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1966 CHEVROLET BISCAYNE RACE CAR

Documented L72 427/425hp with 4-speed manual transmission. Included is the original dealer invoice and period racing photos. ACAA National Award and Race Car Certified. **No Reserve**



1965 PONTIAC GTO

Restored to PHS paperwork: 389/360hp Tri-Power engine, 4-speed manual transmission, 3.90 posi-traction rear, metallic brakes, red line tires. 2016 GTO Nationals Gold Award, 2016 MCAAN Gold Award. Judging sheets, restoration history and photos included. **No Reserve**



1964 PONTIAC GTO

Black on black. 389/348hp Tri-Power engine with a 4-speed manual transmission, Safe-T-Track rear, heavy-duty brakes and radiator. Original sheet metal, interior, drivetrain. **No Reserve**



1965 SHELBY GT350 FASTBACK

Early-production Shelby GT350, #199 of 562. Original Shelby-modified 289/306hp engine with 4-speed manual transmission. In Shelby American World Registry; original delivery documentation to Tasca Ford. SAAC has verified the VIN and Shelby numbers match. **No Reserve**



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1969 CHEVROLET CAMARO ZL1

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EDITOR'S NOTE: This column originally ran in HCC #120, but as its subject continues to be as relevant as ever, it is being reprinted here.

Confused Definitions

As old-car and truck collectors, sometimes our enthusiasm clouds our vision, and we see things better than they really are. This unintentional misconception of reality can make its way into our automotive conversations and—when it comes time to part with one of our beloved vehicles—into the classified ads we write to sell them. For years, certain misleading and downright incorrect descriptive words and phrases have been used in our hobby, which, like fables, are quickly adopted by new folks because they just don't know any better. So, let's set some things straight.

"It's an 'antique' if it's 25 years old...."

This is perhaps the biggest falsehood of all time. Just because many car clubs, such as the AACA, state that a car has to be 25 years old to qualify for admission, that doesn't mean that something is an authentic "antique," or "classic" for that matter. There are many different classifications, depending on the year, make, and model of the car. The general consensus is that cars of the early postwar era can be referred to as "classics," but usually anything built from the mid-'70s onward is simply called a "collector car." Therefore, all desirable old cars are collector cars; however, not all collector cars are classics or antiques.

"Mint condition..."

The only thing that can be labeled "mint" is an uncirculated coin that has never been touched. Even cars that had just rolled off the assembly line were not mint as they had handprints all over them. So let's toss this overused, mislabeled term aside and replace it with something more appropriate and more truthful; how's "excellent showroom condition" sound?

"One owner..."

Whether your name is on the title or not, if you're the person selling the car and you did not buy the car when it was brand new, then it's not a one-owner car. Not that this really matters to many people, because it doesn't, but we need to state the facts as they are. It's not good to mislead a potential buyer into thinking otherwise.

"100-percent original! New paint and interior!"

Any major item that has been replaced or refinished renders a car non-original. The car may be restored or rebuilt to original specifications, but it's not original. Authentic original cars still wear the same paint the factory applied when it was first built, and upholstery, drivetrain, and everything else, too. As soon as a car is repainted, or its interior or engine replaced, it's no longer original.

"Convertibles are worth more."

In most cases, this may be true, because as the saying goes: "When the top goes down, the price goes up." However, not everyone in the market for a collector car wants a convertible. Many enthusiasts prefer the security and comfort of a fixed roof. For those who enjoy spirited driving on curvy roads, fixed-roof cars handle far better because their chassis don't flex as much as convertible bodies do.

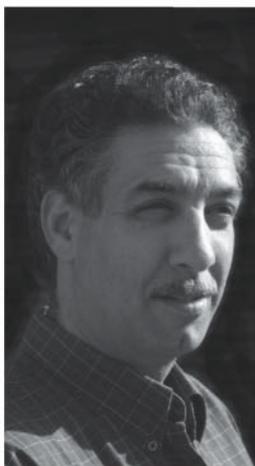
"New paint makes a car more saleable."

Sometimes cars are painted before they're put up for sale to hide rust or recent accident damage, which causes more knowledgeable buyers to be suspicious. It's better and easier to sell a car with its old paint because the buyer will be more able to see just how honest the car really is, and if its body has had any prior damage. In many cases, cars with their original paint—however faded and scratched that paint may appear—will command a far higher price because unrestored original cars are fast becoming the most desirable type of collector cars to own.

"Bigger engines are more desirable."

Not everyone who owns a muscle car or full-size car wants a big-block V-8. Small-block V-8s are lighter, so the car will handle better. And sometimes a larger engine can be overstressed, which can make it less durable and overheat quicker. Also, keep in mind that in today's world, an engine that is more fuel efficient is more desirable, especially for those owners who plan to drive their old cars regularly. 🏁

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JEFF KOCH

Happy Days Are Here Again

THIS YEAR MARKS THE 10TH ANNIVERSARY OF THE VINTAGE CHEVROLET CLUB OF America's Happy Days tour. Hosted by the Blue Ridge Region and based out of Mt. Airy, North Carolina, the April 29 through May 3 event will take participants in their 1955-'93 Chevy and GMC vehicles around the Blue Ridge Mountains, and will include Southwest Virginia and visits to the NASCAR Hall of Fame and the Billy Graham Library in Charlotte, North Carolina. Mt. Airy is Andy Griffith's hometown, so there will be trips to the Snappy Lunch Diner, Floyd's Barbershop, Andy's boyhood home, and the Andy Griffith Museum. For more information about Happy Days X, contact Tom Inman at 276-694-3800 or 57tdinman@embarqmail.com.



TERRY SHEA

CCCA Events

THE CLASSIC CAR CLUB OF AMERICA has finalized its 2018 calendar, and there will be events taking place all over the country. The Grand Classics are open to everyone and are the premier shows for CCCA. Each Grand Classic features a judged car show as well as a touring event, should you have a nice driver that you don't want to put on the judging field (which is available to all members of the CCCA). Keep in mind, each event is primarily based on cars made from 1915-1948 and others that fit within the Classic Car Club's criteria. For more information, visit www.classiccarclub.org.

- **MARCH 16-18**
Rancho Santa Fe, California
- **MAY 2-6**
Gettysburg, Pennsylvania
- **JUNE 3**
National Grand Classic Hickory Corners, Michigan
- **JULY** (date not set)
Ohio region
- **AUGUST 6** (tentative)
Wisconsin region
- **SEPTEMBER 5-8**
New England region
- **SEPTEMBER 14-16**
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- **EARLY NOVEMBER** (date not set)
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4 • Sumter Swap Meet • Bushnell, Florida
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9-11 • Winter Extravaganza • Bushnell, Florida
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18 • Buick-Olds-Pontiac-Cadillac Swap Meet
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California Dreaming

REGISTRATION HAS BEGUN FOR THE LA JOLLA Concours d'Elegance, scheduled to take place April 7-8 near the cliffs of the Pacific in San Diego. The weekend events include a Tour d'Elegance on Saturday, with the Concours taking place on Sunday. The show will feature more than 20 classes ranging from the horseless carriage era, to muscle cars and European classics. Currently, only online registration is available, so if you plan on being in the SoCal area, visit www.lajollaconcours.com for more information.

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RE: Lost Kitty

CONCEPT-CAR ENTHUSIAST MARTY MARTINO FILLED IN A LITTLE BIT OF THE HISTORY

of Ford's 1962 Cougar concept. He writes:

"When I first went to Southern California (1970), one of the first places I checked out was George Barris's shop. On the west side of his shop were two cars that I had never seen before. I was intrigued as I figured they were some kind of vintage dream cars and they had Ford badging. Both were in shabby abandoned condition.

"Years later I learned that both were built by Ford's Special Vehicles Department. They were designed and built around 1953-'54 as test mules for various features as opposed to total design concepts like most other dream cars.

"The car that really caught my eye was the D-523, a gullwinged two-seater with Futura-like low wheel wells, topped with a chrome spear. The other car was the D-524, a four-door sedan with unusually wide, low proportions. In 1962, the 523 was brought out of storage and freshened up, adding then-new T-Bird wire wheels, etc. and given the name 'Cougar.' The sedan, 524, acquired the name 'Beldone' and was restored by George Barris's friend Bob Butts in the early Nineties.

"As far as I know, the Cougar is safe in the hands of a Canadian collector."

'Bama Boattail

ON A RECENT TRIP HOME FROM FLORIDA, reader Gary Harville of Franklin, Tennessee, spotted something a little strange in Paxton, Alabama.

"At first glance I thought that it was a boattail Auburn, however, the dimensions seemed to be off, as well as a few other clues," Gary wrote.

Indeed, that boattail section

appears to be formed largely from an old Ford truck hood and pretty much every body panel connecting the tail to the barrel-shaped grille appears hand-formed.

That said, we'd love to learn more about it and whether the builder intends to finish it (or already has).



Fiero for Four

THE WHOLE POINT TO THE FIERO WAS TO BRING BACK the concept of the runabout—something small, fuel efficient, and maybe a little sporty for around-town driving—but, as we can see from this photo that Phillip Roso sent us, somebody didn't quite get the concept.

"In 1985, I was working in Lansing, Michigan," Phillip wrote. "I observed this four-passenger Fiero parked on Pennsylvania Ave. at an engineering firm. It appeared to have a small back seat, like from a Camaro or Firebird, with a window added."

If this was some sort of skunkworks development car, the engineering firm was doing a poor job of concealing it. Still, all sorts of odd things with some sort of connection to the auto industry show up on the roads of southwest Michigan. Anybody have any more information about this space(frame) oddity?



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 blog.hemmings.com/index.php/category/lost-and-found.

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One of the most dashing Rolls-Royce town cars ever built. Unusual features include brushed copper engine-turned fenders and running boards, polished copper swage lines on the bonnet, polished copper exterior and interior hardware, and radiator louvers.



1934 PACKARD 1101 CABRIOLET

Freshly restored, concours restoration of a 25,000-original-mile car (mileage not indicated on title). 320ci straight 8-cylinder engine with a 3-speed manual transmission. Beautiful color combination with a red interior; a very nice Packard.
No Reserve

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BONHAMS

Oklahoma Thunder

LEAKE AUCTION COMPANY RETURNS TO Oklahoma City February 23-24 at the Bennett Event Center in the State Fair Park. Last year's auction saw total sales over \$10.4 million, with a 79-percent sell-through rate. Consignments are being accepted now, and there is an estimate that there will be 500 cars and trucks available to find new garages. If you're planning on being in the Sooner state, visit www.leakecar.com for more information.

Bonhams Results

BONHAMS WRAPPED UP ANOTHER AUCTION AT THE SIMEONE FOUNDATION AUTOMOTIVE Museum this past October and saw over \$2.8 million in car sales with a sell-through rate above 80 percent. A nice find was this 1963 Corvette roadster. This iconic "Fuelie" was only three owners from new, finished in Sebring Silver, and well optioned with the M-20 four-speed transmission, L84 360-horsepower fuel-injected engine with solid-lifter cam, 4.11 Positive Traction rear axle, and J65 metallic brakes. This nice Sting Ray sold at a final bid of \$82,500 including premium. Visit www.bonhams.com for a full list of results.



JIM DONNELLY

AUCTION PROFILE

THIS STUTZ WAS AMONG THE MID-1990S estate sale of Alexander Kennedy "A.K." Miller who was a well-known Stutz collector and aficionado. Hailed at the time as "King Stutz Tomb," the collection featured some of the most desirable Stutz models of the classic era.

This Model M speedster had factory racing-style "dipped" front doors and optional full rear cowl. It was said to have been accurately restored in a color scheme of dark red with black fenders and a tan fitted top. The 145-inch-wheelbase chassis is powered by the Le Mans-style Challenger engine, four-speed transmission, and superior vacuum-boosted Lockheed brakes. Its famous owner and originality, no doubt accounted for its healthy bidding.



RM SOTHEBY'S

CAR	1929 Stutz Model M four-passenger tonneau-cowl speedster by LeBaron	DATE	October 5, 2017
AUCTIONEER	RM Sotheby's	LOT NUMBER	130
LOCATION	Hershey, Pennsylvania	RESERVE	None
		AVERAGE SELLING PRICE	N/A
		SELLING PRICE	\$192,500

FEBRUARY

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zephyrhillsautoevents.com

23-24 • Leake Auction Company
Oklahoma City, Oklahoma
918-254-7077 • www.leakecar.com

23-25 • Carlisle Auctions
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www.carlisleauctions.com



RM SOTHEBY'S

Hershey Heaven

IT WAS A BIG WEEKEND FOR RM SOTHEBY'S at the Hershey Lodge during the AACA Eastern Fall Meet, October 5-6. With over \$15.9 million in total sales and a 96-percent sell-through rate, it proved to be one of the top performances of the company's 11-year history at Hershey. Among the high-selling classics, there was this 1950 Plymouth station wagon—one of only 2,072 Special DeLuxe wagons built. It showed some wear, but it was an ideal driver and a great opportunity for someone to begin a high-end restoration. In the end, the final bid hit \$23,100. Some other highlights included a White Yellowstone wagon that sold for \$165,000 and the 1933 Pierce-Arrow Silver Arrow, the first of four ever made, which traded for \$2.3 million. Results are available at www.rmsothebys.com.

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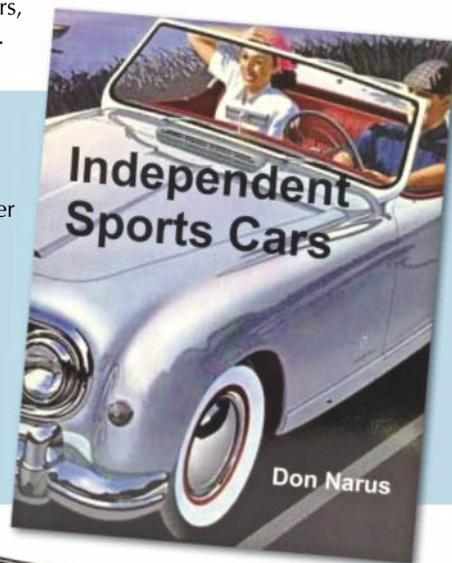


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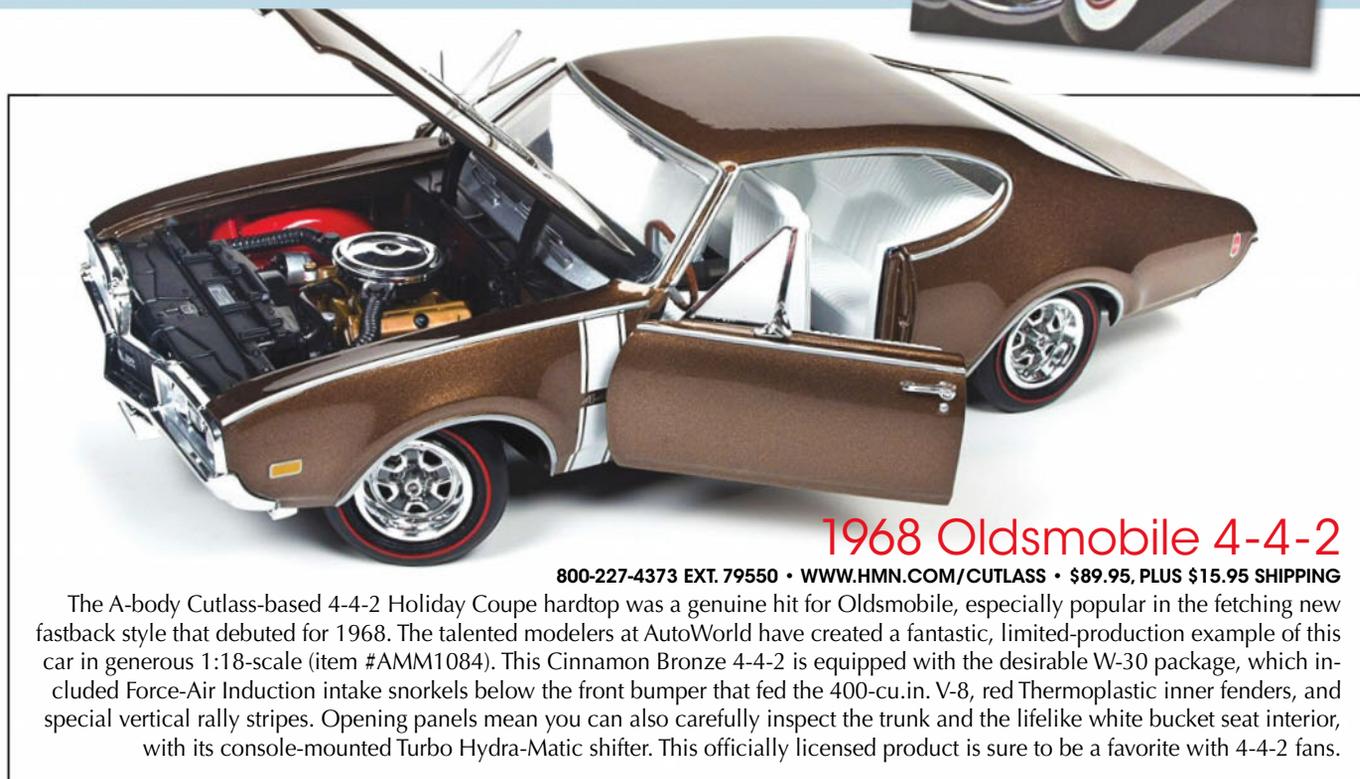
Inspired by the popular vintage “kitty kat” license-plate toppers beloved in the hot-rod and classic-car community, these new, creative, and characterful plate toppers are sure to turn heads and inspire comments. Marketed as “Coolest Badass Toppers,” these sturdy tin pieces sport colorful fine-finish lithograph printing, and feature one or more mechanical moving eyes, plus a mechanical moving tongue (Wolf) or cigar (Devil and Skull). They’re delivered in envelopes bearing vivid, full-sized graphic renditions of the characters within, and the Wolf, Devil, or Skull can also be attached to an inside window using the included suction cup. Draw a crowd at your next car show or cruise night with these toppers, and make your ride the Coolest.



Independent Sports Cars

DLNARUS@YAHOO.COM • WWW.LULU.COM • \$18.95, PLUS SHIPPING

Some of the most unusual, low-production vehicles to originate from American automaker nameplates in the postwar era have been sporting models. And those coming from independent automakers are even more obscure, because they’re rarely seen, much less celebrated in print. Prolific automotive historian Don Narus seeks to change that with his latest primer, *Independent Sports Cars*. This 108-page softcover is filled with potted marque/model histories, more than 150 black-and-white images, and basic mechanical, production, and pricing statistics on the two-doors from AMC, Studebaker, Crosley, Kaiser, the DeLorean Motor Company, Hudson, Nash, and Packard. If you’re asked about an AMX, a Hotshot, Kaiser-Darrin, an Italia, or numerous other sporty American Independents, you can quickly turn to this title for helpful information.



1968 Oldsmobile 4-4-2

800-227-4373 EXT. 79550 • WWW.HMN.COM/CUTLASS • \$89.95, PLUS \$15.95 SHIPPING

The A-body Cutlass-based 4-4-2 Holiday Coupe hardtop was a genuine hit for Oldsmobile, especially popular in the fetching new fastback style that debuted for 1968. The talented modelers at AutoWorld have created a fantastic, limited-production example of this car in generous 1:18-scale (item #AMM1084). This Cinnamon Bronze 4-4-2 is equipped with the desirable W-30 package, which included Force-Air Induction intake snorkels below the front bumper that fed the 400-cu.in. V-8, red Thermoplastic inner fenders, and special vertical rally stripes. Opening panels mean you can also carefully inspect the trunk and the lifelike white bucket seat interior, with its console-mounted Turbo Hydra-Matic shifter. This officially licensed product is sure to be a favorite with 4-4-2 fans.

Continued on page 18

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You're getting a lot for your money with this watch. The *Excursion* is the perfect companion in any locale—whether you're exploring coral reefs or investigating the rum options at a beachside bar. With a case, band and crown of stainless steel, this watch is built to last, and its water resistance rating of 20 ATM means it can handle most of your aquatic adventures to a depth of 678 feet. The striking metallic blue face reflects the deep waters it was designed to explore and its sporty screw-down crown can take the pressure in stride.

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It could be said that Preston Tucker's most famous contribution to motoring history has entered a new golden age, where remaining examples make international news each time they trade hands in the six- and seven-figure range, and replicas and tribute cars are made by firms with ties to the Tucker family. The Brooklin Collection is now offering a fresh new color of metallic green on their limited-edition 1:43-scale white metal Tucker Torpedo four-door sedan (item #BR-BK-222B), which joins the beige example that uses the same casting. The darker shade does a fantastic job of highlighting the crisp features and curves of this collectible, and the myriad external brightwork pieces add greatly to the realism. You can look inside and see the "crash compartment" that safety-minded Tucker insisted upon. A 1:1-scale 48 may be out of your financial reach, but this one is perfect for your desk or display shelf.

Jeep CJ 1972-1986

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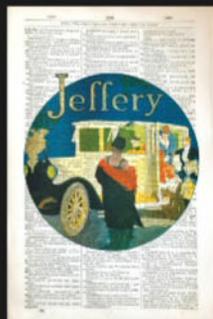
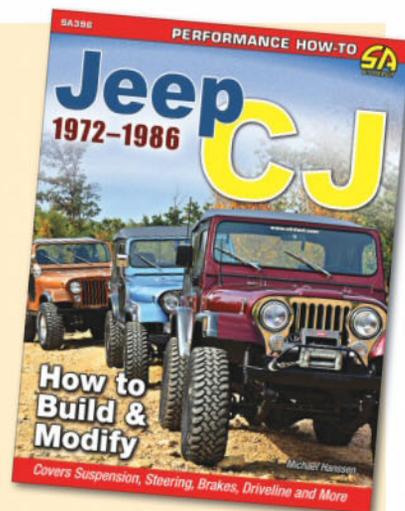
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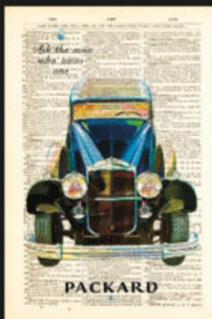
(PDF FORMAT E-BOOK)

The latest book in CarTech's Performance How-To series focuses on the ever-popular Jeep CJ models. Among the 144 pages of this softcover book, you'll discover all the insightful information and significant details regarding building and modifying those Jeep CJs that were produced from 1972 to 1986. Each of the 12 chapters zeros in on one particular area, such as chassis, transmissions, transfer cases, engines, tires/wheels, and electrical. There's even a chapter dedicated to all the different engine swaps that can be performed, plus lots of info on trail gear and outfitting your Jeep with onboard air. If you own or plan on building a Jeep for serious off-roading, you need this book.

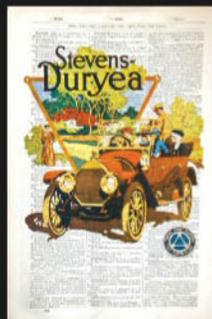
- RICHARD LENTINELLO



JEFFERY SEDAN #083



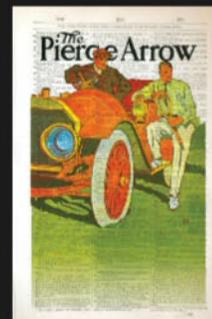
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To incurable car buffs, automotive advertising is fascinating as it shows vehicles in the context of their time, and places them in the idealized setting their makers and marketers hoped would inspire daydreaming potential buyers to open their wallets. And the older a car ad is, the more likely it is to include period-perfect stylized artwork that deserves a place of honor on a wall of our home. Karin Hernandez, proprietor of the Florida-based Print House Company, has a keen eye for vintage auto ad art, and she's found a creative way to highlight and share it.

We're fascinated with Karin's handmade dictionary art prints, which overlay colorful reprinted scans of original automotive advertising images on genuine vintage book pages to create unique wall-hangings. "Half the fun of creating my vintage car art is finding antique books to print them on," she tells us. "I can spend hours at antique shows and flea markets, looking for that perfect book that might not be in the best shape for a collector, but is just right for me! The books that I collect are very old, some rare, but are sadly falling apart, or have missing covers or pages, mostly from the 19th century and early 20th century."

She scans original examples of 1910s-'30s magazine automobile ads, then giclée-prints those scans in rich color on time-worn book pages, including those from 160-year-old dictionaries. The finished prints fit mats and frames with 5 x 7-inch openings—a custom 11 x 14-inch mat that fits the entire page, without cropping, is also available—and because each base book page is different, every eco-friendly print is unique.

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Jesse Kirby & Reuben Jackson



COURTESY SAN ANTONIO'S PIG STAND



COURTESY USPTO



COURTESY DALLAS HISTORICAL SOCIETY

"PEOPLE WITH CARS ARE SO LAZY they don't want to get out of them to eat." That was the guiding sentiment when Dallas businessman Jesse Kirby approached physician Reuben Jackson about investing in an idea he had for a new kind of restaurant.

Kirby had made his reputation selling candy and tobacco at his mercantile business on South Akard Street; Jackson had made his money as a surgeon. The collaboration produced a modest, clapboard-covered box at the intersection of Chalk Hill Road and the Dallas-Fort Worth Turnpike (now Interstate 30) in Dallas's Oak Cliff neighborhood, about one-fifth the way to Fort Worth.

"Kirby's Pig Stand," as the barbecue joint was billed, was unique not so much for the Tennessee-style chopped pork sandwiches it served in the heart of beef-brisket country, but for the curb service it offered to motorists. In 1921, curb service at downtown cafes and soda fountains was not unheard of, but the idea of ensnaring travelers along a busy highway was a novel one.

In Kirby's initial vision, white-clad, bowtie-wearing young men dashed from the building to the curb, leaping

onto running boards to take orders and return with fresh food. They were quickly dubbed "carhops," by patrons. It would be a few years before girls on roller skates displaced the young men, though by the end of the 1930s, the young lass in a majorette uniform was synonymous with in-car dining nationwide.

The next five years proved the concept, and when Kirby died in 1926, his widow, Shirley, joined Jackson to keep the business going. Jackson remained president until his death in 1955. His heirs sold out to a former carhop named Royce Hailey. One of the earliest innovations was to relocate the Pig Stand further back on the lot allowing diners to park and eat, rather than forcing them to motor away with their food—an octagonal shaped building soon followed. As the 1920s progressed, the format caught on, with many more Pig Stands and imitators springing up both in Texas and beyond.

At their peak in the early 1930s, there were more than 130 Pig Stands nationwide, ranging from California to New York. Interestingly, the chain also experimented with a drive-through-window concept, as did many of their contemporaries, but it proved less popular than the eat-in-car system, perhaps because the vehicles of the era did not so easily lend themselves to eating while driving as their successors would, four decades later.

While most places opted not to follow the route of serving Southern barbecue, other culinary innovations of the Pig Stand chain would become drive-

in staples. According to company lore, the onion ring was invented by accident in the 1930s when a Pig Stand cook fumbled a piece of onion into a bowl of batter and opted, out of curiosity, to drop it into the deep fryer. Likewise, Texas Toast supposedly gets its name from the thickly sliced bread ordered by Hailey back in the 1940s, when he was a Pig Stand manager. While it proved too thick to fit into the restaurant's toasters, a quick-thinking fry cook proposed grilling the bread instead.

Perhaps the ultimate innovation to stem from the Pig Stand system is the speaker system employed at modern drive-in restaurants. In the mid-1950s, a drive-in in Shawnee, Oklahoma, called the Top Hat, had been itself wired with a two-way communication system allowing what it called "Service with the Speed of Sound." The intercom permitted carhops to make one-third fewer trips to the customers' car. While the Top Hat was never a Pig Stand, one of its direct competitors in Shawnee was (and still is, going back to 1930). The Top Hat saw such success that it began to expand, first in Oklahoma and later nationwide. Now the chain is known as Sonic.

As for the Pig Stands, in addition to those remaining in Oklahoma, under the name of Van's, the original Texas chain survived until quite recently, finally declaring bankruptcy in 2004 and closing entirely in 2006. One location has reopened, however, the original No. 29 in San Antonio. You can still go there and get a Pig Sandwich, but you'll have to go inside—the restaurant that pioneered drive-in eating isn't a drive-in anymore. 🐷

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25401995

LIMIT 3 - Coupon valid through 4/1/18*

HaulMaster **SUPER COUPON**

72" x 80" MOVING BLANKET

SAVE 70%

Customer Rating **★★★★★**

NOW \$599

COMPARE TO BLUE HAWK MODEL:77280 **SAVE \$19.99**

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25402801

LIMIT 4 - Coupon valid through 4/1/18*

PREDATOR **SUPER COUPON**

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

Customer Rating **★★★★★**

NOW \$999

COMPARE TO HONDA MODEL:65200T2022 **SAVE \$230**

ITEM 60363/69730

ITEM 69727 shown

CALIFORNIA ONLY

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LIMIT 4 - Coupon valid through 4/1/18*

COVER PRO **SUPER COUPON**

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating **★★★★★**

NOW \$1699

COMPARE TO SHELTER LOGIC MODEL:R3377 **SAVE \$100**

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62860 shown

25405785

LIMIT 3 - Coupon valid through 4/1/18*

CHICAGO ELECTRIC **SUPER COUPON**

ADJUSTABLE STEEL WELDING TABLE

Customer Rating **★★★★★**

NOW \$599

COMPARE TO STRONG HAND TOOLS MODEL:TS3020 **SAVE \$80**

ITEM 63069

61369 shown

25406885

LIMIT 4 - Coupon valid through 4/1/18*

CENTECH **SUPER COUPON**

2/10/50 AMP, 12 VOLT BATTERY CHARGER/ ENGINE STARTER

Customer Rating **★★★★★**

NOW \$299

COMPARE TO SCHUMACHER ELECTRIC MODEL:SE-1250 **SAVE 57%**

ITEM 60581

60653 shown

25407671

LIMIT 3 - Coupon valid through 4/1/18*

CENTRAL MACHINERY **SUPER COUPON**

36" METAL BRAKE WITH STAND

Customer Rating **★★★★★**

NOW \$1899

COMPARE TO NORTHERN INDUSTRIAL MODEL:426282 **SAVE \$90**

ITEM 62518

62335/91012 shown

25412523

LIMIT 3 - Coupon valid through 4/1/18*

HaulMaster **SUPER COUPON**

STEP STOOL/ WORKING PLATFORM

Customer Rating **★★★★★**

NOW \$199

COMPARE TO GPL MODEL:H-21 **SAVE 65%**

ITEM 62515

66911 shown

25419045

LIMIT 7 - Coupon valid through 4/1/18*

WARRIOR **SUPER COUPON**

3 PIECE TITANIUM HIGH SPEED STEEL STEP BIT SET

Customer Rating **★★★★★**

NOW \$899

COMPARE TO IRWIN MODEL:15504PMSM **SAVE 85%**

ITEM 69087/60379/91616 shown

25420481

LIMIT 3 - Coupon valid through 4/1/18*

CHICAGO ELECTRIC **SUPER COUPON**

ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET

Customer Rating **★★★★★**

NOW \$349

COMPARE TO KOBALT MODEL:SBY-A13 **SAVE 56%**

ITEM 61611/46092 shown

25421794

LIMIT 4 - Coupon valid through 4/1/18*

HARDY **SUPER COUPON**

POWDER-FREE NITRILE GLOVES PACK OF 100

Customer Rating **★★★★★**

NOW \$599

COMPARE TO VENOM MODEL:VEK4145 **SAVE 55%**

ITEM 61363, 68497, 61360, 61359, 68496, 68498 shown

25442853

LIMIT 3 - Coupon valid through 4/1/18*

PITTSBURGH **SUPER COUPON**

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS

Customer Rating **★★★★★**

NOW \$599

COMPARE TO HUSKY MODEL:HOWPCSAE **SAVE 70%**

ITEM 42304 shown

69043/63282/42304

42305/69044/63171

25452103

LIMIT 6 - Coupon valid through 4/1/18*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 4/1/18.

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Frugal Ford

An entry-level but nicely appointed 1959 Edsel Ranger, in all its unrestored original glory

BY DAVID CONWILL • PHOTOGRAPHY BY RICHARD LENTINELLO





Look past the dazzling chrome and you'll notice a lot of what's missing in this car—namely an automatic transmission and a radio.

When Edsel was introduced as a new Ford division for 1958, there was some confusion as to where it was to fit in. Ford division was creeping upward, thanks to the 1957-introduced Fairlane 500, and Mercury was extending downward with its Medalist series. Lincoln had ceded the up-market realm to Cadillac, preferring to compete with Chrysler and Buick. The Continental experiment, intended to fill the gap above Lincoln, had proved short-lived after Ford Motor Company became a publically traded entity.

All of those factors combined to mean that the divisional gap perceived by Ford product planners in the late 1940s had essentially evaporated by the time the new division bowed. Toss in pale build quality, thanks to assembly lines shared with Ford and Mercury cars, and a nationwide recession that had Americans thinking about sensible Ramblers rather than insolent chariots from the

likes of Oldsmobile and De Soto, and you had the makings of an exceedingly lackluster introductory year.

For 1959, Edsel division had curbed some of its excesses, both in styling and in sheer volume of models and gadgetry, and retrenched with a mere 10 variations spread across three trim lines—now all based on Ford bodies rather than the mixture of Ford and Mercury platforms used the year before. At the top of the heap were the Corsair convertible at \$3,072 and the nine-passenger Villager station wagon at \$3,055. The price leader was the Ranger two-door sedan, with a base price of \$2,629.

As introduced in 1958, that Ranger sedan would have come standard with an Edsel-exclusive 303-hp, 361-cu.in. FE-series V-8. But for 1959, the so-called “Super Express” V-8 (also known as the E-400, for the amount of torque it produced) had been reduced to a mere option. Standard in the Ranger line was a 200-hp, 292-cu.in. Y-block V-8, with a 332-cu.in. FE-series “Express” V-8 slotted just above it in the hierarchy.

The truly cost-conscious could opt for the “Ranger Six,” which was a 223-cu.in. straight-six producing 145 horsepower. As a delete option, the Ranger Six trimmed \$84 from the price of a 1959 Edsel.

Another feature that had received considerable fanfare for 1958 was the Teletouch-drive automatic transmission shifter, which placed the gear selector pushbuttons in the center of the steering-wheel hub. This, too, had been quietly dropped for 1959, with a regular column shifter taking its place, even when an automatic transmission was specified.

Manual transmissions, always standard in the Ford-based Edsels of 1958, continued to be available, also operated via a lever on the steering column. While overdrive was an option for 1958, it wasn't officially offered for 1959, though some cars were produced with it.

In some ways, discussions about six-cylinder engines and manual transmissions in Edsels would seem to be purely academic. When the Ford public-relations machine had swung into action in 1956 to start building public interest in the new division, it hadn't emphasized how much like the established products

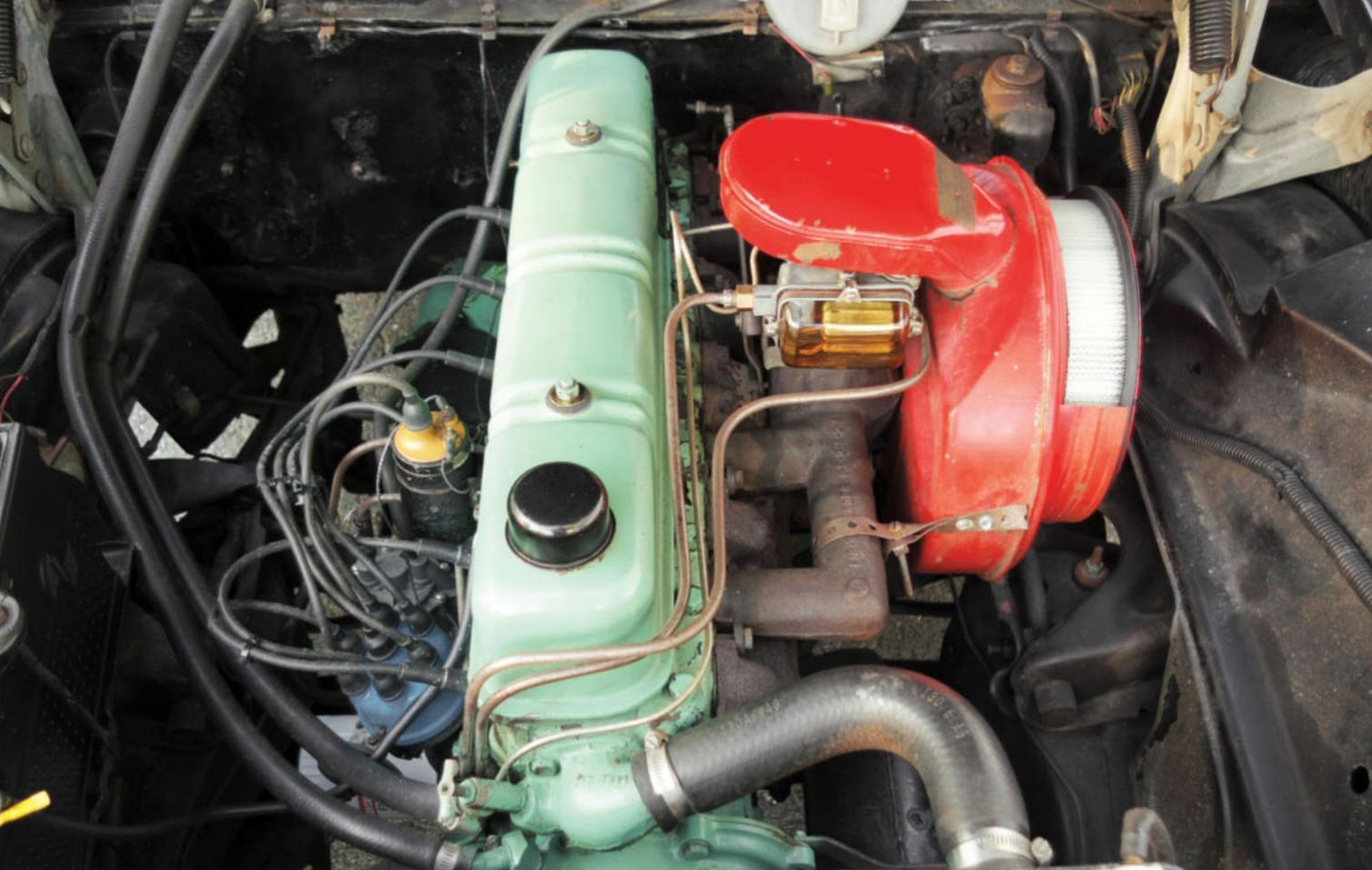


The black-and-silver interior was changed February 6, 1959, to utilize black cloth leftover from 1957 Mercury production.



Oval pods and "Edsel" scripts help to disguise what is otherwise a standard Ford instrument panel. Exterior styling, likewise, was very Ford-like in 1959, with the exception of a heavily revised vertical grille was intended as an Edsel hallmark but became the butt of many jokes.





Specifying the 145-hp, 223-cu.in. six-cylinder earned the buyer a \$83.70 credit and got an engine identical to standard Fords. Glass-bowl Holley carb and "mustard-top" coil are characteristic of the Ford six-cylinder.



from Ford and Mercury the new car would be, but rather how radically different and new the Edsel was. The pre-introduction ad campaign for Edsel was the very essence of postwar American optimism.

While most indications are that Ford really wanted to build something truly unique, reality has a way of interfering—especially in a publicly traded company. So Ford did what it considered the next-best thing—it gave Edsel a lot of interesting features (some would say gimmicks) not available in regular Fords and Mercurys. The result is that, after the horse-collar grille, Edsels are best remembered for the sheer amount of optional equipment usually seen on them.

Our feature car, on the other hand, is interesting because it lacks all of that. Not only is it a 1959 model, and thus somewhat de-contented compared with the over-the-top offerings of 1958, but it was purposely ordered without a single option and with the V-8 engine deleted. When is the last time you saw an Edsel wearing simple center caps instead of full-disc wheelcovers?

So, why was this car produced? Certainly it would make some sense as a kind of low-key performance machine if it was or-

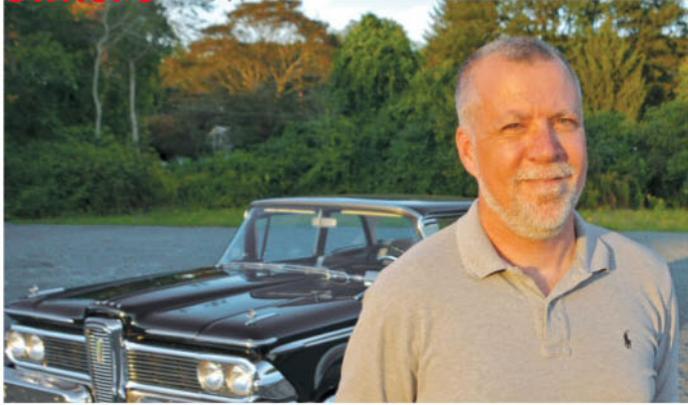
dered with the Super Express V-8. Or maybe as someone's idea of an economy car if it had one of the rarely seen overdrive transmissions behind the six-cylinder. But it simply seems to have been deliberately ordered with everything that wasn't mandatory removed. The fact that the heater wasn't deleted seems to be a concession attributable to it originally being sold through a dealership in Woonsocket, Rhode Island—there was no way to sell a car without a heater in New England, even in 1959.

That dealership, long-gone Jay Motors, likely ordered this car for one reason only: To advertise just how cheap one could get into an Edsel. While Edsel's exact relationship to Mercury was somewhat nebulous in 1958, it was clear that the division slotted some above Ford and was roughly equivalent to Oldsmobile or De Soto.

Thus, if you flipped open your *Providence Journal* one Sunday and inside was an ad claiming you could get into an Edsel for a mere \$2,545, which was less than the cost of a Ford Fairlane 500, you might be tempted to take a drive up and check it out. The dealer, of course, is hoping you'll go home with a V-8-powered Corsair with an automatic, not the bare-bones Ranger he lured you in with.

Of course, someone eventually bought that loss-leader special.





I was always a fan of the notorious, unloved cars—orphans and the like. The Edsel is the poster child for that. I love controversial cars, and you couldn't give me a Camaro or Mustang. I am particularly fond of the classic Fifties/mid-century design of this one, and I plan to preserve it in its original condition for future generations. It will receive regular maintenance for preservation only.

I really like the design and reputation of this particular car. I feel I need to constantly defend it. Having owned Corvairs since I was 15, I'm used to defending an undeserved reputation.

Whether it was the unusually stripped nature of the car, or the fact that the discontinuation of the Edsel division was announced not long after he bought it, the original purchaser must have known he had something special—and fairly early on, too. That thrifty Yankee held onto this car for the next quarter-century, but drove it only sparingly.

Ultimately, however, the original owner elected to part with his unique Ford. His original plan was to trade it in on a new Escort. As it happened, the man who would become the car's second owner saw it on one of its last trips out, at a local grocery store not far from where the car sold new. Upon hearing of the owner's plan to replace the Edsel, the prospective new owner managed to make a better offer and took home the car with only around 80,000 miles on the odometer.

Over time, the car became something of a legend among Edsel aficionados in the Northeast, making occasional appearances at shows in the region. It wasn't yet known to John Wingle, of Weymouth, Massachusetts, however, when he spotted it for sale on the internet one February night last year.

John is a fan of the unusual, telling us, "I'm about the biggest orphan-car fan around." With a collection that contains Ramblers, Packards, Studebakers, and several Corvairs, Edsels were on John's radar as a natural complement to the orphans and oddballs already in his garage.

While an Edsel enthusiast in general, John actually confesses an initial preference for the 1958 models, due to their purer styling and available gizmos, but this particular '59 Edsel struck him both for its unusually plain-Jane nature and its extraordinarily original condition.

"It's incredible originality that generally attracts me to any vintage car," and like most fans of unrestored examples, he cites the better driving qualities of preserved cars versus restored. John doesn't put many miles on the Edsel—both out of deference to its safeguarding and because it takes a while to rotate through all the cars in his collection. He says the car drives "like a tugboat on four wheels. But in a good way!" and was willing to let us test out that very Tom McCahillian turn of phrase when *HCC* editor Richard Lentinello shot these photographs.

Positioning himself in the silver-and-black, vinyl-and-cloth interior, Richard grips a wheel and looks at a dashboard very similar to that found in a 1959 Ford. The black cloth in this interior actually went through a few iterations, including a stint using leftovers from 1957 Mercury production—possibly an indicator of how far

the Edsel marque had fallen in the company's favor. Similarly, the taillamp lenses in 1959 were closely related to the lenses found in 1958 Continentals, another economy measure.

Richard admits some initial trepidation upon driving an Edsel for the first time, saying it "always makes for a circumspect yet interesting experience due to the unfamiliarity of the car itself." But he reports that he quickly warmed to the experience and found that "driving this handsome Edsel was no different than driving any other full-size American car from the Fifties and early Sixties—you drive it, it doesn't drive you. It requires total concentration at all times, and a somewhat defensive, cautionary attitude."

Part of that required defensive attitude may stem from the solid-but-sluggish six-cylinder engine, which makes acceleration a more leisurely experience than that to which modern traffic is accustomed. The platform itself was also intended for more power, as well as other conveniences.

"Built without power steering or brakes, the steering wasn't the most precise," Richard relates, "But thanks to the big-diameter steering wheel, it wasn't a hardship either. You simply need to plan ahead prior to negotiating a turn. Surprisingly, the body exhibited a bit more roll than I would have liked."

One bright spot was the stopping ability. "The four-wheel drum brakes slowed the car quickly, as needed, and in a reassuring manner. There was never a sense of panic."

Ford was well-known in the 1940s, '50s, and '60s for crisp, precise column shifters, and the low-mileage Edsel is no exception. "Shifting the column-mounted shifter into gear was well defined as to which gear you were selecting, and the clutch was fairly light yet firm."

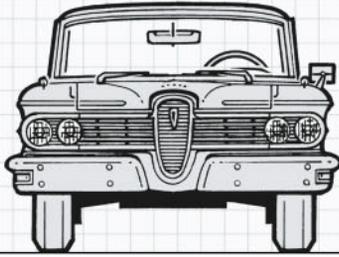
"The instrument panel, with its horizontal speedometer up top," Richard goes on to say, "made seeing the car's rate of speed a quick and easy encounter." This despite the fact that its ornate nature made it somewhat "dazzling to the eyes in the late afternoon sunshine, thanks to its lavish use of chrome trim."

Richard sums up driving the Edsel as "simply a nice, well-balanced driving experience backed by a compliant suspension that made the drive all the more comfortable." This meshes with John's report that the first time he ever fell asleep in a car, it was in his 1959 Edsel—a testament to the fact that by 1959, Ford had worked out most of the quality control issues that plagued the first year of Edsel production, leaving an easy-riding, smooth platform built to a standard consummate with its competitors in the middle-price classes. 🐾

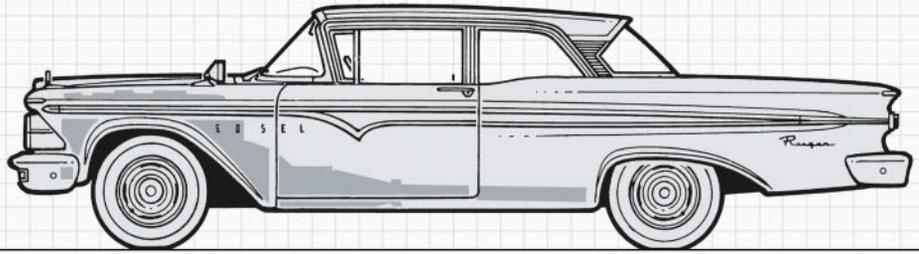


1959 EDSEL RANGER

ILLUSTRATIONS BY RUSSELL VON SAUERS,
THE GRAPHIC AUTOMOBILE STUDIO ©2018 HEMMINGS CLASSIC CAR



← 59 inches →



← 120 inches →

SPECIFICATIONS

PRICE

BASE PRICE	\$2,629
PRICE AS PROFILED	\$2,545.30
OPTIONS	Ranger Six, \$83.70 credit

ENGINE

TYPE	OHV straight-six, cast-iron block and cylinder head
DISPLACEMENT	223 cubic inches
BORE X STROKE	3.625 x 3.594 inches
COMPRESSION RATIO	8.4:1
HORSEPOWER @ RPM	145 @ 4,000
TORQUE @ RPM	206 lb-ft @ 2,200
VALVETRAIN	Hydraulic lifters
MAIN BEARINGS	Four
FUEL SYSTEM	Holley Model 1904 one-barrel, down-draft carburetor; mechanical fuel pump
LUBRICATION SYSTEM	Full-pressure; mechanical pump
ELECTRICAL SYSTEM	12-volt
EXHAUST SYSTEM	Single

TRANSMISSION

TYPE	Three-speed manual, with column-mounted shifter
RATIOS	1st 3.09:1 2nd 1.92:1 3rd 1.00:1 Rev 3.15:1

DIFFERENTIAL

TYPE	Hypoid bevel
GEAR RATIO	3.56:1
DRIVE AXLES	Semi-floating

STEERING

TYPE	Recirculating ball, unassisted
TURNS, LOCK-TO-LOCK	Five
TURNING CIRCLE	44 feet

BRAKES

TYPE	Self-adjusting hydraulic drum, unassisted
FRONT	11-inch diameter drums
REAR	11-inch diameter drums

CHASSIS & BODY

CONSTRUCTION	Steel body on perimeter box-type frame
BODY STYLE	Two-door, six-passenger sedan
LAYOUT	Front-engine, rear-wheel drive

SUSPENSION

FRONT	Independent; unequal-length A-arms, coil springs, hydraulic shock absorbers
REAR	Live axle; parallel leaf springs, hydraulic shock absorbers

WHEELS & TIRES

WHEELS	14 x 5.5-inch stamped steel
TIRES	7.50 x 14 Firestone blackwall bias-ply

WEIGHTS & MEASURES

WHEELBASE	120.0 inches
OVERALL LENGTH	210.9 inches
OVERALL WIDTH	79.8 inches
OVERALL HEIGHT	56.0 inches
FRONT TRACK	59.0 inches
REAR TRACK	56.4 inches
CURB WEIGHT	3,446 pounds

CAPACITIES

CRANKCASE	4 quarts (5 with filter)
COOLING SYSTEM	15 quarts (16 with heater)
FUEL TANK	20 gallons
TRANSMISSION	3 pints

CALCULATED DATA

BHP PER CU.IN.	0.65
WEIGHT PER BHP	23.77 pounds
WEIGHT PER CU.IN.	15.45 pounds

PROS & CONS

- + It's a '50s icon
- + Shared parts with Ford
- + All the bugs were worked out by 1959
- Not really as unique as it appears
- Reputation as synonym for "failure"
- Not "Edsel enough" for some compared with 1958

WHAT TO PAY

LOW
\$6,000 – \$8,000

AVERAGE
\$13,000 – \$15,000

HIGH
\$18,000 – \$22,000

PRODUCTION

1959 2-dr Hardtop	5,474
1959 2-dr Sedan	7,778
1959 4-dr Hardtop	2,352
1959 4-dr Sedan	12,814

CLUB CORNER

INTERNATIONAL EDSSEL CLUB

1215 Houston Drive
Murfreesboro, Tennessee
37130
www.internationaledsel.com
Dues: \$30/year

EDSEL OWNERS CLUB

1740 NW 3rd Street
Gresham, Oregon 97030
www.edselclub.org
Dues: \$35/year

Edsels That Never Were

Would Edsel have suffered a less inglorious fate if management had said yes to some of these stillborn designs?

REPRINTED FROM *SPECIAL INTEREST AUTOS* #1 — OCTOBER 1970

With the first Edsel in metal, one of the five designers responsible for its styling sat down and spontaneously put together a scrapbook. This was mid-1958.

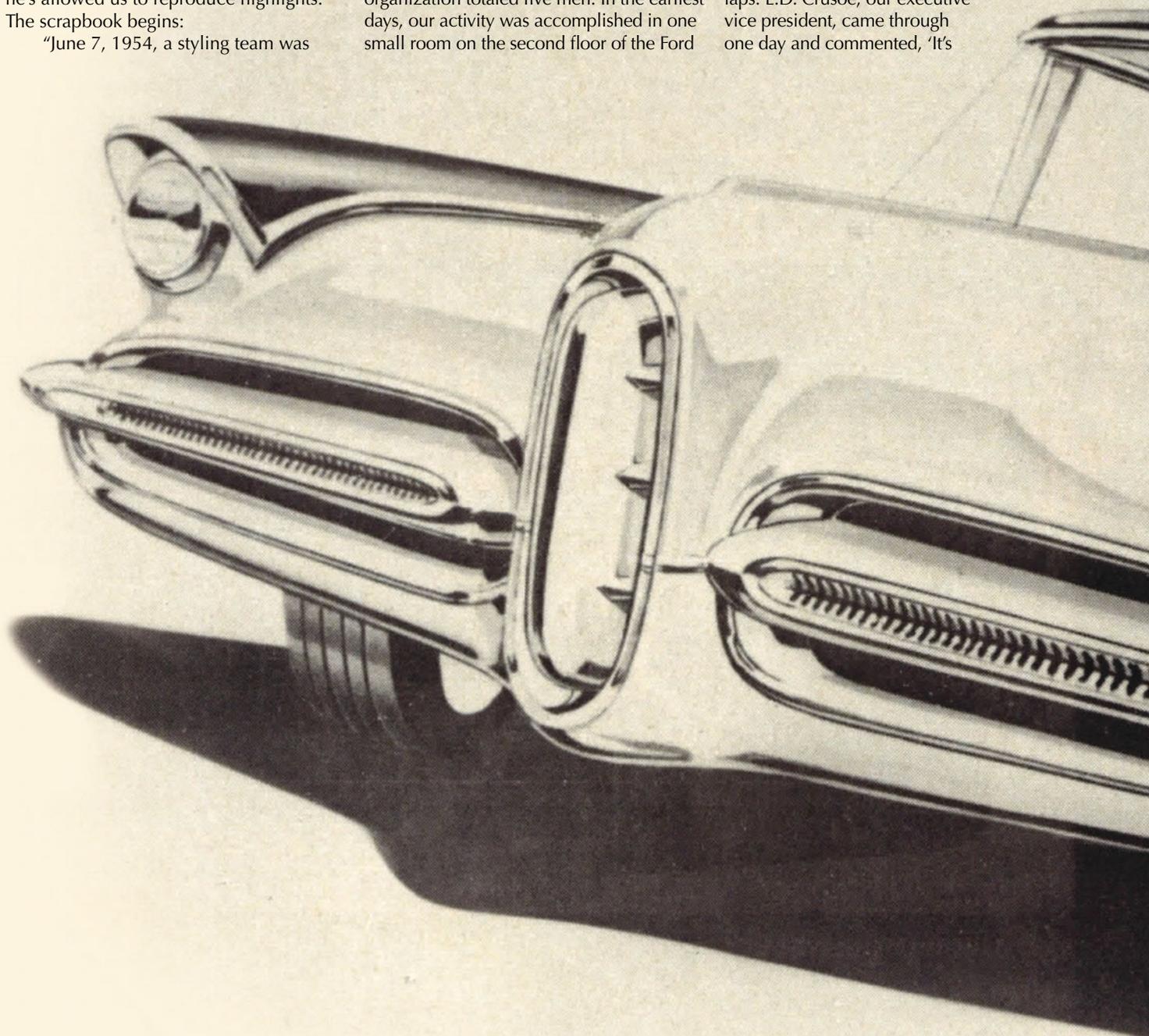
The designer has asked to remain anonymous. His scrapbook covers too many pages to reprint here in toto, but he's allowed us to reproduce highlights. The scrapbook begins:

"June 7, 1954, a styling team was

formed to undertake the conception of an entirely new automobile." Now this is a rare privilege indeed in a company as well established as the Ford Motor Co. Here would be a car with no past history and no precedents. This proved both an advantage and a tremendous challenge.

"Within several weeks our new studio organization totaled five men. In the earliest days, our activity was accomplished in one small room on the second floor of the Ford

styling building—barely big enough for the five of us to move around in. As we got bigger, we moved to the basement of the same building. At first this space seemed more than adequate, but as we started building full-sized models and brought more men and equipment in, we soon found ourselves sitting in one another's laps. L.D. Crusoe, our executive vice president, came through one day and commented, 'It's

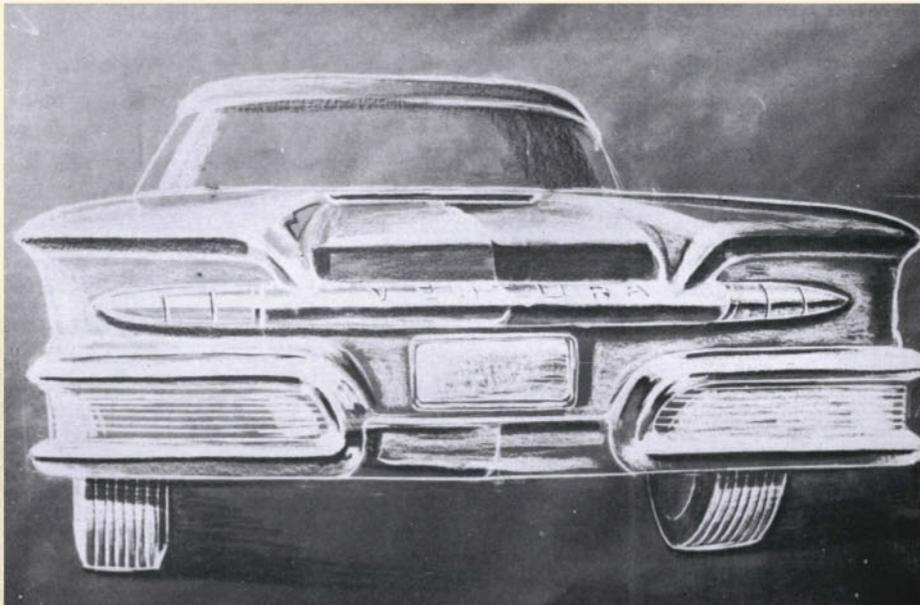


like trying to build a locomotive in a closet.'

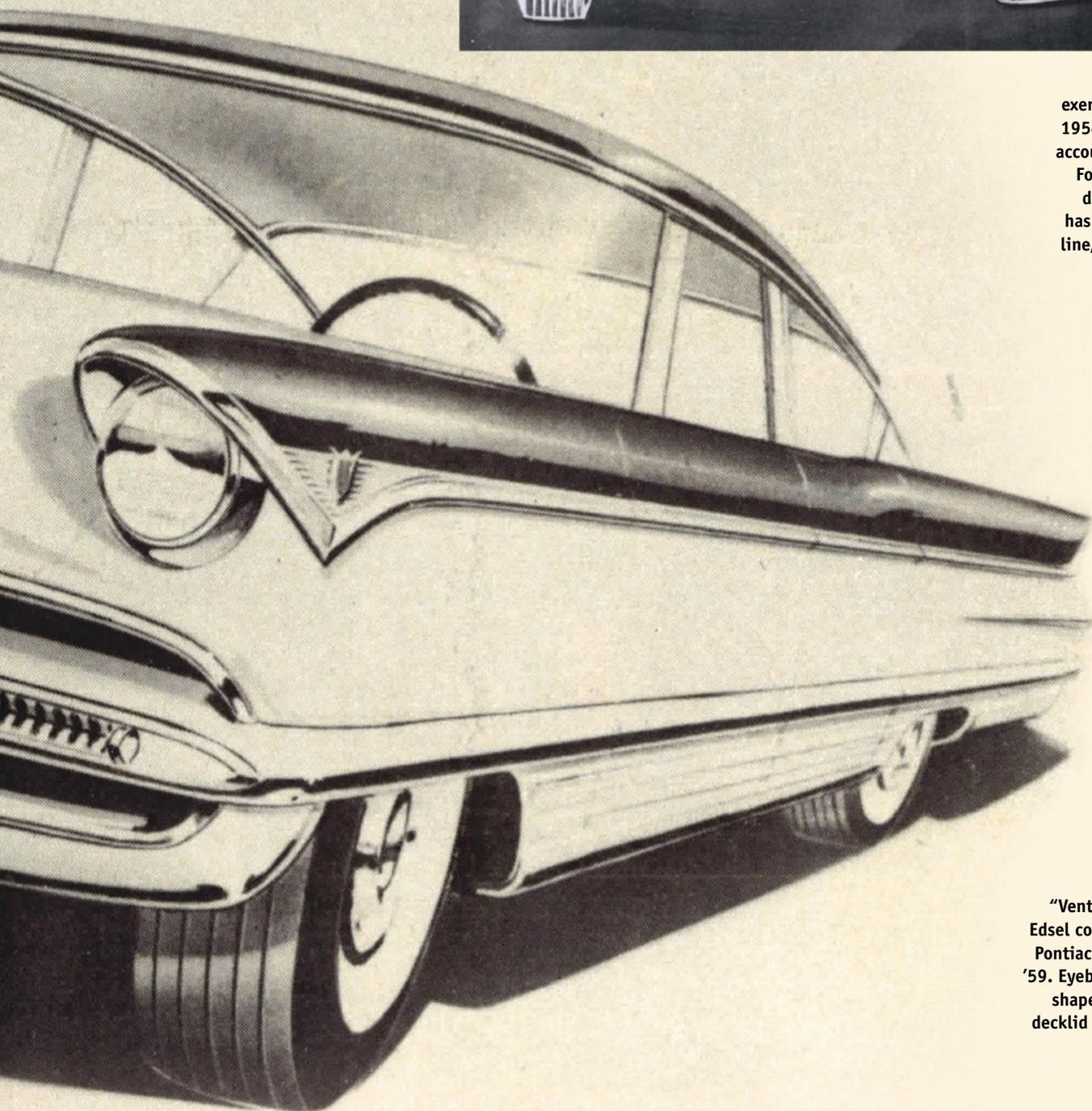
"Because we started out as a small, closely knit group with a common purpose, our spirit grew with the organization. A wonderful esprit de corps prevailed which, we believe, played a major role in the styling of this great car.

"From the beginning, we were faced with a real dilemma: How to go about styling a brand-new automobile. Before we ever put pencil to paper, we all sat down and discussed what our objectives should be.

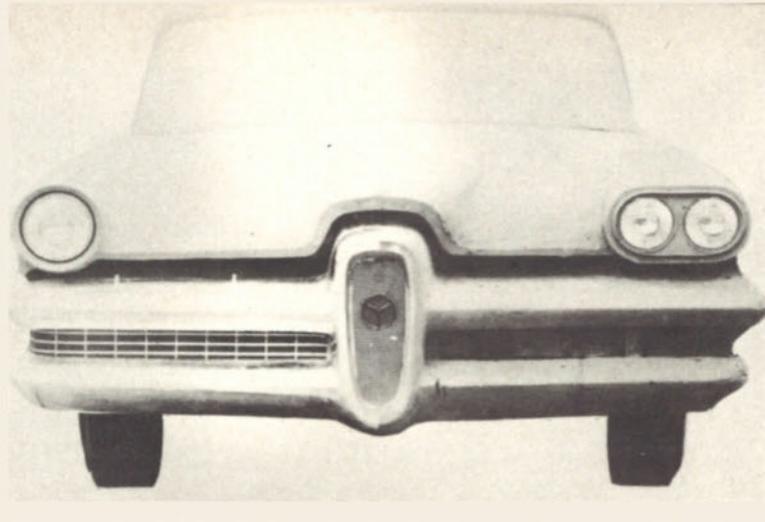
"We started by establishing a premise as idealistic as we felt we would be able to achieve. Then we set out to analyze automotive styling, past and present,



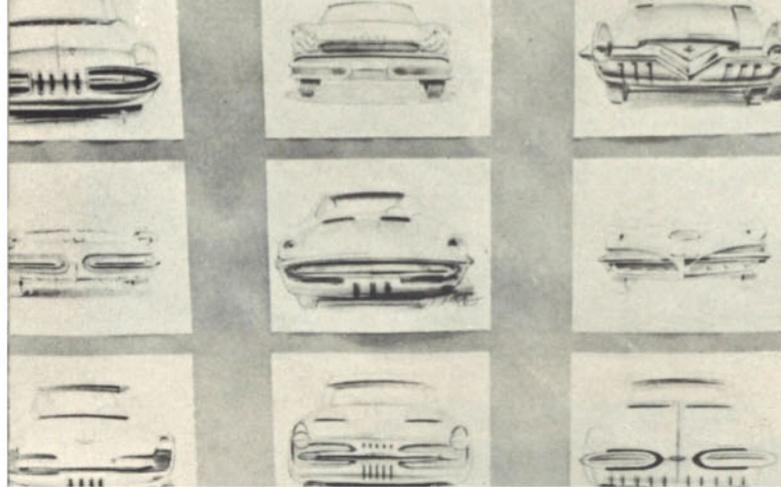
Edsel styling exercises began in 1954, which helps account for the '55 Ford look in this drawing. It also has a Lincoln roof line, but the grille is Edsel.



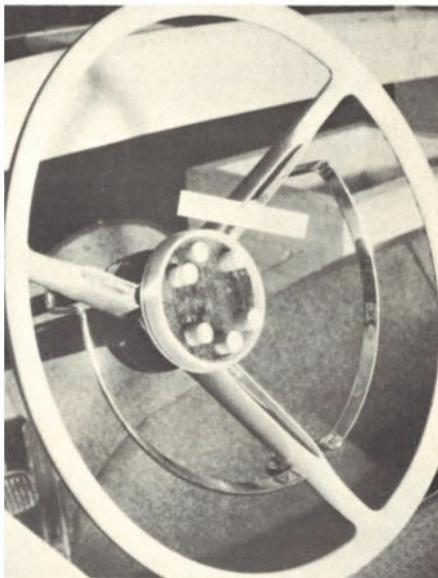
"Ventura" was early Edsel code name when Pontiac grabbed it for '59. Eyebrow rear takes shape here, as does decklid recess as used on '58 T-Bird.



This clay from mid-1955 tries two effects, one on each half. By this time, Ford execs said Edsel would have to share a Ford body shell.



These studies for the 1960 Edsel got rid of the horsecollar grille. By that time it was clear that vertical theme was the kiss of death. As it turned out, the production Edsel grille for 1960 looked like a direct copy of the 1959 Pontiac—an unfortunate coincidence.



After experimenting with automatic transmission buttons behind the steering wheel, Edsel engineers decided to put them into the hub, an idea then in use by Packard.

as well as cars in general. We made an appraisal of those cars we considered the style leaders in the [mid-price] field, why they were, and how they got that way. The best sellers of that year's [1954] market were evaluated in terms of product identity, evolution, and the indicated styling trends.

"Silhouettes of competitive makes, including our own company products, were made to compare front, side, and rear elevations; also the pertinent style line or ornamentation which we considered a point of identity. From this research, certain conclusions were drawn that led to the establishment of product theme... one which has endured from the beginning of the program and is embodied in the car today."

Whether this anonymous stylist put together his scrapbook in defense of the Edsel's design—to justify what at that time was deemed a ludicrous car—or whether he did it from sheer enthusiasm and pride

isn't known. He might have simply wanted to chronicle the styling history of this amazing mistake.

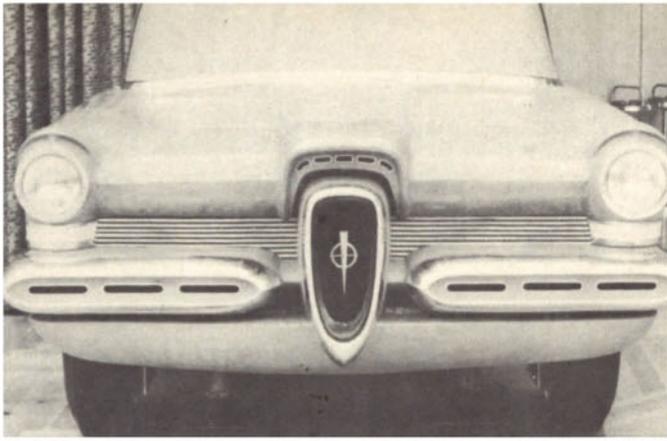
The Edsel, as everyone knows, was researched to death. Everything about it was studied, weighed, analyzed, tested, questioned, held up to a hundred arguments for and against. Eventually, the politics and whims of all people involved so muddled the pure research that no one knew where he stood or where the final blame for the Edsel should lie.

The Edsel was originally conceived to become FoMoCo's answer to GM's Buick/Olds/Pontiac triumvirate and Chrysler Corp.'s Newport/De Soto. Ford had no solid sales challenger in the medium-price market, the Mercury being unsatisfactory to top management.

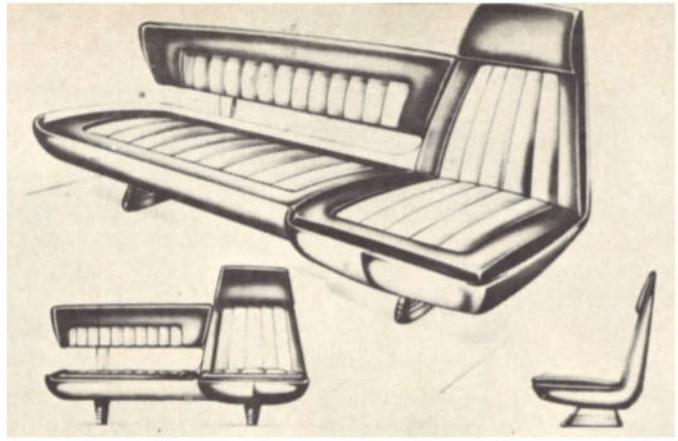
So the Edsel was dreamed up to fill this breach. It had to overcome stiff competition, thus had to be radically new and different; so new and so different that it would immediately be unmistakable,



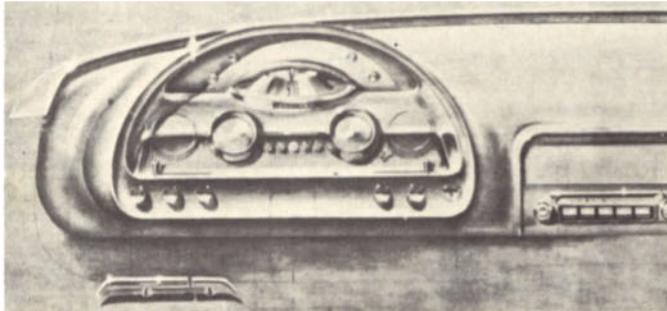
Recognize this as a Comet? Look closely and you'll see Edsel nameplates on rear fender and hood. Ford considered making 1961 Comet an Edsel. Pontiac-like grille is again evident. Note high-riding lamp on opposite fender. Comet's cat-eye tail lights came by Edsel parentage.



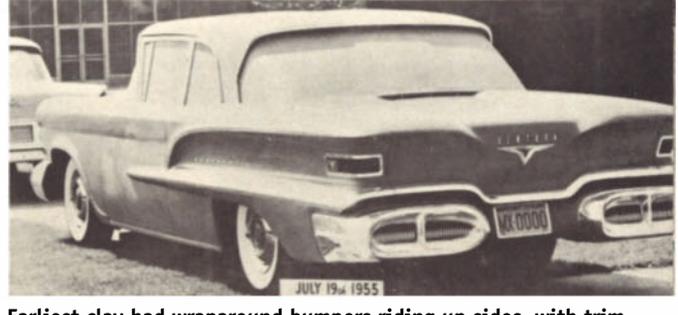
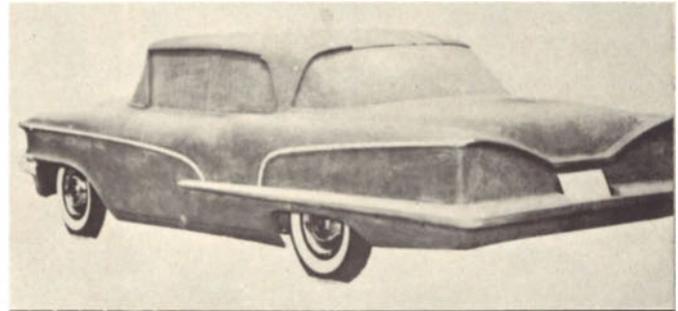
Designers wanted Edsel to be instantly recognizable at any distance, thus chose vertical grille, heavily ornamented sides, and eyebrow rear.



These handsome slim-line seats were among 1955 Ventura discards. Edsels did end up with offset split, but the production seats were thick.



Edsel was to get pushbuttons on the dashboard, behind steering wheel. Studies showed this would be awkward, so the designers moved buttons to steering hub. Dome speedo was retained.



Earliest clay had wraparound bumpers riding up sides, with trim more subdued than it eventually turned out (top photo). As work progressed, side bumper became a molding, and rear theme split into small pieces.



1960 Edsel proto combined Ford metal, vertical, plus horizontal grille. If chosen, this design would have gotten Edsel off the Pontiac look.



Rejected 1959 design looks almost too much like current Pontiac to believe. Edsel brass rejected exposed nose because of vulnerability.

brehtaking, a car unlike anything before it. Preproduction rumors and ballyhoo made the public believe the Ventura (it was called that before the code name was changed to E-Car and finally to Edsel) would be that radical, new, different, and breathtaking.

In its earliest styling stages, the Ventura

was indeed far out and unlike anything else on the road: very futuristic and distinctive. As the design neared production, though, it became more and more watered down. Gradually it approached what it turned out to be, a restyled Ford.

So, besides an evaporating market

for medium-priced cars in 1958, the Edsel suffered from being not the eighth wonder of the world. It was just another car. This isn't to denigrate the Edsel, but one wonders what would have happened if those early styling drawings had been put into production. 🐞

Lifelong Love Affair

50 years behind the wheel of a 1929 Pierce-Arrow Model 133 Sedan

BY MARK J. McCOURT • PHOTOGRAPHY BY RICHARD LENTINELLO

Most of us aren't wise to the world when we're 15 years old, and we don't make decisions with the power to alter the course of our lives. Some that age are mature enough to have a vision, a plan, and a passion—say, working on a vintage automobile—that can set them up for the decades of enjoyment that come



from owning such a treasure. The special car on these pages was brought back to life by its youthful owner half a century ago, and that same owner continues to drive and share it to this day.

In the late 1960s, the Ford Model A was the most popular car to buy if you wanted a usable prewar classic. This was what Bob Bujak's friend purchased in 1967, an "A" coupe that the teenage boys spent many hours working on, and an example of the car that Bob intended to find for himself, as well. From being a mechanically fascinated six-year-old helping his father work on the family's 1958 Ford, to buying his first car at age 13, and successfully rebuilding a Pontiac straight-eight engine at 14, there was seemingly no other path for him to take.

"I was 15 when I asked my mother to drive me around the countryside to look for an old car in a farmer's field," this Somers, Connecticut, resident tells us. "After much looking, I spotted an old car covered up behind an antique-dealer's shop

in South Windsor. It looked much bigger than a Model A. I lifted the cover and read the name on the hubcap: 'Pierce,' with an arrow going through the name. I had no idea what I was looking at, but it cost \$500, which was the amount I was willing to spend, and I could tell it was of high quality.

"I asked my father what it was, and he wasn't sure. He asked some of his coworkers, and they said that a Pierce-Arrow was a very good car. I didn't know what I was getting into, but



STEVE LEWKOWICZ

A 19-year-old Bob Bujak posed with his 42-year-old Pierce-Arrow Model 133 in 1971; note the car's black finish.





This five-passenger Sedan received rich, new wool broadcloth upholstery, patterned after the tattered original material, during its 1998 restoration. The driving position is comfortable for touring.



The instrument panel's gauge bezels would be replated. Note how the central speedometer unit echoes the radiator's shape.



Pierce-Arrow considered the driver's comfort and convenience, including a cowl vent and a pouch to hold the registration.

I offered \$450 and the dealer accepted it—the car was mine!” Bob recalls with a smile. “It was a 1929 Pierce-Arrow five-passenger Sedan, and he’d gotten it as part of an estate, and didn’t know what he had. My uncle towed the car home for me on July 28, 1967. The following day, my family and I went on a two-week vacation, and all I could think about was this Pierce-Arrow that I’d just bought.”

The object of that 15-year-old’s fascination represented something new and record-setting for the venerable Buffalo, New York-based automaker, which enjoyed a reputation for prestige shared with a handful of American companies that included Packard, Peerless, and Duesenberg. Its quality-above-all approach had left it in a precarious financial position by 1928, when the firm was taken over by the Studebaker Corporation, but the monetary and production support the South Bend organization offered would result in an overnight turnaround, and Pierce-Arrow’s best-ever year of sales.

Bob’s luxury sedan was a Model 133, part of the junior series whose name revealed the length, in inches, of its wheelbase. The five-passenger Sedan cost \$2,975 (roughly equivalent to \$42,940 today, adjusted for inflation), and was one of eight body styles in this lineup that ranged from the \$2,875 rumble seat-equipped Roadster to the \$3,350 Enclosed Drive Limousine for seven passengers; the five available styles of long-wheelbase, senior Model 143 cost notably more: between \$3,750 and a breathtaking \$8,200.

While Pierce-Arrow’s fender-mounted headlamps endured as an unmistakable part of its 1929 cars—where allowed by law, of course, as some states still required freestanding lamps—the rest of this car’s design represented a smoother, more modern appearance, most notably in the newfound curves of the fenders and roofline. The archer mascot still posed atop the radiator shell’s filler neck, but the radiator itself was taller, slenderer, and hidden behind body-color vertical thermostatic shutters, which contributed to the car’s more refined and expensive appearance. Side-mounted spare tires remained a factory-fitted option.

It was what lay under the louvered hood that represented the most significant modernization: the automaker’s first L-head straight-eight engine, replacing the long-serving T- and L-head straight-sixes. Displacing 366 cubic inches through its 3.5 x 4.75-inch bore and stroke, this nine-main-bearing engine featured a 5.07:1 compression ratio, Stromberg UU2 two-barrel updraft carburetor, and a Lanchester vibration damper, and made a smooth 125 horsepower at 3,200 rpm and 250 lb-ft of torque at 1,200 rpm. These figures handily eclipsed those of the preceding Series 81, whose 288.5-cubic-inch L-head engine made 75 horsepower, as well as those of the patrician Series 36’s 24-valve, 100-hp T-head. The new eight-cylinder engine would be cast in Studebaker’s plant using premium materials, and, allied to a 4.23:1 ratio in the hypoid-gear axle, offer the Model 133 owner both effortless low-rpm torque and a heady turn of speed.

This car’s underpinnings could certainly handle all that engine could offer. An unsynchronized Brown-Lipe three-speed manual transmitted power to the rear wheels, while mechanically actuated 15-inch, triple-shoe Bendix drums halted progress; the forward-thinking vacuum assist of previous years did not carry over into this new model. Suspension was by leather-wrapped semi-elliptical leaf springs that supported the solid front and rear axles, and ash wood-spoke, 19-inch-diameter wheels were standard equipment.

Most, but not all, of those mechanical components were still present when Bob bought our feature car, as he explains.

"I'll call it a basket case. The previous owner had taken some things apart, and either gave up on it, or passed away before he could begin a restoration, and it sat in a barn for a number of years.

"When I lifted the hood, I saw the bare block; I couldn't tell at the time, but the crankshaft and camshaft were in there. Included in the boxes of parts in the back-seat area were the pistons, valves, the generator, starter, and water pump. The carburetor and distributor were missing, and a lot of brackets and bolts had been misplaced.

"There were no bumpers on the car, and most of the chrome trim was gone, but the body was quite solid. There was no major rust or rot, but there were pinholes at the bottoms of doors from poor water drainage," Bob recalls. As it was found, the 38-year-old luxury car—whose last registration appeared to have been in 1959—exhibited a brush-painted black finish, with door moldings highlighted in green. The body's wooden inner structure was fully intact, as was the pressed-steel ladder frame, although the broadcloth interior had seen better days. "The wool upholstery was tattered, but there was enough left for patterns. The lower back-seat cushion was not the correct one."

The excited 15-year-old attempted to learn something of his new car's history, contacting the family from whom the antiques dealer had purchased it. "They didn't have any more information about its history or previous ownership. I went to the estate's location, and the barn it had been in was there, but empty," he says. "The carburetor could have been sent out to a shop for a rebuild, or it may have been sitting on a bench in the barn, and when they cleaned it out, they might have had no clue as to what it was, and threw it away."

So, Bob didn't have much to go on, but this didn't stop him from diving into his project car, with reassembling the engine being the top priority. "I found the cylinders were tapered about .015-inch, which wasn't great, but the crankshaft and camshaft seemed good. I replaced the piston rings, and bought a set of gaskets. I got a carburetor and distributor from a Pierce-Arrow Society member named Don Carlson, who had a junkyard business; they were in a car out back, in his 'spare parts yard,' and they were quite rough, but I couldn't afford good ones. I worked on them for weeks, and got them to the point that they'd function.

"After a summer and fall of intense work, the Pierce roared back to life on my sister's birthday, November 5, 1967. What a day—it actually ran! I drove it up and down the driveway, and then up and down our dead-end street. The transmission and rear-end seemed good, and the brakes worked," Bob says with a smile. "That winter, I rewired the car with brown extension cord wire. A couple of blankets hid the tattered interior. I picked up a set of bumpers; one was a 'Weed Tire & Chain' universal bumper from back in the day, and the other was something that happened to fit on the car. I spray-painted them silver, like *The Beverly Hillbillies*. It was a pretty impressive, stately car, even then. It wasn't quite correct, but for the money I had invested in it, it offered a lot of bang for the buck."

While this vintage four-door wouldn't be his only ride through his high school and college years, Bob enjoyed how it set him apart from his Camaro, Firebird, and Nova-driving peers. He drove it extensively, even attending his first meeting of the Pierce-Arrow Society in Corning, New York, as a new member, in 1968. He would rebuild the engine completely in 1971, and touring in the Pierce would become a favorite occasion for Bob and his wife, Elaine, after their 1974 wedding.

"When the boys came along, we would pile them into the car with strollers and coolers, and go to a meet. I was jug-



The Model 133's eponymous wheelbase offered stretch-out room in the rear compartment for three occupants, all of whom enjoyed couch-like seating and excellent views through safety-glass windows.



The person sitting behind the driver had a small, finely finished wood-and-bright metal holder for notepads and other small items, while the opposite passenger had use of a cigar lighter and ashtray.



This new-for-1929 L-head straight-eight sported a standard oil filter and two-barrel updraft Stromberg carb. The generator was driven off the timing chain, and it, in turn, drove the water pump.



gling my family and career, and we didn't have enough money to restore it, but that was fine—I wasn't extremely particular about the condition. It was a good-driving car, and we'd just take it out and have fun," he tells us. The Bujak family drove the Pierce-Arrow to meets in New York, New Jersey, Pennsylvania, and through all of New England through the 1980s, but the car would sit idle for a few years in the early 1990s.

"I decided to resurrect the car in 1996. I got it running again, but was plagued with cooling-system problems that included foaming, which resulted in water being forced out of the radiator cap, compounding the overheating," Bob remembers. "It was a rather frustrating problem, and at the time, I was involved with some hot rod people. I looked into hot rodding the Pierce. I did a fair amount of research, had several components selected, and was just about ready to go ahead with the conversion when, at the 11th hour and 59th minute, I solved the cooling-system

problem by installing a 160-degree thermostat and adding two cans of No-Rosion cooling-system corrosion inhibitor."

Bob continues: "I then decided, since it was running much better, it deserved a full restoration, in advance of a summer 1999 Pierce-Arrow Society national meet. After driving it in a wedding in the fall of 1997, I started taking it apart on January 1, 1998. My veterinarian introduced me to Don Wilson, who's now deceased; he was a true craftsman, an independent restorer who worked out of a large, two-car garage in his backyard in Rockville, Connecticut. Don came up to the house to see the car and talk about what I wanted in a restoration, and I told him I was just looking for a nice-driving car with decent paint and upholstery. He asked if I wanted any orange peel in the paint, and I said, 'Preferably not,'" Bob recalls with a laugh.

"We looked at those original, natural-finish wood-spoke wheels, and he asked if I wanted him to clean around the spokes, or to disassemble them? I said, 'I'd hate to see the paint lines and paint on the spokes, so let's take them apart.' I ended up completely disassembling the car, and we did more than I was looking for, but I'm glad that I did it in the end."

Bob transported the body to Don, keeping the rolling chassis at his house. The engine was running sweetly, but the circa-1968 household wiring was exchanged for a correct wiring loom, and he replaced the original 4.23 rear gears with a high-speed, 3.56:1-ratio set purchased from world-champion racer and vintage-car restorer Phil Hill. While Don attended to the bodywork—often enlisting Bob's "sweat equity" to pitch in with after-hours and weekend work—the sedan's longtime owner continued to source parts and have a set of correct bumpers, and other trim, plated.

While they were sanding off the black paint, the men discovered that our feature car appeared to have left Buffalo in 1929 in the period combination of 'mustard' yellow body over 'chocolate' brown fenders. "A lot of people will restore a car to its original color, but those colors, I couldn't live with," Bob laughs. "In the Pierce-Arrow manufacturing process, a buyer could have a car painted any color they wanted. With that in mind, I looked for something more suitable, and I credit Elaine for finding the color

we went with: 1998 Jaguar Westminster Blue, over black fenders. It's a non-metallic body color, and within the Pierce-Arrow Society, that is considered an original shade."

When its paint was finished, the body was brought to Authier Restoration in Thompson, Connecticut, to have the gray wool interior recreated, including covering a reproduction of the correct rear seat base. And we learned that replacing the roof insert ended up a family affair: "My sister-in-law, Marcia, and her late husband, Bob Juliano, owned Juliano's Hot Rod Parts in Ellington, Connecticut. They'd developed a top insert kit that worked perfectly, and has never leaked a drop of water."

The Model 133's restoration would be completed in June 1999, just in time for it to be driven to that year's Pierce-Arrow Society national meet in New Hampshire. "It was an around-the-clock project that came out very nicely—the car presents well," Bob muses. "I'm relatively a purist, but I want the car to operate properly, to run right. I do like the fact that it is original-appearing. Changing the color didn't bother me; I built this car for myself and my wife, not anyone else, and it turned out that a lot of people like it. The one time I had it judged by the Classic Car Club of America, at Don Wilson's urging, it received a final score of 99.5 points.

"Some of my friends said that, if I restored the car, I would not want to drive it. Wrong! We take it out whenever we can, and it's never been on a trailer," Bob asserts. "I call it a country-road car, it loves 45-55 mph. But with the high-speed rear end, it can easily cruise at 60. We were driving to a meet in Buffalo after the restoration, and I did take it on part of the New York State Thruway. We passed a car pulling a trailer, and when we got to the meet, the fellow with the trailer told me he was going 70 when I passed him! I guess we were trying to make time," Bob says with a grin. "It goes down the road quite smoothly, the car stops on a dime when the brakes are adjusted properly, and it's a very comfortable car to drive."

A half-century is a long time by any standard, and when you're 15, 65 years old seems a long time away. But for this Pierce-Arrow's owner, those interim years were filled with great



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memories, many credited to this 133. "This car's been a part of my legacy, from my childhood. And if I come across a friend from years back, from high school, they'll ask, 'You still got the Pierce-Arrow?' 'Yes, I do,'" Bob can answer, with pride. "I've never considered selling it, having joked that my wife and kids would go before it. We're enjoying it now, more than ever." 🐾





The Doors

One of the things I find most interesting about the Independent automakers is how hard they tried to be different from mainstream producers. You've heard me mention Nash's... uh... *unique* styling, Studebaker's emphasis on sporty models and high performance, Crosley and Bantam's take on American small cars, and Packard's focus on ultra-luxury automobiles, especially in the 1920s and '30s. Each of these companies approached the market in unique and special ways, and it's for that reason they became so memorable. It's what set them apart.

That effort to stand out from the rest of the herd was a good approach to take because it gave customers a reason for buying; the Independents offered features you couldn't get elsewhere. On the other hand, it sometimes led down alleys that probably should have been avoided, like the 1955-'56 Nash's in-grille headlamps and partially enclosed front wheels, and Hudson's decision to make its new Jet compact look like a used Ford. In all likelihood, AMC's 1973 decision to invest in the quirky Pacer rather than luxury compacts or redesigning big cars ended up costing the company its freedom.

But the quirkiest attempts at uniqueness must be those that focused on doors, and how various companies tried to reinvent something that was working well the way it was. Take the 1954 Kaiser-Darrin sports car for example; its doors slide forward into the fenders. As trick features go, it was pretty good, though a bit awkward to use. Plus, the roller channels tend to get clogged with dirt, at times making the door balky to open and close.

For their respective sports cars, Malcolm Bricklin and John DeLorean both chose gullwing doors, a feature that's guaranteed to draw a crowd and generate a lot of free press. As Bricklin famously said, "The doors are pure sex...." Bricklin and DeLorean took different approaches to how their cars' doors operated. The DeLorean used simple torsion bars to ease the job of lifting the heavy doors, while Bricklin had a complex hydraulic system that relied on a convertible top motor for lifting. The setup worked beautifully

until you tried to open both doors at once, at which point it self-destructed.

Around the same period, little HMV—High Mileage Vehicles Inc.—introduced its tiny

Freeway commuter car that boasted just a single door. That made sense, though, because, well, the car only held one person. And a skinny one at that.

Bruce Mohs tried two different door ideas with his cars. The Ostentatienne Opera Sedan had a single rear door hinged at the roofline, allowing people to

walk into the car from the rear, stooped over of course. The Mohs SafariKar featured probably the most unique take on door design, because the entire body side moved outward on linear shafts, allowing passengers to enter around the front or rear of the massive body stamping.

Crosley took a unique—and cost-effective—approach with its Hotshot sports car. That little cutie didn't have any doors at all, just enlarged openings. Pay a little more and you could buy the Hotshot Super Sports, which did have doors.

Kissel came out with automobiles that had oddball doors. One came with two doors, mounted midships, while another—called the Staggered Door Sedan—featured a front door on one side, and a rear door on the other. Either design forced either the driver or passengers—or both—to squeeze through a narrow opening to find their seat. For the manufacturer, it was cheaper than providing four separate doors, but to passengers it must have been a pain in the, uh, neck.

In 1975, American Motors unveiled the all-new Pacer two-door hatchback with a passenger door that was five inches longer than the driver's door. The unique design offered much easier ingress and egress for rear-seat passengers on the safest side for exiting. Best of all, AMC's designers were able to integrate the difference in door lengths into the overall styling via a wide "B" pillar that helped hide the variance. Most people don't even know about it.

Independents are using unique door designs to set themselves apart even today. Witness Tesla's Model X with its weird gullwing rear doors. Do you really believe they're needed? 🐼



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REGARDING THE BUICK V-6 STORY

in *HCC* #155, my folks bought a 1963 Buick Special, Marlin Blue, four-door coupe with the 90-degree V-6. The vibration, especially at idle or low rpm, was terrible. My dad always said it would vibrate the fillings out of your teeth. That engine, in 1963, was poorly designed and tested, if at all, before it was sold.

John Eversole
Miami, Florida

I ENJOYED THE ARTICLE ABOUT THE

venerable Slant Six engine in *HCC* #159. Having owned several vehicles with that engine, I can attest that it was a dependable, strong inline-six. However, none of those vehicles stand out in my memory more than the 1961 Dodge half-ton pickup that served as the delivery vehicle for our family's home and auto business in Tucumcari, New Mexico, in the early '60s. As fledgling hot-rodders and drag racers, my brother and I would often be seen driving that pickup at unearthly speeds, usually with a stove or a refrigerator in the back to be delivered to one of the adjoining communities on the old Route 66 corridor. At nighttime, the family truck was often seen (much to dad's consternation) outrunning every six-cylinder Ford or Chevrolet in the old hometown.

Steven Riska
Draper, Utah

YOUR ARTICLE ON SLANT SIX

engines was great. I have been driving a 1965 Plymouth Barracuda with a Slant Six since 2008. In October 2016, our friends Don and Jane Palmer from Connecticut came to Michigan and we headed for Route 66. Their car is a 1965 Dodge Dart. Both cars have 225-cu.in. Slant Sixes with automatic transmissions. We started Route 66 in Joliet, Illinois, and ended 15 days later in Santa Monica, California. We saw lots of sites along the way, like the Gateway Arch, Petrified Forest, Painted Desert, and many restored gas stations and restaurants. Both Slant Six engines ran well with a few ignition problems. Our trip, after driving up the Pacific Coast Highway, was a total of 5,889 miles. We drove 24 days total through 14 states and had an average mileage of 21 mpg. The Slant Six runs great at 70 mph and delivers good gas mileage with the 2:76 rear gears.

John Stover
Battle Creek, Michigan

I FELT COMPELLED TO WRITE AFTER

reading the article on "highly dependable" Slant Six engines. My first new car was a 1971 Plymouth Duster with a 225 Slant Six. This car was meticulously maintained; I even had a spreadsheet to record when various services were done. Three years later, with just 61,000 miles, it threw the #6 connecting rod through the oil pan. I was doing 70-75 mph on the interstate when it blew. The mechanic who serviced the car would not believe me until he saw it.

I had a factory rebuilt short-block installed for around \$450 by the local Dodge-Plymouth dealer.

In August 1975, 27,000 miles later (now with 88,000 on the odometer) it did it again, same cylinder. But this time at idle, so the damage wasn't as severe.

My mechanic "fixed" it for \$100 and would not guarantee that it would make it home. He made the comment that not even two pistons in that short-block were the same size. I drove it directly to the local Chevrolet dealer and traded it for a 1969 Chevrolet wagon with a 327 V-8. I have not been a fan of Chrysler products ever since. Everyone I've talked to who had a Slant Six swore by them; I don't know what happened to mine.

Randy Mattson
Forest Lake, Minnesota

THANK YOU FOR THE EXCELLENT

article on the development of the Chrysler Slant Six engine. Please give us more articles on the developmental history of significant engines. Also, congratulations on the superb photography gracing recent covers of *Hemmings Classic Car* and *Hemmings Motor News*.

Bob Edwards
Raleigh, North Carolina

I REALLY ENJOYED THE "NEVER

Parked" article in *HCC* #159 about the White national park buses. My wife and I visited Yellowstone a few years ago, and having known about the restored buses, I was really looking forward to a ride in one.

We got to the bus early, and as the driver and I started talking, he soon found out I was a car guy. Early into the tour, I asked if we could roll the top back. (It was a beautiful day, the park aglow with all of the autumn colors and the temps were quite warm for late September.) He said if I would give him a hand and it was alright

with the other passengers, that's what we would do. It wasn't the easiest thing to do, as the fabric top was quite heavy and it was a stretch rolling it back while standing on the running boards, but what a wonderful way to experience a drive back in time. We even used the wool blankets that were mentioned in the article.

Of course, when the tour was over, I helped the driver close the top, thanked him greatly, and headed straight to the gift shop to buy a diecast model of the bus, which I have displayed in our home office.

Phill Wolfe
Warrenville, Illinois

THE CADILLAC ELDORADO

Broughams featured in *HCC* #159 took writer Jeff Koch into a new and better place, comparing pure restoration to "modernized." I would like to add a third version: a thoroughly safe, reliable, great handling car with new underpinnings wrapped in that oh-so-beautiful skin.

"Classic" is much overused in film, music, literature, and in our hobby. But, in the world of cars, the Eldorado Broughams, along with the 1961-'68 Lincoln Continentals, are simply the most beautifully designed, mid-century, four-door automobiles—"classic" fits well for both. The Eldorado Brougham is so special, because it looks like a Cadillac customized with a big budget by George Barris. A car that would demand to be seen and would give the driving experience to match its stunning silhouette.

I know I risk the wrath of purists, but the restored Eldorado would give a weird and disappointing driving experience; if original it should be confined to a museum. The version I suggest would have a new, stronger frame, contemporary suspension, a GM crate engine, new GM automatic transmission, disc brakes, modern A/C and electronics, all capped by its 1957-'58 design splendor. Yes, "classic" in appearance only, but a divine sculpture that gives deep respect to the GM design studio of 60 years ago, starting easily and a joy to drive.

David Bryant
Rancho Mirage, California

 To have your letter considered for Recaps, you must include your full name and the town/city and state you live in. Thank you.

The Car Club Advantage



This fall, I learned of an early 1930s Lincoln that had become available. The car was owned by a widow whose late husband had arranged for the car to be restored before he became seriously ill; unfortunately he didn't live to enjoy the finished car. Although the Lincoln was located several hours away, I liked the body style and decided to make the trip to inspect it.

I'd seen photos of the car, and from what I could tell it looked good. So, my interest piqued since this was one of my favorite body designs on the Lincoln chassis.

The car had, indeed, been restored. To the average person, the car would be impressive. After all, it was a 145-inch-wheelbase Lincoln that carried a beautifully designed body. As I examined the car, it became apparent to me that, while the workmanship was good, there were numerous issues of authenticity, which would trouble not only a Lincoln aficionado, but a serious Classic car enthusiast as well.

Among the issues were incorrect horns, missing hood escutcheons, over-chroming (including the gas pedal!), incorrect floor material, misaligned "spark" and "throttle" controls on the steering column, non-authentic color scheme (although some argue that any color was available at extra cost), and incorrect pinstriping pattern. The upholstery was satisfactory, but not as-original. The car drove okay, but needed a tune-up, and the brakes pulled sharply to one side. Some of these issues can be addressed at modest cost, others will not be inexpensive. And, if these issues exist, how good was the engine rebuild?

I've always considered myself as much of an automotive historian as a vintage-car enthusiast. I enjoy researching not only cars that I own, but any car that interests me, for whatever reason. So, when I see a car like this restored Lincoln, with all of its issues, I'm puzzled. All of these could have been

properly resolved had the car owner been a member of the Lincoln Owners Club and the Classic Car Club of America. Within those two clubs are a number of individuals who are quite familiar with Lincolns. The owner belonged to neither club.

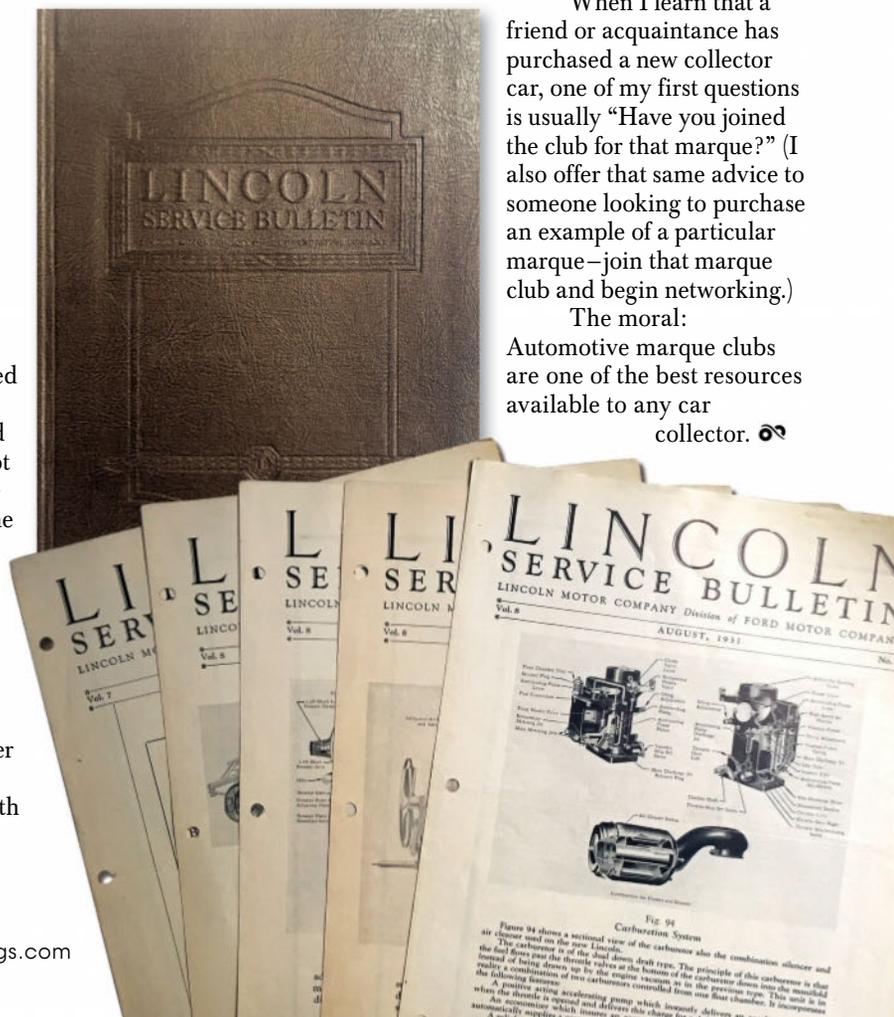
Apparently, the owner and the restorer essentially operated in a vacuum when restoring the car. They had no reference materials, i.e. owner's manual, service bulletins, and illustrated parts book, nor did they contact anyone familiar with Lincolns of this era. As a result, while the car was restored to the best of their ability, there are numerous authenticity issues.

This is why marque clubs exist—to assist individuals in restoring a car to its as-delivered condition. Just about every club has individuals who are available to assist other members. Some clubs have even created restoration guides.

Most marque clubs have a certain camaraderie—members enjoy helping each other get a car on the road and keeping it there. I have been on both ends and enjoy it immensely. In fact, there isn't a better feeling in the hobby than knowing you've helped a fellow car enthusiast.

When I learn that a friend or acquaintance has purchased a new collector car, one of my first questions is usually "Have you joined the club for that marque?" (I also offer that same advice to someone looking to purchase an example of a particular marque—join that marque club and begin networking.)

The moral: Automotive marque clubs are one of the best resources available to any car collector. 🐞



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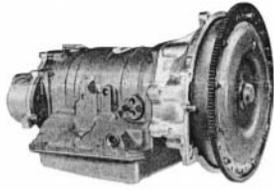
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Project Intervention

The Hemmings editorial staff on occasion discusses the idea of driving our old steeds to our summer cruise nights.

Doing so would serve two purposes: help us stay in touch with the general comradery of old-car ownership, and give us a perfectly good reason to drive and enjoy them. Though the idea is always met with enthusiasm, inevitably a multitude of reasons prevents at least a few of us from doing so, including the dreaded stalled project malady, of which I am guilty.

It started a couple of years ago when I decided to drive our 1961 Buick Invicta to the office one spring morning. The cruising euphoria I was experiencing turned sour during the short 14-mile trek from home, for along the way, the generator lamp mysteriously illuminated against the Mirror-Magic instrument panel. Being a completely stock, unrestored, original four-door sedan, it couldn't be too complicated to diagnose, right?

That evening I dove under the hood to find and fix the problem, beginning with the most logical component, the generator. Lo and behold, one of the brushes within the assembly had twisted itself into a position not intended by its Delco designers. A few more miles and the tiny but critical component would have crumbled into dozens of fragments. A handful of days and two trips to the local auto parts store later, I had correct replacements, and, with great anticipation, the generator was reinstalled.

Like a monster in a bad horror movie though, the electrical problem wouldn't die, even after checking the voltage regulator. Out came the generator again, which was then delivered to a local facility that checked the armature. A week later, it was handed back to me with a clean bill of health, and that's where my good intentions crept to a standstill. Something as simple as bolting it back in, reconnecting the wires and starting the Buick, somehow—inexplicably—quickly became a stalled project. Laden with garage guilt, I needed an intervention.

That intervention is another oft-discussed topic among the staff. For the better part of a decade, there have been attempts to organize

and maintain garage nights. The principal theory behind it is as basic as one can assume. Congregate in any one or more of our garages at regular intervals to motivate and help each other maintain our old cars. Aside from turning wrenches, getting greasy, and checking things off the automotive to-do list, would be the added benefit of being able to socialize outside of the office more frequently.

That said, we are an eclectic bunch; our rides diverse in terms of origin and genre. So, too, are their conditions. Restorations are underway, repairs-to-roadworthy-conditions have stacked up, and there's the more mundane fluid changes to perform. In short, garage nights could also prove to yield a wealth of material to recount in our digitally distributed *Hemmings*

Daily. And besides, what could possibly go wrong when there are a bunch of knowledgeable staffers standing around an old car with tools in their hands?

Last fall, fellow editor David Conwill and I revisited garage nights—thinking in terms of attending cruise nights in our classics—opting to take on the Buick's electrical coma. Armed with enthusiasm, we returned the generator to the chassis and “excited” it according to the service manual. In theory, the 401-cu.in. V-8 was supposed to jump to life, but it didn't. Fuel, we discovered, wasn't getting to the filter bowl.

Some quick thinking and compressed air cleared a blockage from the fuel line, and immediately gasoline flowed from the tank in copious doses. Further unsuccessful cranking meant that the carburetor floats were stuck; subtle coaxing finally brought the Invicta back to life. Yet, that pesky generator lamp continued to glow an angry red. Complicating matters was the fact that, as soon as I applied the brakes, the 55-year-old main line blew, sending the entire reservoir of hydraulic fluid all over the floor.

Garage nights, it turns out, also have the inadvertent ability to provide more work for the to-do list and, if viewed correctly, a little humor while standing in a pool of hydraulic fluid. Suffice it to say, all new brake parts have been obtained, and now, a year later, it's time to get back to work. Spring is only a few months away. 🏠



Laden

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Corvairs at Clark's

The biennial gathering of Corvairs in the Northeast

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO



While on my way to Lake George, New York, to take part in the Hemmings Concours, I made a slight detour and stopped in Shelburne Falls, Massachusetts, to attend a Corvair show. It wasn't just any Corvair show though, it was the much-anticipated gathering at the headquarters of Clark's Corvair Parts, which is located right on the scenic Mohawk Trail.

Hosted by the Bay State Corvair Club of Massachusetts every two years, this was its 13th Fall Classic show. It was held on Saturday, September 16, under warm, sunny skies, which no doubt contributed to this year's record-breaking attendance of 104 Corvairs. There were Corvairs from throughout New

England and the Northeast, Long Island, Canada, and as far away as Virginia.

Be it authentic or modified, original or restored, every year and model Corvair was represented on the spacious grounds surrounding the many buildings that make up the well-known parts supplier, Clark's Corvair Parts. All the buildings were open for viewing, informative seminars were provided by Clark's staff, and there was even a special show discount on new parts to help people complete their restorations.

If you own or love Corvairs, you really need to add this event to your bucket list. We enjoyed ourselves so much that we plan on being back in 2019.





Driven just 13,000 miles since new, this gorgeous 110-horsepower 1966 Monza automatic coupe was shown by owner Thomas Curran.



Clark's staff put on several informative seminars, including this one about resizing connecting rods and fitting pins to pistons.



Four-door 1964 Monza sedans owned by Jason Cesana from Rhode Island, Rudy Thompson from New Jersey, and Dan Brennan from Massachusetts.



Ermine White with red interior is an ideal color combination for this 80-horsepower 1961 Monza "flattop" four-door sedan owned by Bob Haworth.



President of the Bay State Corvair Club, Ray Bombardier, displayed his 31,000-mile Cameo Beige 1965 Monza.



Steve Boyden wrote on the placard for his 1962 Greenbrier, "Doesn't like hills." The "camo" 1963 Greenbrier was driven down from Maine by owner Andrew Baca.



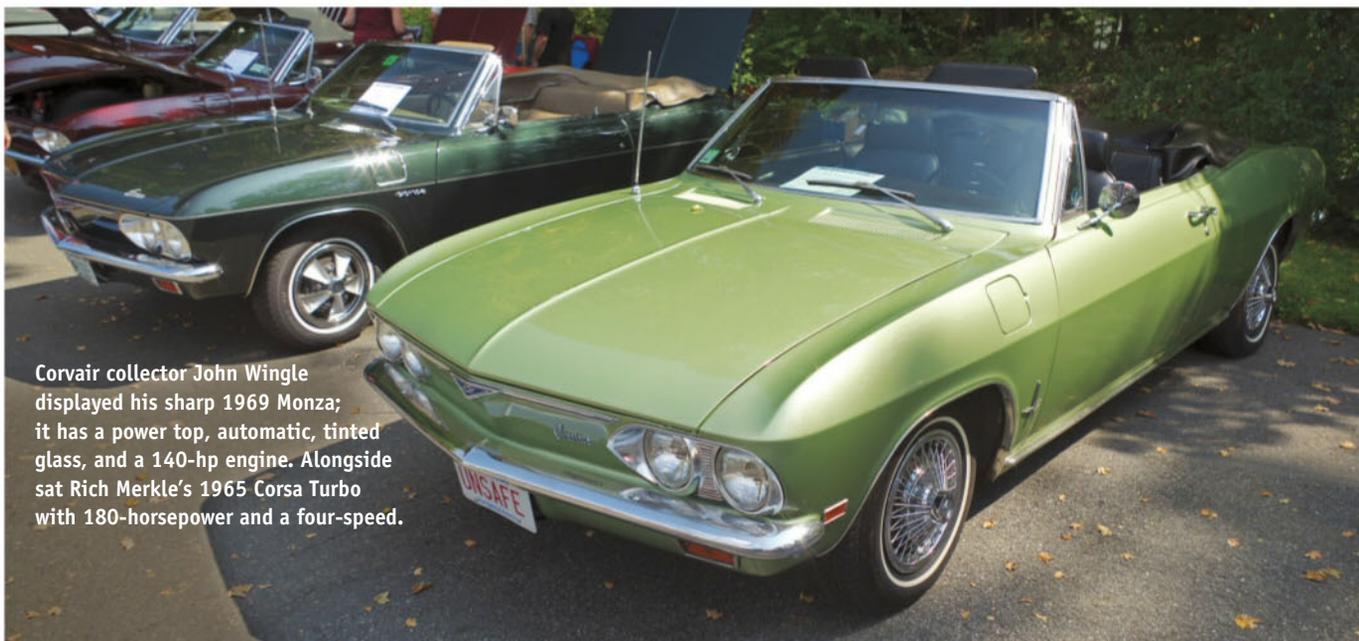
This two-tone 1963 Rampside with 110-horsepower, automatic and a gas heater, was shown by Tim Colson, who made the long drive from Western New York.



Paul Domser from central New York state drove over in his firetruck-inspired 1964 Corvan 95 featuring 95 horsepower and a manual four-speed transmission.



From central New Hampshire came Paul and Evelyn Ardito with their striking black-on-red four-speed 1963 Spyder. It features a 150-horsepower engine.



Corvair collector John Wingle displayed his sharp 1969 Monza; it has a power top, automatic, tinted glass, and a 140-hp engine. Alongside sat Rich Merkle's 1965 Corsa Turbo with 180-horsepower and a four-speed.



Parkview Practicality

Reliving the Studebaker experience with a roomy 1956 station wagon

BY TERRY SHEA • PHOTOGRAPHY BY RICHARD LENTINELLO



Studebaker advertised its station wagons for the 1956 model year as the cars for everyone: “Whether you’re off to work or play...whatever hat it calls for...the great big way to go to it is in

one of the new Studebaker station wagons! Blue jeans and Sunday best, graduation gowns and bathing suits are all equally at home in these comfortable, easy-riding, solidly-built beauties.”

Though 1956 ultimately proved an ominous year for the Studebaker-Packard Corporation, what with tumbling sales figures and the final shutdown of the Packard plant in Detroit and the West Coast Studebaker assembly line in California, the cars themselves still had their fans. Dave Romani’s father bought



a new Studebaker Pelham wagon in 1956. He and his family loved the simple, straightforward two-door wagon, even if the Connecticut winters began claiming it almost immediately.

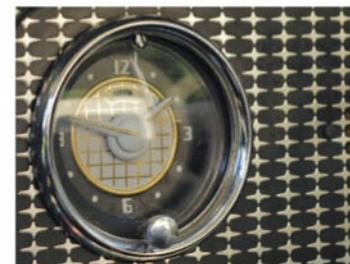
In 1961, the Romanis sold the Pelham, and the family bought a Pontiac Catalina, but they never forgot the Studebaker they had so enjoyed, buying that same wagon back again in the mid-Sixties, just as Dave was getting behind the wheel. "It was my first driver," he says. "I learned to drive on it. The one we had in our family was a Pelham model, which was a baseline car. It was a six-cylinder with a standard, in a sort of sea foam green."

Unfortunately, the tin worm eventually did in the Studebaker, its bite sinking ever deeper. "I drove it when I was 16, just as a runaround school car," Dave recalls. "And we used it as a utility vehicle at the house. It became somewhat unsafe because it just rotted away from the Connecticut winters. It got so bad that we had to just set the tailgate in place and close the upper part of it and lock it in. The hinges had rotted away, and the floor was pretty well gone. It was probably 1967 that we ended up finishing it off. The radiator had sprung a leak, and it just wasn't worth fixing." Perhaps not worth fixing, but certainly the once-sturdy Studebaker made a lasting impression on Dave.

Though he inherited a love for vintage automobiles, along with a few cars, from his father, Dave never lost interest in the model he learned to drive on. "I had some fond memories of the original 1956 Studebaker," Dave says, "and sort of thought it was a rare car and didn't see many of them in my travels. I was



Debuting in 1951 at 232-cu.in., the rugged Studebaker V-8, with its forged crankshaft, generous bearing surfaces, solid lifters, and other tough components, displaces 259 cubic inches in the 1956 Parkview.



The Studebaker instrument panel had a unique and sporty flair to it. Sitting atop the dash and shaped like a mini television set was the “Cyclops Eye” speedometer, which featured a spinning barrel-type readout that changed colors as speeds increased.

looking at a magazine and happened to see one advertised—in Napa, California.” Simple enough, he bought the car, right? Well, not quite.

“A friend of mine was looking for an old car and didn’t quite know what to get into. We made some plans to go out to California to look at this Studebaker. We never made it to San Francisco or the Napa area. He ended up buying a 1963 Hawk. We just passed on this particular car. Thinking about it down the road, I somewhat regretted it. Believe it or not, a year or so later, it became available again and I went ahead and purchased it.” That was in 1990. Dave flew out West and drove the clean, highly original, black-plate California Parkview wagon around a bit, immediately taking it to a meet in San Luis Obispo before having it shipped back to his Connecticut home.

Unlike his family’s original Pelham wagon, with its six-cylinder engine and three-speed manual transmission, the 1956 wagon shown here came from the midrange Parkview line. Like its sedans in 1956, Studebaker offered its wagons (all two-door models; four-door versions would debut a year later) in three ranges, known as the Pelham, Parkview, and Pinehurst, respectively, akin to the Champion, Commander, and President lines found in other models. The wagons, despite their unique model names, carried fender badges reflecting those more-traditional Studebaker names.

The primary differences between the various ranges in Studebaker’s 1956 station wagons were found under the hood. The basic Pelham wagon made do with Studebaker’s tried-and-true L-head, 185.5-cu.in. straight-six rated at 101 horsepower with 7.8 compression. The Parkview model, considered part of the midrange Commander line, was powered by a 259.2-cu.in. cast-iron overhead-valve V-8, and also featured 7.8 compression and rated at 170 horsepow-

er. Finally, the high-line Pinehurst V-8, equivalent to the President, featured a 289-cu.in. version of the V-8, rated at 210 horsepower with a four-barrel Carter carburetor in the wagon.

Prices reflected the varying ranges in the wagon lineup, with the Pelham carrying a \$2,232 base price, the Parkview starting at \$2,354, and finally the top-of-the-line Pinehurst stickered at \$2,529. Beyond the driveline differences, the higher-line models featured more chrome, with the Pinehurst having the most brightwork. Interior seat patterns also reflected the price difference. All wagons rode on the same 116.5-inch wheelbase and measured 196.7 inches long, shorter than the sedans (200.7 inches) and even the sport Hawk coupes (203.9 inches).

While still carrying the usual bevy of options also available on the sedans, such as power steering, power brakes, and the Flight-O-Matic automatic transmission made by Borg-Warner, the wagons had a few unique options of their own, such as a luggage carrier for the roof and an air mattress suitable for the interior with the seats folded down.

Dave’s Parkview came equipped with the automatic transmission mated to its 259 V-8. Though he bought a wagon that was not quite the same car as the six-cylinder Pelham with its column-shifted three-speed manual, these wagons were, indeed, rare finds, even in 1990. Likewise, Dave didn’t mind “stepping up” to the V-8-powered model at all, as he enjoyed driving it. “During that period of time I owned it, we covered many miles. We drove it all over New England, down to the Smokey Mountains—took it all the way around.” Then the ownership of the Studebaker went for a bit of a detour.

About 10 years into his ownership of the Parkview, Dave’s father passed away. While inheriting a few collector cars, Dave also lost the precious space where

“He had just recently sold the car; I had missed it by six months ... he forwarded the name of the present owner, and ... I told him if he was ever interested in letting it go, I would still be interested in it.”





The two-door, six-passenger Studebaker wagons of 1956 featured a long cargo area with the rear seats folded down. And the split tailgate allows you to open the window separate from the drop-down door.

he kept the wagon, and the Parkview was sold to another collector, “regretfully,” in 2000. Of course, the story doesn’t end there—not at all. “I traced the car back to the fellow that I sold it to, and it ended up in Montana,” Dave tells us. “He had just recently sold the car; I had missed it by six months. But he forwarded the name of the present owner, and I was able to contact him. I told him if he was ever interested in letting it go, I would still be interested in it.”

In 2010, Dave reacquired the Parkview, its largely original condition still intact, its California black plates going back on the car, and still no rust to speak of. But this time, instead of shipping the car back to the East Coast from Montana, he had it sent to California, from where he began an epic cross-country drive back to Connecticut. Starting in Riverside, Dave headed to various locations in the Golden State, to visit both friends and family and to take in a few stops he visited the first time he bought this Studebaker.

His trip then took him to Reno, Nevada, and then on to Wyoming, after which he dropped down to Elizabeth,

Colorado, where the admitted fan of orphan cars was able to visit the Rambler Ranch, a museum dedicated to the cars from AMC and its predecessor companies. From there, the journey took Dave and his Studebaker to the Kansas City, Kansas, area, and finally back on home the rest of the way across the country, with another stop in the Gettysburg, Pennsylvania, area to pick up a friend and visit the AACA Museum in Hershey. At the end of the trip, the odometer on the Studebaker had rung up an additional 4,000 miles.

Getting back into the car for Dave was like slipping into an old glove. “It was quite a trip, and the old Studebaker performed flawlessly,” he says. “I probably averaged around 20 miles per gallon the whole trip. It did use a little oil, probably a total of about seven quarts, only because the valve guides were worn, and I have since replaced them. And the engine uses very little oil now, I am glad to report.” He is also happy to tell us that “It’s one of my favorite cars.” We’re guessing that it won’t be going anywhere anytime soon, now that it has returned to the fold. 🐾





Viva Le Mans!

For over 50 years this 1967 Pontiac Le Mans has lived up to its original owner's expectations

BY THOMAS A. DeMAURO • PHOTOGRAPHY BY RICHARD LENTINELLO

Pontiac's Le Mans nameplate was already established when the all-new perimeter-frame General Motors A-body intermediates replaced the smaller unitized-construction Y-bodies for 1964. Bucket seats, emblems, and trim updates added sporty appeal to the Le Mans over the entry-level Tempest or Tempest Custom.

Having debuted in 1963, the 326-cu.in. V-8 continued as the optional engine for the Le Mans in 1964. Retaining

the same exterior dimensions as the 389 V-8, and trimming weight through the use of thin-wall casting techniques made the 326 efficient and less costly to manufacture than an all-new engine design. It was offered as a regular-fuel, two-barrel engine or as a premium-fuel, four-barrel, dual-exhaust H.O.

That same year, Pontiac side-stepped a GM edict that limited the largest engine size to 330 cubic inches in its intermediate cars by offering

the 389-powered GTO as an option package on the Le Mans. (The GTO became a separate model for 1966.) For 1965, Pontiac's A-bodies received styling updates inside and out, and the 326 V-8 benefitted from top-end airflow enhancements. Output held at 250 hp for the two-barrel engine, but increased to 285 hp from 280 hp for the H.O.

A new body with front and rear design updates, Coke-bottle styling, dramatic roof sail panels, a recessed rear window,



as well as revised interior arrived for the 1966 model year. Its sensational silhouette was carried over for 1967, which also featured a restyled grille and taillamps, as well as simulated louvers on the quarter panels—a Le Mans two-door exclusive. New upholstery patterns and scads of standard safety equipment, including an energy-absorbing steering column, dual-circuit master-cylinder brake system, four-way hazard warning flasher, and much more also set the 1967 models apart.

The Le Mans wasn't a thirsty muscle car like the 400-powered GTO. When equipped with the standard 165-hp 230-cu.in. OHC-6 or optioned with the 326 two-barrel V-8, it wasn't going to win races, but it would provide highly stylish, sporty-appearing economical

transportation for a fair price. If more sportiness was desired, the optional 215-hp OHC Sprint-6 or 285-hp 326 H.O. were at the ready.

Dick Bragg was aware of the Le Mans' attributes when he bought this Gulf Turquoise hardtop off the Balch Pontiac-Buick lot in Warehouse Point, Connecticut, in May of 1967. Prior to this, while he was in the Army overseas, his wife Jeannette had purchased a 1963 Ford Falcon with a six-cylinder engine and a column-shifted manual transmission.

With nine months remaining to serve when Dick returned to the states, he was stationed in Arizona, so he and Jeannette drove the compact Ford across the country. During that trip, he realized the Falcon wasn't for him. Dick wanted a new



Here are Jeannette, Darren, and Michael with the Le Mans back in January of 1975.



The interior is original, and the woodgrain dash appliqué was included when the console was ordered. A lever under the dash is for a windshield-washer hand pump (since removed) that was added when the stock pump expired.



car with a V-8 and a floor-shifted manual transmission, but he waited until they got back home to Connecticut.

"On our first visit to the dealer, the salesman said he didn't have a car like I wanted in stock, so we ordered one and left a \$5 deposit," he recalls. "When I brought my parents to the lot the next day to show them what our car would look like, we found this Le Mans. The salesman's excuse was that it had more options, like a console and Safe-T-Track rear end and so on, but we knew it was basically the car we had ordered right down to the color combination. We provided a \$100 deposit and then bought it, so we wouldn't have to wait for the other one."

The window sticker read \$3,251.98, but the Braggs negotiated the price down to \$3,060.73. "It's the only new car we ever paid cash for," Dick adds.

It was equipped with standard bucket seats, the optional regular-fuel 326 two-barrel engine, and Hurst floor-shifted three-speed. Additional extra-cost

items included a console, power steering, pushbutton AM radio, Rally clock, Deluxe wheel covers, WSW 7.75 x 14 Rayon tires, front floor mats, dual-stage HD air cleaner, Soft-Ray windshield, and Safe-T-Track. "The Le Mans was a large step up from the Falcon," Dick explains. "It was great to drive, and it had that Wide-Track ride."

He learned early on, however, that he should do his own oil changes. The first hint was when the dealer mechanic forgot to put the oil filler cap back on. He left it on the top of the air cleaner and dented the hood when he slammed it. Dick noticed it when smoke from oil splashing out of the rocker cover onto the hot exhaust manifold began billowing out from under the hood as he arrived home. He brought it back to the dealer where the hood was soon repaired and repainted.

During another dealer oil change, just before the mechanic left for the day, he mistakenly double-filled the GTO that was next to Dick's Le Mans and put no oil in the Le Mans' engine. The service manager wanted to teach the mechanic a lesson by making him correct the issue, so he gave Dick a loaner car and asked him to come back the following day. "From then on, I always changed my own oil," he says.

Despite those early dealer-inflicted mishaps, the Le Mans was still reliable, and the Braggs weren't shy about driving it. Specific mileage figures aren't known due to a few speedometer cable failures over the years, with mileage accruing before they were repaired, but Dick figures the Pontiac to have about 125,000 miles on it.

It served as a commuter car for decades, during Dick's work in the manufacturing industry and while he attended college classes at night. The

The Le Mans was a large step up from the Falcon. It was great to drive, and it had that Wide-Track ride.



The 326-cu.in. two-barrel V-8 was rebuilt in 2016 and was detailed prior to reinstallation. The fuel pump, radiator, heater core, hoses, and belts were also replaced.



Braggs also brought both their newborn sons home from the hospital in it—Darren in 1972 and Michael in 1975. And the Le Mans towed a sailboat to the Connecticut shore on the weekends for years, as Dick was an avid boating enthusiast.

The Pontiac has always been garage kept, and it remained a daily driver until the late 1980s when it was relegated to a pleasure cruiser, but it was never off the road for extended periods, and has been registered since new according to Dick.

As you may imagine, it still required maintenance and repairs along the way. The clutch was replaced in 1977. Dual exhaust was installed in the late 1990s. In 1999, the timing chain, water pump, top-end gaskets, exhaust manifold gaskets, belts, hoses, starter, transmission tailshaft seal, and front anti-roll-bar end links were replaced. Its radiator was boiled out,

the A-arm coil-spring front suspension was lubed, and a major tune-up was performed. The stock rear coil springs were swapped in 2006 for a station wagon set to raise the rear without needing air shocks, which had been previously installed and were replaced with conventional shocks. The speedometer cable was replaced in 2012.

In 2016, the engine was rebuilt. Its block was bored .030-inch, and typical machining was done. New bearings, the refurbished stock crankshaft and connecting rods, and new .030-over pistons and rings comprised the bottom end, and the reciprocating assembly was balanced prior to installation. New guides, valves, springs, and deck resurfacing were included in rebuilding the cylinder heads. A mildly upgraded Speed-Pro camshaft was installed, and the carburetor

and distributor were rebuilt. The three-speed and 3.23-geared differential have yet to require attention beyond routine maintenance, but the 9.5-inch drum braking system was refurbished in 2016.

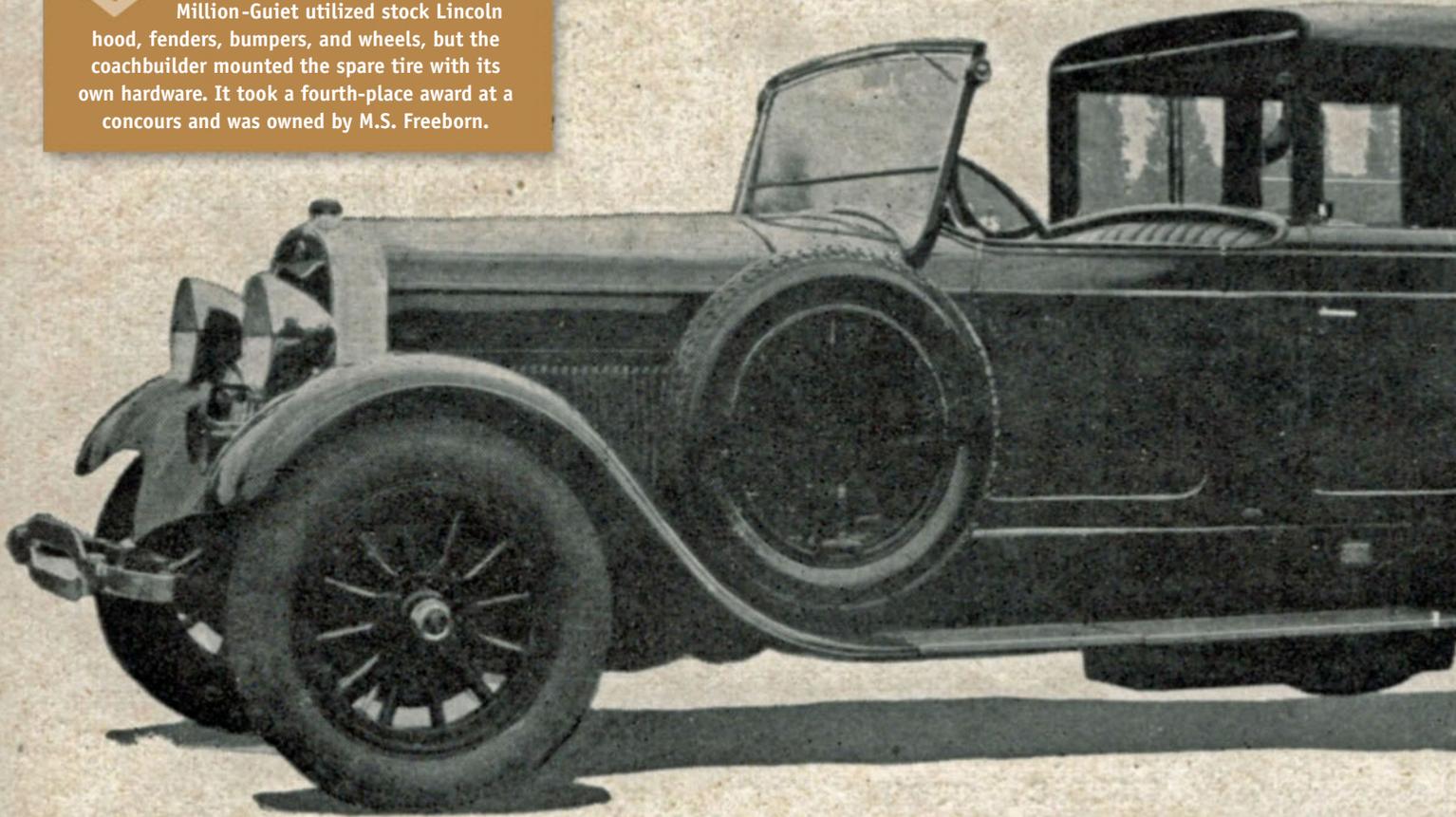
Though the body retains areas of its original paint, some rust repair and refinishing was done on the rocker panels and outer rear wheel wells in the mid-1980s. The left front fender was damaged back then, so it had to be straightened and repainted as well.

Now, half-a-century later, Dick admits, "I purchased a Le Mans instead of a GTO because I was married, and it was more practical, but I've loved it and its standard shift since the day I bought it." That sentiment holds true today, as he still drives the Le Mans regularly, adding about a 1,000 miles per year. We understand why he refers to it as his "lifetime car." 🐾





1927 Lincoln Model L with coachwork by Million-Guiet utilized stock Lincoln hood, fenders, bumpers, and wheels, but the coachbuilder mounted the spare tire with its own hardware. It took a fourth-place award at a concours and was owned by M.S. Freeborn.



Americans Abroad

European coachbuilt-bodies on American chassis

BY WALT GOSDEN • PHOTOGRAPHS COURTESY OF THE WALT GOSDEN COLLECTION

The popularity of automobiles of American manufacture in Europe started to increase rapidly after the 1914-1918 Great War. However, trade agreements and sanctions, along with high import tariffs, affected American cars going to Europe, just as it affected European cars coming to the USA. One way to lessen the import duty was to have a factory manufacture American cars in Europe. The company that was most prolific at this was Ford, which had large plants in England and Germany.

Canada was considered part of the British Empire, and American makes of cars that had production facilities there had lower tariffs imposed upon them than those produced in and directly imported

from the U.S. The two most important companies that took advantage of this were Buick and Packard.

Perhaps the easiest way to avoid high import taxes on a vehicle was to simply not ship a complete car, and many cars going both ways were handled in this manner. Coming to the U.S. in chassis form (this usually included the hood, shell, fenders, and often a cowl, but no body) were Sunbeam, Isotta Fraschini, and Rolls-Royce. To a much lesser extent one can include Minerva and Alfa Romeo on that list. Likewise, many cars of U.S. manufacture went to Europe; these included makes that we now refer to as “orphans,” or independent companies, as well as the larger manufacturers that had a vast variety

of makes under their corporate umbrellas.

The annual London Motor Show's souvenir catalogs provide fairly good gauges as to the activity of American car companies in Europe. The London Motor Show first took place at the Olympia exhibition hall, and in 1937 relocated to the Earls Court exhibition facility. While there were numerous automobile salons, shows, and exhibits in Europe—with Paris, Brussels, and Berlin being in the same league as the London event—the London show's programs give us the clearest picture of who was selling what, and how popular the American cars really were with European coachbuilders.

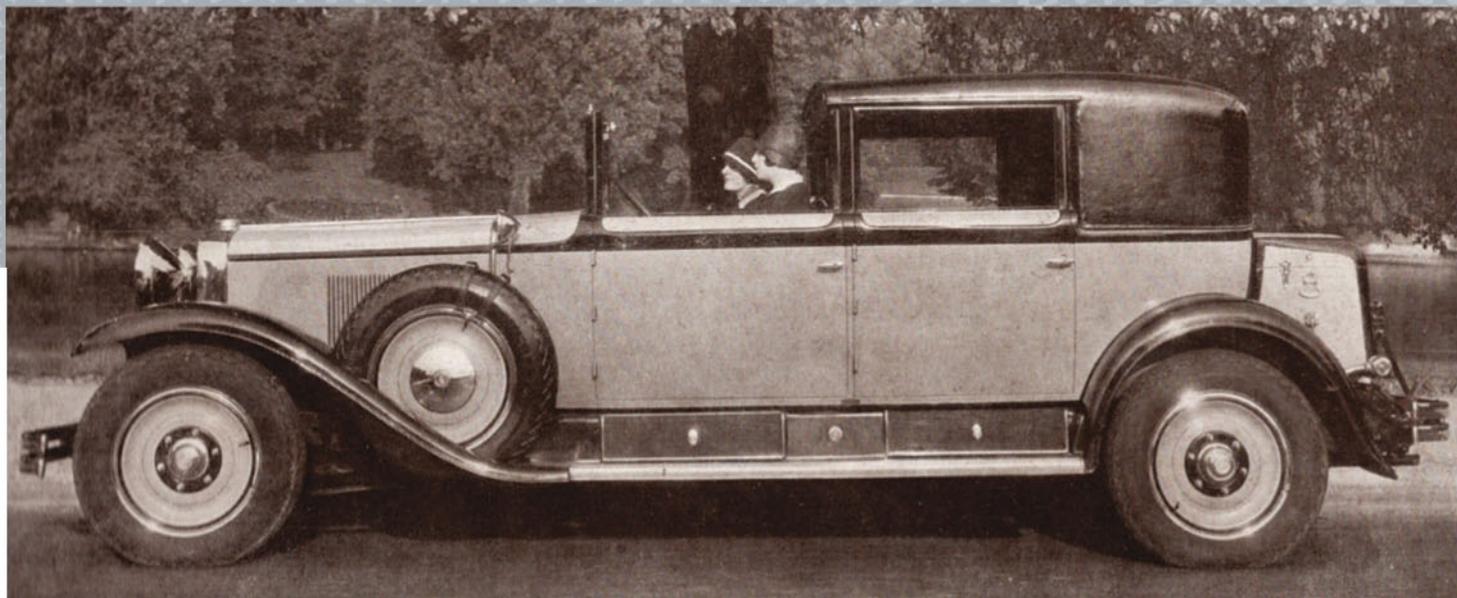
These programs were about an inch thick and contained detailed listings of



1927 Oakland Six cabriolet with coachwork by Bourack & de Costier featured reptile-skin upholstery and was owned by Blanche Montel, a French actress who made 33 films between 1912 and 1943.



Blanche Montel at the wheel of her 1927 Oakland. The car took a first-place award at a concours in the two-seat sport-car category.

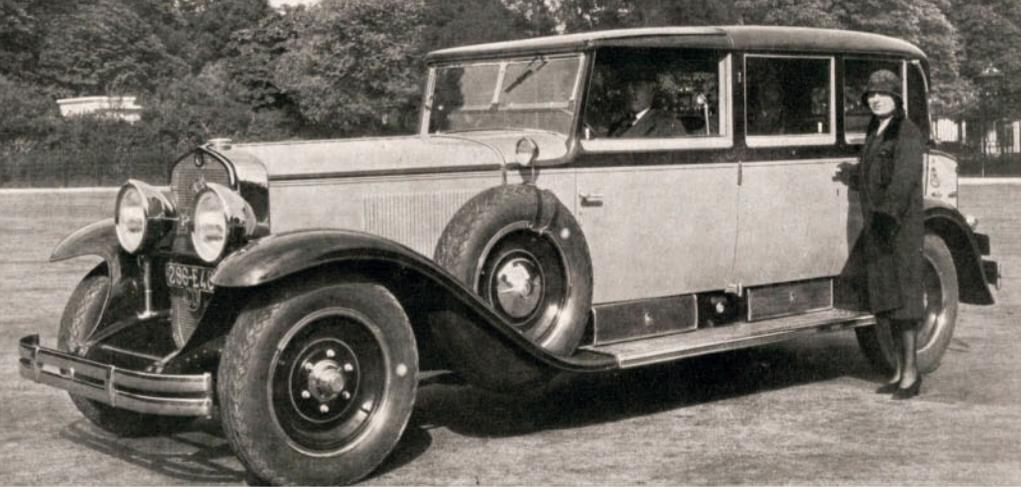


all the cars on exhibit at each annual show. They not only listed the number of cars displayed at each stand, but also the specific make, model, chassis, and engine specs, as well as body builder, interior and exterior colors, etc. Although images of the cars listed were not provided, if you locate a period photograph of a car you

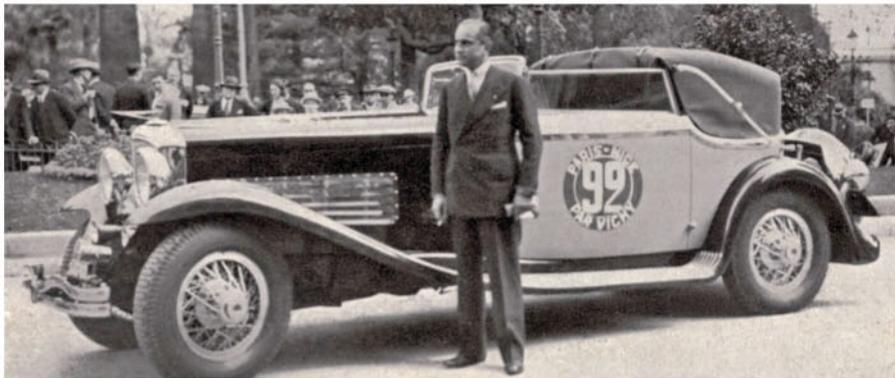
suspect was on exhibit, many times you can determine if it was a London Motor Show car by the detailed description.

At the London Motor Show held in October 1929, there were 23 American makes of cars in both the factory exhibition space and the coachbuilders' spaces. Of the 23 different makes on

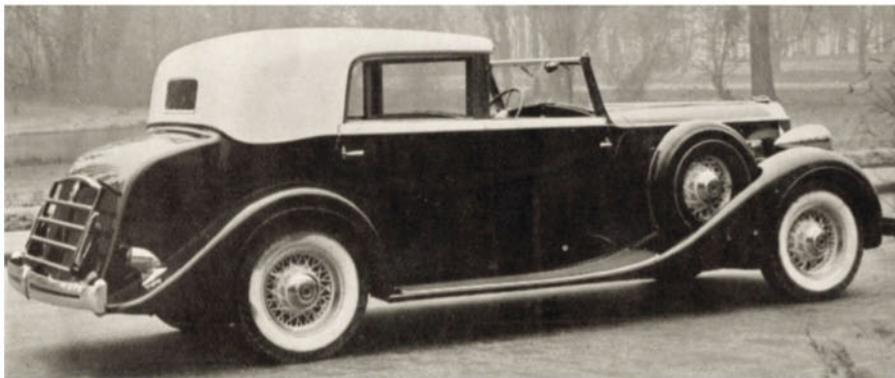
1928 Cadillac coupe de ville cabriolet by French coachbuilder Duvivier. Note the female driver and passenger. The wheelbase and chassis were lengthened, and featured Marchal headlamps that sat much higher than factory lamps.



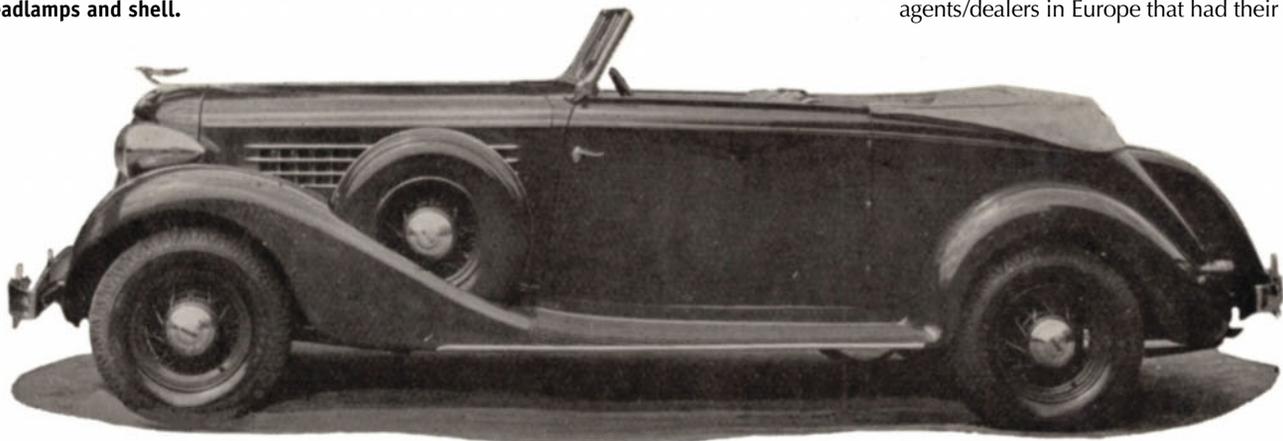
1929 Cadillac limousine-cabriolet by Letourneur & Marchand. The roof over the chauffeur could be opened up, and the car is on a lengthened chassis.



Duesenberg Model J with coachwork by Fernandez and Darrin at the 25th-annual concours d'elegance in Monte Carlo, held in January 1933. The car received a Grand Prize, and standing next to it is the Paris selling agent M. Sandovich.



1935 Packard as shown at the annual Paris Salon, with coachwork by Franay. Note the plated headlamps and shell.



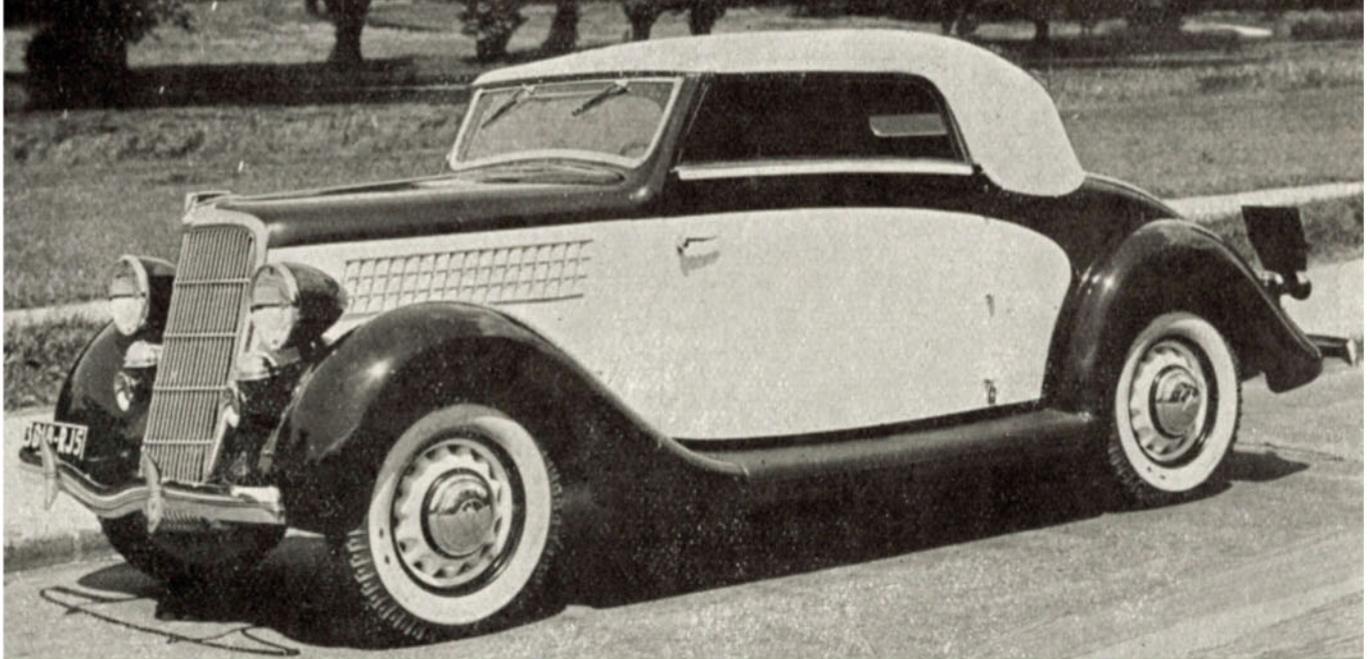
This 1935 Auburn with cabriolet coachwork by Jean-Henri Labourdette used stock factory hood, fenders, and lamps.

display, Buick was shown in six different exhibit areas, followed by Stutz in five, and Cadillac and Hupmobile tied at three each. Warwick Wright was the Stutz selling agent in England, and on that firm's stand alone, there were seven cars: three Stutzes and four Blackhawks. Beyond being represented on the Stutz stand, Blackhawk was a standalone make in two other exhibits. In the display for Moon automobiles were four cars: two six- and two eight-cylinder cars. The other American cars presented were examples of Dodge, De Soto, Chevrolet, Cadillac, Hudson, Essex, Reo, Packard, La Salle, Marmon, Nash, Studebaker, Willys-Knight, Willys Overland, Auburn, Franklin, Graham-Paige, and Duesenberg.

Many of the makes mentioned featured European coachwork, and the same would be true of many of these same brands when they were shown at the salons in France, Belgium, and Germany.

The popularity of certain makes in a particular country was due in large part to the active sales agent for them there. Barbezat was the Packard sales agent in Paris, and Leonard Williams was the Packard agent in London. Lendrum and Hartman was Buick's sole selling agent in England, with showrooms in London's West End on Albemarle Street. The firm sold a ton of Buicks, making it one of the most popular brands of American car on offer in England. It even went to the extent of publishing its own sales catalogs for its market, while most European dealers of American cars handed out brochures that were provided to them by the manufacturers and printed in the U.S. These catalogs would be the same brochures printed for the home market in the USA, but would be printed in the language of the country they were shipped to, with a price sticker in European currency pasted to the inside cover.

Besides Buick, there were other sales agents/dealers in Europe that had their own



1935 Ford V-8 cabriolet with coachwork by Paul Nee. Marchal lamp reflectors were fitted to the stock Ford headlamp shells.

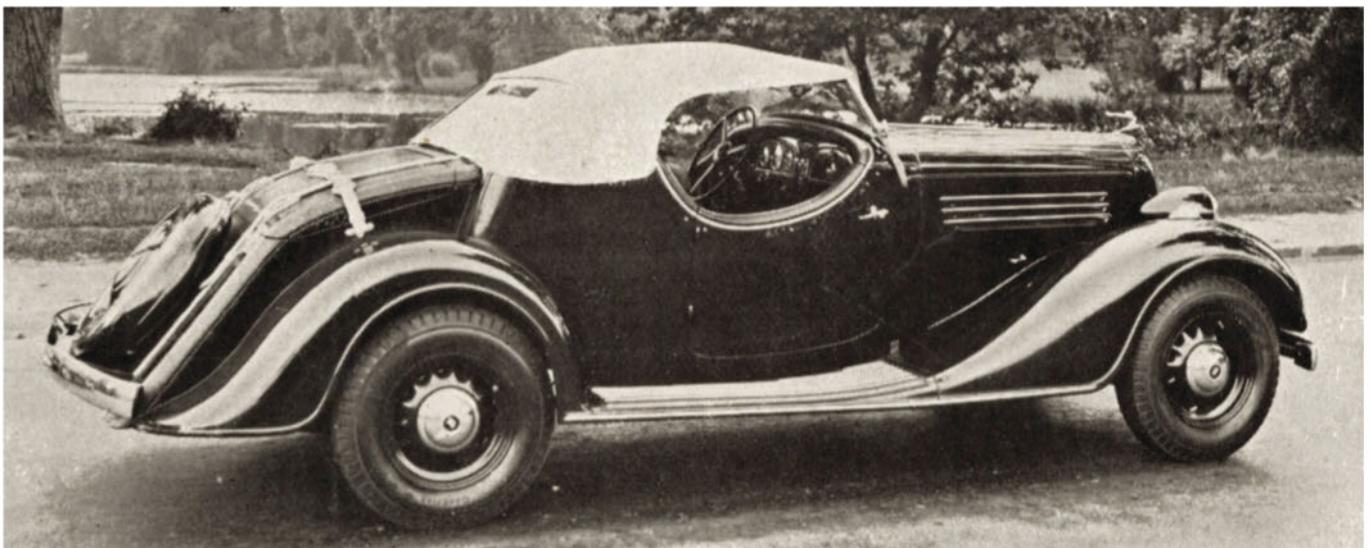
promotional materials printed up, including Franklin, Duesenberg, Ford, Lincoln, Packard, De Soto, Chrysler, and Hupmobile.

European coachbuilders designed and produced quite a few bodies on the American car chassis—these were not done in mass quantities or batches. When a luxury-car chassis was used, it was usually a one-of-one body. There were assorted annual judged concours in Europe, especially in France, where the coachbuilders' art would be on display, their offerings competing to be the finest design in an assortment of categories: two-seater open and closed, limousine, town car, four-seat open, etc. To win a prize at these concours translated into increased sales for both the coachbuilder and the carmaker. Not all custom-bodied cars were on a luxury-car chassis.

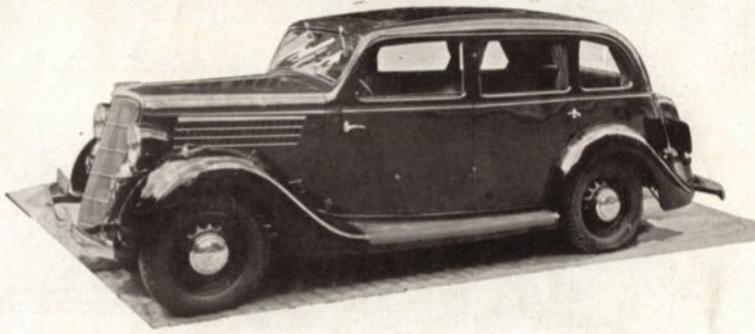
The combination of easily acquired chassis and assertive dealers, made



1935 Chrysler convertible coupe with a body by Figoni & Falaschi at the concours d'elegance in Biarritz where it took a Best of Show Award.



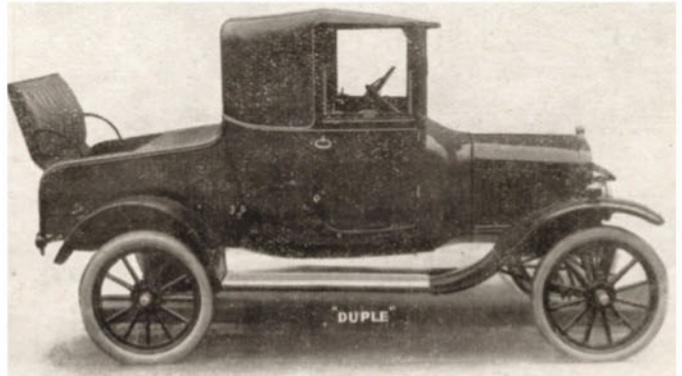
1935 Buick Series 40 with a very sporty two-seat roadster body by Chapron.



1935 Ford V-8 limousine seating seven, with coachwork by Kelsch.



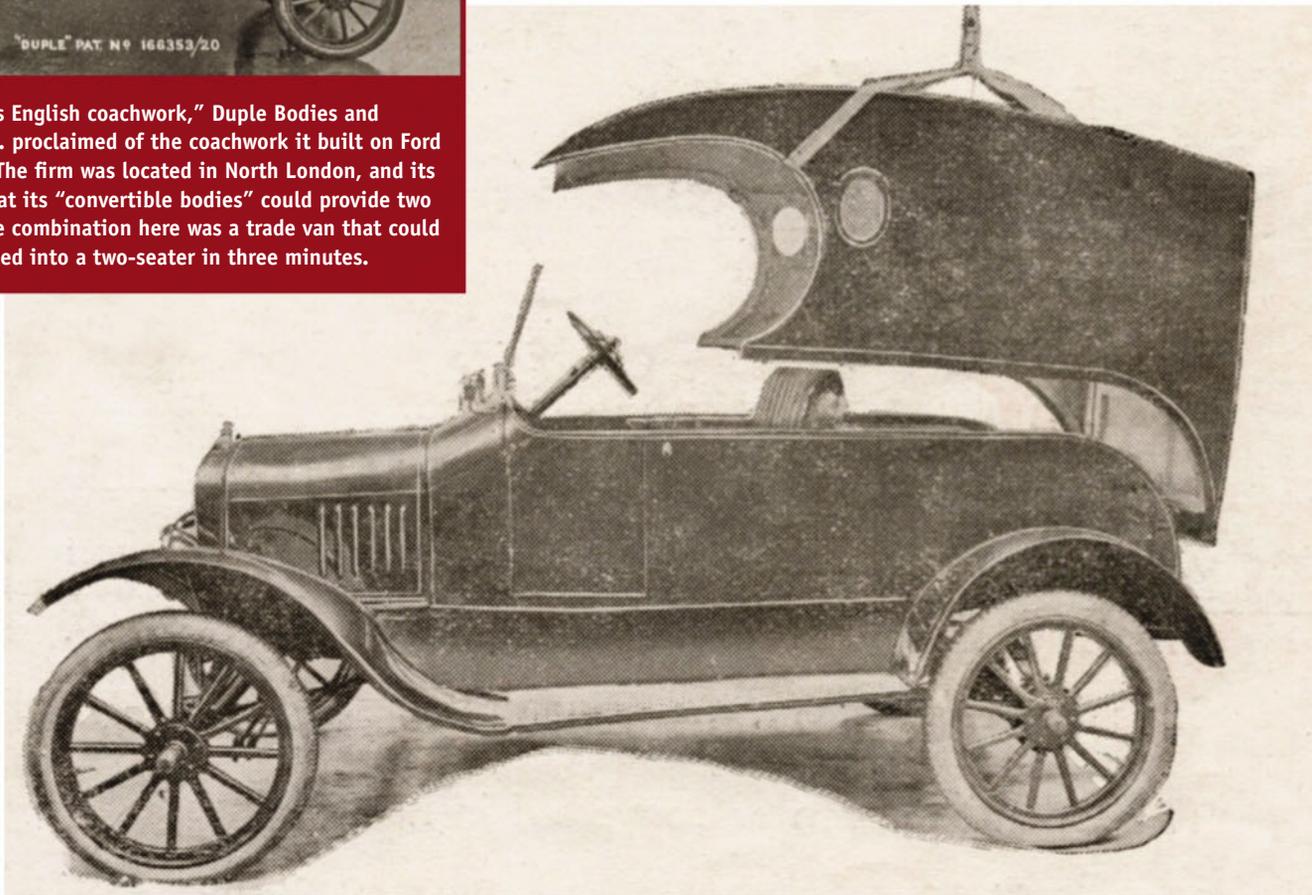
Duple Bodies of London offered a "Traveller's Limousine attachment." A touring car and box were also available.



Duple had fixed bodies as well, such as this coupe de luxe, that it proclaimed were "finished in best style."

“High class English coachwork,” Duple Bodies and Motors Ltd. proclaimed of the coachwork it built on Ford Model T chassis. The firm was located in North London, and its invention was that its “convertible bodies” could provide two bodies in one. The combination here was a trade van that could be converted into a two-seater in three minutes.

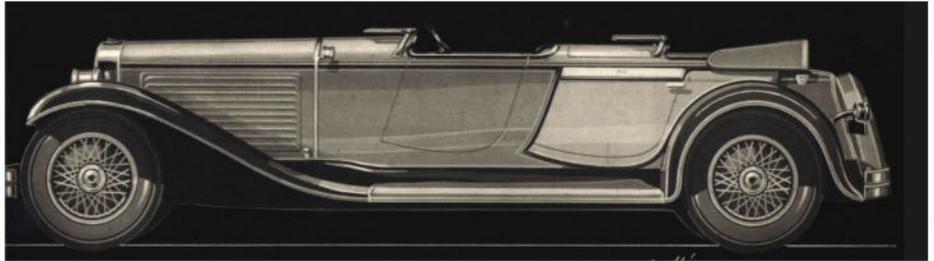
The Duple van top being removed from the main portion of the body. Duple stated one person could do it with a hoist, or two people could easily lift it off on their own.





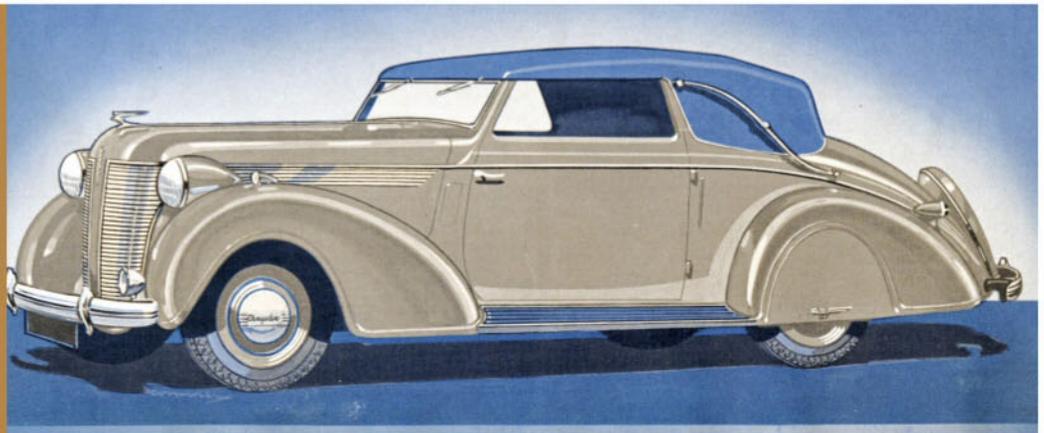
Gallé Carrossier was in Boulogne, France. The coachbuilder's wonderfully illustrated hard-bound catalog didn't mention chassis, but the hood louvers and location strongly suggest 1928-'29 Cadillac.

it more likely to see a custom body on an American car in Europe. The Belgian coachwork firm of Van den Plas, located in Brussels, for instance, saw a considerable amount of activity in designing and building bodies for American cars. As an aside, there were two other coachwork firms that used the name "van den Plas": Willy van den Plas in France, and Vanden Plas in England (which did many bodies for Bentley). To my knowledge, the firm did not build any



Gallé Carrossier of France had one dual-cowl phaeton on offer, and the hood panels, cowl band, and wire wheel style were used by Stutz in 1928 on its BB series. Stutz was very popular in Europe at that time.

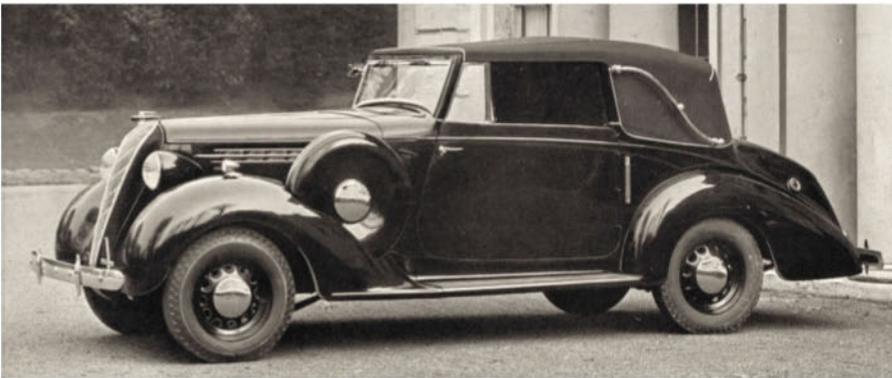
Chrysler sold a number of assorted makes in England, under the Chrysler badge. In the USA, the English Chrysler Wimbledon was a Plymouth and the Richmond was a De Soto. It was badge engineering. The Carlton Carriage Company had been fitting its coachwork to Chrysler chassis since 1926. This Carlton coupe was a five-passenger Victoria on a Richmond (De Soto) chassis in 1937.



Hudson was a very popular make in England, and the 1936 Hudson Eight drophead foursome was promoted as being upholstered in the best English leather and "included an unusually roomy luggage trunk at rear." Stock factory fenders were used.



The Hudson Eight "special sports saloon" not only featured English-built coachwork, but the four fenders and running boards were also custom made. It was upholstered in "Vaumol hyde" and had bucket front seats.



The 1936 Terraplane Big Six also saw a drophead foursome coupe that was the "product of a famous English coachbuilder," most likely Carlton or Coachcraft.

bodies for American chassis.

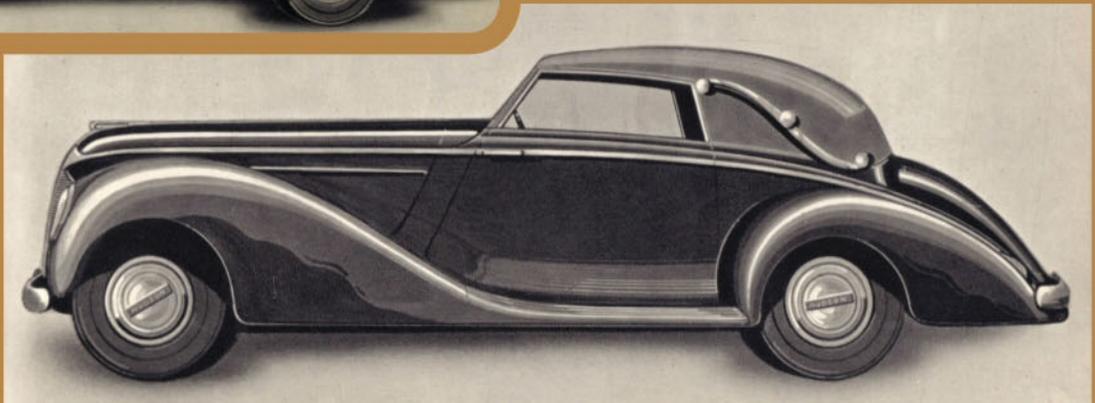
The French coachbuilder Franay started in business in 1902, and was fairly prolific in designing and building coachwork on American chassis in the mid-to-late 1930s, especially on Packard 120 and Standard Eight chassis.

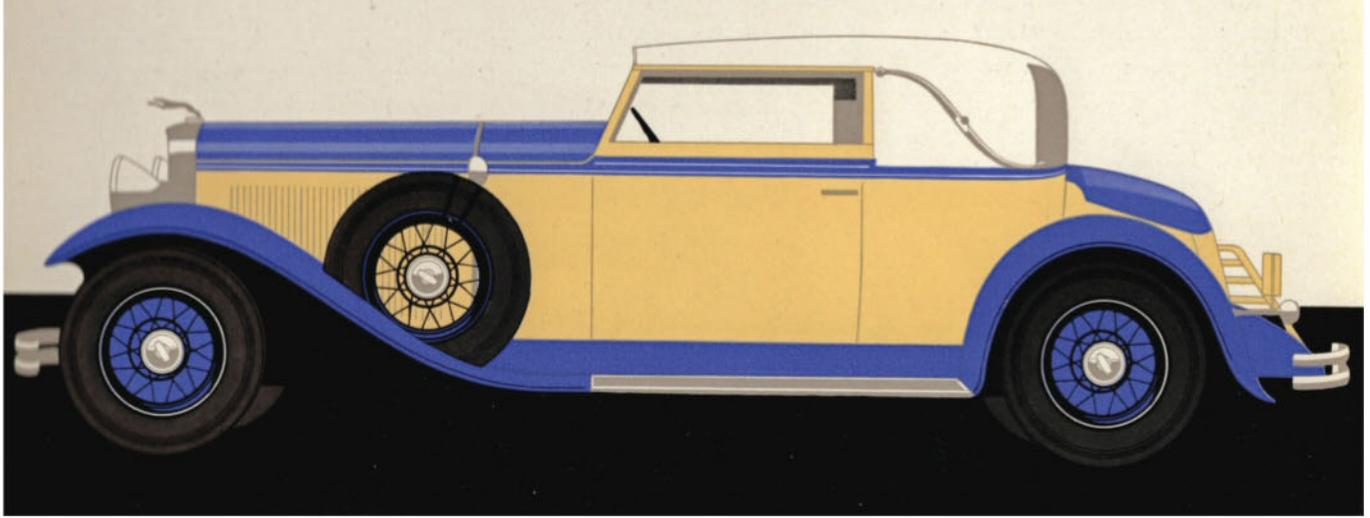
Buick, Cadillac, Stutz, Packard, and Ford seem to have been the most popular chassis to be fitted with examples of European coachwork, but Hudson (especially in England) and Lincoln (in England and France) also saw their fair share of custom coachwork fitted. In England, Lancefield, Maltby, and, to a



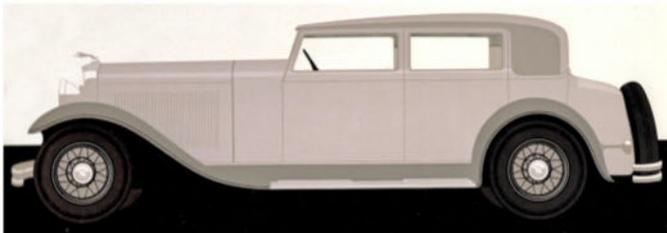
« Hudson continued to be sold in England right up until 1939. Stock factory bodies were the primary offering, but there was a Country Club sports saloon that used the factory fenders and running boards as seen here.

» The Hudson Country Club Six and Eight drophead foursome coupe not only had an English coachbuilt body, but custom-crafted front fenders as well. 1939 would be the final year for new American cars to be sold in England.





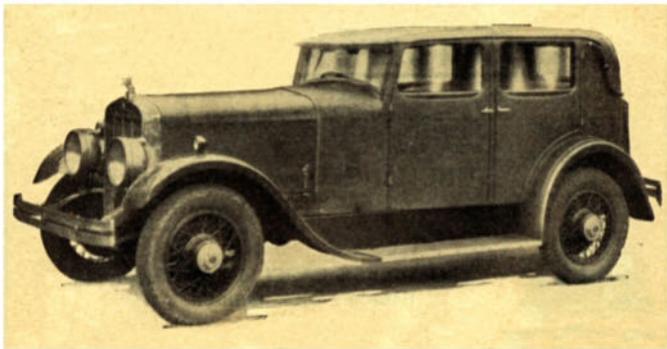
The 1931 Lincoln Model K V-8, saw the Paris sales agent promote a number of examples of French coachbuilder's art on that chassis. Among them was this four-passenger convertible Victoria by Million-Guiet.



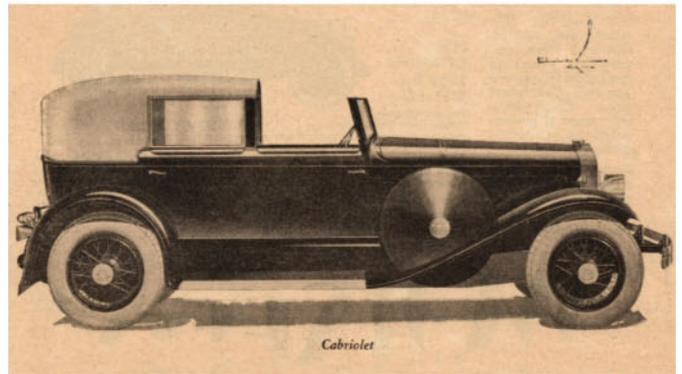
Kellner of Paris designed this four-passenger club sedan on the 1931 Lincoln Model K chassis.



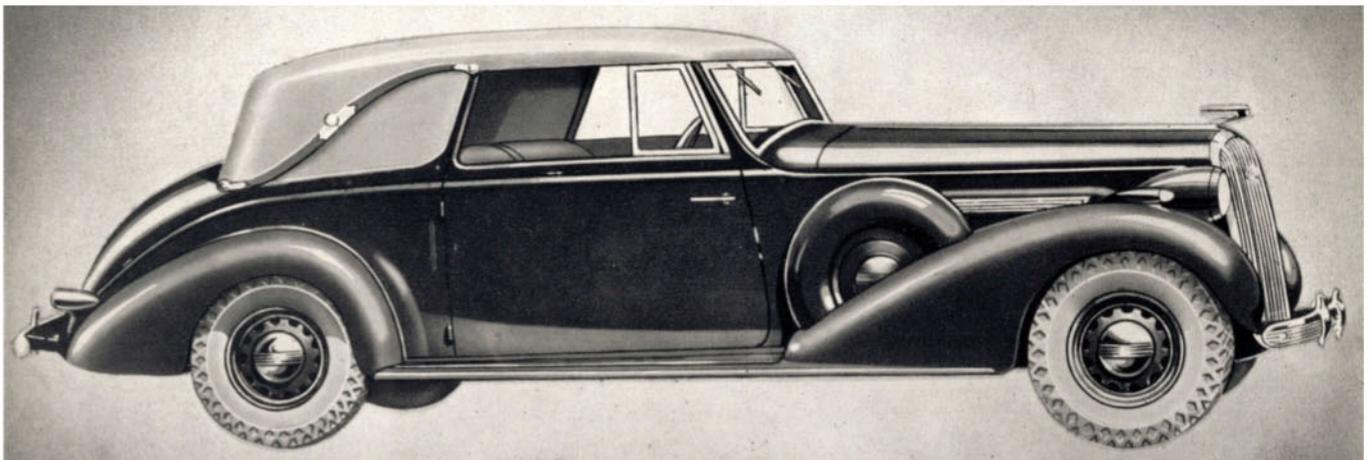
French coachbuilder Binder, designed a faux-cabriolet for four people on the 1931 Lincoln chassis.



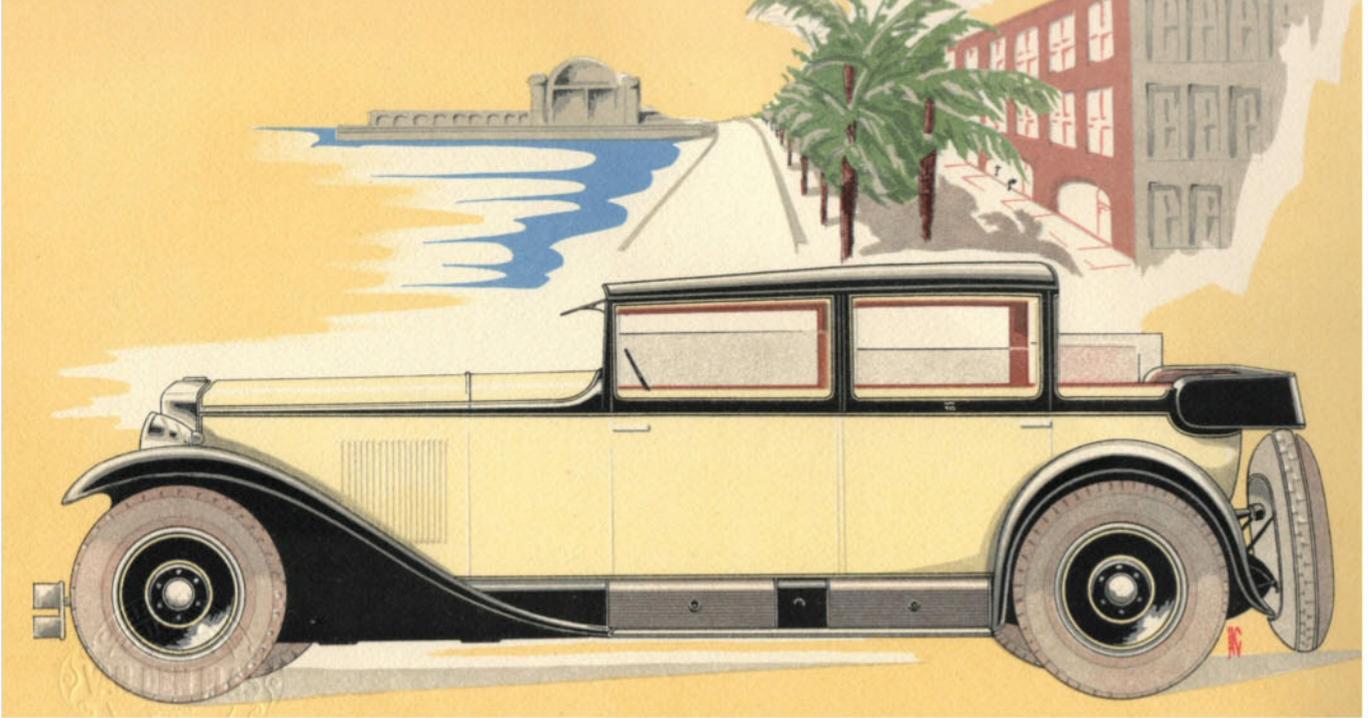
Franklin had a few custom bodies fitted to its chassis, and most were supplied by English coachbuilders, as the London dealer was its most active sales agent in Europe. This Weymann fabric-bodied saloon was for sale in early 1929. The odd thing about it was that it used the previous year's style headlamps and wire wheels.



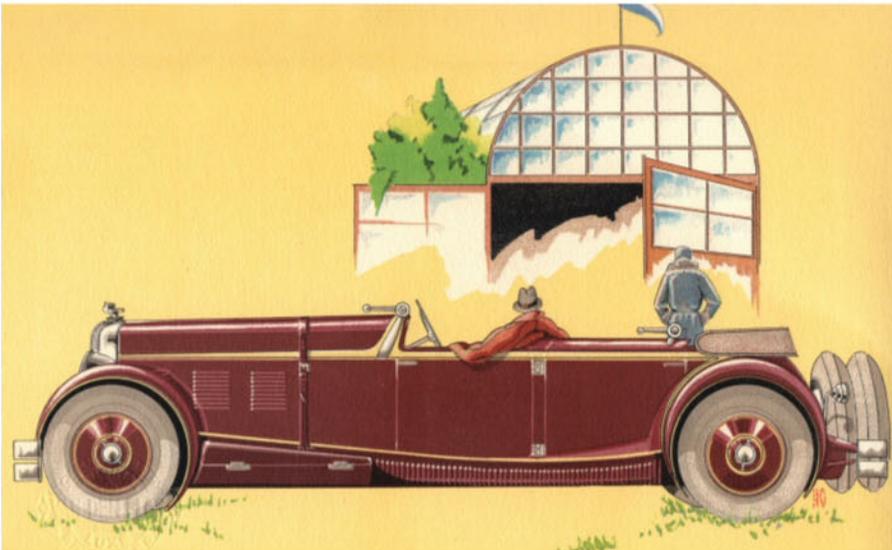
This cabriolet/town car was fitted to a 1929 Series 135 chassis. Body maker is unknown, but a good possibility would be Barker. The Franklin agent in London was Regent Motors Ltd. on New Brighton Street.



Buicks were popular in England in 1936-'39, due in large part to their selling agent Lendrum & Hartman. For each year, starting in 1936, it offered a coachbuilt "Albermarle coupe" on the Model 40 (Special) chassis. It was a five-passenger car; the 1936 version is shown here.



Van den Plas, the Belgian coachbuilder was located at 32 Rue St. Michel in Brussels. It was prolific in its designing and construction of coachwork that was mounted on American car chassis. Shown here is a landaulette on a Cadillac chassis.

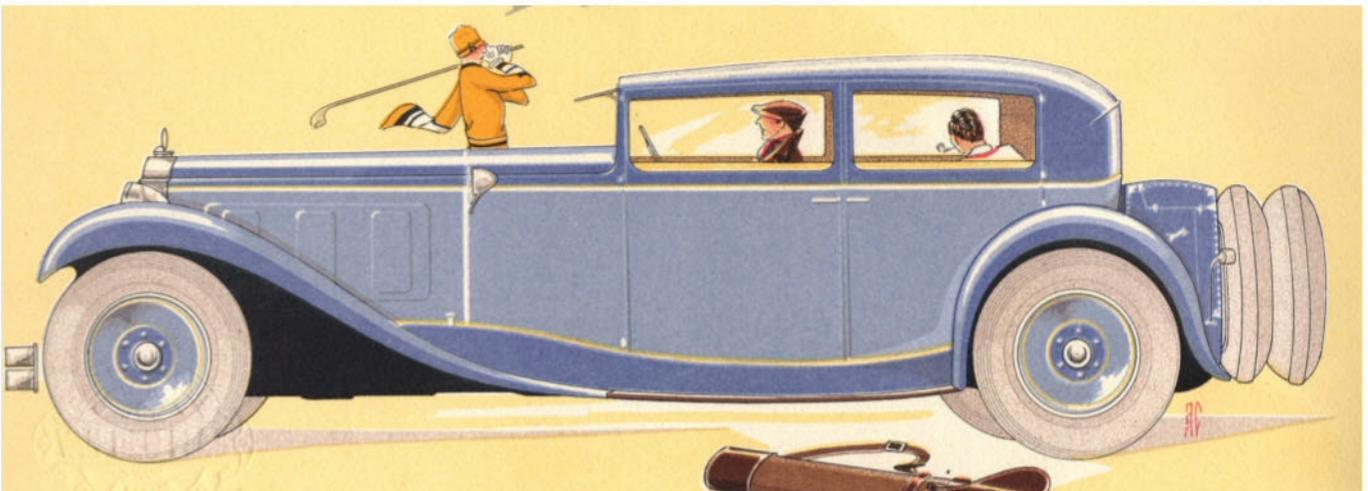


This Stutz touring car by Vanden Plas was noted by the builder as "the ideal car for lovers of open air, speed, and extensive touring."

certain extent, Carlton would supply examples of their coachwork to Buick and Hudson chassis.

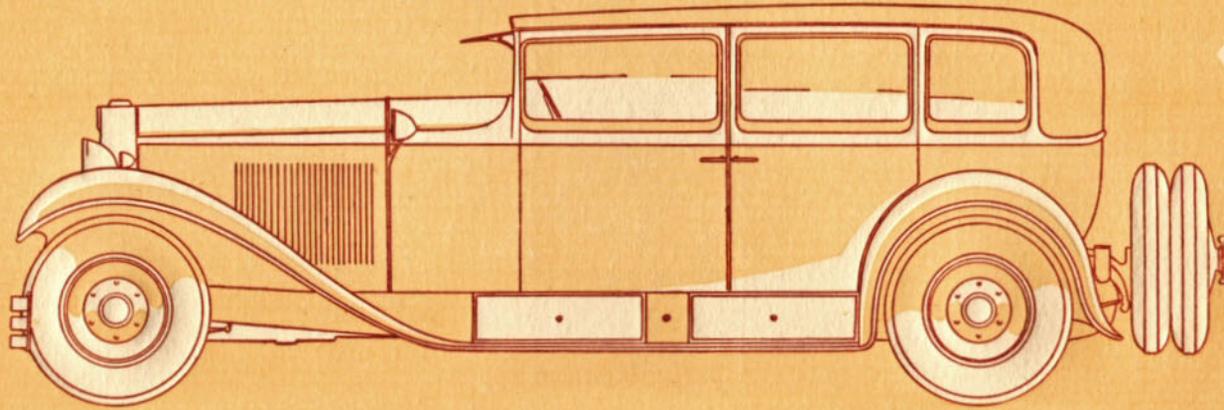
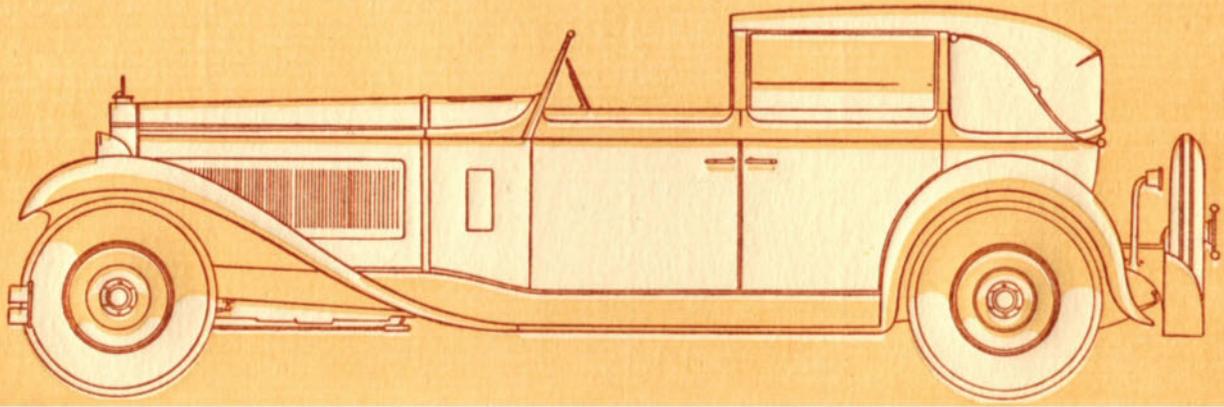
By the time of the 1934 London Motor Show, there were only 12 makes of American cars on display in the exhibit hall, compared to the 23 at the 1929 show, and only Buick, Hudson, and Reo were featured on more than one exhibition stand. The Great Depression had its grip on the economy for five long years, and I am amazed that, in spite of it, a fair quantity of American cars was still being imported and sold in Europe. Since the London Motor Show was in October of 1934, the cars on display were for the next year (1935).

Although Stutz did not have an exhibition space at the show, the London Stutz agent was still active. According to Bev Kimes in her wonderful



Van den Plas built fabric-bodied cars under license from Weymann, and this saloon is on a Packard chassis.

» This Packard "double cabriolet" was built by Van den Plas. Note the dip in the body at the cowl that would allow the body line to be lower past the top of the chassis, thus giving the visual impression of a much lower profile.



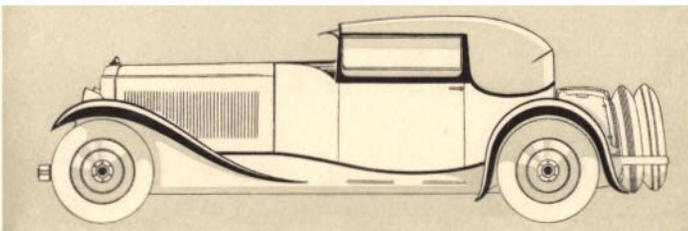
« This Cadillac V8 has limousine coachwork by Van den Plas of Belgium.

Encyclopedia of American Cars, only six automobiles left the Stutz factory in 1934, and it is quite possible one of them found its way to England in chassis form. Decades ago, I acquired the period photographs of the handsome Stutz sedan shown here from the estate of the renowned English motoring historian

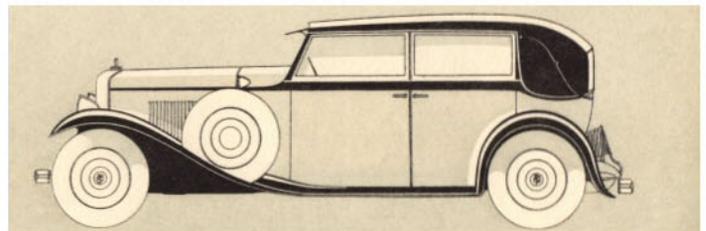
and author Michael Sedgwick. His notes about the car were brief, and I have not been able to really discover much more over the past 30-plus years. Michael was a good friend. We exchanged volumes of information and he, like myself, never stated as fact what he wasn't able to support with documentation from the

period. It is the one car I would love to know more about.

There are so many more specific details to the American's Abroad story, so far as car companies and coachbuilders are concerned, but I hope this has provided an insight into the pre-World War II activity across the pond. 🐼



Packard "coupe sport" by Van den Plas of Belgium was a styling effort that featured individual step plates instead of running boards.



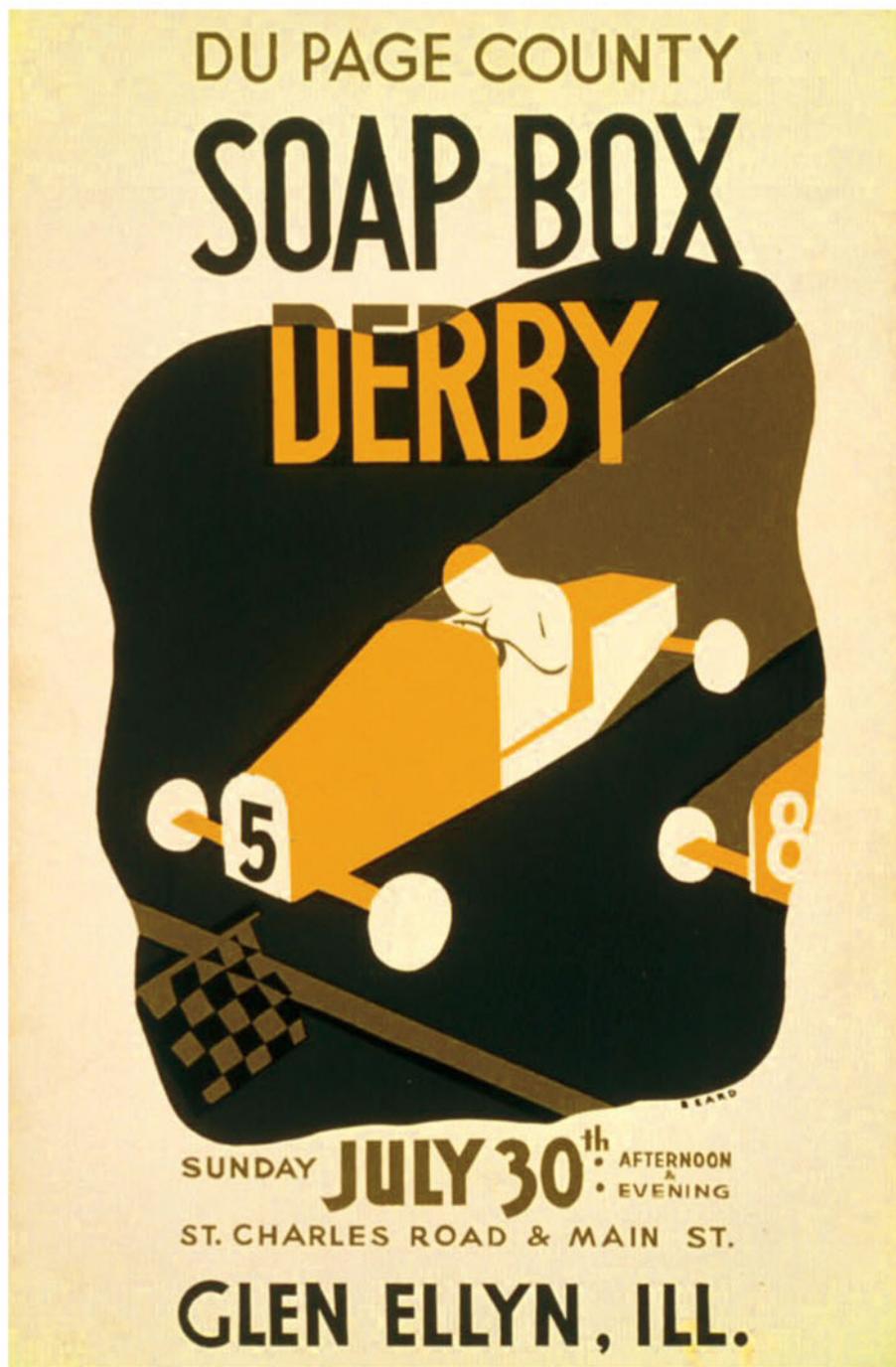
This Cadillac by Van den Plas saw the body meet the running boards with no splash apron in between.



On offer at the end of October in 1934, this Stutz likely has coachwork by Lancefield of London; it may be the last Stutz bodied and sold in England.

Soap Box Derby

An American gravity-powered tradition since 1934



BY JEFF KOCH • IMAGES COURTESY OF SOAP BOX DERBY EXCEPT WHERE CREDITED

From birth, man carries the weight of gravity on his shoulders. He is bolted to the earth. But man has only to sink beneath the surface and he is free.”—Jacques Cousteau

With all due respect to the esteemed late sea explorer, we would suggest that gravity can also be freeing. You won’t skim the sky or submerge into the sea, but with wheels and the most scant of plat-

forms, you can work the laws of physics to your advantage.

Such is the idea behind the All-American Soap Box Derby, an American tradition since 1934. We didn’t invent such things of course. Rolling downhill in wheeled vehicles had been fun since there were wheeled vehicles. An early Stateside boost may have come from the cinema: when the Vanderbilt Cup moved to Santa Monica, California for 1914, the city sponsored a junior version of the Cup, which included engineless, gravity-driven-car classes for kids. Charlie Chaplin took the opportunity to photograph some improvised comedy scenes on site; shortly after, the film *Kid Auto Races at Venice* (or *The Pest*) launched Chaplin’s “Little Tramp,” and his brand of physical comedy, into the entertainment stratosphere.

But the enduring legacy of the All-American Soap Box Derby had its roots in a feel-good newspaper puff piece. In the summer of 1933, Myron Scott was a photographer with the *Dayton Daily News*, and came upon some neighborhood boys racing their homemade gravity-powered cars down a hill. Scott arranged for the boys to come back a week later, so he could officiate the race himself. Nineteen kids showed up. Scott pitched his editor on a sponsorship—the paper kicked in \$200. The promoted derby was held on August 19, 1933.

The day of the race, an estimated 40,000 spectators lined the course to watch 362 kids race their home-built gravity-fed specials. Sheet tin, orange crates, and wheels pirated from little red wagons were common in the field; ironically, there is no record of a car having been made from an actual soap box. Rules specified that the race was for boys only, but a couple of girls bamboozled officials and raced anyway—including one who won second place.

For 1934, the event moved to Akron, chosen both for its hilly terrain (down Tallmadge Avenue) and its central location within Ohio. Also, the event went national: Scott encouraged races nationwide, with the winners from each region to come to Akron and compete for the All-American Soap Box Derby World Championship. The rules were simple, and the rule book, all nine sentences of it, could fit on a single



Gilbert Klecan looks like he just went 200 laps at Indy, but that's graphite, not race grime. He dusted his car—and himself—with it to slip through the air and go faster. Maybe it worked, because he ended up taking the win in 1946.



Robert Turner of Muncie, Indiana, was the winner of the second-annual Soap Box Derby race, in 1934.

sheet of paper. The gist of it was simply this: As long as the race vehicle was built by the driver, it was anything-goes. The event, held August 19 of that year, was won by Robert Turner of Muncie, Indiana; his car was made from wood that once served as the bar in a saloon.

With the popularity of the event on the rise, Akron's civic leaders saw the need for a permanent site for the event. Derby Downs, the home of the All-American Soap Box Derby World Championship since 1936 located in the southeastern corner of town, was a WPA project. The 1,150-foot hill saw fearsome wheel-to-wheel competition for decades. As the official sponsor of the event, Chevrolet dealerships were your Soap Box Derby headquarters, making wheels, axles and rulebooks available at the parts counter; the division also awarded college scholarships to top finishers. Second and third place received a car; it's entirely possible that someone along the line threw a race in order to score a new car over college money.

The success didn't go unnoticed. *Editor & Publisher*, a monthly magazine

focused on the newspaper industry, ran a story on the Soap Box Derby, and suddenly papers across the country were sponsoring their own gravity-racing events. (Myron Scott would later go on to be employed by Chevrolet directly, and was the man responsible for naming a car that we now know as the Corvette.)

With increased exposure for the event came increased competition as builders stepped up their games. Eleven-year-old Cliff Hardesty from White Plains, New York, showed up in Akron in 1939, with an immaculately-assembled car... and four dozen protest letters from local New Yorkers who cast doubts on whether his car was actually built by Hardesty himself. Race inspectors grilled the boy for hours, finally insisting that he duplicate his car's front suspension; when Hardesty got to work designing a better system than what was already on the car, they stopped him. Hardesty won the world championship that year.

Racing stopped from 1942-'45, due to WWII, but racing has been held continually at Derby Downs since 1946. That

year, Gilbert Klecan of San Diego became known as the "Graphite Kid," because he covered his car (and face) with graphite in an effort to reduce wind resistance. He won. One of the 1954 competitors, Denny Zimmerman of Hartford, would go on to be Indy 500 Rookie of the Year in 1971. A pair of brothers from Anderson, Indiana, Terry and Barney Townsend, won the event in 1957 and '59, respectively. During this era, organizers provided identical wheels to each racer, in an attempt to level the playing field.

Soap Box Derby racing hit its stride in the postwar era, clear into the 1960s. According to a 1959 issue of *Boys' Life*, three million people witnessed or participated in some aspect of derby, including the 11-15-year-old boys who were eligible to participate directly. The All-American drew 75,000 spectators, and TV and film stars made appearances at the World Championships in Akron each year. It was one of the top-five best-attended sports events in America. Starting in 1971, the field was finally opened to girls; the first female winner was 11-year-old Karren Stead of Lower Bucks County, Pennsylvania, in 1975.

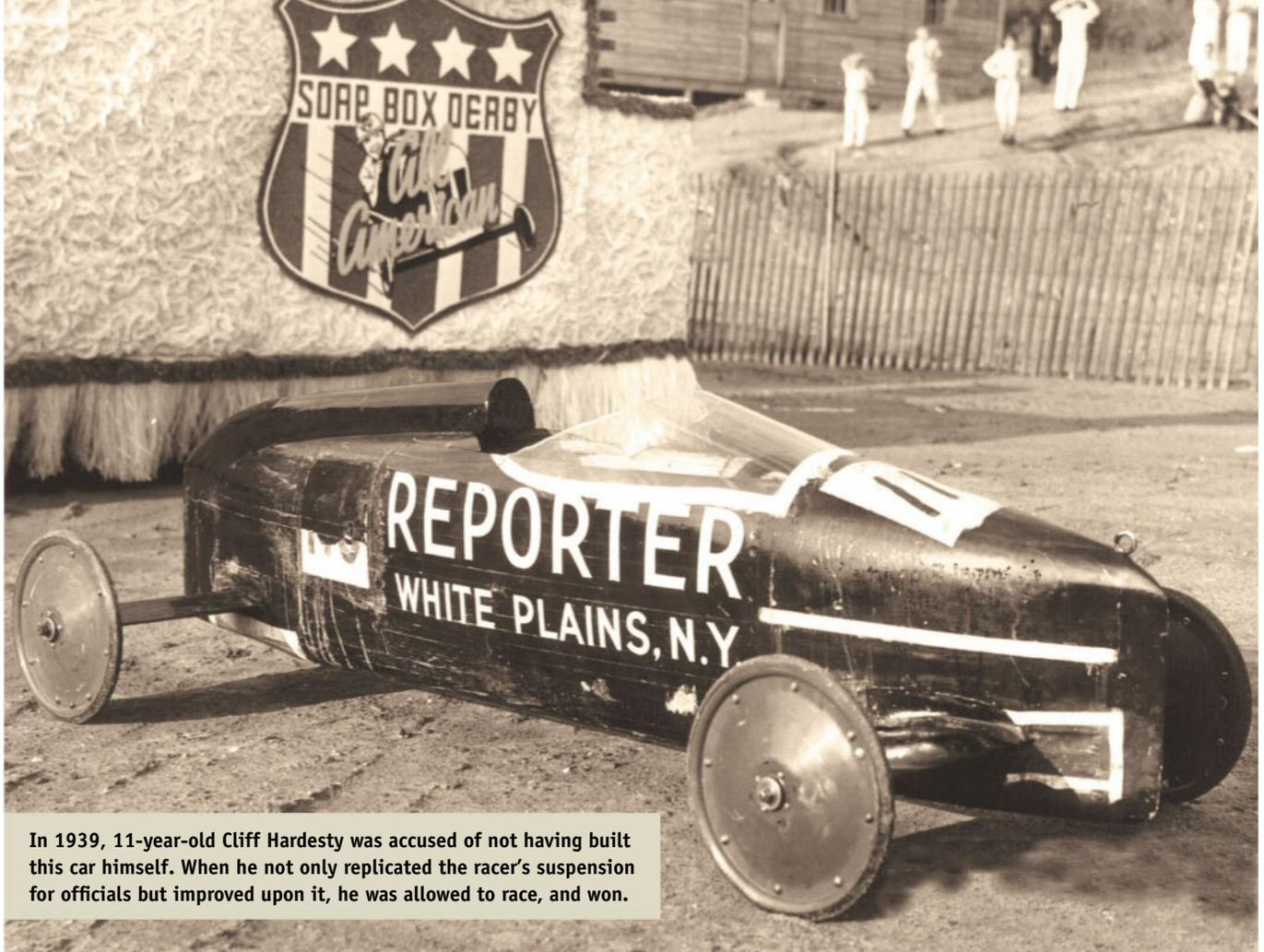
But things started to change in the 1970s. Beginning in 1972, Chevrolet withdrew its \$1-million-yearly sponsorship of the All-American Soap Box Derby; John DeLorean felt that the event was outdated and too expensive for the division's coffers. When Chevrolet pulled out, the race shrank from 252 participating cities to 138 in a single year. Trademarks and copyrights were transferred to the Akron Chamber of Commerce, and for 1974, rights were assigned to the Akron Jaycees, which then established a corporation, International Soap Box Derby Inc., to run things.

In the midst of the sponsorship turmoil came the great Derby controversy of 1973. Bob Lange Jr., won the 1972 event, and for 1973, Lange's cousin Jimmy Gronen drove a car that was visually identical to Lange's. Gronen won the 1973 event, but was stripped of the title two days later. Officials had already replaced Gronen's wheels and tires after they were seen to be chemically treated to reduce rolling resistance. But X-ray examination showed that Gronen's car also had an electromagnet in the nose, which was attracted to the steel paddle used to start the race; it allowed Gronen to get a jump on the competition. In the end, second-place finisher Bret Yarborough was named the 1973 champion, and Gronen's uncle and legal guardian Robert Lange Sr., paid a \$2,000 fine to settle the charge of contributing to the delinquency of a minor.

Only one world champ was crowned through 1975, but for 1976, the cor-



Since the beginning, Soap Box Derby racing has relied on ingenuity, effort, and gravity.



In 1939, 11-year-old Cliff Hardesty was accused of not having built this car himself. When he not only replicated the racer's suspension for officials but improved upon it, he was allowed to race, and won.

poration established a Junior division, designed for the 10-12-year-old set. The Junior division, also known as the "kit car" division, saw racers build their own cars from kit-supplied hardware and patterns for floorboards. Now there were two world champs, one per division.

History continued to be made in Akron. The first brother-sister All-American champions were Joan and Mark Ferdinand of North Canton, Ohio, who won in 1976

and '77, respectively. The only repeat champion was Danielle Del Ferraro of Stow, Ohio, in 1993 and 1994. Starting in 1992, the Derby added a "stock" division, with cars made from kits rather than completely home-built, for drivers aged 8-13. A third world champ was added to the roster.

The track record, 26.30 seconds on the 1,150-foot hill, was set in 1940; in 1977, the fastest car ever to race was

clocked at 53 mph at the finish line. The track has since been shortened to 989.4 feet, with the current 28.24-second record run set in 2004. Year by year, race by race, history continues to be made.

And still, every July, 10,000 spectators and kids from around the world descend upon Akron, Ohio. All of whom understand that, while man may carry the weight of gravity upon his shoulders, wheels can make that gravity an awful lot of fun. 🏎️



Though a girl took second place in the very first race in 1933, they weren't officially allowed to compete until 1971. Karren Stead of Lower Bucks County, Pennsylvania, was the first to win, in 1974.



Today, girls are just as likely as boys to build and race winning Soap Box Derby cars. Mallory Bruen of Northern Maine, Maine, took the checkers in 2016 in the Super Stock class.

Cherished Coronet

15-year-long restoration of a one-owner 1968 Dodge 500 convertible

BY MATTHEW LITWIN • PHOTOGRAPHY BY RICHARD LENTINELLO

RESTORATION PHOTOGRAPHS COURTESY OF WAYNE JOHNSON AND LABRECQUE AUTOCRAFT

“Growing up in the Sixties, I loved cars. I always leaned towards the Chrysler products, in part because of their performance and styling, predominantly the Dodges,” Wayne Johnson says. “When the redesigned 1968 bodies came out, they really caught my attention. I was 21 at the time, was gainfully employed, and needed a much more reliable car, so I went to Cavallaro Motors in Ansonia, thinking then was as good a time as any to buy a new car.”

A Connecticut native then living in Shelton, Wayne had travelled to the Dodge dealership to purchase, not surprisingly, a Super Bee convertible. Unbeknownst to him, the \$2,555 entry-level muscle car—in base trim—was only available as a two-door coupe. It was unwelcome news; however, realizing Wayne was a motivated customer, the fast-acting dealer said he could order a Coronet 500 convertible and option the upscale model with a 383-cu.in. V-8 and a four-speed

manual transmission (with a Hurst shifter), both of which were standard equipment in a same-year Super Bee.

Wayne went a step further, adding a Sure-Grip 8¾-inch differential fitted with a 3.23 gearset, along with front bucket seats featuring a fold-down center armrest, Music Master radio, and a tachometer. Roughly \$3,300 later, Wayne had the keys to his quasi-Bee convertible in April 1968.

“The Coronet became our family car. It brought both my sons home after they



were born, we used it for every vacation, and it was a regular commuter to work and the beach—I did a lot of surfing,” Wayne remembers. “Living in New England was taking its toll, though. We moved to nearby Oxford in 1976, and the winter over the next few years was particularly bad. The salt was eating the metal up. During the winter of 1979-’80, I decided to park the Dodge in the garage and buy a four-wheel-drive truck. I still loved the car, so when I parked it, I told my wife one day I was going to restore it. Well, 15 years ago I started doing the restoration.”

As soon as Wayne parked his cherished Coronet, he began to set the wheels in motion for the promised restoration. According to Wayne: “Immediately, I began going to car shows and swap meets from Massachusetts to Florida. Whenever I did any kind of travel, I would look for shows and would buy parts for the car. I’d buy a

wheel cover here, a fender there, another fender someplace else. I was buying any good used and NOS parts I thought I would need for the restoration. So, by the time I got around to it I already had quite a collection of parts. The project started the day I decided to stop using the car.”

In 2002, Wayne and his two sons rolled the dusty Dodge out from the garage, washed it down, and pushed it into the adjoining bay where it was completely disassembled. Wayne was diligent about the process, bagging and tagging as many parts as possible while taking reference photos. “Once we got it apart, we loaded it on a trailer and brought it to a shop in Bridgeport to have the body shell sand-blasted,” Wayne tells us. “After that, we put a coat of primer on it to keep the metal from getting worse. At that point, I realized the restoration was well beyond anything I could do at my house, so I

started looking for someone I felt comfortable doing the job for me. Two years later, I met Mike LaBrecque from LaBrecque Autocraft in East Windsor, Connecticut.”

Wayne delivered the Coronet 500 to LaBrecque, where Mike and his staff went to work addressing the extensive corrosion. “You could see the rust as soon as the disassembled car was rolled into the shop,” Mike says. “So, the first thing we did was bring it back down to bare metal, after which we braced the cowl, put it on a rotisserie, and began to cut out the afflicted panels.”

“We determined that we’d have to replace the trunk floor, the forward floorboards, each of the quarter panels, and the rear wheelwells. Fortunately, we were able to save both doors, the hood, and the decklid, and, surprisingly, the rear frame rails—they were in good condition. At the time, most of the panels were already





It's 1968 somewhere in Connecticut, and the recently purchased Dodge Coronet 500 convertible has already been pressed into full summer service. Note the white-stripe tires and deluxe 14-inch full wheel covers, which were both optional equipment.



Flash forward to summer 2002. Having been in garage storage since the winter of 1979-'80, the convertible's restoration has finally begun. Except for the suspension and differential, the unit-body Dodge has been completely disassembled.



After disassembly, the body was sent to a facility for media blasting. The process exposed bare metal and extensive rust, attributed to the rigors of daily driving; it can be seen around the rear wheel opening. Primer was applied to protect the metal.



The restoration was put on hold until Wayne could find a facility capable of managing the rest of the effort could be found. In 2004 it resumed, and here the vertical flanks of the rear quarter panels have been removed, as well as one part of the trunk floor.



Vertical flanks from reproduction coupe quarter panels have been butt-welded into place. Welds were then ground smooth, and the metal was sealed in a layer of epoxy primer. Here a skim coat of filler has been applied and block-sanded smooth.



Convertible floorboards tend to suffer the wrath of the elements from both sides, usually with devastating results. This Dodge required a front floorpan replacement, which was butt-welded into place. The seam can still be seen here, under darker primer.



During downtime between stages of body repair, other aspects of the restoration were accomplished, such as rebuilding the Mopar's 330-hp, 383-cu.in. V-8 engine. During disassembly, a massive mouse nest was discovered in the lifter valley.



Like the engine, the Coronet's original four-speed manual transmission, fitted with a Hurst shifter on the assembly line, was disassembled and rebuilt. With no wear to speak of, it only required new seals and bearings.



Earlier, the body received a few coats of Glasurit primer that were sanded smooth for the next stage of the restoration seen here: the application of a Glasurit basecoat/clearcoat perfectly, matched to the factory hue of Bright Blue metallic.



By the time the Dodge was undergoing its restoration, Legendary Auto Interiors had begun reproducing vinyl upholstery kits for the Coronet family of cars. This is the rear bench seat, having been recovered with the company's new material.



Before floor carpet and seats could be installed, the interior side of the front firewall needed to be repopulated with pedal assemblies, some of the wiring harness, and the car's climate-control system. Note the transmission is in place.



Though much of the interior, front windshield, and convertible top have yet to be fitted, at this point in the project the decklid has been installed and aligned, while several pieces of rear panel trim have been returned to the Coronet.



being reproduced, so we were able to weld new floorpans in without having to fabricate anything, as well as the quarter panels. The quarters were reproductions for a coupe, so we had to make corresponding cuts on all four panels and butt-weld the new flanks to the old panel tops, to maintain the original factory design. We had to do a little bit of fabrication to get the wheelwells to fit properly, but that was about it.”

After the metal repairs were completed, the body shell and other exterior panels were sealed in a protective coat of epoxy primer that contained zinc chromate, making it both waterproof and a surface to which a skim coat of body filler could bond. Block sanding followed and, according to Mike, once a smooth surface was achieved, several coats of

Glasuret surface primer was applied and sanded. Having allowed for proper cure time, the staff utilized Glasuret's basecoat/clearcoat paint system to return the Dodge to a factory shade of metallic Bright Blue.

Often overlooked is the downtime that occurs between each step of the body prep, primer, and paint processes in order to produce a high-quality, long-lasting result. During these prolonged periods, other aspects of a restoration take place—maximizing project efficiency—such as engine and transmission rebuilds, suspension restoration, and upholstery work. In this case, both the 330-hp, 383-cu. in. engine and four-speed were rebuilt to factory specification, and the V-8 received a standard .030 overbore to clean the cylinder walls.

The engine, rated just 5 hp short of the “performance” edition in the Super Bee, was then bolted to the restored front K-frame, which doubles as a foundation for the front torsion bar suspension. The entire front subassembly was then ready to be bolted to the Dodge's repainted unit-body chassis, along with new brakes and a refinished rear leaf-spring suspension.

New upholstery, floor carpet, and convertible top were obtained from Legendary Auto Interiors. The interior's restoration was straightforward; however, both Wayne and Mike wanted to maintain a potential factory flub. As Mike explains it, “We looked over photos Wayne had taken and the original parts he had saved. The Dodge was built with black floor carpet, but swatches of blue carpet were





owner's view



It's such a recent restoration I've barely been able to enjoy having it back in my garage, never mind driving it. Working with LaBrecque's was a wonderful experience. The result is far better than anything I certainly could have achieved and, considering how much things have changed, I was—in hindsight—lucky enough to have the forethought to collect parts when I did. There's nothing I would have done differently. Come spring, my wife and I are going to enjoy going to shows and driving the Dodge. It was and will always be our family car.

stapled—by the factory—to the bottom of the rear side panels; bits of blue carpet were hanging out in plain view. We're not sure if the car was supposed to receive blue carpet or not, but either way we replicated the discrepancy."

Although the Coronet 500 was delivered to Mike in 2004, the project was finished just days prior to writing this feature. "We worked closely with Wayne, performing work as his budget would allow without sacrificing quality. This was

such a great car to work on, and all the credit goes to Wayne. He brought us a complete car and a load of extra parts. Nothing was missing, and because of his diligence during disassembly, the restoration was far easier." 🐾



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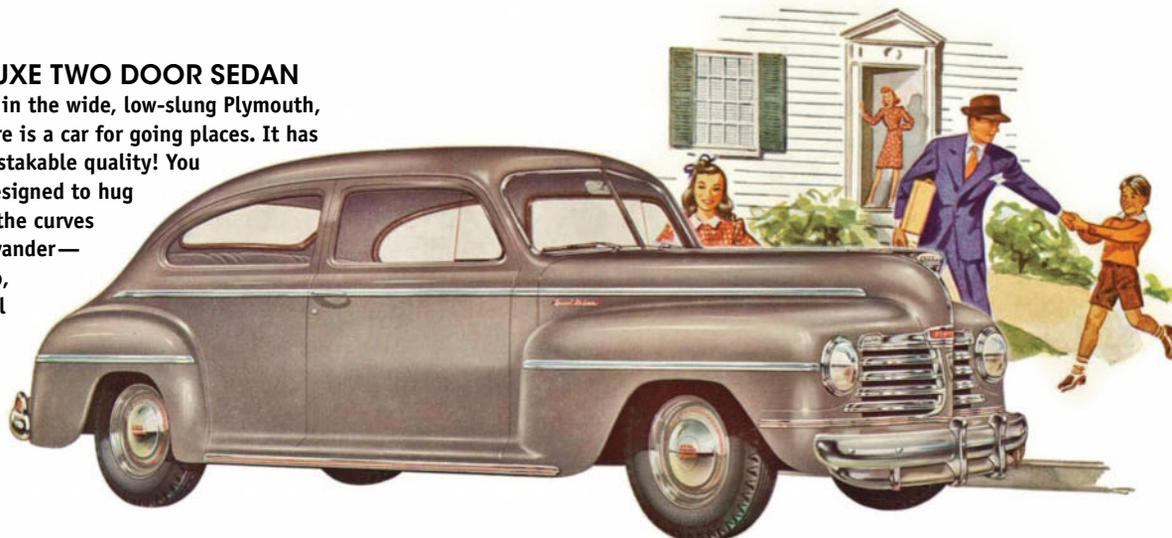
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Model Ts do, but don't let that deter you. If you want a flapper-era car, you should consider the Whippet, which you will see was much more advanced than its direct competition.

Willys-Overland introduced the Whippet in 1926 as a 1927 model, and the Whippet would eventually replace the Overland altogether. Some early Whippets had Overland hubcaps and radiator badges, while a few brochures referred to it as the Overland-Whippet. Today, it is common just to refer to them as Willys Whippets.

The 35-horsepower, flathead four-cylinder engine that initially powered the Whippet had water-pump-forced cooling and full-pressure lubrication, earning a reputation for durability and economy. Due to its small and light, low-hung body with a 100-inch wheelbase, the car was quite speedy and easy handling for the time without any sacrifice to interior room.

In 1929, the Whippet adopted the Chrysler-designed four-wheel hydraulic, internally expanding brake system. Interestingly, Ford only had rear brakes at the time of the Willys introduction and wouldn't adopt hydraulic brakes until 1939.

Whippets were always considered sturdy and dependable, and they were inexpensive, ranging in price from \$525 to \$850. In today's money, that would be \$7,045 to \$11,406. I need a time machine.

To add to its allure, the Willys was a pretty little car, with an attractive radiator shell/grille that would become quite popular with hot-rodders. Some estimates say 14-million people visited Willys-Overland dealerships during the first three weeks of its introduction. Production quickly hit 100,000 cars the first year. Thanks to all of the above and excellent marketing, the Willys would soon be the number-three bestselling car in the United States—right behind Ford and Chevrolet.

In 1929, production of the Willys Whippet helped the company sell 300,000 cars, with a profit of \$187 million. Those were numbers an independent car company wouldn't see again until the late 1950s. And many believe the Whippet may have inspired Edsel Ford to keep hocking his stubborn father to update their cars.

The Depression did a number on the Willys. The once-popular car, which, by then offered an optional six-cylinder engine, was

ARE YOU SURE YOU ARE READING the right page? Did I actually leave the leisure suit in the closet and go back to the era of flappers and speakeasys? My favorite time in American history is the 1920s and, one day, I will have a car from that decade—probably this month's underdog. This is also the first Detroit Underdog that

could bark (there are a couple in the future that meow).

This month's car, along with every other Willys, Nash, Hudson, Rambler, AMC, Kaiser, and Frazier (and a few of their subsidiaries) is a Chrysler heritage car.

The Willys Whippet doesn't enjoy as vast of a club or parts network as Ford

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eventually joined by the introduction of an eight-cylinder Willys. The dropping of the well-liked Whippet name after 1931 didn't help matters. An evolutionary styling update of the four-cylinder and six-cylinder Whip-pets no doubt would have fared better in the early 1930s, especially with their "fingertip controls" on the steering-wheel hub.

For all kinds of collectors, other Willys offer a wide range of options. If you want a Willys Americar from the late 1930s to early 1940s, you are going to need deep pockets. I have seen all-original Americars go for six figures. Customizers love those. If you want a Willys Jeepster, you might find a bargain if you are looking to fix one up, otherwise, you will need to lay out some money. The same goes for Willys trucks from the late 1940s through the '50s. Postwar Jeeps, when restored to stock, can command a high price as well.

However, the Whippet is as under-appreciated and overlooked as they come. Fords and Chevrolets from that era are out of reach for a lot of enthusiasts, but I have yet to see a driver-quality, pristine Whippet go for more than \$16,000. That's not a lot for an almost 100-year-old driveable, show-quality car.

Why, you may ask?

After World War II, Willys concentrated almost all of its resources on the Jeep, especially its mechanicals, with little to no support for those of its customers still driving prewar Willys. That is why finding Jeep parts all the way back to the beginning is relatively easy. It may be why customizing an Americar is more inviting than restoring one.

The good news is that in the last few decades, classic-car-parts availability has really taken off for independent makes, and along with internet access to nationwide clubs and networks, maintaining a Whippet shouldn't be as daunting a task as it was for the loyal Willys customer in 1949. I found a dozen links for Whippet support.

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IN 1963, WINTER IN SOUTH KOREA

continued into late March, so it was still cold when I arrived at my new duty station, the 37th Ordnance Company of the Eighth Army, United States Army, Republic of Korea. I had been in the Army six months, three for basic training and three for advanced training as a "Fuel and Electrical Systems Specialist, Wheel and Track Vehicles." Advanced training, at the Aberdeen Proving Grounds in Maryland, had been a lark since I had already spent many hours at my Uncle Billy's gas station.

The 37th had two basic missions: In time of conflict, they went to the field to provide recovery-and-repair support for the combat soldiers' vehicles; in time of peace, they were a repair-and-restoration service for the M37 ¾-ton multipurpose vehicle and its sister model, the M43 ambulance.

The M37 was a workhorse of a pickup-size truck. Over 100,000 were made by Dodge between 1951 and 1968. A recent look at *Hemmings* shows that many are still up and running. They have an L-head, 230-cu.in. straight-six, which produces 78 horsepower. With their four-speed transmission, four-wheel drive, and 24-volt electrical system, they went everywhere and they took a beating.

That's when the 37th would come to claim what we called "the bruised, battered and busted." The Army had decided it was more cost-efficient to recover and rebuild worn vehicles than to build new and ship them to Korea. To get the job done, our unit had about 85 GIs plus a contingent of 25 Korean soldiers working on a remote compound about one hour away from Seoul. Every talent needed to restore a military vehicle was present: general mechanics, "fuelies" such as myself, painters, body and fender specialists, canvas and wood workers, and even inspectors.

Each week, four or five vehicles would arrive from field locations all over South Korea. After a thorough steam cleaning, the inspectors would decide whether a vehicle was worthy of repair or was instead a "Code 8" junker beyond help. For the work, it was then off to one of the 10 work bays for breakdown to the bare frame. Looking back, I can see we were more than a bit reckless: no identifying or label-



DON BARNES

ing the parts as they came off; no carefully placing parts away to protect them against damage or loss; and no worry about scratch and dent. Why bother? All parts were interchangeable or being replaced new. Many of the mechanics had already rebuilt a dozen or so M37s and could work in total darkness, anyway.

For the four of us in the Fuel and Electrical section, our time was spent rebuilding carburetors, generators, starters, and other components. Both the M37 and M43 had removable panels in the center of the dash, so we bench tested gauges, light switches, and fuel-sending units. Some of the ambulances had been fitted with heaters that were tapped into the gasoline feed and were quite finicky to rebuild. We also went over the wiring harness, just as each vehicle was being completed, with some sections being made new from rolls of wire and connectors. Most of the individual connections were of the Douglas style, which has five parts. The end of each wire is given a metal cap and a rubber gasket. The ends of the two wires are pushed into a metal-lined plastic ferrule, and the opposing metal caps are twist-fitted together. Completed, the whole connector is about the size of an acorn, and it's a good waterproof system, but when it's cold, rainy, or snowing, the Douglas does not want to cooperate with stiff and numb fingers.

The rebuilding process was the same 50 years ago as it is today. The frame had been completely stripped except for the removal of the cab. Before starting the rebuild, the inspectors would recheck the frame for any errors in geometry, rust, or general weakness. The inspectors were career sergeants who had 10-15 years as mechanics, great eyesight, and poor dispositions. They could hold their own with any Pebble Beach or Amelia Island judge when it came to military vehicles, but we knew

their passion was for safety and reliability. They were "quality control" with extra stripes on their sleeves, and we were better off for their diligence.

Next, the suspension and driveline were replaced. We had a supply of rebuilt engines that came in from the States; some complete, some just short-blocks. We also had new or rebuilt transmissions and transfer cases on hand. With only one type of vehicle to repair, every part fits every job; just get one from the parts cage. The wooden bed and frames for the canvas top came next, and then fenders all the way 'round. After finishing the wiring of headlamps, taillamps, and instrument panel, the inspectors made a final inspection. Correct any last-minute items, and it was onto a flatbed and out the gate. With the number of skilled people and the availability of parts, the job usually was done in less than a week.

My time with the 37th lasted for a full year. It was a great experience for a 20-year-old motorhead who had never been far from New Jersey. My later duty assignments in Fort Polk (Louisiana), Fort Devens (Massachusetts), and Cholon (South Vietnam) were all challenging, but there has always been something special about my time in the 37th. In the past years, I have had a 1948 Chevrolet, a '36 Buick, and now a 1984 Mercedes-Benz 380SL, but from time to time, I look longingly at the available vehicles and think—maybe there's just one more M37 for me! 🏠

 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.

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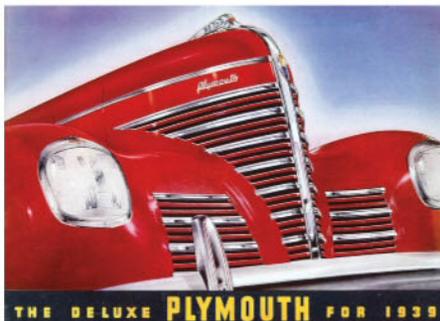
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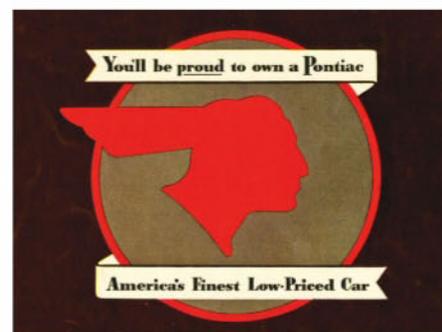
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(total model-year production)

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2. Ford	487,031
3. Plymouth	423,850
4. Buick	208,259
5. Dodge	186,474
6. Pontiac.....	144,340
7. Oldsmobile	137,249
8. Studebaker	85,834

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My Uncle's '57 Chevy



I WAS SEVEN YEARS OLD WHEN MY Uncle Max went to Flatbush Chevrolet on Bedford Avenue in Brooklyn, New York, to buy his first new car. It was on March 6, 1957. I clearly remember walking into the dealership with him as he held my left hand. There were a few different 1957 models displayed on the old wooden parquet showroom floor. My uncle leaned over towards me and pointed to a Bel Air sedan and asked me if I liked it. All I remember saying was; "Yeah, it's black."

In retrospect, I wished I could've tried to push him towards a two-door or even a four-door hardtop, but my uncle and my father always preferred a sedan because they felt the center post offered more protection in a rollover. After some haggling regarding the price, Uncle Max removed a few paper bags from his jacket. Inside those bags, he had all different denominations of bills rolled up in numerous bundles with rubber bands. As he started counting, I clearly remember the look on the salesman's face as if he never had any customer come in off the street and pay for a car with cash in paper bags.

At 16 years old, I passed my road test. When I received my driver's license, my uncle happened to be home that day. He told me to go out to the front of the house and wait. Within five minutes, I saw the '57 Chevy turn the corner and stop beside me. Uncle Max got out of his car and told me, "Now you're going to drive a 'real' car!" The first thing he mentioned was "Don't slam the door!" (All four doors still close in a solid, no rattle manner with the slightest push to this day.) My first impression driving a car with no power steering

or power brakes made it feel like a real brute cruiser. I loved it!

Fast forward around 15 years. My uncle used this car for his daily commute from Brooklyn out to Westbury on Long Island every day, which eventually caused the odometer to turn over, twice. He also used the car as a quasi-pickup truck bringing home all kinds of antiques. Although never abused and, also, never in any accidents, the poor Chevrolet was definitely showing her age. She finally reached a point where she couldn't be relied upon as a daily driver, so my uncle parked her in his small one-car garage where she remained for approximately another 15 years. During that time, the poor old car was slowly being covered up with all sorts of junk, to the point where you could hardly see the car at all. The only visible area was the driver's-side headlamp.

As more time passed, my uncle's health began to fail. I told him that I'd like to see if I could take the Chevy and slowly try to restore her, or at least get her running again. He agreed. Included with the car was the original sales slip, service receipts, original owner's and shop manuals, an extra set of wheel covers, and all the New York license plates that were registered to the car since 1957. He saved everything! I even have the first set of plates that were on the car in 1957 displayed front and rear.

Within a month's time, on June 14, 1988, I called a friend of mine who owned a flatbed. We had to force the old garage door open and then remove all the debris from the sides and on top of the

poor Chevy. Pulling her out of the garage tail-first made me think of removing an ancient sarcophagus from its tomb. Spider webs were stretching and breaking, dust was flying, along with rust from the rotted gas tank that fell to the ground. What a mess! My uncle was there as his Chevy was loaded on the flatbed to be transported to my house on eastern Long Island. We took photos of the event with him standing by the flatbed waving.

A couple more years passed. During that time, I had removed the engine, the transmission, and virtually everything I possibly could without doing a body-off project. The original engine was totally shot, so a replacement was in order. A close friend, who at that time built engines for a living, secured and rebuilt a 283-cu.in. V-8 with a NOS four-barrel intake manifold. Shortly after the new engine, along with its rebuilt Powerglide transmission, was installed, the '57 Chevy roared back to life. At this time, my poor uncle was in the hospital nearing his last days. Most of the time, he wasn't aware of his surroundings and rarely responded to visitors. I leaned over his bed and softly told him that the new engine was in his car and she was alive again. He fixed his eyes on me and smiled. To this day, I have a photograph of my Uncle Max placed between the windshield molding and the new headliner next to the sun visor on the driver's side. He's with me every time I take the car out for a ride.

Since then, the '57 Chevy has had a new interior installed (we changed the color from silver and black to red and black), wheel and master cylinders replaced, along with many other parts I can't think of, and received new paint, gauges, radio, and radiator. I even had the pot-metal "Flatbush" trunk emblem, which the dealer had originally affixed to the car, recast; to me, it's the personality and birthrite of the Chevy. There's still work I'd like to do to make her even more roadworthy and reliable. Possible future upgrades will include power front disc brakes, electronic ignition, and maybe even fuel injection. Time will tell. Hopefully, my sons or grandsons will continue to give the '57 Chevy a home after I'm gone. 🏠

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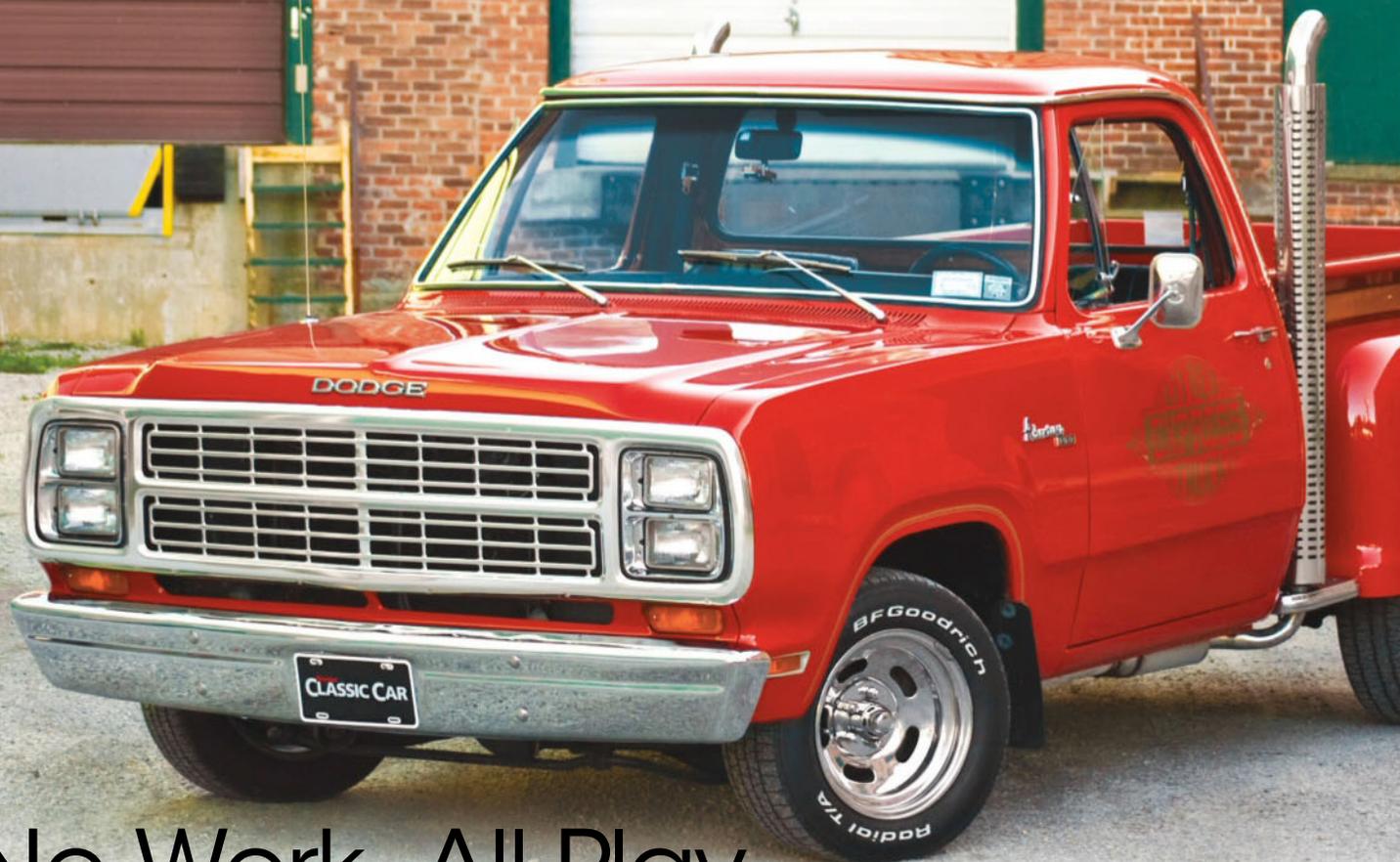


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No Work, All Play

When it seemed like the fun was over, Dodge pulled the 1978-'79 Li'l Red Express Truck out of its toy box

WORDS AND PHOTOGRAPHY BY MIKE McNESSOR

In the mid-1970s, factory performance was poking along in the slow lane, but pop culture still had its pedal to the metal.

Unrest in the Middle East combined with stagflation, surging insurance rates, and stricter government emissions regulations in the U.S. were like the four horsemen of the muscle-car apocalypse. Journalist Murilee Martin coined the now much-used phrase “malaise era” to describe cars built during this time. The term is a reference to President Jimmy Carter’s “Crisis of Confidence” speech in 1979, or the “malaise speech” as it came to be known.

While the themes of President Carter’s speech were actually popular with many Americans—sacrificing for the greater

good, making do with less, etc.—for car enthusiasts, this was like the nation’s dad chiding us for staying up late watching *Saturday Night Live*, eating an entire half gallon of Neapolitan, and then being too sick and tired to go to church on Sunday.

For instance, when the president said: “Take no unnecessary trips, use carpools or public transportation whenever you can, park your car one extra day per week, obey the speed limit.” What car enthusiasts heard: “Abandon all hope. The fun is officially over.”

For an escape, many of us turned to the trucker-themed entertainment that was suddenly common. Big-riggers were being hailed in music and on screen as modern-day cowboys and gear-jamming, blue-collar rebels. *Convoy*, both the chart-

topping C.W. McCall song and the movie starring Kris Kristofferson, glamorized downtrodden truckers being harassed by the man. *Smokey and the Bandit* pitted loveable rascals Burt Reynolds and Jerry Reed against ranting lawman Jackie Gleason, as the duo flouted speed limits and interstate commerce laws (as well as the laws of gravity and physics). Mark Zuckerberg wouldn’t be born until the 1980s, so CB radios were the social media of the day, and it seemed like everybody was keying the mic.

These seemingly unrelated trends in American culture weren’t unrelated at all—at least to those of us who liked vehicles and enjoyed driving. We yearned for that postwar freedom the Golden Age of transportation had brought us, even as



threat: The new-for-'78 Li'l Red Express not only looked like a semi and performed like a hot rod—it was an outlaw as well. The fact that it was a light truck allowed Li'l Red to exploit a loophole in air-quality regulations: commercial vehicles with gross vehicle weights 6,100 pounds or greater weren't required to have catalytic converters, so a truck could burn leaded gas and run a free-flowing exhaust. Or, in Li'l Red's case, free-flowing stacks.

For power, Li'l Red ran a 225-hp 360-cu.in. V-8 based around the engine used in Dodge police cars. The 360 breathed through an 850-cfm Carter Thermoquad carburetor fed by a dual snorkel air box and standard-issue cylinder heads with 1.88-inch intake and 1.60-inch exhaust valves. The camshaft was lifted from the 340, as were the engine's heavy-duty valve springs. A chrome air-cleaner lid with a "360 Express" callout added some sparkle to the engine bay, as did a set of chrome rocker covers. While you'd imagine that a 1970s big-rig-themed truck would have a manual transmission, all Li'l Reds changed gears with a performance-modified A-727 LoadFlite automatic. The rear axle was a 9.25-inch unit with 3.55:1 gears, and a Sure-Grip limited differential was available at extra cost.

Underneath the semi disguise, the truck was a short (115-inch) wheelbase D150 Adventurer with a stepside bed,

known as Utiline in Dodge's parlance. Special oak trim was added to the bed and tailgate, gold pinstripes outlined the wheel openings, and signature gold Li'l Red Express Truck insignias stretched across the doors. To be in vogue with 1970s trucking fashion, the chrome was piled on: bumpers, mirrors, bed steps, 2.5-inch stacks (with stainless heat shields), and the slotted wheels. 1978 Li'l Reds rolled on 15 x 8-inch wheels in the rear shod with LR60x15 tires, and 15 x 7-inch wheels up front with GR60x15 tires.

Inside, either black or red interior trim was available with a bench or bucket seats, and a Tuff wheel and power steering were included, as was an oil-pressure gauge and AM/FM stereo.

For 1979—the year of this month's feature truck owned by Gary and Karen James of Troy, New York—Li'l Red showed up with Medium Canyon Red paint and a bold quad headlamp treatment, as well as a new flat hood. The chrome-slotted wheels were all the same size for 1979—15 x 8-inch with LR60x15 tires—and bowing to Federal regulations, the 1979 edition was equipped with a catalytic converter as well as an 85-mph speedometer.

The Jameses found their truck on a local car-dealer's lot back in 1997. It was very solid, but the paint was faded and the exterior wood was showing its age. It was that oak trim that attracted Gary to

the establishment increasingly told us it was socially irresponsible to do so.

Leave it to Dodge, maker of Hemis, High Impact Paint, V-10 Vipers, and 800-plus-horsepower Challenger SRT Demons to see all of this as an opportunity. In 1977, Dodge first released its audacious line of "Adult Toys." If playing in the dirt was your thing, Dodge offered the Macho Power Wagon and the Four by Four Ramcharger. For custom van enthusiasts there was the Street Van, and for the pickup crowd, the Warlock.

In 1978, Dodge doubled down and built a vehicle that outperformed the best American performance cars of the day (such as they were), and also incorporated the big-rig styling cues Americans were suddenly fond of. Talk about a triple



these trucks in the first place, however: he's an avid woodworker and a maker of furniture, toys, and more.

"I remember these trucks when they first came out—the wood was what actually caught my eye," Gary said. "I didn't make much money in those days, so I thought I would never own one. In 1996, my wife encouraged me to start looking for one."

After buying the truck, Gary partially disassembled it, cleaned the chassis, and applied POR-15 to the underpinnings. John Sherman of North Adams, Massachusetts, refinished the exterior with basecoat/clearcoat, while Gary carefully reproduced the wood on the bedsides, tailgate, and bed floor. Karen took up the task of sanding all of that red oak and applying multiple coats of urethane.

Inside, new carpet and seat upholstery were installed, then, for a finishing touch, Gary replaced the original woodgrain door panel inlays with his own custom-made inserts cut from a slab Bolivian Rosewood.

When the truck made its debut at a Li'l Red Express Club show in 1998, the first thing other attendees noticed was... the beautiful woodwork. "At the meet and greet the night before the show, guys were standing around the truck looking at the wood," Karen said. "One of them asked where we bought it, and Gary told them, 'I made it.'"



Soon the Jameses found themselves taking orders for Li'l Red bed wood. Today, they're partnered with Li'l Red and Dodge truck specialists Dodge Connection (www.dodgeconnection.com/) and, in more than 20 years, have turned out a forest of show-quality reproduction wood kits from their home workshop. "It's kind of comical to go to shows now, because, when we see restored trucks with new wood, nine times out of 10, they're our kits," Karen said.

Today, the Jameses frequently drive and show their truck: We first spotted it

at one of our summer cruise-ins where it hauled off the Editor's Choice award. It has also nabbed Silver concours honors at a National Association of Li'l Red Express Truck Owners meet and, of course, a Best Wood two years running at a Hampton Roads Li'l Red Express and Warlock Club meet in Virginia.

"It's always fun having people come up and ask us about our truck, or tell us about the one that they used to own," Gary said. "The memories we've made with our grandchildren in this truck are priceless." 🐾



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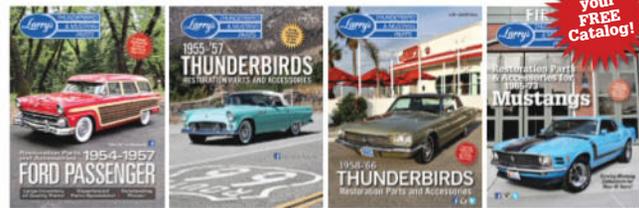


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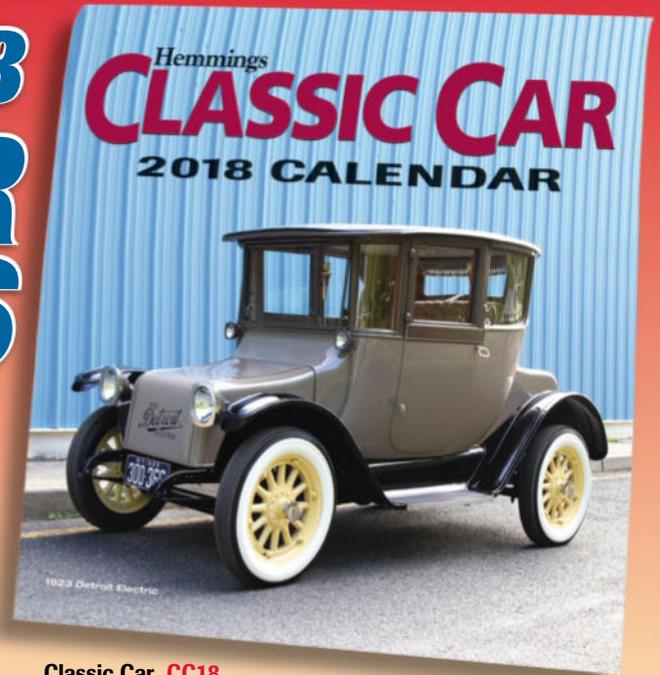


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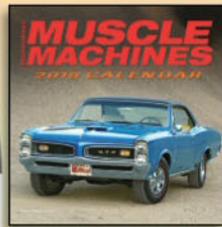
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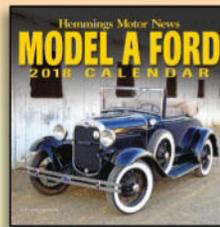
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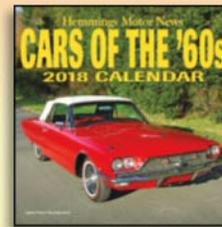
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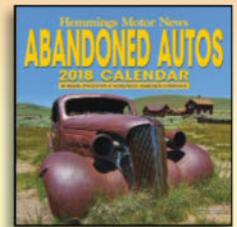
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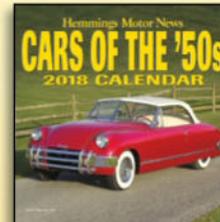
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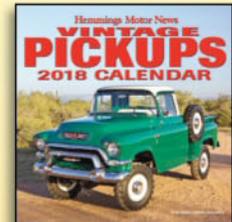
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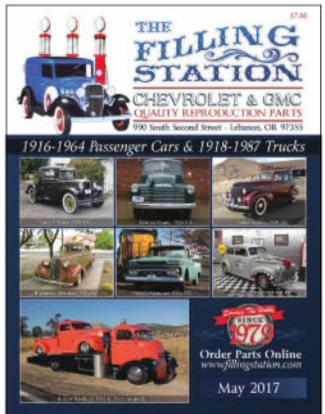
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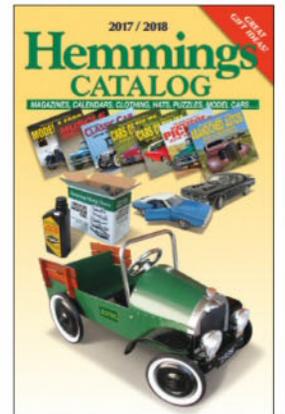
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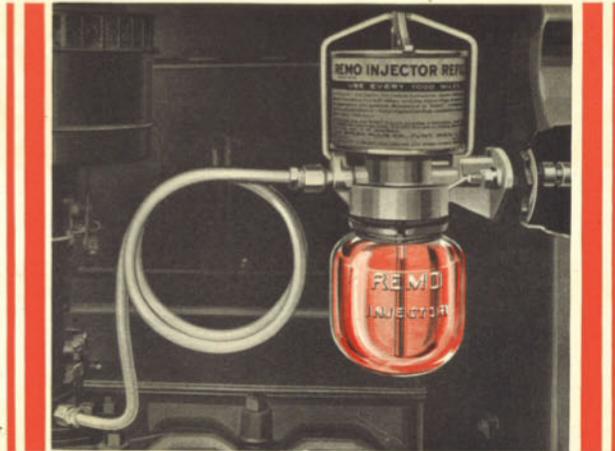
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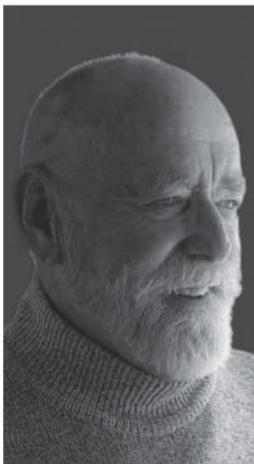
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 with my new
 exercise
 regimen, plus
 the diet of
 boiled roots
 and tubers
 my wife has
 chosen for
 me.



Recently, I was admonished by my doctor to walk every day. I must admit that for much of my life I considered walking a means of getting from my front door to my car, but I have been told walking has restorative powers, and I'm about due for a restoration. Therefore, I set out a few weeks ago for my first brisk saunter, and I have succeeded in my fitness objective ever since. Well, mostly. The first day, I endeavored to go for an exercise walk and only got as far as Jeff Richardson's house a block away.

He had his 1957 Roadmaster out in the driveway giving it a wipe down, so out of respect for him and his beautiful Buick, I stopped to say hello. Jeff and I have known each other for years and share the same surname. I once remarked that we might be related, and he said: "I doubt it. I come from a long line of riffraff and drunks." I replied that there was a good chance we were related. His place is always a pleasant stop for a chat.

Of course, time got away from us, and when I finally came home, my wife said: "Wow, you must be exhausted." I concluded that the details of my sojourn were best left untold, so I merely wiped my brow as if I had been on a safari. I did better a few days later, though. I got as far as Oberjuege Auto Repair a quarter of a mile away. Allan, the owner, and his able crew do the routine servicing on my collector cars that I am too lazy to do these days. And as a result of my taking my babies to him, he has started accruing more old-car customers, because he and his guys know how to care for them.

It would be rude to walk past his garage without saying hello, so Allan and I have a cup of his waiting-room coffee and talk about the vicissitudes of owning his 1954 Chevrolet pickup and his lovely 1957 porthole Thunderbird. And then, of course, I want to be filled in on the 1967 Oldsmobile Toronado on his lift, and the late '50s Corvette that is being vivisected by his lead mechanic, Al. These conversations can easily eat up an hour or so before I return home to my spouse, who grows ever prouder of my efforts.

Since then, I have also added Andy, who runs the S&W Garage right around the corner

from my house, and who always has interesting cars in his repair bays. S&W is now a body shop, but they do occasional mechanical repairs as well. What really draws me to Andy's place is a 1957 Chevrolet Bel Air four-door hardtop, red with a white top, that his father owns. It is unrestored, but pristine, and I have told him more than once that



I would be glad to take it off his dad's hands to free up more space for customers' cars. So far the answer has been no, but I'll keep trying.

Andy is a younger guy, and he and his buddies are into drifting, and have built some pretty slick cars for the task. Personally, I consider drifting to be a pointless activity that over-revs engines and

burns tires at a prodigious rate, but I must admit, it is thrilling to watch. It was an activity in which I briefly participated during my adolescence, but the sport was not recognized back then.

We used to go over to big shopping-center parking lots after a good rain and slalom through the light standards and then do a few donuts going forward and backward. These activities were intended to impress the fair sex, but in hindsight, I don't think they had the effect we were looking for. Especially if you connected with a light pole.

Adding Andy's place to my itinerary makes the round trip take all morning now, and adds to my social life immeasurably. And I have lost 15 pounds with my new exercise regimen, plus the diet of boiled roots and tubers my wife has chosen for me. And I must admit, I am feeling pretty good, though the urge to pick up a pizza with extra cheese and a jug of Cribari Brothers is always there.

For those of you of a certain age who are not getting in a good walk every day, take a leaf from my book and get out and get going. Having places to go makes the whole thing more palatable and less onerous, and you'll be surprised at how pleased your spouse will be with you for getting out of the house and out of her way. Sure, working on your car gets you out of the house, too, but it sometimes results in a lot of grease and filth being transferred from your classic to you, and thence to the living room furniture. Spouses find that repugnant for some reason. It's better to just take a walk. 🐾



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