. This, however, was no ordinary dreamer.



Carl Graham Fisher, one of the wackiest promoters in American history, dreamed in three dimensions. He brought his visions to reality and usually, monumental success. This past May, an estimated 400,000 people witnessed the 100th running of the Indianapolis 500. Where would they have been if Fisher had been persuaded that his track was a nutty idea?

The great entrepreneurs, they say, can not only envision the future but also have an unfailingly good sense of timing. The latter quality was what set Fisher apart. He saw opportunity where others saw nothing at all. It was a trait that would transform Fisher into a rollicking legend of early American transportation. Just for instance, it was doubtful that officialdom could have

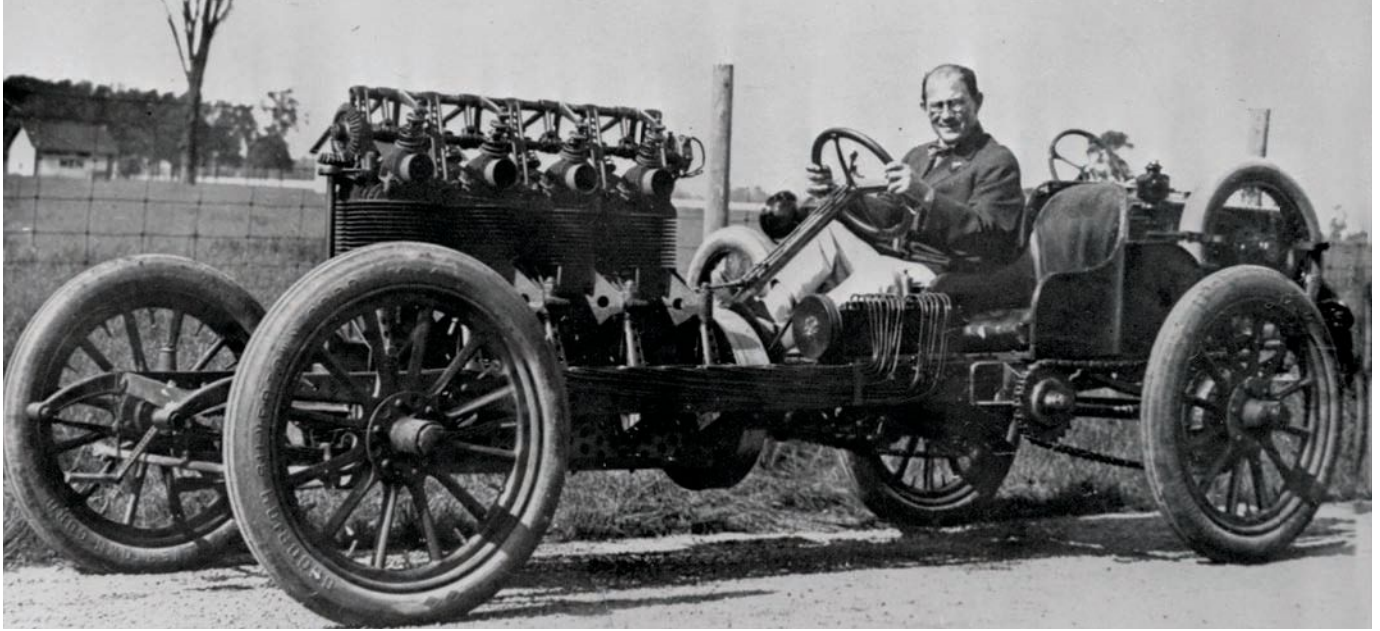
foreseen the coming of Interstate highways without Fisher's early work promoting the coast-to-coast Lincoln Highway. When you zip across the United States today on the great concrete network, you can thank Fisher for having the idea first.

Fisher's path in life started with a bang, which later became several bangs. Born in 1874 in Greenfield, Indiana, he didn't learn until adulthood that he was partially blind. Like thousands of other young guys at the turn of the century, Fisher was consumed with bicycles, having opened his own shop in Indianapolis. He built a two-story-tall boneshaker that he climbed aboard and tottered around town on, seeking publicity. He later rode a bike on a tightrope stretched between two tall downtown buildings

Everything Carl Fisher promoted was bigger than life. He floated above Indianapolis in a Stoddard-Dayton suspended beneath a hot-air balloon. He was clairvoyant enough to believe that the Indianapolis Motor Speedway would actually succeed.







Fisher dabbled in auto racing as a driver, not just a promoter. Note the completely exposed valvetrain on this four-cylinder beast.

while spectators gawked in amazement. As if that wasn't enough, Fisher had the habit of throwing his bicycles off the roof of a building. The lucky person who recovered the bent velocipede could exchange it at his shop for a new bike, free of charge.

It was around this time that Fisher became aware of the automobile in a very big way. He and local cycling pals, including Barney Oldfield, Arthur Newby, James Allison and Frank Wheeler, became huge automobile racing fans, and had the audacity to present themselves at racing events as "champion drivers" for an appearance fee. They pocketed thousands. Fisher briefly dabbled in driving race cars until he crashed in 1903 at an event in Zanesville, Ohio, where several spectators died. He refocused his efforts on expanding the possibilities of what motor vehicles could do and where they could go, a strategy that underpins his legacy today.

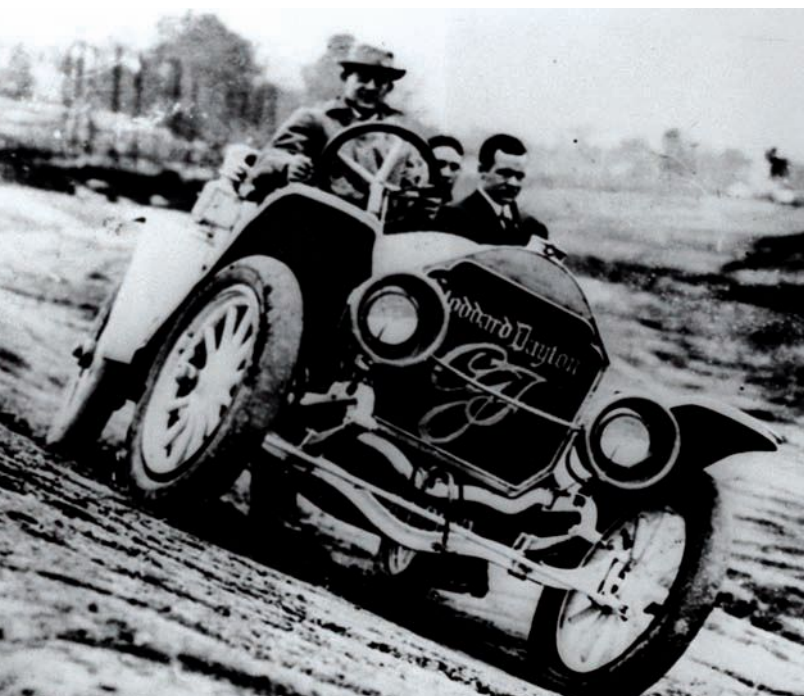
Fisher opened a garage on North Illinois Street in Indianapolis that may have

been the first shop in America to offer 24-hour service. He expanded into larger quarters on North Capitol Boulevard not long thereafter. The infamous balloon flight involved a borrowed Stoddard-Dayton that he'd stripped of its engine and transmission to lighten the contraption. The media attention that accompanied the flight was incredible, with newspapers from coast to coast carrying the story. In 1903, however, Fisher visited Europe and experienced some of its few remaining open-road races, most of which had been canceled after spectator and driver deaths. That led him to believe that American auto racing needed a specialized course that was enclosed for safety, but also longer than the fairgrounds horse ovals where most cars raced stateside.

By this time, Fisher was a wealthy man, having recognized that cars needed to be operable at night. He teamed up with Allison to create Prest-O-Lite, after finding a safe way to compress acetylene gas in a cylinder (several factories blew up until

he learned how) that could be ignited for headlamp illumination. Just that quickly, night driving became practical. A few years later, Fisher and Allison sold Prest-O-Lite to Union Carbide for \$9 million, a jaw-dropping transaction at that time. By then, Fisher was firmly established in the galaxy of Indiana automotive giants, and he had noticed a corn and bean field across the street from the Prest-O-Lite plant, which city planners decreed had to be at the edge of town. That field would be the source of Fisher's greatest lasting accomplishment.

We spoke to longtime motorsports journalist, historian and sculptor Carl Hungness of Madison, Indiana, whose biography of Fisher, *I Love to Make the Dirt Fly*, (www.carlhungness.com) is the recipient of several prestigious writing awards. He told us that when Fisher first started looking for a track site, he settled on the resort town of French Lick, Indiana, but couldn't find a suitable land parcel. With Newby, Wheeler and Allison, he chose an alternative site on



In 1909, Fisher inspects construction at the Indianapolis Motor Speedway aboard his favored Stoddard-Dayton. Henry Ford (left) poses with Fisher (second from right) and investors Arthur Newby, Frank Wheeler and James Allison.

the far west side of Indianapolis. Early races were marred by deadly breakups in the track's crushed-stone surface, but when he bricked the track in late 1909, Indy's future was set. By the time Fisher cashed out of Prest-O-Lite, the 500-mile race—another impossibility, as some detractors said—was already ranked among the world's most prestigious automotive events.

As Carl Hungness explained to us, Carl Fisher understood innately some of the same truths that propelled Henry Ford: Make cars affordable and practical, and people would buy them. Part of that practicality meant creating a road network that would support automobiles, as opposed to horses and tractors dragging farm equipment through the mud. That reality was forcefully demonstrated by Horatio Nelson Jackson, whose cross-continent trip aboard a Winton in 1903 consumed more than 63 days. In 1912, Fisher held a summit of would-be investors whom he hoped to persuade to fund research, at the minimum, to support a true transcontinental highway. One of them was Packard president Henry Joy, who wanted the federal government to direct funds away from the planned Lincoln Memorial to the road. Another key support was Frank Sieberling, who ran both the Goodyear and Sieberling rubber companies. Ultimately, Washington agreed to appropriate a then-enormous \$75 million to build the Lincoln Highway, as it came to be known.

Many parts of the Lincoln Highway's original alignment still exist today. Fisher figured that lightning could strike twice, so after a visit to South Florida in 1910, he reckoned that executives from Michigan and Indiana might like to vacation there in the winter—assuming, of course, that proper access and accommodations existed. The access already was there in the form of oil magnate Henry Flagler and his



The speedway, and its signature motor race, grew rapidly. This view is from 1922.

railroad that reached today's Miami. Fisher decided to build another road, this one called the Dixie Highway, running from Michigan to Florida. He also completed a wooden causeway started by an ex-New Jerseyan named John Collins, which gave today's Miami Beach access to the Florida mainland. By 1914, Fisher was involved in the commercial development of Miami proper, as crews of laborers hacked away at the jungle to drive the new city farther inland. Rightly, Fisher is today considered one of the founders of modern South Florida.

Fisher was by now worth an easy \$100 million and riding high, for the moment. His entrepreneurial daring helped usher in the Florida land boom of the early 1920s. And nearly just as quickly, that boom turned into a bust, abetted by a devastating 1926 hurricane that left much of Miami in ruins, including Fisher's new board speedway. By this time, Fisher's focus had shifted again, this time to Montauk, New York, at the eastern tip of Long Island, which

he envisioned as a respite for the wealthy from the brutally hot Miami summers. The collapse of the Florida realty market, however, left him strapped for cash, and he decided to sell the Indianapolis Motor Speedway to Eddie Rickenbacker. Fisher's dreams for Montauk were predicated on income from investments in Miami, which evaporated following the land bust and the 1926 weather calamity. Those, coupled with the 1929 crash on Wall Street, left Fisher virtually penniless. As Carl Hungness told us, Fisher turned to drink, and found himself living alone in a small cottage on Miami Beach, subsisting on a monthly stipend that his former investors paid him for doing what he did best, promotional work. Fisher, as great a business hero and genius at hurrahing the public as the early 20th century had ever produced, died in 1939 of a stomach hemorrhage. He rests for eternity in the sprawling Crown Hill Cemetery in Indianapolis, along with countless other Hoosier legends. 🍷





An Exercise in Patience

With a litany of problems solved, final assembly of a Canadian-built 1953 Pontiac Pathfinder De Luxe produces a stunning result—Part IV

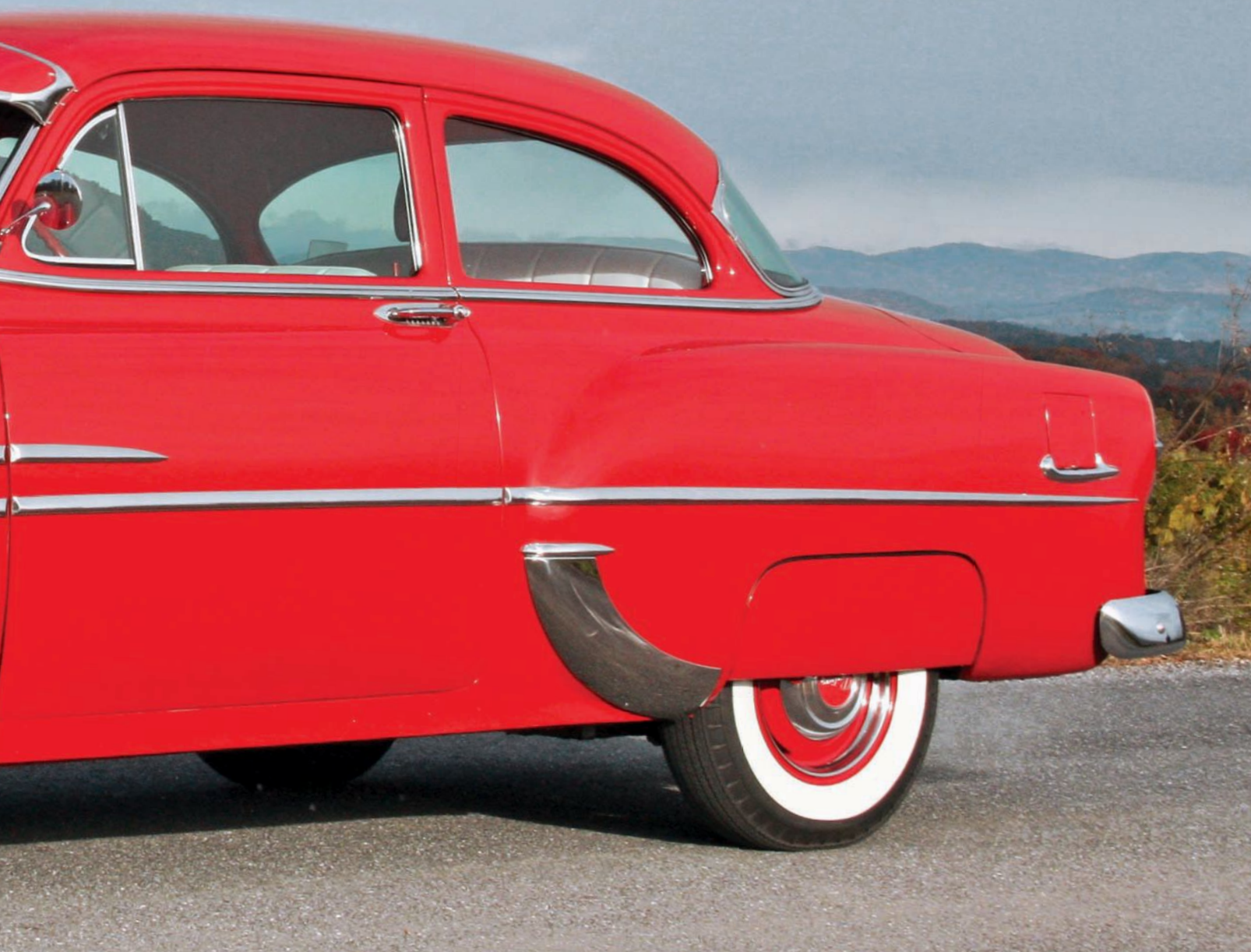
BY MATTHEW LITWIN • PHOTOGRAPHY BY MARK McCOURT • RESTORATION PHOTOGRAPHS COURTESY OF ANDRÉ FITZBACK

“**W**hen I first began this project in 2006, a friend of mine told me, ‘You’ll never take it for a ride after it’s completed; it will look too nice.’ I remember telling him that I had purchased the Pontiac to drive it, not stand and look at it from the

outside,” says André Fitzback, reflecting on the restoration of his 1953 Pontiac Pathfinder De Luxe.

The response shouldn’t have been a surprise. Since purchasing the car—a product of GM of Canada and one of only 5,512 examples made—in 1995, André

made it his mission to enjoy it thoroughly. At the time of its acquisition, the Pontiac was showing 53,800 miles on its odometer, and during the next 11 years, the Saint-Hyacinthe, Quebec, resident had driven it 22,000 more on Canadian roads. Nearly nine years after the first



bolt was removed from the car and with months of work ahead of him, André still intended to drive it regularly, regardless of the outcome.

For those new to this saga, we first began to document the restoration in the August edition (#143). André had discovered that the increasing regularity of odd noises and extreme body flex while cornering was directly linked to a safety concern: almost every body mount had failed due to excessive rust. Having already attended to interior and exterior needs, and having serviced the engine twice prior, André—a mechanic by profession—had no qualms about tackling the rust. The Pontiac was systematically

disassembled, each step documented, which would come in handy during later stages. The only quandary André had to contend with pertained to body repair and the primer/paint process. “It’s the one area of a restoration in which I lack experience, and since I desired a superior finish, I looked for a shop with that knowledge and ability.”

With the body delivered to a shop, André tackled the restoration of the suspension and steering components, as well as the car’s Powerglide two-speed transmission and, for a third time, the Pontiac 239-cu.in. straight-six engine. Due to the car’s high level of frame damage, André purchased a 1949-’52-spec





In April 2014, André's Pontiac was finally back at his own shop where final assembly would commence. Utilizing his two-post lift enabled him to finish installing the restored 16-gallon fuel tank with new hardware and to connect the new fuel line.



Though the original wheels have yet to be refinished, both the trunk lid and rear bumper have been reunited with the body and carefully aligned, along with quarter panel trim. Note that new wiring has been routed for the taillamp assemblies to follow.



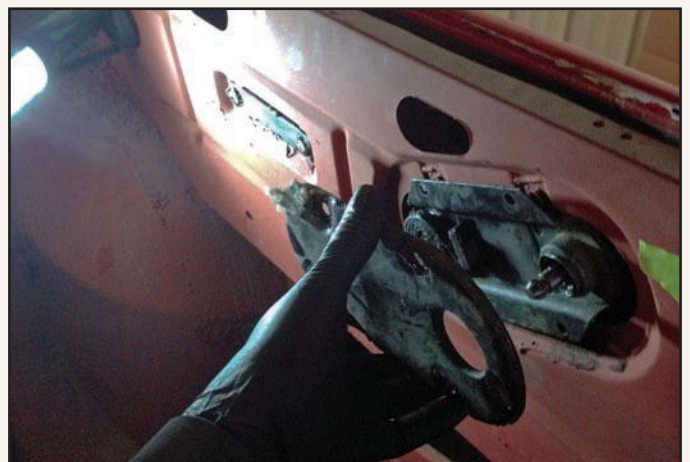
Reassembly efforts shifted to the interior, beginning with the instrument panel. With a new wiring harness fitted, André—referring to meticulous notes and his tag system—was able to properly reconnect and install the radio and clock.



A view not often seen is the cramped backside of the speedometer and auxiliary gauge cluster. To make working with the cluster easier, connections to the new wiring harness were made and verified prior to mounting the sub-assembly to the main steel panel.



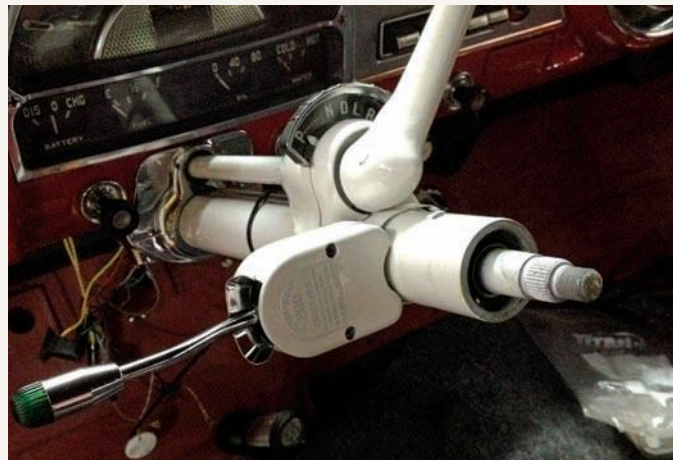
The refinished trim has been carefully reunited with the door. Though it looks like a simple process, there are multiple variables one has to be aware of such as proper door balance and alignment and consistent trim alignment and clearance.



With both doors now properly aligned and balanced, André can begin to reinstall the lock mechanisms and window regulator systems, the latter of which has been cleaned and is being installed on the left-rear passenger-side panel structure.



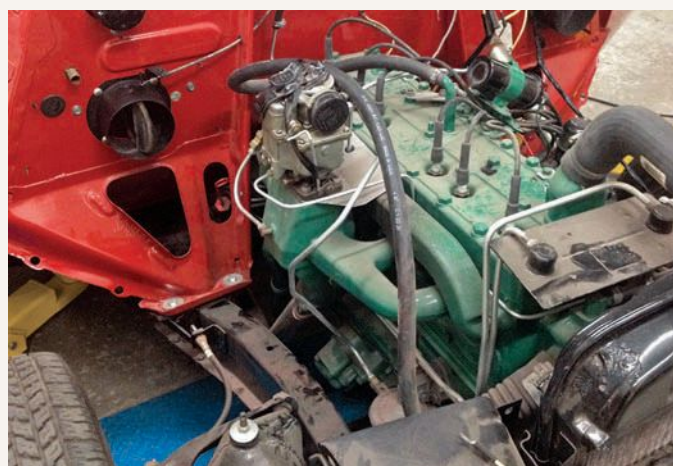
Here, André is in the process of reinstalling the left-side quarter-panel glass within its corresponding track. For obvious reasons, it's a slow process; note he's wearing rubber gloves, providing more grip without applying too much additional pressure.



With the main instrument panel completely reassembled, André could then install the remaining chrome trim and equipment switches, in addition to the two-speed Powerglide transmission shift linkage and lever, and turn signal switch.



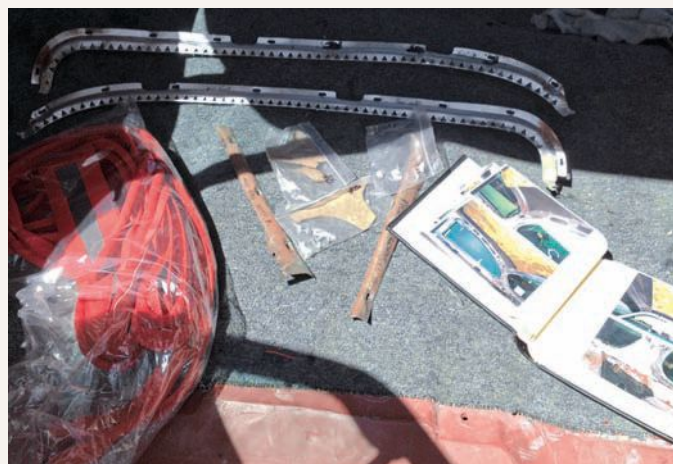
Restored to match the new interior color combination, the factory two-spoke steering wheel has been test-fitted to the steering column, enabling André to fully verify both its fit and the function of the steering box, which had been rebuilt years earlier.



Once most of the interior wiring had been completed, André was able to repopulate the firewall with its original, though restored, components, including the fresh-air vents and vacuum-controlled windshield wiper motor, all with new seals/grommets.



At first glance, it may appear as though little has been accomplished by the winter of 2014-'15; however, this is a monumental moment for André. The Canadian-built Pathfinder is now able to move under its own power for the first time since early 2006.



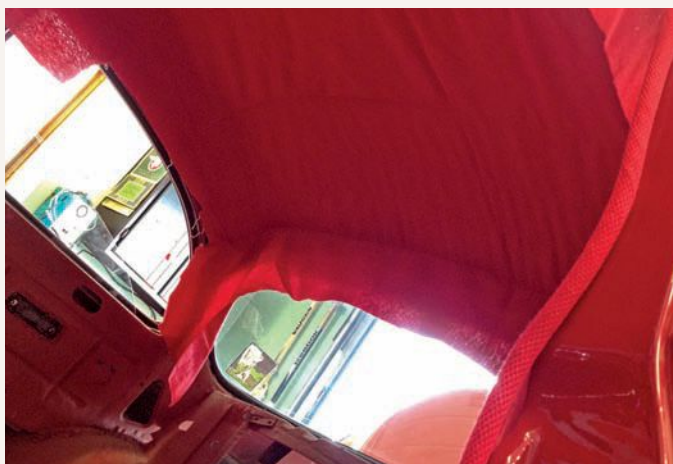
Reassembly is about to shift to its next phase: upholstery. This image illustrates the value of documentation. The well-tagged parts and reference photos taken during disassembly will help ensure these parts are secured in their proper locations.



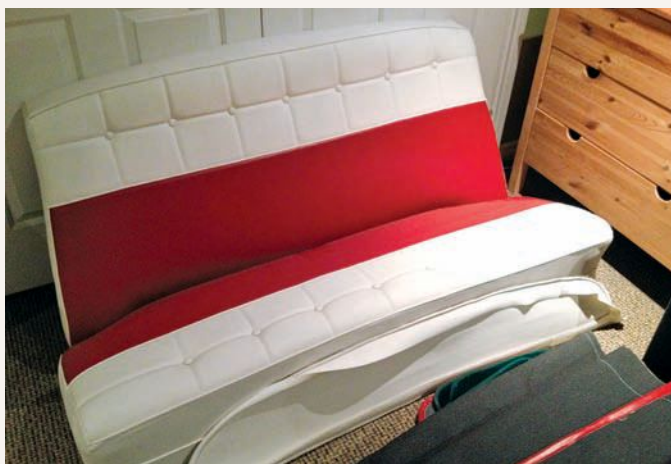
The Pontiac's original upholstery plate, located above each door opening, has been firmly fastened via original hardware, and André is in the process of securing the new reproduction upholstery windlace to the corresponding series of tabs.



This detail image shows the intricacies of preparing a new headliner for installation. The original solid metal rods have been inserted into sleeves and sewn into the headliner material, and metal clips have been fitted to each end.



The aforementioned clips are used to help maintain rod location and tension as the headliner is installed. Excess material that can be trimmed once stretched is always provided by suppliers to compensate for small differences among corporate makes.



Like many of the mechanical steps much earlier in the project, several parts of the Pontiac's interior received restoration work beforehand to help expedite reassembly. In this instance, new seat upholstery and foam has been fitted to the framework.



By the end of Spring 2015, the Pathfinder's new red/white upholstery had been installed throughout the cabin, including side panels and floor carpet. Complementing the new material were restored trim items, window cranks and a dome lamp.



Rather than return refinished trim to the fender when it's attached to the car, the task was performed on a workbench, the fender and its expensive paint protected by a padded blanket. Doing so also helped ease the trim's installation.



Multiple tasks are being accomplished at the same time in this image. Both the hood and left fender have been bolted into place, with the right fender to follow, at which point all three panels can be properly aligned; note the absence of hood springs.



After the front body panels had been aligned, the Pontiac was finally ready to accept its restored grille assembly; its center emblem had been inserted earlier. Like the rest of the body panels, the full-length grille required careful alignment.



According to André, the Pathfinder's original headlamp buckets were too rusty to repair, forcing him to obtain damage-free used replacements. Once cleaned, each was rebuilt and later installed within the fenders as prewired subassemblies.



Nearing completion, final adjustments are being made to the entire front end, while all electrical connections have been checked for glitches and all fasteners torqued to factory specifications. Yet to be installed is the front bumper.



After nearly 10 years of meticulous effort, one of the final pieces to be installed was the ornate Indian head hood ornament. Like its U.S. market cousins, the iconic piece of opaque trim could be illuminated from behind.



Something rarely discussed during a restoration project is the fact that it's never truly complete until a proper wheel alignment is performed prior to its first long-distance excursion; it's a quick procedure that prevents tire and suspension fatigue.



Countless hours of careful work went into restoring this example of Pontiac's 1953 simple-yet-opulent interior.



convertible frame just prior to learning that there was turmoil at the initial body shop, forcing him to extricate the panels and body shell.

André's concerns did not end with the body. As outlined in Part II of this series, frame schematics in the 1953-'54 factory manual depicted a 1949-'52 generation frame in error. Finding one replacement frame had already been quite difficult, so rather than begin the search anew, André spent a year painstakingly reconfiguring the replacement. Then-13-year-old Jonathan Seney, who came to him through the local Big Brother/Big Sister program, was eager to learn about the hobby and to assist with the Pontiac's restoration. The duo was able to build a temporary jig from lumber that permitted them to reassemble and test the

“That first test drive

was a monumental

moment for me;

I had missed driving the car

for nine years.”

Pathfinder's restored driveline.

Jonathan, still with André today, continued to assist with the next phase of the restoration as discussed in last month's issue by helping clean the undercoating from the body panels and by restoring a litany of other small mechanical parts. By 2010, André had finally located and made arrangements with a second auto body shop willing to attend to the Pathfinder's body. While patch panels were being fabricated to replace rusted sections, André and Jonathan spent their time slowly rebuilding the now-refinished chassis. Unknown at the time was that a third, and then finally a fourth auto body shop would be required to finish the necessary work and to ultimately apply several layers of red paint to each panel.

In this, the fourth and final chapter



Almost everything within the engine bay presents better-than-factory or as-new condition, the exception being the merely cleaned GM of Canada aluminum body plate.



owner's view



The restoration went a little bit too long for me, but I am aware that projects can have surprises and delays. This Pontiac was full of surprises. Not just the frame; the hood, fenders, trim, exhaust, lower A-arms, intake manifold and other parts are unique to these cars, a blending of Chevrolet's body design with Pontiac's elegant appointments, all of which I learned about along the way.

Now that it's done, I don't take this car as seriously as others would. It's a bunch of steel covered by beautiful paint. Everything is repairable or replaceable. So I am having as much fun with it as I can everywhere I go, be it a car show or a long drive through the country. Why not The Great Race?

of the story, we witness the last nine months of the work required to complete the Canadian Pontiac's restoration. Repainted body panels and repolished or restored trim had to be installed and carefully aligned. Electrical wiring had to be properly routed, while the fuel system was reconnected. The instrument panel needed to be repopulated, and lamp systems tested and fastened into place. Most important, the interior's new upholstery, also converted from factory green

to 1953-correct red and white, had to be installed. With the exception of the seats, André performed even this critical step of the restoration, including the headliner. By September 2015, André was able to give the Pontiac its first road test after a proper wheel alignment.

"That first test drive was a monumental moment for me; I had missed driving the car for nine years," André says. "Right away I noticed the dramatic change in how it felt, which can be attributed

to the new frame and body mounts. I remembered before how everything moved in the car when I made a turn, and now today everything is really stiff—not like an F1 car, but tight enough to take a curve easily."

As to continuing to drive the car after the show-winning restoration was completed, André has remained committed to his original intent. Within a month of completion, he had added 3,500 miles to the Pathfinder's odometer. 🏁



1929 Peerless

**ONLY PEERLESS
COULD CREATE A
CAR LIKE THIS . .**

VISUALIZE one of the fine, old, pioneer organizations of the motor car field, studying – testing – experimenting – for over twenty-seven years. . . . Fired by determination to build the finest that can be built Working in unison to produce the greatest car value. . . .

Couple this with a genius for design, progressive engineering, and complete factory facilities.

The car itself is a true expression of the zeal that has produced it. Rich in beauty – advanced in style – smooth and powerful – splendidly flawless in every detail – it stands out most strikingly, even in this age of wonderful achievement.

PEERLESS MOTOR
CAR CORPORATION •
CLEVELAND, OHIO

PEERLESS

A Thoroughbred—through and through

THE INSTANT you look at this car you know it's a thorough- miness—all tell of sensational anagement put a million dollars to produce at its amazing low ay the money was well spent.

ATION

WHOOPEE!

The new Six-61! Sit behind the wheel.
You will know you are driving a *real* car.



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





- ELIMINATE VIBRATION
- DAMPEN NOISE
- CONTROL HEAT

Made in America

RESTORATION DONE RIGHT



**HEAVY-DUTY
SPRAY
ADHESIVE
#12005**



**THERMO GUARD FR™
#14120**

**THE SUPPRESSOR™
#14620**

www.thermotec.com | 800.274.8437
CALL FOR A FREE CATALOG OR A DISTRIBUTOR NEAR YOU

**Quality Crafted Rubber Parts
and Weatherstripping**







Order a FREE Catalog Today!
888-778-2237
f t i s STEELERUBBER.COM

CLASSIC LOOK... POWERFUL SOUND...





Radios & Accessories

for Classics, Customs & Street Rods!

OEM Looks & Fit with iPod, MP3, CD
and Bluetooth Connectivity

**SINCE
1977**



**custom
autosound**
MANUFACTURING, INC.

Find a
dealer
near
you!

800-888-8637 • www.casmfg.com

1956-'58 Studebaker Sedans

THE REASONS WHY STUDEBAKER, the oldest American manufacturer of vehicles at the time, went out of business are numerous, but the quality of its cars was not among them.

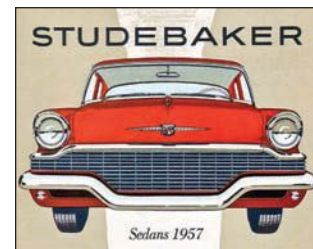
The Studebaker Lark and its many offshoots, including the Wagonaire and Daytona, are also underdogs, but so much has been written about the last Studebakers, that I couldn't add anything significant to the discussion. If you find one, buy it. They're great cars.

Go online and conduct a search for any independent auto manufacturer through 1966, and I guarantee you'll find more Studebakers in great shape, ready for you to drive home, than any other—with the possible exception of Packard.

In 1947, Studebaker was "first by far with a post-war car." The "which way are they going" Studebakers, though fabulous by any measure, weren't necessary. Most everyone else was selling warmed-over prewar models because people wanted new cars, not necessarily "new" cars. In a time when a three-year-old design was considered obsolete, the six-year-old 1952 Studebakers were looking quite dated despite two heavy facelifts, the "bullet nose" and the "clam digger." When Studebaker finally did roll out all-new 1953 models, which included the beautiful Loewy coupes—mostly designed by Bob Bourke—management made a miscalculation; demand for the low-slung coupes seriously outpaced that for the sedans, and it took a while for the factory to adjust production accordingly.

To be clear, the coupes, which would evolve through the 1950s, gaining fins and upright grilles, then end in the 1960s with the magnificent Gran Turismo Hawks, are not underdogs.

Look closely at a side view of the 1953-'55 sedans and notice the unusual door window frames. Now, look closely at the side view of the first generation Studebaker Lark. Notice anything? The greenhouse is the same (1957-'58 Packards, too). For the first three years, the sedans were trim in size and had a European flair to them. I am still on the fence as to whether these are underdogs or not, and if you find one, snap it up. They are roomy, good-looking sedans that don't



take up a lot of parking space and are sturdy and dependable.

After a three-year design cycle, in 1956, Studebaker reshaped the body panels fore and aft and introduced new sedans with squared-up styling, mimicking what was coming out of Detroit. For 1958, the manufacturer extended the rear fenders up and out to create fins, and quad headlamps appeared on some models housed in fiberglass pods. When I participated in the Orphan Car Tour a couple of years ago, one of the drivers showed up in a 1958 Commander hardtop coupe in two-tone cream and bronze. I could see why some in its day would find the styling to be contrived, but looking at it now, I really liked the car. Yes, it was unusual, but that was the best part.

For 1956, models offered were all sedans or wagons. Hardtops were saved for the Hawks. Top of the line were the Presidents, followed by mid-level Commanders and entry-level Champions. Station wagons were Pinehurst, Parkview and Pelham—all two-door wagons. Engine choices, all called Sweepstakes, were the 210 horsepower, 289-cu.in. V-8; 170hp, 259-cu.in. V-8; and the 101hp, 185-cu.in. L-head straight-six. Studebaker engines are considered among the best ever made. Transmissions were Borg-Warner Flight-O-Matic (Studebaker had discontinued its Automatic Drive for cost reasons), three-speed manual and overdrive.

While most independents had adopted unitized construction, Studebaker retained body-on-frame assembly, which is good news for you. Repairing or restoring a car with a separate frame is a less daunting task, especially when rust is prevalent. Studebaker body building processes were still somewhat mired in the 1930s. Fend-



ers were bolted on, and if you look closely at any Studebaker, you will notice the numerous separate body panels. A friend restored a gorgeous 1956 Studebaker Commander four-door sedan a few years ago, and he said the only difficult part was lining up all the panels. Studebaker even touted that its bolt-on fenders made it easy to repair one of its cars.

Speaking of the frame, it featured a "pyramid design" chassis with an "exclusive double drop" form that "cradled all passengers between the wheels."

The welcome news for 1957 was the addition of a four-door wagon. Studebaker also introduced the thrifty Scotsman, a car with painted wheels and hubcaps and very little trim, or anything else, on sedans and wagons. Due to their rarity, these entry-level Studebakers are sought after by hobbyists today, and are also not underdogs. See? Not every cheap car is an underdog.

For 1958, the big news was the addition of the aforementioned Commander hardtop coupe.

If you are in the market for an unusual car from the 1950s with a huge club network, making maintenance and repairs easier than most other independent brands, look at the 1956-'58 Studebaker sedans. You may even find a wagon for a decent price. While you're on the hunt, check out the European-inspired 1953-'55 sedans as well; there are some bargains among those, too. 🐶

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

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



ONLINE CATALOG
www.fillingstation.com

800-841-6622

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

SUBSCRIBE TO
HCC TODAY

1-800-227-4373 ext. 79550

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



Connect:

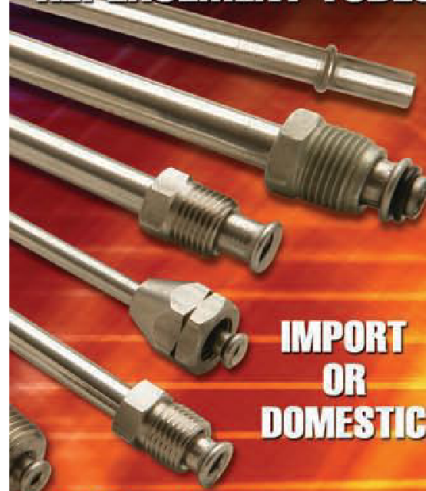
Chrome isn't just chrome. At Advanced Plating we carefully take your parts and strip them to their raw material, followed by meticulous repair and restoration, before the start of the plating process. No core exchange here, it is always your parts start to finish. We strive for perfection. Call us today for more info and a free quote.



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

**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



800-882-3711
CLASSICTUBE.com

80 Rotech Drive, Lancaster, NY 14086

Vic Edelbrock Sr.



SURE, THERE'S A WHOLE INDUSTRY

surrounding do-it-yourself performance that Vic Edelbrock Sr. helped to fashion. And yes, it created a whole new American lifestyle, wherein any number of driveway-based "engineers" bolted up stuff that gave them a rumbling, rocking exhaust note. But you can draw a straight line from what Edelbrock and his contemporaries accomplished to the factory-built American performance automobile of the 1960s, right up to today. More than most men of vision, Edelbrock transformed how Americans viewed their old cars, and what they could do with them. The automotive world has never, and will never, be the same.

Otis Victor Edelbrock Sr. was born in 1913 in Eudora, Kansas, the son of a man who staked out land on the harsh, sizzling prairie as a pioneering farmer. His parents also ran a small grocery, but the family was waylaid by catastrophe when the store burned to the ground. Though still a teenager, Edelbrock had already developed a deep fascination with the automobile, going off to work in a local garage. With the Depression dragging on the Dust Bowl, he followed his two older brothers to the opportunity of Los Angeles in 1931, establishing his own repair shop near Venice Boulevard two years later. Some time after that, a neighborhood kid wandered

into the shop, and Edelbrock hired him on the spot.

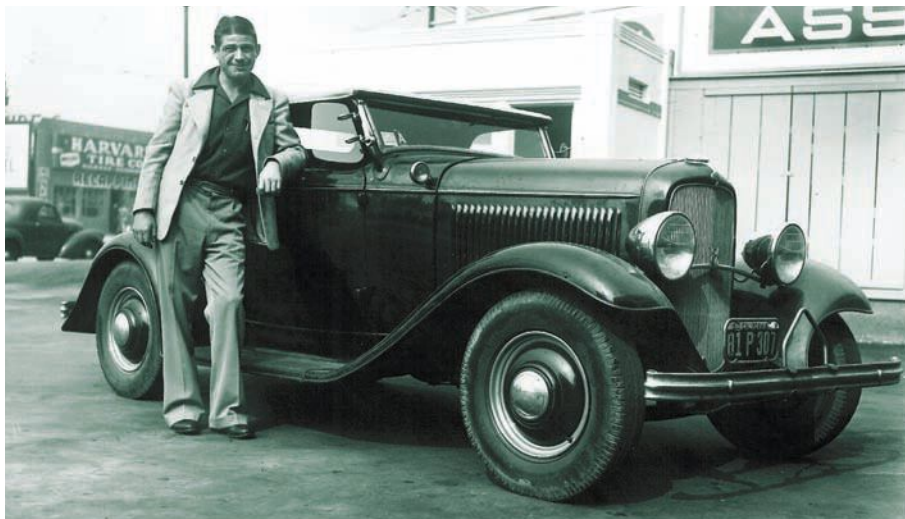
That kid, who was probably just 15, was named Bobby Meeks. He would end up being Edelbrock's right-hand technical prodigy for more than half a century. Meeks would come to be acclaimed as the West Coast's leading engineer and builder of flathead Ford V-8 racing engines, a fact that made both men into towering figures in the world of hot rodding and racing.

With Meeks at his side, Edelbrock's reputation soared, and he joined the growing weekly pilgrimages of car enthusiasts who climbed out of the Los Angeles basin via the Grapevine route to the dry lakes of California's high desert. At one of those meets, he met another young hot rodder named Tommy Thickstun, who was building intake manifolds for flatheads. Edelbrock had set several records with a Thickstun manifold, but when he recommended some changes, Thickstun balked. Instead, Edelbrock created a new manifold

called the Slingshot after its shape, which mounted two carburetors atop a Y-shaped plenum with deep, elongated intake runners. It was a transformative performance product. By the time World War II came to America, Edelbrock was also marketing dual ignitions and specialty camshaft grinds, and was developing a national reputation for quality and innovation.

During the war, Edelbrock ended up as a welder in the shipyards of Long Beach. In those years, a goodly number of the dry lakes racers were of Japanese descent, and Edelbrock was horrified when the federal government forced them into internment camps. He gathered up their cars and tools and personally hid them until the war was over. After the war, the Midget racing craze was in full force nationally, with Los Angeles a particular hotbed for the little oval-track cars. He built a Ford V-8-60 powered Midget and took it to Gilmore Stadium, where, fed a heady concoction of nitromethane, it repeatedly dusted the more expensive Offenhauser-powered cars in the hands of a local wheelman named Rodger Ward, who would go on to win the Indianapolis 500 twice. The car wore one of Edelbrock's specialty products, cast performance cylinder heads for the Ford V-8.

Edelbrock died in 1962, the victim of cancer. The company he founded and repeatedly expanded remains solidly at the forefront of the American high-performance industry to this very day. 🐞



**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

PayPal



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

OUTSTANDING VALUE!



*Manufacturing
reproductions of
GM parts since 1982*

LARGEST IN-STOCK SELECTION

**OVER 85,000 RESTORATION
PARTS AND ACCESSORIES**

**EXPERT ADVICE WITH
BEST-IN-CLASS SERVICE**

**FREQUENT BUYER PROGRAM
AND VOLUME DISCOUNTS**



**ORIGINAL
PARTS GROUP**

INCORPORATED

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



USA/CANADA
CALL TOLL FREE: 1.800.243.8355
ORDER ONLINE: WWW.OPGI.COM

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.



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

**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

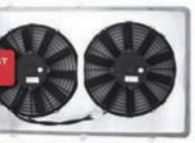


SHROUDS

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

Clay Perrine

Trim Department
General Motors

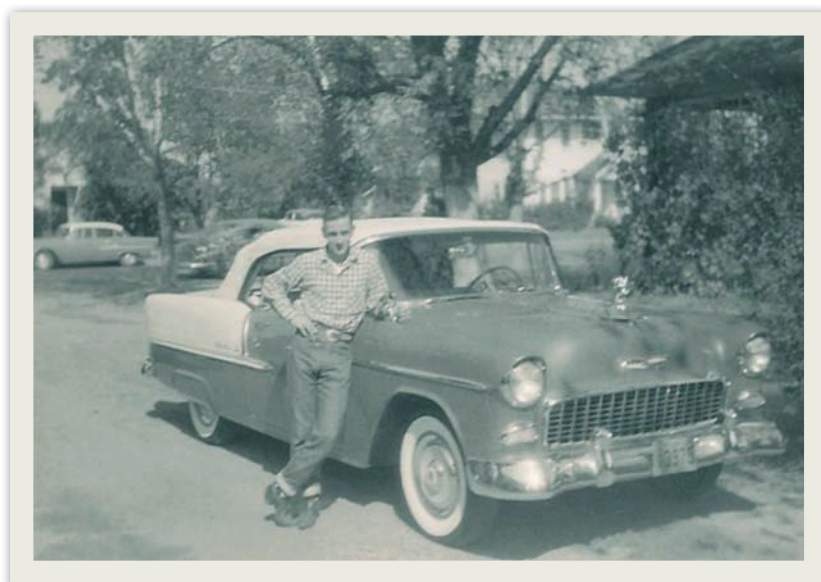
THE NEW GENERAL MOTORS

Corporation's Buick-Oldsmobile-Pontiac assembly plant in Arlington, Texas, began production in January of 1954. I moved to Arlington on March 3rd, and two days later I was hired and immediately assigned to the trim department in the assembly plant. Small guys like me were put in the this department because they had to get in and out of the cars, and did much of the actual work in the small interior space.

The cars traveled down the assembly line with the headliner attached. My job with the cars that had been fitted with cloth headliners involved using very sharp scissors and a small brush. Getting into the car, I would trim off excess headliner material, cut the hole for the dome lamp and then brush off any lint or threads. Then I would get out, grab a paint gun filled with water, and get back into the car and mist water on any wrinkles that were present. The water mist caused the headliner material to shrink and eliminate the wrinkles.

On the hardtop models with vinyl headliners, things were a little more involved. I got in, trimmed off the excess material, cut the dome lamp holes and then got out. Grabbing a live steam hose, I got back in the car, placed the hose nozzle into the dome lamp hole, spun the valve open and shot live steam behind the headliner. The steam caused the headliner to shrink and eliminated any wrinkles. Just imagine being inside a car spraying live steam; within minutes, my clothes were soaked with sweat and stayed that way the entire day, and within days, my thumb and fingers were covered in heavy calluses from using the scissors.

This being a new assembly plant, production started in January, but in March when I began, the assembly line was not yet up to full speed. As a new facility, there were no unions in place. Every few days, the speed of the line was increased, and rarely was any work removed to make up for the faster pace—you just worked faster. Because of the increasing work pace, newly hired people were starting work in the plant daily. The new hires for the assembly line consisted of white



males only; black males were hired only as laborers and sweepers. This was not an unusual hiring practice in Texas in the 1950s. As a result of this practice, the sweepers and laborers were among the best educated workers in the facility as many were college graduates. This hiring practice was eliminated a few years later. Some of the new hires were from the Fort Worth Stockyard area, which was declining and laying off employees. Quite a few others came from the local aircraft plants. The stockyard men tended to accept the fast pace and stayed because they came from working in the Texas summer heat, with stench and other undesirable working conditions. The General Motors facility was clean and air conditioned, which was an improved environment for them. Conversely, the men from the aircraft plants sometimes left after the first day or the first week because they could not or would not work at the high-speed pace of the assembly line.

With the employee base sorted out and the attainment of the planned line speed completed, the work force quickly stabilized because the wages and working conditions were exceptional for the Dallas-Fort Worth area. As a car-crazy 18-year old, in one year, I went from being a 50-cent-per-hour clerk in a Western Auto store and driving a 1941 Pontiac junker to earning a good wage with benefits and driving a new 1955 Chevrolet convertible. And I absolutely loved being around cars being built every day.

Towards the end of April in 1954, I was lucky enough to hear about a

salaried opening as a clerk in the mailroom. I immediately applied and moved into the job, which consisted of sorting and delivering incoming mail, applying postage to outgoing mail, and running a small printing press for engineering documents as well as a blueprint machine for making large prints for the maintenance and engineering departments.

Over the next few years, I gradually worked my way to salaried positions in timekeeping, accounts payable, cost accounting and analytical accounting, where we produced the monthly profit statement and the three-month forecast profit statement. At that time, GM did not refer to these using the terms "profit" and "loss," as they did not ever lose money. There were only two kinds of years: good and better.

For me, the Arlington GM Assembly facility was overall a very good place to work as salaried employees were made to feel that we were a valued part of the management group. My tenure at Arlington ended in November 1965 when I transferred to the Fisher Body Division of GM in Lordstown, Ohio, where a new assembly plant was under construction. 🚗



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.

PRE-1952 CUSTOM CAR SHOW CUSTOMS BY THE SEA! PRESENTED BY KUSTOMRAMA

BANDS AND BONFIRE PARTY ON TH

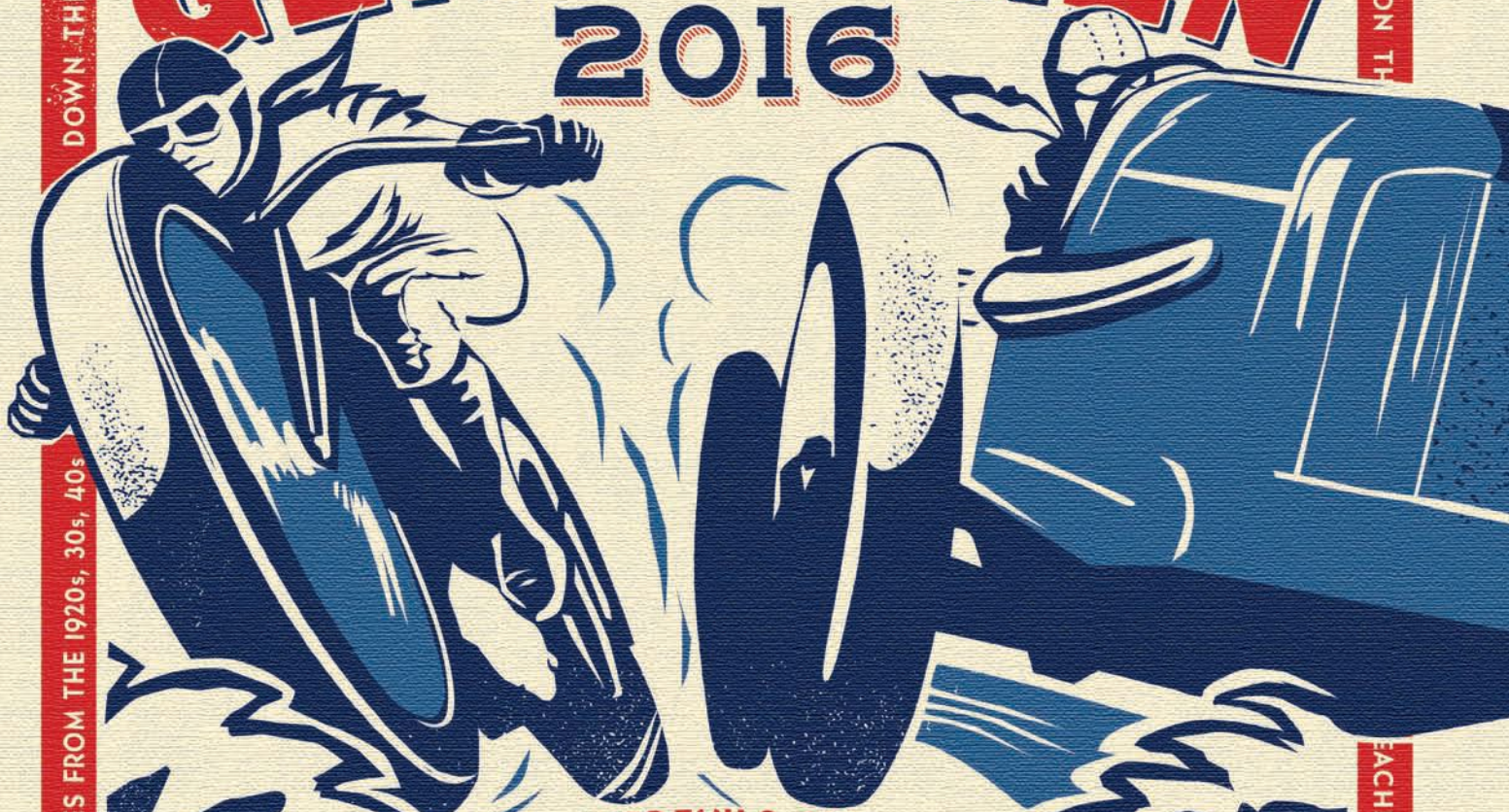
DOWN THE BEACH AT FULL THROTTLE!

A STULTZ & GREEN PRODUCTION

THE RACE OF GENTLEMEN 2016

Chills!

Thrills!



WITNESS HOT RODS & MOTORCYCLES FROM THE 1920s, 30s, 40s

PISMO GROVER BEACH CALIFORNIA

SEE DAREDEVILS CHEAT THE

WALL OF DEATH!

TROG

OCTOBER 15th-16th 2016

EACH! CHOPPER SHOW FRIDAY NIGHT!

DESIGN BY MAGNETO DESIGN, INC.

DETAILS AT theraceofgentlemen.com • FOLLOW @theraceofgentlemen

POWERED BY



Hemmings Motor News



TRADITION. RE-CRAFTED.

AMERICAN HOT ROD FOUNDATION

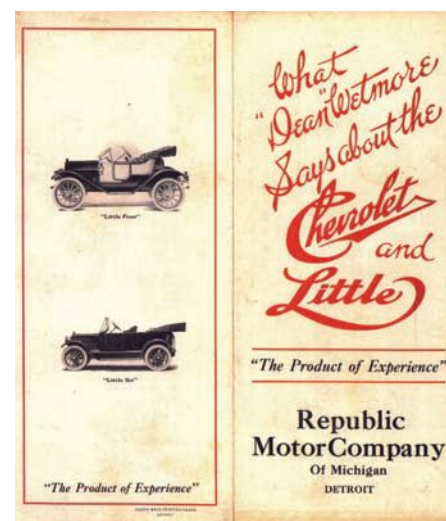
SAILOR JERRY



PACKARD RETURNS IN BOTH THE "38" AND 2-48 SERIES WITH SEVERAL BODY STYLES TO FIT your needs. New features include left-hand drive and an electric self-starter. Centralized control will give you mastery over your Packard with just your finger tips, and the silence, efficiency and motion of the perfected six-cylinder engine will guarantee you a pleasant journey. Available from \$4,050 to \$5,950.

Dollars & Cents (AVERAGE)

New house – \$3,300
Annual income – \$800
One gallon of gas – \$0.12
New car – \$1,000
Transmission grease (5 lb. pail) – \$0.80
Windshield (Mezger automatic) – \$25
Loaf of bread – \$0.06
First-class stamp – \$0.02
Ticket to the movies – \$0.10



WILLIAM DURANT HAS DECIDED TO discontinue the Little, but will keep the Chevrolet in production, bringing the best elements of both cars to future Chevrolets.



CADILLAC IS BACK WITH A SMOOTHER AND MORE GRACEFUL appearance. All bodies feature cowls, except for the coupes, and the engine's stroke has been increased, giving the four-cylinder a new displacement of 365 cubic inches. Seven body styles are available, from the roadster accommodating two people to the four-door limousine which comfortably fits seven. Pricing begins at \$1,975.

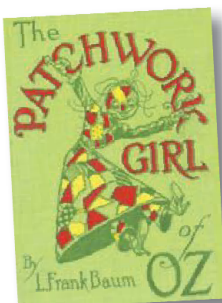


HENRY FORD IMPLEMENTS THE MOVING ASSEMBLY LINE, drastically reducing the time it takes to build an automobile.



WOODROW WILSON IS SWORN IN
as the 28th president of
the United States.

WITH THE
ratification
of the 16th
amendment,
Congress now
has power to
collect taxes
on incomes
without
apportionment among the states
and without regard to any census or
enumeration.



L. FRANK BAUM'S
seventh novel to
take place in the
Land of Oz, *The
Patchwork Girl of
Oz*, is published.



THE BROOKLYN DODGERS
open Ebbets Field in the
Flatbush section of Brooklyn.

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

Wire Harnesses

Ford Passengers & Pickups
Retractable '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

Classic

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.

VINTAGE CHEVROLET CLUB of AMERICA

Welcomes ALL Chevrolets



For more than 50 years the Vintage Chevrolet
Club of America has maintained its pledge to sup-
port 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)

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

The Wire Wheel Saga

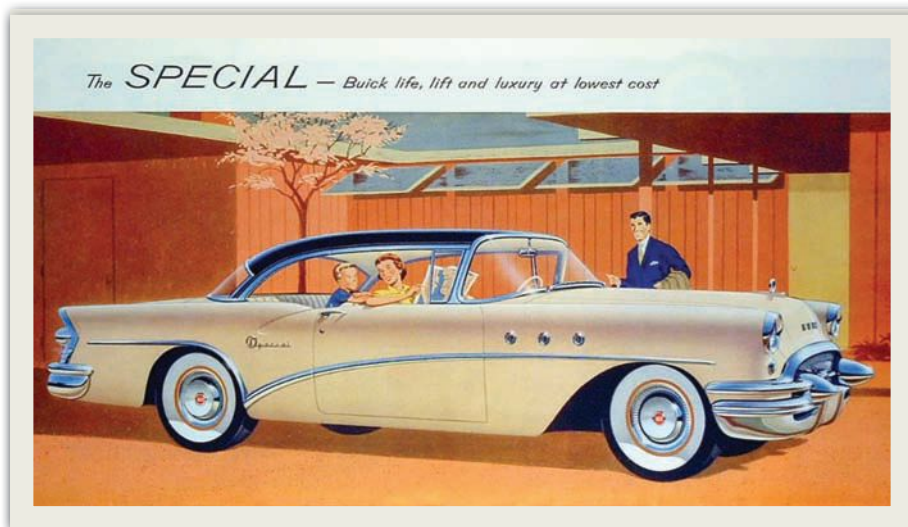
IN 1956, WHEN I WAS A sophomore in college, I had a 1955 Buick Special hardtop coupe. It was burgundy with a white roof and white under the side spear. One day while reading *Hot Rod* magazine I noticed a classified ad for five almost-new Kelsey-Hayes wire wheels from a 1953 Skylark. The seller was located about 140 miles away in Albany, New York, so my roommate and I travelled to the eastern part of New York state to buy them; I paid \$265 for the set.

It was necessary to put tubes in the tubeless tires in order to keep the tires inflated on the wheels. In addition, they were difficult to keep balanced; however, the wire wheels looked spectacular on my car, with its wide whitewall tires. I transferred the wheels to two subsequent Buicks: a 1955 Roadmaster coupe and, later, to a 1957 Century convertible.

While the wire wheels were on the 1955 Special, I was involved in an accident which caused heavy damage to both cars. It was necessary to file an accident report with the university and be interviewed by my residence advisor. When he asked what the damages to my car were, I jokingly replied that "the car was a total wreck, but thank God the wire wheels were okay."

At the end of the semester, I was suspended from school because the university felt I lacked maturity, since it seemed I was more concerned about my wire wheels than the fact that I was involved in a potentially serious accident, and also that my grades were not up to par. Obviously they had no sense of humor or knowledge about real chrome wire wheels. Needless to say, my parents were not happy about this turn of events.

After working in construction for a year and presumably maturing sufficiently, I, and the wire wheels, now mounted on the 1957 Buick Century convertible, returned to college and completed undergraduate work and law school. The wheels were sold when I



bought a 1959 Plymouth convertible with 14-inch wheels.

Fast forward to 2004, when my wife and I attended a regional swap meet in quest of a 1953 Hudson Hornet, which I always had a yen for. There were no Hudsons, but we bought instead a beautifully restored 1951 Kaiser Special, with narrow whitewalls and small hubcaps. I envisioned the Kaiser with wire wheels and the appropriate wide whitewalls, and soon purchased a set of wire wheels and wide whitewalls thru *Hemmings Motor News*, and the whole

appearance of the car changed.

I'm a car fancier that feels that any Fifties and Sixties-era car looks better with whitewalls. In the case of the Kaiser, the wheels and tires make the car, and we frequently win awards and get favorable comments.

In 2012, I bought a 1953 Buick Special sedan. It was well restored with the correct full wheel covers and wide whitewalls. I kind of wish I had kept those Skylark wire wheels from 1956, but I may acquire another set sometime down the line. 🐞



THE FUTURE OF RESTORATION IS IN YOUR HANDS.

The RPM Foundation, is a grant-giving organization that accelerates the growth of the next generation of automotive **R**estoration and **P**reservation craftsmen through formal training and **M**entorship.

Preserve the past. Build the future. Donate today.

www.rpm.foundation | 1.855.537.4579

A Public Service of Hemmings Classic Car



The Evolving, Enduring Suburban

Chevrolet's carry-all has an 80-plus-year history, but the 1960-'66 models marked a turning point



BY MIKE McNESSOR • PHOTOGRAPHY PROVIDED BY GENERAL MOTORS

At Chevrolet, truck nameplates have come and gone—from lightweights like the El Camino and S-10 to the hulking Bruin and Bison. But the Suburban has stood the test of time for more than eight decades.

Suburbans have served, and still serve, as family cars, police patrol vehicles, limousines, emergency response rigs, school buses and more. Search “presidential motorcade,” on the web, and in the images that turn up you’ll see a fleet of black Suburbans surrounding the Leader of the Free World’s Cadillac limousine, aka “the Beast.” These are Secret Service vehicles specially outfitted for various jobs, including one that can launch smoke

grenades and jam communication signals to thwart a guided missile attack as well as provide cover for a speedy getaway.

But whether it’s a matter of national security or needing to haul half of the high-school jazz ensemble and its instruments to the statewide band competition, the Suburban has always had an edge over car-based wagons, thanks to its superior hauling and towing capability combined with the fact that it can carry

eight or nine people in comfort.

What’s interesting is that even though Suburban is the most storied nameplate in Chevrolet’s lineup, outdistancing Corvette by 18 years, GM didn’t trademark the name until the 1980s. Before that, “Suburban” was a generic handle applied to station wagons. The earliest GM Suburbans were called Carryall Suburbans. The name “carryall,” too, has been used as a sort of generic term for a carriage or people-mover dating back to



The Suburban's right front seat folds for easy access to the rear. Vinyl was standard-issue upholstery; cloth inserts were optional.

horse-and-buggy days.

The current Suburban is a far cry from the rigs pictured here. It's like comparing a luxury liner to a cargo ship. But when you chart the Suburban's long history, the 1960-'66 edition marks a true turning point in the truck's transformation into the gentrified machine of today.

When the new series Suburban arrived as part of Chevrolet's reimagined light-truck lineup in 1960, it featured greater passenger amenities and safety features—although a deluxe heater was still a \$53 option. The Suburban was offered on a 1/2-ton chassis with two-wheel drive or factory four-wheel drive, but four-wheel drive was still a rarity in those days. Fewer than 1,000 of the approximately 13,000 Suburbans sold in 1966, the final year for this body style, were equipped with two live axles and a transfer case.

A call for increased safety in passenger vehicles brought about features such as safety belts, backup lamps and dual-speed windshield wipers as standard equipment in the Suburban for the first time during this generation.

Then there was the styling. Compared to the last of the "Task Force" era trucks in 1959, the restyled, revamped, 1960 line of Chevrolet trucks must've seemed like they had just rolled in from the future.

Up front, jet engine-inspired faux air intakes in the hoods of the 1960-'61 models spread out across a broad, boxy front end, while quad headlamps

glowered out of the grille. (For 1962, a more conservative hood would arrive, and the quad lights would disappear.) The rounded edges of past Chevrolet trucks were all gone as well, replaced with sharp angles, crisp creases and

squared-off greenhouses.

Beneath the restyled bodies, these all-new trucks boasted independent front suspensions with unequal-length A-arms, ball joints and torsion bars on two-wheel drives. More traditional leaf springs at all



The Suburban name dates all the way back to the 1935 Carryall Suburban (above) which combined the passenger and cargo ferrying capability of a wagon with the hauling capacity of a light truck. The Suburban Carryall at right is a 1936 model, and it featured factory standard hydraulic brakes.





A '60 (right) and a '61 (top) Suburban with hood nostrils and quad headlamps. Both elements would disappear in 1962. Below: a '66 4x4 with panel-type rear doors. Station wagon-type doors were also available.



four corners were standard on 4x4 rigs.

The rear suspension of GM two-wheel-drive light-duty trucks in 1960 was all new as well, and used coil springs with heavy-duty radius arms and a stabilizer bar to keep the rear axle located. This was a radical departure for the time.

Though GM's chassis and styling upgrades for 1960 were obvious, there were also significant engineering changes implemented under the skin. Chevrolet's new light-truck bodies were constructed as a double panel with ribs on the inside for increased rigidity, and a sheet of felt insulation was sandwiched between the layers to help retain heat and dampen noise. The 1960 trucks also

featured new inner fender skirts and a new radiator support, as well as new door hinges, weatherstripping and new door latches.

Like passenger cars, these new trucks now used suspended clutch and brake pedals, eliminating holes in the floorboards that were difficult to seal against moisture and dirt. Gone, too, was the interior step that ate up a portion of the cab floor; in its place was a full-length rocker panel and cab support, tied together with hat-section cross sills. Rubber insulated cab-mounting points also ensured a squeak-free ride.

A 26-percent increase in windshield area gave operators a panoramic view of the road, while longer wiper blades kept

more of that glass clear in bad weather. There was nearly six inches more hip room, plus more shoulder room, headroom and legroom all contributing to driver comfort.

Changes in 1960-'66 trucks were subtle, but there were several differences worth noting among the model years during the trucks' brief run. For instance, with little explanation, in 1963, GM switched from a torsion bar front suspension in its two-wheel-drive trucks to a very passenger car-like coil-spring front end. Some published reports have speculated that higher manufacturing costs associated with the torsion bar suspension prompted the change. The torsion bar front suspension would never return to light-duty GM two-wheel-drive trucks, which use coil springs to this day. The torsion bar front end added to GM light-duty four-wheel-drive trucks in 1988 was dropped beginning with the 2007 model year.

From 1960-'62, Chevrolet light trucks came standard with a 235-cu.in. straight-six engine, while the 261-cu.in. six-cylinder was offered as an option, as was the 283-cu.in. V-8. In 1963, Chevrolet introduced two new inline engines: the 140hp, 230-cu.in. straight-six and the optional 165hp, 292-cu.in. six. The 283 engine would remain the only V-8 option until 1965 when the 327-cu.in. V-8 was offered on two-wheel-drives.

For 1964, Chevrolet's light trucks received another styling update when they were outfitted with swept-back A-pillars and vent windows in the shape of a triangle, replacing the upright pillars and rectangular vent windows of the 1960-'63 trucks. The severe roof overhangs that gave the older cab a sort of pagoda style were trimmed as well.

The 1965 model year saw both the debut of the 327-cu.in. V-8 and the availability of air conditioning in Chevrolet two-wheel-drive light trucks. (GMCs wouldn't be available with factory air until 1967.) In 1966, a new 250-cu.in. straight-six was introduced.

GM's 1960-'66 Suburbans are collectible today, with popular pricing guides placing them in the \$5,000-\$6,000 range on the low end, up to \$40,000 on the high end for perfectly restored examples. Four-wheel-drive and V-8 engines add a premium to the prices of these trucks, but if a fixer upper is in your future, you'll find that used, reproduction and NOS parts are widely available for all 1960-'66 light-duty GM trucks, including Suburbans. 🐶



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.



South of the Border

Inside the universe of Mexican trucking

BY JIM DONNELLY • IMAGES INTERPRETED BY GARY BRICKEN, FROM HIS ARCHIVES

It all started when we got an email from Gary Bricken, a trucking author and historian from Sandy Oaks, Texas, south of San Antonio. Back in the 1980s, Gary wrote for a trucking magazine named *RPM*, and became fascinated by both Russian and Mexican motor vehicles, especially the cargo-hauling category. Like most of us, Gary likes the

oddball stuff. He once bought a Soviet-made Moskvitch sedan that had been stolen in Mexico and abandoned in San Diego, which he ended up selling to a guy from Burma, a story that made the pages

of our own *Special Interest Autos* magazine. The Burmese guy was supposed to open a kiosk in San Francisco specializing in Russian-made goods, but ultimately, both he and the Moskvitch vanished.

Around that same time, Gary decided to take a vacation to Mexico and work some truck photography into the bargain. He traveled down to the seafont resort city of Puerto Vallarta in 1979, and these



two images are relics from that trip. They depict two very different vehicles from the Mexican firm of Ramirez, both rarely seen in the United States, even post-NAFTA. Being a truck driver in Mexico, or a *camionero* as they're called locally, is a very different activity down there than

it is here. For one thing, Mexican road laws restrict the overall length of a truck-and-trailer combination to 68.25 feet, which means that tractors tend to have no sleepers, since they'd make the rig too long. *Camioneros* compensate by having fold-down seats in the cab, or otherwise

slung a hammock from underneath the trailer. That's your sleeper. Food is generally warmed by heating it atop the running diesel engine, or barbecued by the side of the highway.

From there, Gary hooked up with the late Stan Holtzman, one of America's most prolific and gifted truck photographers, and began collecting photos of Mexican rigs. In that process, he learned a few other things about them. Tax laws in Mexico make the straight import of trucks prohibitively expensive, so truck production grew locally. Some are American trucks built under license. Ask a native to name some famous brands of truck, and you'll hear him name DINA Nacional (frequently powered by British-built Perkins diesels built in Mexico under license), KenMex (a license-built Kenworth), Pena and Famsa.

And, of course, Ramirez. Operating in the state of Nuevo Leon, the firm started out in 1946 as a repair shop for trailers. It expanded into building its own trailers, which have earned strong praise on both sides of the border for their durability and ease of handling. The company expanded into building its own trucks, which may be a mishmash of design themes with their kicked-out lower doors and wraparound windshields, but again, enjoy a formidable reputation for quality. Gary told us, "The Mexican truck drivers liked to say that you could run a Ramirez right over a cliff, have it winched out, change the crushed cab and just keep right on going. They're exceptionally well built and robust trucks." Specialty equipment found on these rigs typically includes powerful driving lights mounted up high on the cowl, additional turn indicators and thick ram bars up front called *tumbaburras*, which roughly translates to "funeral for a donkey."

The long-distance motor coach is a Sultana, also made by Ramirez; Gary caught it in 1979 discharging passengers in Puerto Vallarta. Like the Ramirez truck, these buses typically relied on early Cummins 220 or Detroit Diesel 318 engines for power. The dual front axles have nothing to do with packaging or roadability, by the way. As Gary put it, "It's simple. If one front tire blows, you can just unbolt the wheel and keep on going." 🍷



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.




1932-59 Ford Car & 1932-66 Ford Pickup

OLD FORDS & HOT RODS

(800) 221-3673

www.bobdrake.com

**SHRINKER
STRETCHER**

SALE \$196⁹⁹

Ideal for
Creating Repair
Panels for Wheel
Openings, Windshields, etc.

CALL FOR FREE CATALOG

**Quality Metal Working Tools
at Affordable Prices**

WOODWARD-FAB.COM 1-800-391-5419

**All Four Hemmings Magazines
Now Available As Digital Editions And Apps!**






View the digital/App edition whichever way you like:
on desktop/laptop, iPad, and many Android tablets.
Get your first issue in minutes! Every subsequent
month you'll receive an alert email telling you the
latest edition is available.

Hemmings Motor News\$14.00
Hemmings Muscle Machines\$10.00
Hemmings Classic Car\$10.00
Hemmings Sports & Exotic Car\$10.00

Get All 4 Digital Magazines For Only \$25.00

To get your subscriptions started, go to: hemmings.com/digital
or call: 800-227-4373, Ext. 79550

Thunderbird Headquarters.com

Complete 1955 - 1969 Thunderbird Parts Warehouse


925-825-9550

800-227-2174


Free Catalogs **parts@tbirdhq.com**

DIECAST MODELS MAKE GREAT GIFTS!


Hundreds To Choose From




1953 Chrysler d'Elegance
Scale 1:43
#NEO44828 \$95.95



1949 Olds Rocket 88 Futuramic
2-door Club Coupe
Scale 1:43
#NEO45755 \$79.95



**1963 Corvair
Sports Wagon**
Scale 1:43
#NEO46525 \$79.95



**DIECAST DIRECT
INCORPORATED**

diecastdirect.com • 800-718-1866

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



CHECK OUT OUR WEBSITE! OPEN 24 / 7

car-dolly.com



SAVE SPACE / MOVE YOUR VEHICLE BY HAND!!!

**Superior Quality
Made in the USA**

Made with high quality
5/16 grooved aluminum!

3 1/2" DIA. "UPGRADE" WHEELS FEATURE:

- Easy rolling ball bearing swivel casters (rolls over floor cracks, too!)
- Rock hard wheel material
- Roller axle bearing
- Grease fittings
- One brake per dolly
- Steel wheel housing
- 6,000 lb capacity (with set of 4 dollies)

AS SEEN ON
ASAP
REPAIRS
"Two Guys Garage"



Visit our website
to see other options!

1-888-721-9595

5270 16th Avenue, Hudsonville, MI 49426

Type "CLASSIC CAR" into
the coupon code for \$20 OFF



Pumps

Gears

Valves

Cylinders

Couplers

LARES CORPORATION

Over 250,000

Steering

Components

Sold



**MADE IN
USA**

www.larescorp.com | 1.877.830.7145

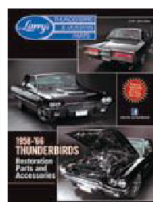
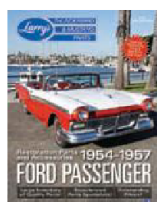


Dedicated to Excellence



**Supplying Concours-Quality
Upholstery, Parts and
Accessories for Over 40 Years!**

Restoration Parts & Accessories



Order your
**FREE
Catalog!**



- ★ 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

2016 FALL SHOWDOWN

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

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

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

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

CALL TO REQUEST OUR
FREE CATALOG
LucasClassicTires.com

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.

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



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

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.



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 1-1/16".....\$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

GOODYEAR

LESTER

Universal

BFGoodrich

VEDESTEIN

TOLL FREE 1-800-952-4333
Hours: 9am - 5pm (OPEN UNTIL 8pm EST)

Lucas
CLASSIC TIRES

Phone 562-595-6721 • Fax 562-595-0381
2850 Temple Ave. Long Beach, CA 90806

Advertisers in this issue

2016 FALL SHOWDOWN	92-93
ADVANCED PLATING	77
AUCTIONS AMERICA	inside back cover
AUTOMOTIVE INTERIORS	83
BIRD NEST	77
BOB DRAKE REPRODUCTIONS	92
BOB'S SPEEDOMETER SERVICE, INC.	31
THE BRADFORD EXCHANGE	19
CALIFORNIA CAR COVER	61
CAR-DOLLY.COM	93
CHUBB INSURANCE	17
CLASS-TECH	83
CLASSIC TUBE	77
COKER TIRE	1
COOL CRAFT	79
CUSTOM AUTOSOUND	75
D&D CLASSIC	31
DANCHUK MANUFACTURING INC.	61
DIECAST DIRECT	92
EATON DETROIT SPRING	77
THE FILLING STATION	77
firstSTREET/JITTERBUG	7
GRUNDY	51
HABAND	23
HAGERTY CLASSIC CAR INSURANCE	5
THE HAMILTON COLLECTION	21
HARBOR FREIGHT TOOLS	29
HEACOCK CLASSIC COLLECTOR CAR INSURANCE	11
HILL'S AUTOMOTIVE	75
BILL HIRSCH AUTOMOTIVE RESTORATION PRODUCTS	79
HYDRO-E-LECTRIC	83
J.C. TAYLOR ANTIQUE AUTO INSURANCE	59
KEEN PARTS	75
LARES CORPORATION	93
LARRY'S THUNDERBIRD & MUSTANG PARTS	93
LeBARON BONNEY CO.	31
LUCAS CLASSIC TIRES	94
McCOLLISTER'S AUTO TRANSPORT	2
MECUM AUCTIONS	3
MILL SUPPLY	15
MPT INDUSTRIES	61
NATIONAL COLLECTOR'S MINT	31
NATIONAL PARTS DEPOT	back cover
NORTHWEST TRANSMISSION PARTS	79
OPTIMA BATTERIES	inside front cover
ORIGINAL PARTS GROUP, INC.	79
ROBERTS MOTOR PARTS	79
ROCKAUTO LLC	59
RPM FOUNDATION	85
SMS AUTO FABRICS	83
STAUER	13
STEELE RUBBER PRODUCTS	75
SUMMIT RACING EQUIPMENT	9
THERMO TEC	75
THUNDERBIRD HEADQUARTERS	92
UNIVERSAL VINTAGE TIRE CO.	6
VIAMEDIC	93
VINTAGE CHEVROLET CLUB OF AMERICA	83
WALDRON'S EXHAUST	79
WOODWARD-FAB / HECK INDUSTRIES	92

118 SCIENTIFIC MILEAGE TESTS . . .

PROVE MILE -O- METER

REG. U.S. PAT. OFF.

Deluxe model now illuminated!

MILES PER GALLON AND MOTOR TUNE-UP GAUGE

Marshall E. Veach, famed automotive engineer, tested the "Mile-O-Meter" on 118 cars of all years and makes. He used the scientific "Vernimetric" system of gasoline measurement. This is calibrated for one mark on the Vernier tube for each eight feet of vehicle travel. Read his report of "Mile-O-Meter" accuracy, in the lower left hand corner!

"Mile-O-Meter" is more than an accessory, it is a Scientific Instrument of proven merit and the standard performance meter used throughout the world. Tested and approved by Engineers universally. No previous experience required to install and understand the "Mile-O-Meter", and it instantly tells you your Motor Condition and your gas consumption at every speed.

DEALERS' INQUIRIES INVITED

SEE YOUR DEALER. IF HE CANNOT SUPPLY YOU, ORDER DIRECT TODAY!

Deluxe Model with Chrome Ring 3 3/8" Dia. \$14.95 ^{7/16} Standard Model 2 3/8" Dia. . . . \$9.75 ^{7/16} Both Incl. Fed. Tax

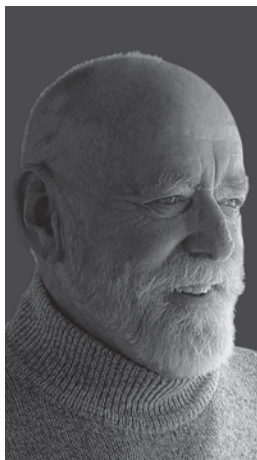
GALE HALL ENGINEERING DEPT. 149 BOSTON 18, MASS.

The most important new meter in America

April 1952 Eleven

Motor Trend
April 1952

Courtesy of the Matthew Litwin Collection



In the old days,

if your car

wouldn't start

due to a flat

battery, you got

some friends to

help push it to

get it started.



In a Fix

Today, if you break down on the highway you need to play your cards right. I am not referring to the jack of hearts either.

I am talking about cards from the Auto Club and Mastercard. Fixing your new car by the roadside in order to get home is out of the question. Today's cars are so technically complex that nobody even bothers to open the hood. Better to open an account with Visa before leaving on the trip.

For those born recently, it might surprise you to know that there was a time when there were no cell phones, no credit cards and no onboard computers. In fact, the few computers that existed took up whole buildings and were so slow they could be outrun by a Chinese accountant with an abacus. Back then, most people relied on the computers in their heads to solve problems.

By the way, there was no Internet on which to order parts either. To do that, you grabbed a Western Auto or Sears catalog, found what you needed and sent a letter along with a check, then waited until the part arrived by return post. That could take a week or two. In the meantime you still had to get to work, and that is where the human computer came in.

Remember pushing cars? In the old days, if your car wouldn't start due to a flat battery, you got some friends to help push it to get it started. Generators made that possible, but cars equipped with alternators and automatic transmissions can't be roused from the dead that way. In the old days, you just put the car in second gear, turned on the ignition, got your buddies to push, and then dumped the clutch as soon as they car got rolling good. Of course you treated your pals to a Brew 102 later.

Earlier, with Model T Fords, if the fan belt broke (there was only one) and you did not have a spare, you could take off your flat leather belt, wrap it around the pulleys and cinch it up. It would get you to town, though the clacking of the buckle would be irritating. Belts were also useful to replace babbitted rod bearings. You could scrape out the old bearing and wrap a piece of the belt cut to size around the crankshaft journal, tighten the bearing cap into place; and if you didn't push it, you could get where you needed to go.

My father-in-law made it from Oklahoma

to Los Angeles back in the Depression in a Model T thusly repaired. Top end was 25 miles per hour, and they drove mostly in the early morning and at night, but they made it. As the oil soaked into the leather it became harder and more resilient. Once the old man and his pals got to the Golden State and found work they installed a new rod, but that took time.



DANIEL STROHL

Another situation that used to crop up now and then was a leaking freeze plug. Actually, "freeze plug" is a misnomer. Those holes in the side of your classic's engine were not to prevent cracking under freezing conditions. They were there so the manufacturer could dump the sand out of the casting. They are too low to be effective to prevent

cracking. At any rate, when a freeze plug leaked, it could be replaced with a piece of soft wood whittled to a snug fit and hammered into place. It would weep a little until the wood swelled, but it would hold for as long as required. Even a downed tree branch would work in a pinch.

A leaking radiator could be fixed by squeezing off the offending tube using a pair of screwdrivers. But you had to be careful. One motorhome owner I know of inserted the screwdrivers a smidge too far and they caught in the fan. Goodbye radiator. Hello emergency room.

In Baja California years ago, an intriguing event happened during the Baja 1000 off-road race. One of the entries had lost the gear oil out of its differential. The mechanics had the pan off the pumpkin wondering what to do, when a member of the press wandered by eating a burrito the size of a pillow. The mechanic snatched it from the scribbler's greasy hand and slapped it on the ring and pinion gears, then bolted the pan back up and they were on their way. As I remember, they placed reasonably well.

Don't try such fixes with your Escalade or Elantra, though. They would void that expensive, useless 100,000-mile warranty you paid for whether you realize it or not. Instead, just play your cards right and pay the bill. It is the only way today. Fiddling with anything electrical could ruin that irreplaceable onboard computer, and trying to stop a leak in a plastic radiator with screwdrivers would be futile to say the least. And unless you can push the car all the way to the next town, don't try pushing it either. 🐾



HILTON HEAD ISLAND

Auction

11.5.16 | HILTON HEAD ISLAND, SC

THE OFFICIAL AUCTION HOUSE OF THE HILTON HEAD ISLAND
MOTORING FESTIVAL & CONCOURS D'ELEGANCE



1959 Cadillac Series 62 Convertible

CONSIGNMENTS WELCOME
877.906.2437

Auction License: #AB1943 • Auctioneer: Brent Earlywine AU942

AUCTIONS AMERICA
★

auctionsamerica.com

|



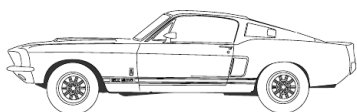

HILTON HEAD ISLAND
MOTORING FESTIVAL
& CONCOURS D'ELEGANCE

"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."

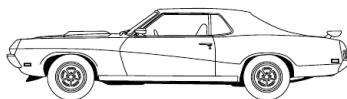
Brent B. — Iowa

Make your dream happen.

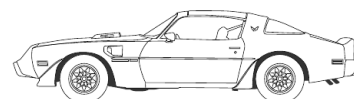
**4 LOCATIONS NATIONWIDE • HUGE IN-STOCK INVENTORIES
24/7 PHONE SUPPORT • LOW SHIPPING RATES**



65-73 MUSTANG



67-73 COUGAR



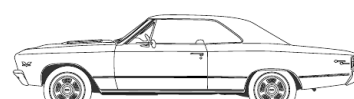
67-81 FIREBIRD / TRANS AM



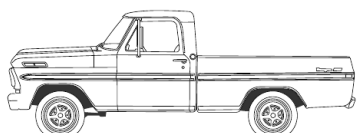
79-04 MUSTANG



67-81 CAMARO



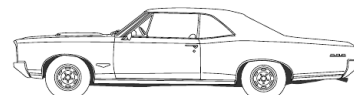
**64-87 CHEVELLE
MALIBU / EL CAMINO**



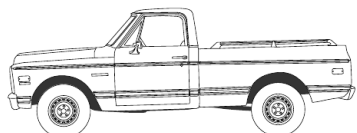
48-96 F-SERIES TRUCK



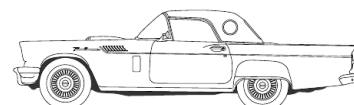
66-96 FORD BRONCO



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
YEARS**

Restoring
American
History
Since
1976.

**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