

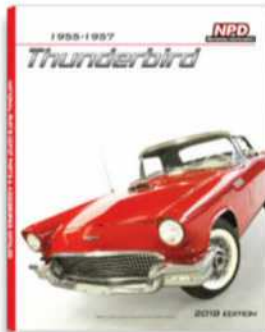
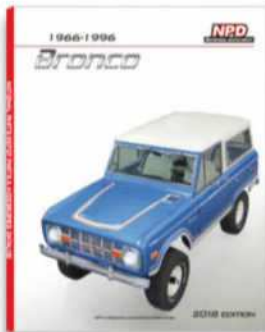
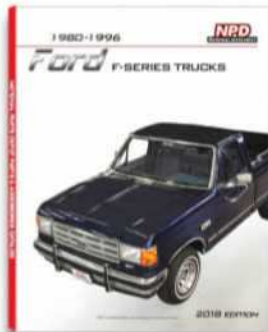
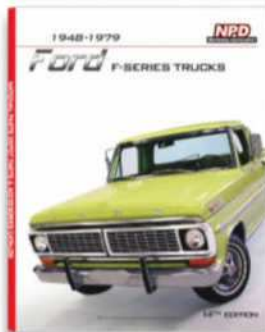
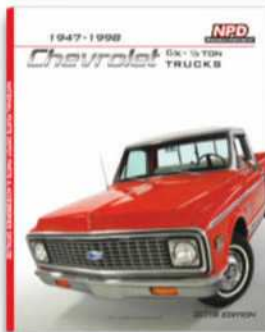
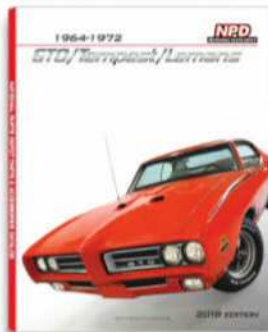
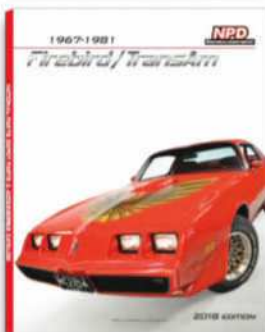
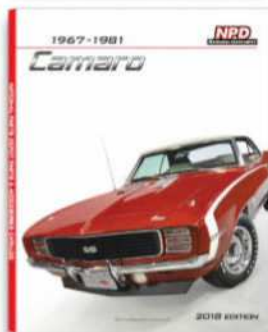


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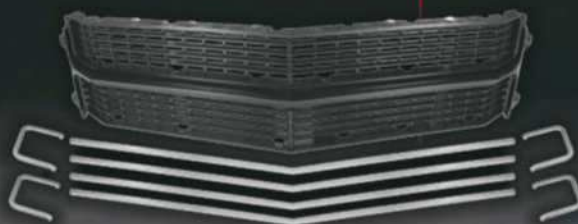
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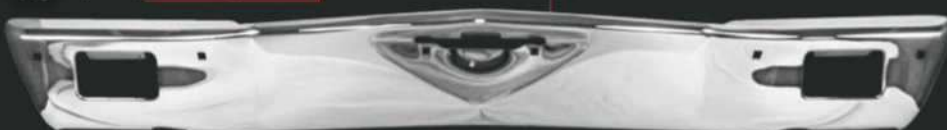
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going to

buy it.

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Ventura Venture

After a long, dreary winter, when that first warm, sunny weekend hit in late March, my wife and I couldn't get out of the house fast enough. We spent the day in nearby Sturbridge, in south-central Massachusetts, looking for vintage furniture at the many antique shops there. By the end of the day, I bought not only a Hitchcock nightstand that I've long been looking for, but, unexpectedly, a 1961 Pontiac Ventura "bubbletop."

So, there I was, head deep in a vendor's stall looking at old stuff when a voice behind me said, "Don't bother looking for Pontiac parts; I already checked."

Turning around, it was Paul Menin, a well-known GTO restorer here in Massachusetts whom I've been acquainted with for many years. "Hey, I've been meaning to call you about a '61 Ventura bubbletop I found," Paul said. "I know you like those cars. You want to go see it?"

A few days later, I found myself driving with Paul down scenic country backroads to Copake, New York, to look at this Ventura. Walking into this dark warehouse, I saw the Pontiac parked up against the wall, hemmed in by all sorts of old cars. As soon as I laid eyes on it—even though the front clip had been removed and there was no interior—I knew I was going to buy it. After all, 1961 Ventura Sports Coupes are few and far between, nowadays, so when a situation like this presents itself, I firmly believe you need to jump on it.

The full 1961 lineup of General Motors' Sports Coupes contains some of the most beautifully styled automobiles of the postwar era, with the Ventura being my favorite. Their proportions look so right, and the design of that thin C-pillar just couldn't have been penned any better. Its overall shape is absolutely perfect.

As many longtime readers know, I had a 1961 Ventura Sports Coupe years ago, but when I moved to Florida back in 2013, the Vermont barn where my Pontiac was stored had been sold, so I was forced to sell it, too. It broke my heart to let that Ventura go, but sometimes things just don't work out as we plan. However, my "new" Ventura is in far better condition than my first Ventura, with a much more solid body, so it all worked out well in the end.

This Pontiac had my name on it, and it's almost as if this car was waiting for me to come along and rescue it from the owner who was no longer interested in completing its restoration because it's the one color that I like best for 1961 Venturas—Richelieu Blue. While its 389-cu.in.



V-8 is only equipped with a two-barrel Rochester carburetor and backed by a column-shifted automatic, the 267 horsepower that it puts out is nothing to sneeze at. Other added features include Pontiac's unique and highly desirable eight-lug wheels and bucket seats with the tri-tone

blue upholstery. In my eyes, it's the perfect color combination.

Back in the day, total production amounted to just 13,297 examples; how many remain today is anyone's guess, but I'm sure it's probably just a few hundred at best. And that makes finding parts, especially body panels, a bit difficult. I've already started searching for a passenger-side door (same door was used on the 1962 hardtop model, albeit with different trim), and a pair of front fenders. Everything else is there.

As I wrote in last month's column, I recently purchased a 1969 Camaro from my neighbor's estate, and soon both Pontiac and Chevrolet will be sitting side-by-side in my garage. I always preferred working on more than one project car at a time because when you reach a roadblock with one car, you can resume work on the other. And although I'm also knee-deep performing a body-off restoration on a 1960 Triumph TR3A, I've already started removing the trim that remains on the Pontiac to get it ready for the body shop next year.

Finally, after being thickheaded for way too many years, I've come to the conclusion that if I wait to do all the work on my cars myself, they will never get finished. So I've decided to have the body and paint on the Pontiac done professionally, then I will complete its assembly, including rebuilding the brakes, suspension, and engine, which I enjoy doing. Then I'll start working on the Camaro. It's going to be a fun couple of years. 🐼

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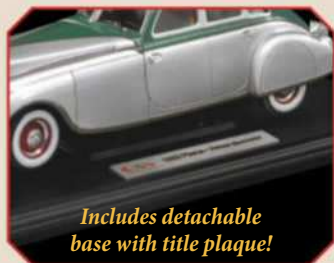
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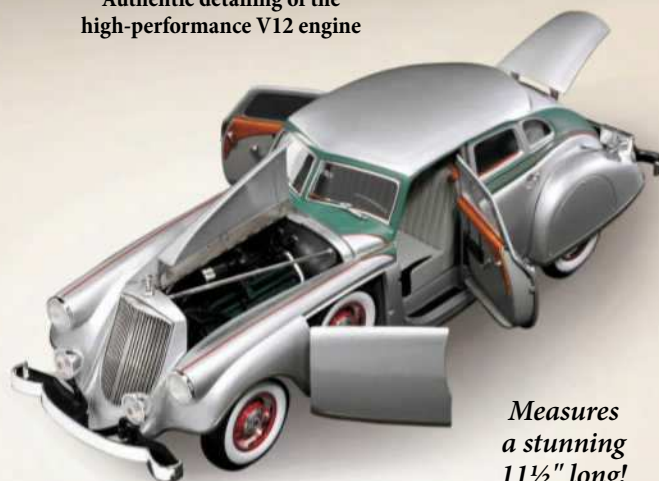
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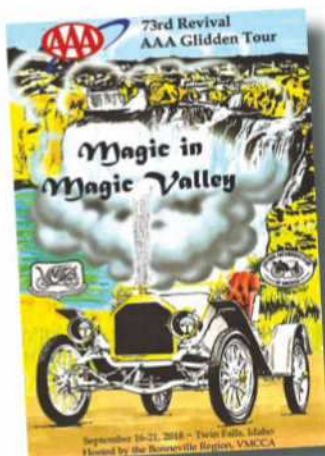
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Corvair Museum Home

THE CORVAIR MUSEUM HAS FOUND A NEW HOME WITH HELP FROM THE CHEVROLET Hall of Fame Museum. As of its May Grand Opening, the 9,000-square-foot museum is now located at its new facility in Decatur, Illinois. Everything you could imagine from Chevrolet's famous air-cooled car is on display and guaranteed to hit home with Corvair owners and fans. The museum is now able to exhibit its entire collection for the first time. A selection of cars covering almost every model year is shown alongside engines, literature, and artwork. The museum is maintained by the Corvair Preservation Foundation. Visit their website at www.corvair.org and click on the "Preservation Foundation" link for operating hours and donation information.



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Car Club of America is proud to announce its 73rd Revival AAA Glidden Tour that will take place around Southern Idaho from September 16-21. The tour is limited to 150 cars and automobiles built before 1942. Some of the projected stops and tour activities include a visit to the 48-foot-tall balanced rock, the Miracle Hot Springs, Shoshone Falls, Walcott Lake Park, Sun Valley, the Herrett Education Center for Arts and Sciences, and much more. For a full list of activities, registration, and information on how to become a member of the VMCCA, please visit www.vmcca.org/2018-national-tours.

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tional Mercury Owners Association will take place in Mt. Pocono, Pennsylvania, September 6-8. The judged show will be held on the grounds of the Mount Airy Casino and it is restricted to cars 25 years or older. You will also have the opportunity to take a lap around nearby Pocono Raceway and see how well you can navigate the "tricky triangle." In addition to the show and track, you'll be near Bushkill Falls, the Stroud Mansion, and



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Oldsmobed

"SOMEONE, SOMEWHERE PUT A LOT OF TIME AND EFFORT INTO THIS RIDE,"

Joe Martin of Louisa, Virginia, said about the 1977 Oldsmobile Cutlass Special Edition that he owns. Just who that someone was, however, Joe doesn't know.

What he does know is that he bought the pickup from a fellow Virginian who bought it 18 years prior from a car lot that specialized in muscle cars in California. Along with the pickup came a notarized statement from a previous owner named Gordon Hantschel claiming that the pickup was built by Oldsmobile as a concept car. "The model was never produced and this car is the only one in existence," according to the statement.

Of course, it takes little imagination to add an Oldsmobile nose, dash, and wheels to a contemporary El Camino or Sprint. The question is whether GM or some other owner of the pickup had that brainwave.



Hot-Roddin' Brooks?

A FEW MONTHS AGO, WE JUMPED AT THE CHANCE TO TAKE a look at a small collection of photos John Trinkl's family took while visiting the Brooks Stevens Automotive Museum in 1975. We figured we'd be able to identify all of the vehicles—even the oddities and one-offs—rather handily given the sheer volume of stories we've written on Stevens, but one car stood out as a mystery to us.

Half hidden behind a Talbot-Lago, the car shows only a grille—sort of a cross between the Excalibur's and a Cord's—a long hood, an upright but chopped windshield,

and a body that appears truncated with a fastback, though we can't be sure of that last point.

The bright orange paint, wide tires on mag-type wheels, and license plate hung from the front suggest it's a street rod of some sort while the antique headlamps and that grille suggest Stevens had a hand in designing/building the car.

We checked all of our references, including Glenn Adamson's biography of Stevens, but found nothing more on the car. Anybody recognize it?


Small Parcels Only

THIS MONTH'S ODDITY TRAWLED FROM THE DEPTHS of the internet comes from the Smithsonian's National Postal Museum, which posted this photo of a cute li'l mail truck on the institution's Flickr page.

That page didn't offer much help in identifying the truck, but fortunately we were able to find an answer...on the National Postal Museum's website, which informs us that the Twin Coach Company's Pony Express vans were the first sit-or-stand postal delivery vans that the USPS employed to carry the mail.

The Pony Express didn't last long, however. The USPS apparently bought about 3,800 of them from 1953 to 1955, when Twin Coach stopped building the vans.



 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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ITEM 64059 64061/64060 shown

COMPARE TO Snap-on BLUE-POINT MODEL: KRBC10TPBPES **SAVE \$620**

ITEM 64030 64032/64033 shown

NOW \$179.99

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LIMIT 4 - Coupon valid through 11/9/18*

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WITH ANY PURCHASE

PITTSBURGH **LIFETIME WARRANTY**

1" x 25 FT. TAPE MEASURE

• Thumb Lock
• Rubber Wrapped Case

COMPARE TO KOMELON \$6.98 MODEL: L4825HV

ITEM 69080/69030/69031 shown

13604777

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 11/9/18 while supplies last. Limit 1 FREE GIFT per customer per day.

20% OFF **SUPER COUPON**

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Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Floor Jack Club membership, Extended Service Plan, gift cards, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, saws, saw mills, storage cabinets, chests or carts, trailers, trencher/backhoes, welders, Animal Aides, Sawd, Chains, CoverPro, Dayton, Earthquake, Fisher, Hercules, Icon, Jupiter, Lynxx, Poulson, Predator, Tailgator, Viking, Walcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 11/9/18.

PREDATOR **SUPER COUPON**

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

Customer Rating

NOW \$99.99

ITEM 60363/69730

ITEM 69727 shown CALIFORNIA ONLY

COMPARE TO HONDA MODEL: GX200UT2QX2 **SAVE \$230**

13619057

LIMIT 4 - Coupon valid through 11/9/18*

EARTHQUAKE XT **SUPER COUPON**

20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT

• 4.0 amp hour battery

Customer Rating

NOW \$239.99

1200 TORQUE FLARED BOLT BREAKAWAY

COMPARE TO SNAP-ON MODEL: CT8850PDB, CT88185, CT6720 **SAVE \$470**

ITEM 64195/63852/63537 shown

13635910

LIMIT 5 - Coupon valid through 11/9/18*

CHICAGO ELECTRIC WELDING **SUPER COUPON**

240 VOLT INVERTER PLASMA CUTTER WITH DIGITAL DISPLAY

Customer Rating

NOW \$599.99

COMPARE TO KLUTCH MODEL: 55726 **SAVE \$270**

ITEM 62204

13640623

LIMIT 5 - Coupon valid through 11/9/18*

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4000 MAX. STARTING/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATOR

• GFCI outlets

Customer Rating

NOW \$289.99

Wheel kit sold separately.

ITEM 69729/63080/63079 shown

ITEM 63089/63090, CALIFORNIA ONLY

COMPARE TO HONDA MODEL: EM4000SX **SAVE \$1,709**

13655617

LIMIT 4 - Coupon valid through 11/9/18*

WARRIOR **SUPER COUPON**

29 PIECE TITANIUM DRILL BIT SET

Customer Rating

NOW \$9.99

COMPARE TO DEWALT MODEL: DW1369 **SAVE 84%**

ITEM 62281/61637 shown

13658717

LIMIT 5 - Coupon valid through 11/9/18*

PITTSBURGH **SUPER COUPON**

CLICK-TYPE TORQUE WRENCHES

LIFETIME WARRANTY

• Reversible

Customer Rating

NOW \$9.99

DRIVE ITEM

1/4" 61277/63861/2696

3/8" 61276/63880/807

1/2" 62431/63882/239

Item 239 shown

COMPARE TO HUSKY MODEL: H20TWA **SAVE 88%**

13661679

LIMIT 6 - Coupon valid through 11/9/18*

CENTRAL PNEUMATIC **SUPER COUPON**

21 GALLON, 2.5 HP, 125 PSI VERTICAL OIL-LUBE AIR COMPRESSOR

• Air delivery: 5.8 CFM @ 40 PSI
4.7 CFM @ 90 PSI

Customer Rating

NOW \$149.99

COMPARE TO HUSKY MODEL: C201H **SAVE \$79**

ITEM 69091/61454/62803/63635/67847 shown

13663560

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2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

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• Voted Best Winches

• Weighs 14.3 lbs.

• 11-1/8" L x 4-1/2" H

COMPARE TO SUPERWINCH MODEL: 1125220 **SAVE \$140**

ITEM 61297/63476/61840/61258 shown

13668217

LIMIT 5 - Coupon valid through 11/9/18*

PITTSBURGH **SUPER COUPON**

2 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating

NOW \$179.99

• Boom extends from 41" to 61-3/4"
• Crane height adjusts from 73-5/8" to 89"

COMPARE TO TEQ MODEL: 1404PV **SAVE \$239.99**

ITEM 60388/69514 shown

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LIMIT 5 - Coupon valid through 11/9/18*

CENTRAL MACHINERY **SUPER COUPON**

8" 5 SPEED BENCHTOP DRILL PRESS

Customer Rating

NOW \$49.99

COMPARE TO BUFFALO BLACK MODEL: DP5UL **SAVE \$60**

ITEM 62520/60238 shown

13686884

LIMIT 4 - Coupon valid through 11/9/18*

HaulMaster **SUPER COUPON**

30" x 18" HARDWOOD DOLLY

• 1000 lb. capacity

Customer Rating

NOW \$11.99

COMPARE TO MILWAUKEE MODEL: 33700 **SAVE \$15.99**

ITEM 92486/39757/60496/62398/61897/38970 shown

13692001

LIMIT 7 - Coupon valid through 11/9/18*

PITTSBURGH **SUPER COUPON**

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

LIFETIME WARRANTY

Customer Rating

NOW \$12.99

COMPARE TO HUSKY MODEL: HTHKSM14PCN **SAVE \$32.10**

ITEM 63166/63167/96645 shown

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LIMIT 7 - Coupon valid through 11/9/18*

Bunker Hill Security **SUPER COUPON**

WIRELESS SECURITY ALERT SYSTEM

Customer Rating

NOW \$9.99

COMPARE TO FIRST ALERT MODEL: SFA600 **SAVE \$28.99**

ITEM 61910/62447/93068 shown

13698961

LIMIT 6 - Coupon valid through 11/9/18*

COVERPRO **SUPER COUPON**

10 FT. x 20 FT. PORTABLE CAR CANOPY

Customer Rating

NOW \$99.99

COMPARE TO SHELTER LOGIC MODEL: 23522 **SAVE \$106**

ITEM 63054/62858 shown

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LIMIT 4 - Coupon valid through 11/9/18*

CENTRAL PNEUMATIC **SUPER COUPON**

6" SELF-VACUUMING PALM AIR SANDER

Customer Rating

NOW \$19.99

COMPARE TO INGERSOLL RAND MODEL: 300G **SAVE \$90**

ITEM 60628/98895 shown

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LIMIT 7 - Coupon valid through 11/9/18*

CENTECH **SUPER COUPON**

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating

NOW \$4.99

COMPARE TO FIRST ALERT MODEL: SFA600 **SAVE 50%**

ITEM 69594/69955/64284/42292 shown

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MECUM AUCTIONS

Silver Metals

SILVER AUCTIONS RETURNS TO SUN VALLEY, Idaho, September 1-2, for another sale at the Sun Valley Resort during the historic Wagon Days celebration. Last year's auction saw over 150 cars cross the block with a sell-through rate above 50 percent and sales more than \$550,000. Consignments are now being accepted, and even more cars are expected to show up this year. For registration information, scheduling, and a current inventory of cars, please visit www.silverauctions.com.



RICHARD LENTINELLO

Mecum Spring Results

MECUM HAS FINISHED ANOTHER SUCCESSFUL AUCTION IN INDIANA THIS PAST MAY WITH A 24-percent increase in sales from its 2017 event, making this year's the highest selling auction in its Spring Classic history. The six-day event raked in \$69.4 million in total sales, with over 1,400 cars changing hands for a sell-through rate of 76 percent. There were some fine cars available for every kind of budget, and there was a nice selection of classics that didn't break the bank. This nice 1958 Lincoln Continental Mark III featured a 430/375-hp V-8 with automatic, and had a straight and clean body, floors, and trunk. The car was believed to have only 29,000 miles and had a new top. When it was all finished, the high bid rang home at \$18,700. Visit www.mecum.com for full results, and look for Mecum's next auction this September 7-8 in Louisville, Kentucky.

AUCTION PROFILE

CAR: 1957 Buick Century 2-Door Riviera
AUCTIONEER: RM Sotheby's
LOCATION: Auburn, Indiana
DATE: May 12, 2018
LOT NUMBER: 5014
CONDITION: #3
RESERVE: None
AVERAGE SELLING PRICE: \$30,000
SELLING PRICE: \$26,400

THE BUICK CENTURY WAS BROUGHT BACK in 1954 for the first time in the postwar era. Buick combined its small-bodied Special with its powerful 322-cu.in. V-8 engine in hopes of making an attractive performance-oriented car. By 1957, Buick had increased the engine to 364 cubic inches, which allowed it to produce 300 horsepower. It was very similar to the Special, but adorned with an extra VentiPort, different trim, and a nicer interior that included nylon/Cordaveen combinations and Cordaveen with leather.



RM SOTHEBY'S

This second-generation Century had the correct 300-hp engine and dual exhaust with an automatic transmission. It was finished in two-tone Sierra Gold with Adobe Beige with a matching interior. Among the options inside were the tinted glass, padded dash, AM radio,

and clock. The tires were BFGoodrich Silvertown radial wide whitewalls, including a matching spare. The two-door Riviera looked strong throughout and showed just over 77,000 miles on the odometer. This was a nice example of Buick's mid-50s performance offering.

SEPTEMBER

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www.rmsothebys.com

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Sun Valley, Idaho • 800-255-4485
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7-8 • Mecum Auctions
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www.vanderbrinkauctions.com

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BONHAMS

Bonhams at Greenwich

BONHAMS HAD ITS 11TH ANNUAL GREENWICH Concours Auction and sent 125 cars across the block, bringing in \$10.5 million and an impressive sell-through rate of 92 percent. Among the cars available were the Carroll Shelby Collection that saw everything sell, including this 1955 De Soto Firedome. The hardtop featured a two-tone paint scheme and matching interior, and the engine had been tuned to get the most out of the Hemi V-8's potential. The Firedome sold for a very reasonable \$24,640, complete with certificate of authenticity. Full results of the Shelby collection and the rest of the auction are available at www.bonhams.com.



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SPEEDCAR NUMBER 9

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

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



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Sparking Temperatures

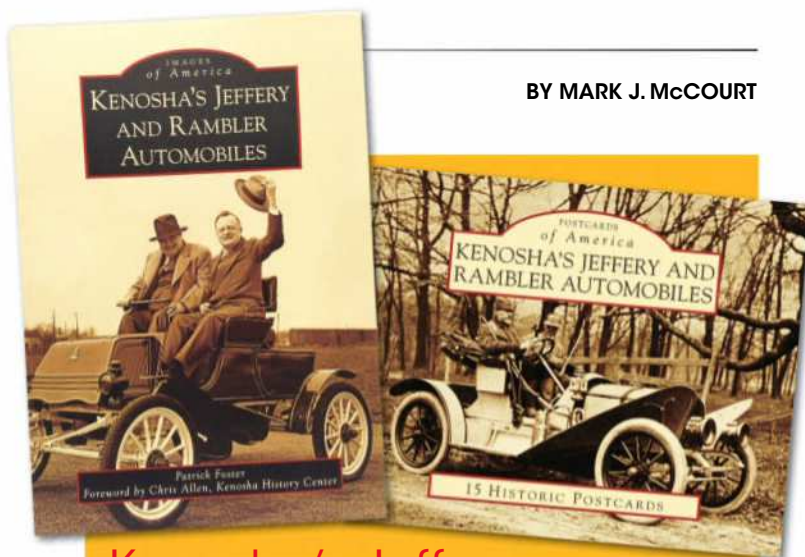
800-230-3030 • WWW.SUMMITRACING.COM • \$24.99

True gearheads put great care into selecting the spark plugs for their engines, as the heat range of a plug makes a notable difference in an ignition system's performance. Spark plugs aren't the only things that run cold and hot, as this stylish wall thermometer proves. Constructed from sturdy 28-gauge embossed steel, it features bold, colorful graphics that appear lightly weathered, giving a vintage appearance. The ACDelco Spark Plugs Thermometer Sign (ORB-90152406) is sized 19.75-inches tall by 15-inches wide, and the thermometer component has a range of -20 to 120 degrees Fahrenheit (-20 to 40 degrees Celsius). It can be purchased online for home delivery or picked up in a Summit Racing store in Ohio, Nevada, Georgia, or Texas.

1963 Ford Galaxie 500/XL

800-718-1866 • WWW.DIECASTDIRECT.COM • \$73.95

Ford's full-sized cars became forces to be reckoned with when Dearborn launched the "Total Performance" campaign of the early 1960s, and with that came the stellar 1963 Galaxie 500/XL. Sun Star now offers a 1:18-scale replica of the 500/XL hardtop coupe, as part of its American Collectibles series. This die-cast model (SS1466), officially licensed by the Ford Motor Company, is period-perfect in Peacock Blue, and sports a manual shifter in its center console. The color-matched interior features folding front seatbacks and accurate bright silver interior accents, as well as crisp textured sill plates with legible blue oval logos. Under the hood, the Thunderbird 427-cu.in. V-8 is complemented by colorful washer fluid bag and fan warning decals, and the trunk opens to reveal flock carpeting, a spare wheel, and a lug wrench. Slightly outsized exterior brightwork trim is all that really detracts from this Galaxie's lifelike presentation; fans of full-sized Fords will appreciate the handsome hardtop.



Kenosha's Jeffery and Rambler Automobiles

203-877-6717 • OLDEMILFORDPRESS.COM

\$21.95 (BOOK); \$7.99 (POSTCARD SET)

Kenosha, Wisconsin, is famous to auto enthusiasts for being home to AMC, but its automotive production dates back much farther than most would imagine. Our own Pat Foster, the world's preeminent historian of independent American automakers, has authored the first book dedicated to that city's Thomas B. Jeffery Company and its Rambler and Jeffery automobiles. The Jeffery firm's Rambler cars quickly earned an excellent reputation, and that reputation made the company very desirable to former GM president Charles Nash, who would buy it in 1916 and rename it Nash Motors—the parent company to AMC. This 128-page paperback, part of Arcadia Publishing's "Images of America" series, is absolutely filled with fascinating, incredibly rare images—all informatively captioned—of the vehicles, their advertisements, and the people involved with creating these Wisconsin products. It's a must-have, not only for early Rambler and Jeffery enthusiasts, but for all who appreciate the quality-built cars of American Motors.

Related to this title is an available set of 15 stylish, quality-printed photograph postcards depicting period images of early Rambler and Jeffery vehicles.

EVEN FOR \$25 MILLION, YOU CAN'T HAVE THIS CAR

*The rarest of the rare. Only two exist,
and neither are for sale.*

The Mercedes-Benz Uhlenhaut Coupé
is considered priceless, with
good reason.

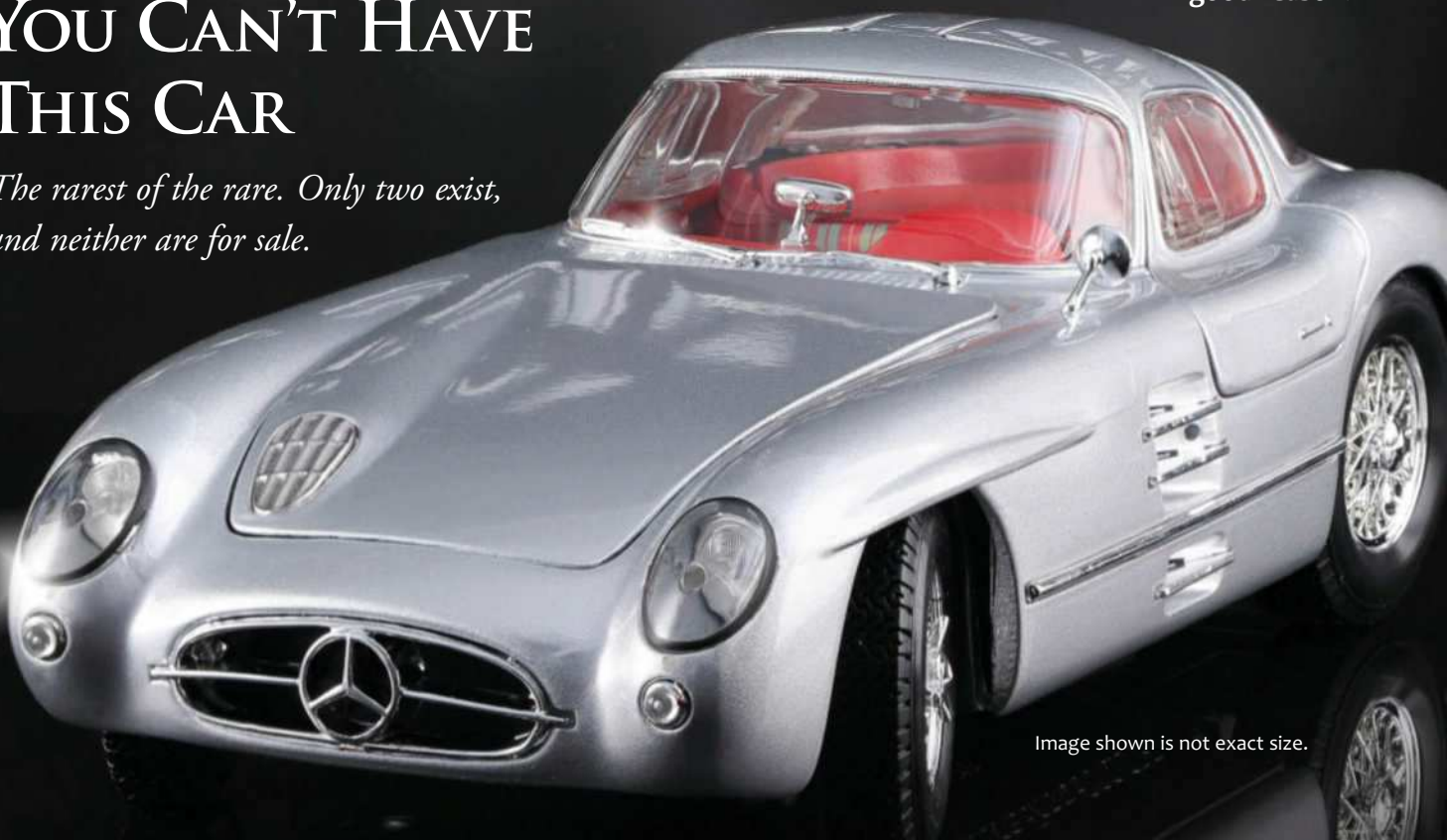


Image shown is not exact size.

N“Nein, danke,” is what Mercedes-Benz will say if you ever try to buy one of their 1955 300SLR Coupé cars. The company has been very clear on this matter, and has been refusing to sell this car ever since it was built in 1955. The most recent serious offer was an incredible \$25 million, an offer we know Mercedes-Benz politely declined. Mercedes-Benz now keeps both cars in the factory, in perfect condition. They still won't sell either to you, and never will, but you can own this 1:18 die-cast replica, complete with gull-wing doors gleaming silver bullet paint job.

You are welcome to offer us \$25,000,000 but, rather than politely decline, we will negotiate you down to just \$99.

What's so special? Only two 1955 300SLR Coupé prototype cars were ever constructed, and both were built with the goal of winning the 1956 Le Mans 24 Hours race. With 300 brake horsepower and a top speed north of 180 miles per hour, victory was a realistic goal. But Mercedes-Benz abruptly pulled out of motor racing in 1956, and so company director Rudolf Uhlenhaut decided to add a few details and keep a 1955 300SLR as his company car, unofficially known as “The Uhlenhaut

Coupé,” the fastest road-legal closed car in the whole world.

Satisfaction Guaranteed or Your Money Back. Take the *Mercedes-Benz 300 SLR Coupé* for a test drive for 30 days. If you're not completely revved, send it back for a full refund of the item price. At Stauer, we want you fully satisfied.

Limited Reserve. While we have a greater number to offer than the two original prototypes, keeping up with overwhelming demand is a challenge. Don't let this beauty get away. Call today!

Comes factory sealed in its original packaging in order to retain its status as a highly collectable item.



Diecast metal body features doors, hood and trunk that open, steerable wheels that roll, four wheel suspension, detailed chassis and separate exhaust system.

1955 Mercedes-Benz 300SLR Uhlenhaut Coupé

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Bowtie Truck Grilles

CLASSIC INDUSTRIES • 855-357-2787 • WWW.CLASSICINDUSTRIES.COM

A new selection of grilles for the 1969-'70 Chevrolet line of trucks have now been reproduced by Classic Industries. Each grille is stamped aluminum and made to factory specifications for an original look and correct fit. They're available with a stamped "Chevrolet" logo or without the logo for a smooth look. The inner grille is made from molded plastic to complement the complete assembly. Mounting hardware is not included. Cost: \$479.99 (with logo); \$344.99 (without logo); \$89.99 (inner grille).



All-in-One Harness

CLASSIC INSTRUMENTS • 800-575-0461 • WWW.CLASSICINSTRUMENTS.COM

Classic Instruments along with Bowler Performance Transmissions offers a new Tremec T-56 Transmission All-in-One harness that is a perfect complement to any Classic Instrument electronic speedometer when using a T-56 Magnum transmission. The easy-to-install harness provides proper OE functionality for the reverse lockout feature, plus reverse light connection and VSS signal, all with one setup. The harness is also equipped with two independent speed-sensor outputs, one for the speedometer and one for the ECU, if needed. With the harness, you won't need extra parts, time, or complications. There is also an app-controlled calibration available, should you want to download it to your Apple or Android device. Cost: \$229.

Wagon Seals

STEELE RUBBER • 888-834-7833 • WWW.STEELERUBBER.COM

Steele Rubber has just introduced new rear-quarter-window weatherstripping for the 1955-'59 Chevrolet and GMC Suburban. This set contains two seals for the fixed windows on the rear quarter, either the front or rear section. Also available are pairs of rear-window weatherstripping for the 1955-'57 Chevrolet and Pontiac two-door wagons. These seals are for the rear side windows and stationary window, and each have properly molded corners for a precise fit. Cost: \$75 (1955-'59); \$141.80 (1955-'57 rear side); \$141.80 (1955-'57 stationary).



Quick Zip

ROGO FASTENER • 800-423-7646

WWW.ROGOFASSTENER.COM

Rogo Fastener Company introduces a new cable tie gun designed for comfort and efficiency while cutting down on wasted material. The tie gun uses a 50-foot spool, allowing you to create up to 200 ties with ease and precision. The spool is detachable so it can be used in tight spaces. The cable ties and clips are UV resistant so they have the durability to last for years, and have a tensile strength of 55 pounds. This cable tie gun is a great addition to your shop and toolbox. Cost: \$69.95 (gun); \$17.95 (50-foot spool); \$17.95 (200 cable clips); \$29.95 (five replacement blades).



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If the springs on your first-generation Corvette are not too decayed, Eaton can make them look like they were just built by the factory. Eaton's re-temper and re-arch process removes the temper from each leaf, then puts it back in. While red-hot and before they are re-tempered, each leaf is formed back to its original shape. After an oil bath, they are annealed and reshaped for a second furnace heat-treat to finalize the re-tempering process, then the springs are shot peened before being assembled. Aftermarket springs are available at Eaton should your original springs be too far gone, but they will not have the same original style. Cost: Call (re-temper and re-arch process); \$249.50 (aftermarket reproductions).

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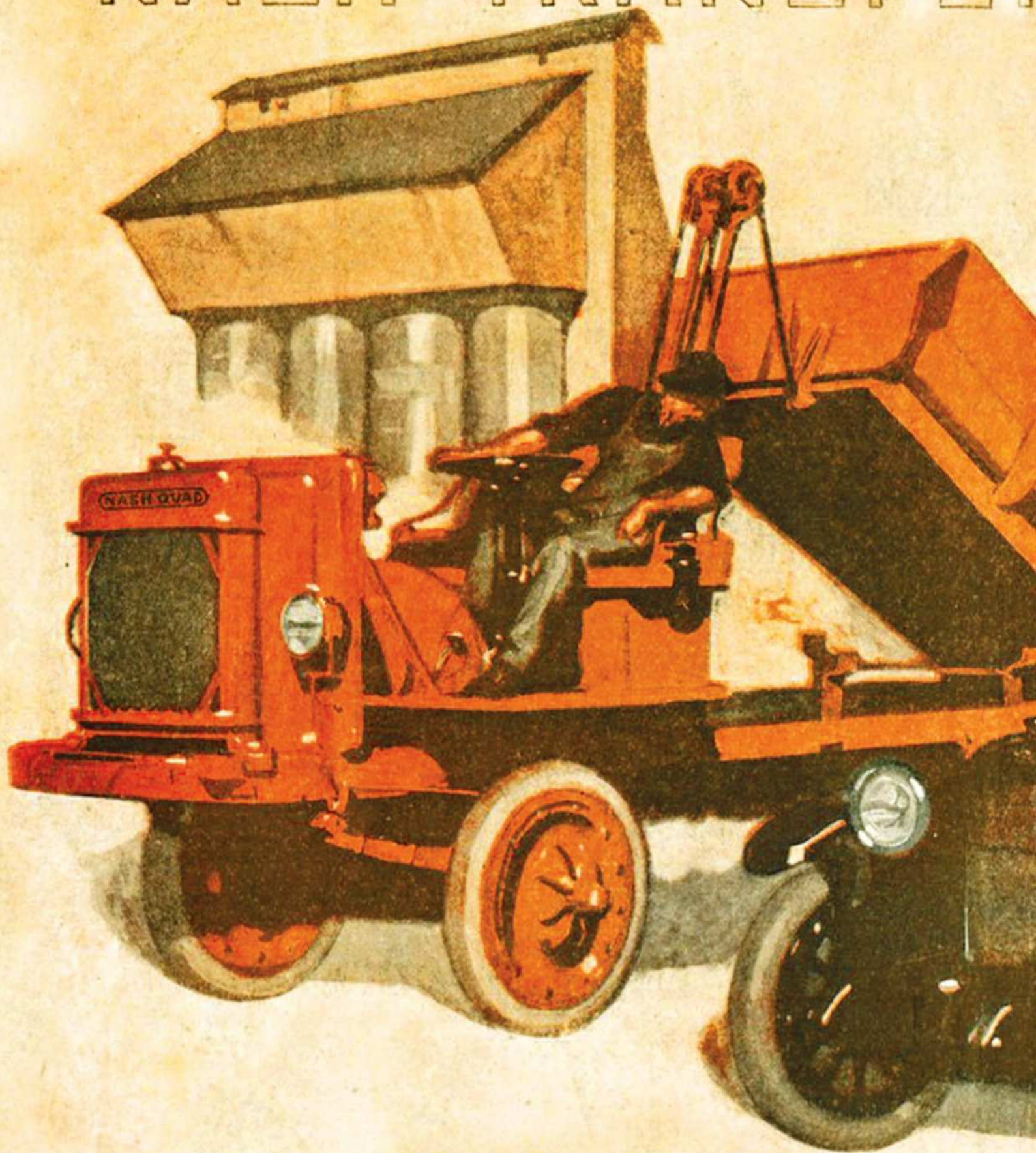
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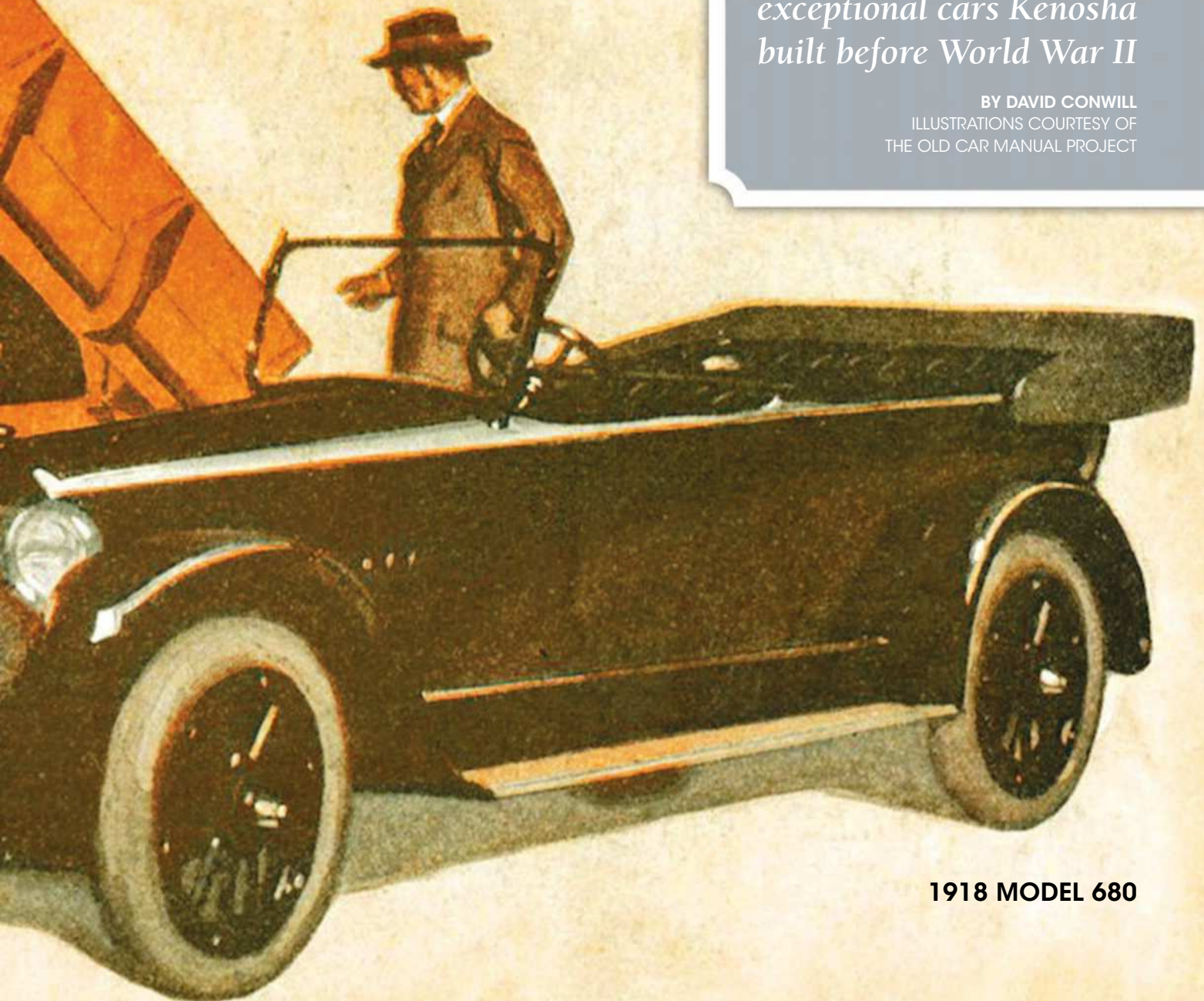


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Notable Nashes

*Among the most
exceptional cars Kenosha
built before World War II*

BY DAVID CONWILL
ILLUSTRATIONS COURTESY OF
THE OLD CAR MANUAL PROJECT



1918 MODEL 680

Charles Nash was the quintessential self-made man, going from abandoned child to indentured servant to millionaire in his first 50 years. His eponymous automobile company, however, predated his association with it, when it was called the Thomas B. Jeffrey Company, founded in 1902, and ran as Rambler until the death of the founder in 1910.

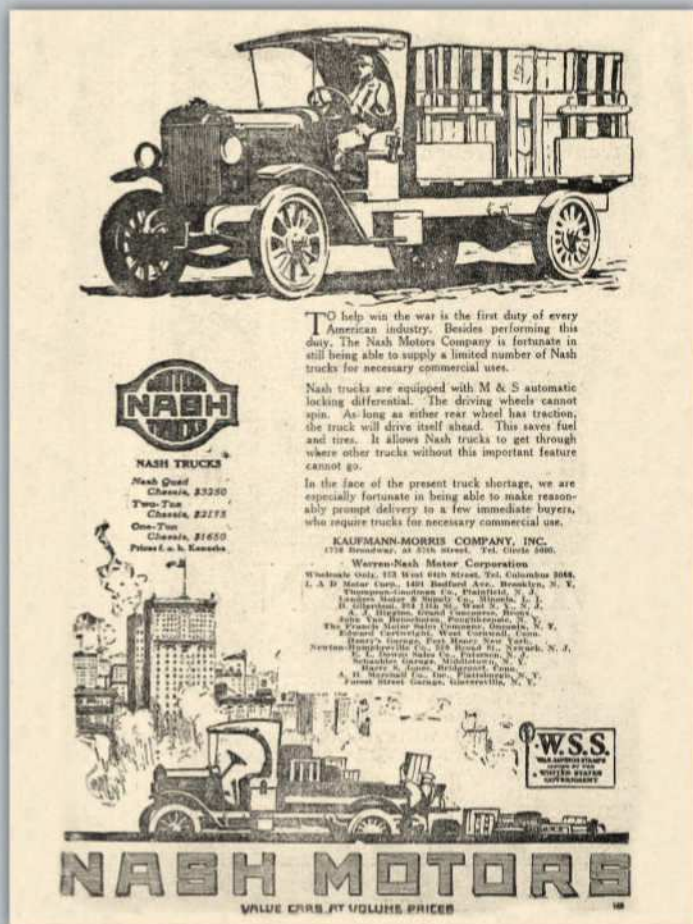
Nash was President of General Motors in the tumultuous years between Billy Durant's first ouster and his triumphant return. Durant, who had first hired Nash as an upholstery stuffer at the Durant-Dort Carriage Company in the 1890s at \$1 per day, attempted to entice him to stay with an offer of a \$1-million annual salary. Nash declined, preferring to be his own boss.

As it happened, in the years just before American entry into the Great War, Thomas Jeffrey's son Charles, who had recently survived the sinking of the *Lusitania*, was looking to sell out of the automobile industry. Nash purportedly paid \$9 million for the Kenosha concern in the summer of 1916. He wasted no time in remaking the company according to his own notions.

The following cars are just a few of the many significant and distinctively designed automobiles produced by Nash through the years.

1917 MODEL 671

The first Nash-badged car was just that: a Jeffrey re-badged as a Nash. The 48-hp, six-cylinder Model 671 was available as a seven-passenger touring car, three-passenger roadster, and five-passenger sedan. All three body styles rode a 125-inch wheelbase. The two open cars retailed for less than \$1,500 and the sedan for just greater than \$1,600.



1917 QUAD

1917 QUAD

Another holdover from the Jeffrey days was the Quad truck, designed at the behest of the U.S. Army to replace the four-mule teams that had been the traditional mainstay of Army transportation. The Quad arrived in 1913 as the Rambler Quadruple, and was heavily marketed to civilian buyers in addition to being built for Army contracts. The Quad featured four-wheel drive, four-wheel brakes, and four-wheel steering. It weighed 5,350 pounds in its bare form and was hauled along by a 52-hp four-cylinder Buda engine.

The Quad was an enormous success for Jeffrey and truck production soon eclipsed car production. Not only did the Quad see service on the Mexican border, much like the Dodge Brothers' new automobile, but the Allied nations purchased many for service in the muddy fields of the Western Front. Naturally, when Nash purchased the company, the Quad remained in production. In 1918, Nash built 9,000 units in Kenosha, and subcontracted production to Hudson, Paige-Detroit, National, and Premier.

1918 MODEL 680

The first new vehicle produced by the Nash Motor Company arrived for 1918. The Model 680 was not altogether different from the Model 671 it replaced. The five-passenger touring car and three-passenger roadster rode a 121-inch wheelbase, while the seven-passenger touring, five-passenger sedan, and four-passenger coupe were built on a 127-inch wheelbase. Prices ran from less than \$1,300 for the five-passenger touring and roadster, to greater than \$2,000 for the sedan. The engine was a new six-cylinder with overhead valves, displacing 248.9-cu.in. and making 55 hp.

1925 AJAX

When the Ajax arrived in the spring of 1925, it was not badged as a Nash, but was rather intended as a companion make. With both a touring and a sedan available for under \$1,000, it opened a new market to the company without diluting the prestige of the Nash nameplate. A previous economy effort, the Nash Four of 1921-'24, had squeaked under the \$1,000 price point only with open cars—likely because its engine was essentially two-thirds of the Nash Six.

The Ajax boasted a six-cylinder engine with seven main bearings, albeit breathing through side valves; the new 169.6-cu.in. flathead made 40 hp. The Ajax also had four-wheel brakes and up-to-the-minute styling based on Nash products, including au courant disc wheels, drum headlamps, and a peaked visor on closed models. The public did not recognize the Ajax name, however, and the company folded the Ajax line into Nash in 1926, even offering re-badge kits to dealers and buyers to change Ajaxes into Nash Light Sixes.

1929 ADVANCED AND SPECIAL SIXES

The uncompromised design of the Nash six-cylinder was a big selling point for the company. Both the Advanced Six and Special Six had gained seven main bearings just a year after that bottom end debuted in the Ajax. Even bigger news came in 1929, when the OHV sixes gained Twin Ignition: two spark plugs per cylinder and a distributor capable of firing each pair simultaneously for maximum efficiency.

Technical sophistication aside, the 1929 Nashes were also known for their handsome styling, likely inspired by Harley Earl's La Salle design. The Advanced Six sported a bright-metal cowl band, a tall-and-narrow radiator, bullet-shaped headlamps, and two-piece bumpers. The Special Six was styled similarly, though smaller, and set apart by a double row of vertical hood louvers.

Twin Ignition would become such a hallmark for Nash that for 1930 the company dropped the "Advanced" and "Special" monikers—the senior car became the Twin-Ignition Eight (its 298.6-cu.in., 100-hp straight-eight essentially the old Advanced Six with two cylinders added) and the mid-level car was renamed the Twin-Ignition Six. The old Ajax-derived Standard Six was appropriately called the

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This motor has a 7-bearing crankshaft—a costly car feature that makes Ajax performance even more remarkably smooth and quiet. And it has a 6-bearing camshaft.

Lubrication is by force-feed to all main bearings, connecting rod bearings and camshaft bearings.

In addition it has such expensive attractions as 4-wheel brakes, full balloon tires and five disc wheels included in the price, together with a new Mallard Green finish of unique beauty, cool ventilator, cool lights, rear-vision mirror, silken curtains, transmission lock and automatic windshield wiper.

And, finally, it is a Nash-built product with all that means as to quality—personally designed by C. W. Nash and manufactured in a Nash owned plant by Nash resources in men, money and machinery.



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And the "400" Roadster is fully equipped, at no extra cost, with every fine-car accessory, including hydraulic shock absorbers, Nash-Biqu Centralized Chassis Lubrication and chrome-nickel-plated bumper, front and rear.

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1925 AJAX

1929 ADVANCED SIX

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☞ Illustrated here is the Ambassador Eight Brougham, 142 inch wheelbase, \$1620 f. o. b. factory. ☞ Nash also builds cars of corresponding quality and value in four other price fields. Do you know that today you can buy a big, quality-built, 4-door, 5-passenger Nash Sedan for as little as \$695 f. o. b. factory, \$130. under 1932? ☞ Your Nash dealer now has these 1933 Nash cars ready to show you, and ready to demonstrate their marked superiority on the road.

BIG SIX	STANDARD EIGHT	SPECIAL EIGHT	ADVANCED EIGHT	AMBASSADOR EIGHT
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\$995 to \$1245	\$695 to \$995	\$995 to \$1195	\$1250 to \$1475	\$1645 to \$1865
Big Six Sedan	Four Body Styles	Four Body Styles	Six Body Styles	Nine Body Styles

All Prices Quoted f. o. b. Factory—Special Equipment Extra



FLASH! In the Official 1941 Gilmore-Gardner Economy Run, the Nash 600 turned in more miles to the gallon than any other 8, 12 or 16 cylinder automobile, regardless of weight, size, price or equipment. With its marvelous smooth speed forward, Nash averaged 25.8 miles per gallon at an average speed of 45.6 miles an hour, over grueling 399-mile mountain course.

IMAGINE getting into this big 1941 Nash sedan and traveling 500 to 600 miles before you had to stop at a gas station! Think of doing the equivalent of Boston to Norfolk... or the Grand Canyon to Los Angeles... or Chicago to Kansas City... on just a tankful of gasoline!

Amazing? Yes—but not for the new kind of car in the lowest-price field!

There's never been a car like Nash before—never a low-price car so money. The front seat's nearly five feet wide.

And wait 'til you tap that throttle! Nash's new kind of engine has the freedom and cylinder performance you ever felt... made even smoother by a radio-balanced crankshaft.

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The road is full of ruts... yet those jolting bumps and bumps just don't follow with Nash's four-wheel coil springs. The new "Unit-leaf" body and frame construction stops any quiver of vibration. The silence is amazing!

You head into curves with the throttle open... yet just the touch of your hand guides this big Nash. The new Two-way

Roller Steering does the rest.

And should the March winds bluster or blow—just turn on Nash's Weather First

System—and go blithely on your way in warm, dustless, conditioned air.

There's never been an automobile like this new Nash before—at any price.

You have its savings of \$70 to \$100 a year to consider—its amazing difference in size, ride, roominess—yet the room you'll want it in is a single one. It's more fun to drive than any car you ever owned!



Why Buy Any Other Lowest-Price Car when Nash Leads in the Things You Want?

- BETTER ECONOMY—25 to 30 Miles on a Gallon of Gasoline.
- SMOOTHER RIDE—Only low-price car with Coil Springs on All Four Wheels.
- EASIER STEERING—First car with Two-way Roller Steering.
- ROOMIER—Greater Seating Width, The Rear Seat moves up into Convertible Bed.
- SAFER—Welded Body-and-Frame Construction... made roller-proof, crash-proof.

Remember—three years of testing are behind this new kind of car. It's backed by Nash's \$50,000,000 in resources. See your Nash dealer today and see the amazing differences that are switching thousands to Nash!

Go NASH
AND SAVE MONEY EVERY MILE!

1933 AMBASSADOR



1933 AMBASSADOR

Single Six, as it retained the one-plug-per-cylinder layout. Twin Ignition persevered through the 1941 model year.

1932 AMBASSADOR

Rumors of a potential Nash-Packard merger didn't start in the 1950s. In fact, such a combination was posited as early as 1929, but in reality Nash was fully capable of producing a stylish, luxurious, and sophisticated car on its own—one some have since dubbed the “Kenosha Duesenberg.” While no automaker had a wonderful year in 1932, Nash at least turned a profit—the only company to do so.

On March 1, 1932, Nash replaced its Series 990 Eight with the Series 1090, dubbed “Ambassador” in the most-luxurious closed styles and “Advanced Eight” in the others. The new straight-eights

1941 AMBASSADOR 600

featured larger 322-cu.in. engines with 125 hp, longer wheelbases (133 inches for the Advanced Eight and 142 for the Ambassador), and worm-drive rear axles. The Advanced Eight and slightly smaller Series 1080 Special Eight also contained Nash's first four-door convertible sedans.

Ambassador and Advanced Eight bodywork was impressive. The new slanted-windshield closed bodies had shed their 1920s-style visors and introduced sweeping lines, including aerodynamic fenders and semi-beavertail rear styling. While the Ambassador name had appeared as a trim level on the Advanced Six back in 1927, 1932 marked its first appearance as a model designation—a position it would retain through 1974, long after the Nash marque itself had been subsumed into American Motors.

1934 LAFAYETTE

Nash was not alone in the bad timing of moving up-market just as the Depression was entering its worst years—decisions made in the heady days of the late 1920s when it appeared economic growth would continue ever upward. Nash remedied this for 1934 by bringing back a name from its past, that of luxury maker LaFayette, which had merged with Nash 10 years earlier.

The new “Nash-built LaFayette” (“The fine car of the low-price field.”) transferred the Nash Big Six L-head, a 217.8-cu.in. engine making 75 hp to a chassis 3-inches shorter and 340 pounds lighter. More importantly, the LaFayette cost some \$90 less than the Big Six, even though it shared the handsome styling penned by Count Alexis de Sakhnoffsky—a considerably more streamlined version of the 1932 look, including skirted fenders, headlamps with an elongated bullet shape, and full beavertail rear section.

In 1935, Nash introduced a similar model to the LaFayette with a larger engine and 4 inches more wheelbase. It carried over unchanged to 1936 and sold for approximately \$65 more than the LaFayette. In 1937, Nash would combine the two lines into the LaFayette 400, which would remain in production (as the Nash LaFayette) through 1940, after which it was replaced as the base model by the revolutionary new Nash 600.

1941 600

While dubbed “Ambassador 600” by Nash, most enthusiasts remember the low-priced 1941 Nash by only the latter half of the name—all that was actually badged on the car. The “600” label derived from the new car’s supposed ability to deliver 30 mpg and its 20-gallon fuel tank, and thus a 600-mile range. The 600 is most famously recalled for pioneering unitized construction in the United States, with the body itself serving as a structural member. The 600 also utilized coil-spring suspension on all four corners.

Much of the cost savings in the new 600 came from the cheapened engine, which was the first Nash Six since 1926 to have fewer than seven main bearings. The flathead six was “Monitor Sealed” like its LaFayette predecessor (indicating that intake and exhaust manifolds were cast integral with the block and cylinder head rather than bolted on), but displaced only 172.6-cu.in. and made 75 horsepower (contrast with the 99-hp, 234.8-cu.in. engine in the 1940 LaFayette).

The 600 would return, with largely unchanged styling except a revised front suspension, after World War II. Its engine went on to power the Nash Rambler and its successor, the Rambler American, through 1965. The 600 helped burnish Nash’s credentials for economy through innovation and helped build the foundation for AMC’s success in the 1950s and ’60s.




1942 AMBASSADOR EIGHT


1942 AMBASSADOR EIGHT

The Ambassador Eight shared the 600’s body from the cowl back, but with a substantially longer hood to accommodate its 260.8-cu.in., 115-hp OHV straight-eight engine. The stiff body, bolted to a conventional frame, made




for an extraordinarily robust automobile. Styling for the abbreviated 1942 model year was based on that of 1941, but with a new central grille made from stainless steel—it would return in very similar form in 1946.

One thing that would not return was the straight-eight engine. The formerly mid-level Ambassador Six was the top Nash after the war, making the 1942 Ambassador Eight a true rarity and a significant piece of Nash history. Nash would not have an eight-cylinder engine again until the 1956 model year, and then it was the new favored V-8 form.

With the end of the Eights came the end of Nash Motor’s original form. Charles Nash retired from an active role in the company in 1936 and died in 1948. Under George Mason, the firm continued to be successful and began to move in the direction that would define the way most remember it—as a predecessor to AMC. The cars of the automaker’s early years remain good-quality machines with excellent styling and outstanding engineering, a worthy addition to any garage. 




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Diplomat from Kenosha

Savoring the understated elegance and advanced engineering of the 1940 Nash Ambassador Eight Convertible Coupe

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO



Stunning.
That's the one word that immediately came to mind when I first saw this Nash. It is pure understated elegance at its finest, and a true representative of the distinctive styling and designs that came out of Detroit during the 1930s and '40s. No wonder it's called "Ambassador."



Well-built, all-steel instrument panel is painted the same color as the Nash's exterior, with a darker band of gray that matches the gauge cluster; red on light gray background makes reading the speedometer easy. Chrome-plated grille in the center hides radio speaker. Steering wheel's stylish horn assembly and extensive use of beige Bakelite switches and knobs adds to the interior's appeal.

With its spectacular and highly intricate grille that comprises numerous carefully shaped individual pieces of cast metal, and the rising form of its tall hood that imparts a commanding presence, this Nash Ambassador Eight is the archetypal symbol of independent thinking and progressive engineering intellect. It may not have flashy flowing curves or a sporty demeanor, but underneath its sturdy body structure lies an innovative powertrain that was superior to every other American engine at the time. No question, this Nash is an unpretentious motoring masterpiece.

Unlike the common yet old-style flathead engines that just about every other auto manufacturer of the era was powering its cars with, Nash showcased its advanced engineering principles by producing much more modern engines that were designed with overhead-valve actuation; both its straight-six and straight-eight engines had overhead-valve architecture. This model series 4081 Ambassador was powered by an eight-cylinder powertrain displacing 260.8 cubic inches. It's an under-square design, meaning the diameter of its cylinder bore is smaller than the stroke of the crankshaft—in this case, a bore and stroke of $3\frac{1}{8} \times 4\frac{1}{4}$ inches. For added durability and refinement, the engineers encased the long crankshaft in nine main bearings to ensure it would not flex and it would spin smoothly and cause the least amount of vibrations.

By looking at the distributor cap you could be misled into believing that this Nash is powered by a 16-cylinder engine; however, that isn't the case. It's Nash's fantastic Twin-Ignition engine that incorporates two spark plugs per cylinder along with a pair of ignition coils, both of which feed into the top of the single distributor cap in a side-by-side arrangement. There's a bank of eight spark plugs screwed into the cylinder head on

one side with a second row of spark plugs on the opposite side. Each pair of plugs fires simultaneously to ensure maximum combustion.

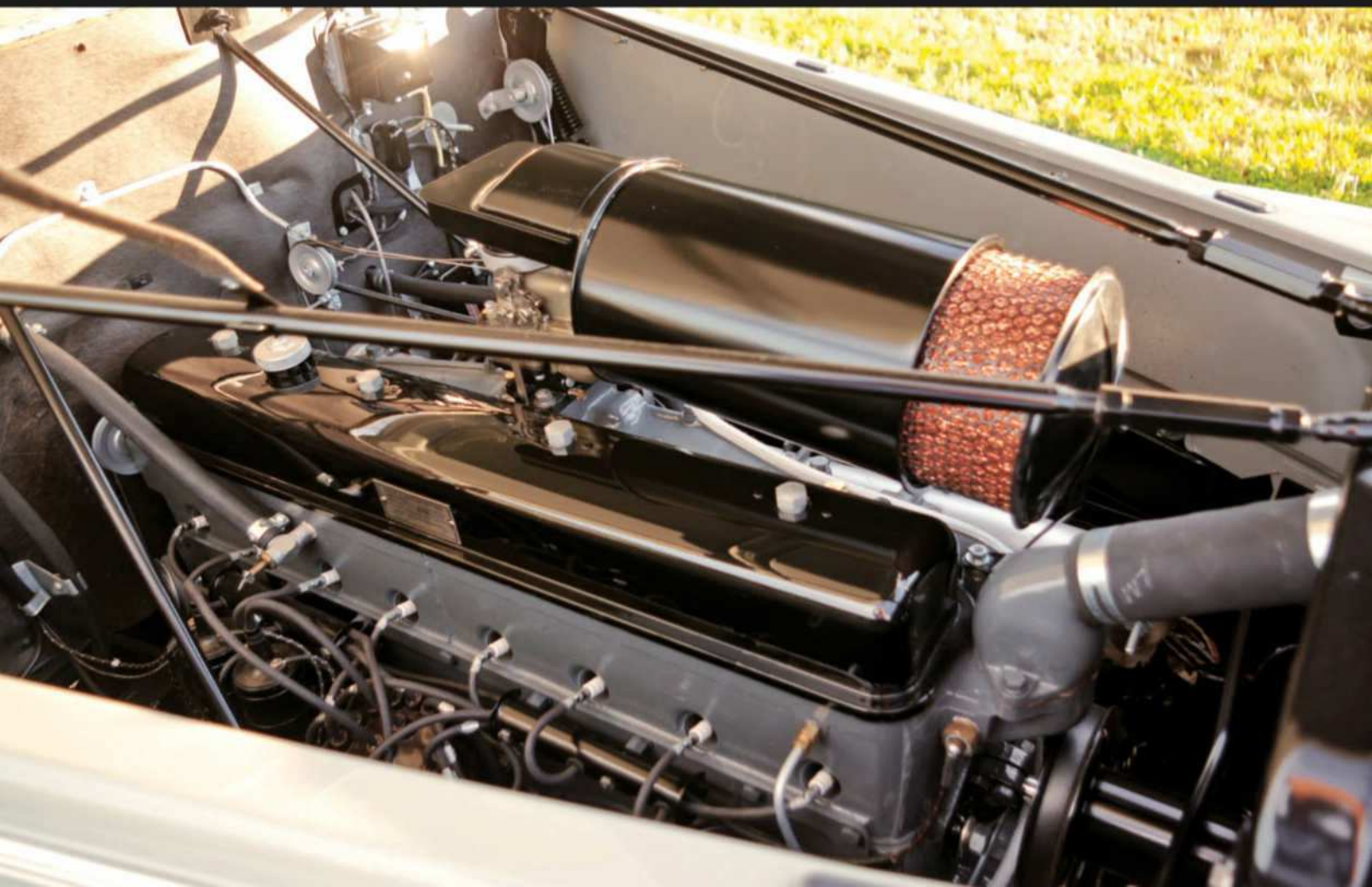
Rightly so, Nash was immensely proud of its Twin-Ignition engineering, and boasted about it in the car's brochure: "Next best thing to flying is the twin-ignition power—for with two plugs acting simultaneously, combustion of the gas mixture is faster and more complete. You get greater power, livelier performance, more economy. Rolls-Royce and the two Nash Ambassador Series are the only cars that have this engine feature!"

As in keeping with the low-octane fuel of the day, the compression ratio was set at 6.0:1. When combined with the solid lifters and single downdraft Carter carburetor, this highly advanced straight-eight engine ends up producing a respectable 115 horsepower at only 3,400 rpm, backed by 200 lb-ft of torque at a very low 1,200 rpm. It truly is a remarkable powerplant, yet, one can only imagine the performance potential of this Twin-Ignition engine had there been higher octane fuels with the accompanying higher compression ratios. I bet this Nash would have packed a very powerful punch.

The rest of the driveline is pretty much standard practice for the time: three-speed manual transmission with a single-plate dry clutch connected via driveshaft to a solid axle in the rear, with a Hypoid-drive differential fitted with 4.10 final drive gearset. An anti-rollback device called "Hill-Holder" was optional at a \$55 cost, while the brakes are hydraulic drums at all four wheels. The separate chassis has a fairly long wheelbase of 125 inches; by comparison that's the same wheelbase length as the Cord 810/812, and one inch longer than that of the 1965-'66 Pontiac Bonneville.



Seats and door panels are crafted of fine leather, and the smoothly shaped interior handles are simple, but very attractive. Distributor cap houses 16 ignition wires that feed the 16 spark plugs—eight on each side of the cylinder head. The advanced Twin-Ignition straight-eight produces 115 horsepower.



For this Nash's \$1,295 list price, you could also have bought a Chrysler New Yorker for \$1,260 or a well-equipped Buick Roadmaster at \$1,359; or for \$100 more, a stylish La Salle. But if a convertible coupe from an independent brand was your main goal, not only did the Hudson Convertible Coupe cost less at just \$1,087, but so did the eight-cylinder Packard One-Twenty Convertible Coupe, which listed at \$1,277.


Furthermore, when compared to the three lowest-priced brands, the highest-priced car from Chevrolet this year was the \$802 Special De Luxe, while Ford sold its De Luxe for \$762 and Plymouth offered one at \$805. As you can see, the Nash was not an inexpensive car. But for the upper-middle-class buyer who preferred stylish, distinctive designs and outstanding engineering, only a Nash would do.


According to Keith Flickinger, curator at the NB Center for American Automotive Heritage in Allentown, Pennsylv-

nia, a total of 93 Nash Ambassador Eight Convertible Coupes were produced for the 1940 model year. Of those built, the car profiled here is the only known surviving example. Keith is very familiar with this Nash as he oversaw its restoration, which had been completed only the day before I was granted permission to photograph it.

Like all the other cars that the NB Center has restored for its collection, this Nash was stripped down to its bare chassis and painstakingly rebuilt over the course of nearly two years. The body-off restoration was spared no expense in making this Nash as perfect as it could be—and it is. Everything was performed in-house including the sewing of the upholstery, carpeting, and convertible top from scratch; engine machining and rebuilding; and metal fabrication and refinishing. The plating of the original fasteners and rechroming of bumpers and various trim pieces were the only tasks contracted out. And when certain trim pieces were missing, such as the Bakelite escutcheons and knobs for the interior door handles, the talented staff at the NB Center fabricated them. This was truly a group effort, and everyone involved in transforming this rare and beautiful Nash into the "new" car it is today, are to be congratulated.

Of course, all of this couldn't have been accomplished without the support and dedication of passionate owner Nicola Bulgari, whose ambition it has long been to own this car. He recently told us: "The 1940 Nash Ambassador Eight convertible is a car that I could only dream about by looking at *National Geographic* ads as a young boy. I dreamt of owning one or just seeing one someday! I sincerely feel this Nash is the ultimate in forward-thinking design."

Clearly, there's a lot of truth in Nash's slogan, when its copywriters enthusiastically stated: "Once you get your hands on a Nash, you'll never rest 'til you own it." 



With its integrated windshield frame and muscular stance, this 3,640-pound Nash has a strong look about it—it rides and handles as solid and assuredly as its appearance suggests. Small hubcaps on painted wheels with blackwalls add to the car's appeal. Even the chrome bezels surrounding the taillamps are stylishly shaped.



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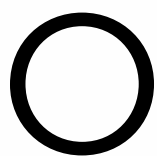
Parts and availability may vary and be subject to written change.



Cunning Cutlass

Four-speed, 350 1972 Cutlass S with Rallye suspension is almost a 4-4-2

WORDS AND PHOTOGRAPHY BY THOMAS A. DeMAURO



Oldsmobile's A-body Cutlass arrived in showrooms for 1972 with just a few subtle visual updates to differentiate it from the 1970 and 1971 models. Since General Motors had to delay the Colonnade A-body introduction until the 1973 model year, its existing intermediates returned to serve a third year in the same



styling cycle. This was uncommon for GM in that market segment, as multiple preceding cycles had been two years.

Competing against heavily revised midsize Dodges and Plymouths for the 1971 model year, and then newly designed Fords and Mercurys for 1972, should have been a recipe for buyer apathy toward GM's more aged offerings. In Oldsmobile's case, however, consumers instead responded by purchasing Cutlasses in even larger numbers, which contributed to the division's ascent to third place in U.S. auto sales for 1972.

The Cutlass S was the sportier version of the base Cutlass two-door. It came in hardtop or sport coupe form, featured additional trim, and louvered hood grilles, among other small items. A 350 two-barrel V-8 with single-exhaust and a three-speed manual transmission was standard for both, and additional performance equipment was optional, but the Cutlass S could also be had with bucket seats and a console. The top of the

line was the more luxury-laden Supreme, which was offered as a formal-roof hardtop or a convertible with a standard 350 four-barrel engine, single exhaust, a three-speed manual, bucket seats, and more. Dual exhaust was optional, as were four-speed and automatic transmissions. (There was also a four-door F-85, Cutlass, and Supreme.)

The 4-4-2 was demoted to option status, from having been its own model. It was the result of the sales downturn for muscle cars, which was brought on by myriad factors that have been debated endlessly since. Increasing prices and escalating insurance premiums for younger buyers of "high-risk" muscle cars are just two elements that were deterrents to ownership.

Oldsmobile decided to make its muscle car package contain only handling and appearance items for 1972, so that it could be offered on various Cutlasses with their diverse standard and optional powertrains. This shift provided the possibility of a lower



The owner replaced the stock steering wheel with a Custom-Sport one and added the tach/clock combo and an AM/FM radio. Other than those upgrades and the driver's seat being reupholstered in the early 1980s, the interior remains original.



priced, lower insurance rate 4-4-2, but the trade-off was also reduced straight-line performance. For instance, whereas the 1971 4-4-2 was still a separate model that came standard with a 455-cu.in. V-8, the W29 4-4-2 Appearance and Handling package for 1972 could be applied to the Cutlass and Cutlass S fastbacks and the Cutlass Supreme convertible. The 455 and W-30 Performance package could still be had at extra-cost.

Had 19-year-old Vaughn Hostetler of Palmyra, Pennsylvania, known about these significant changes regarding the 4-4-2 when he ordered this Cutlass S on August 18, 1971, it would have been a 4-4-2 instead. But the dealer hadn't been notified yet, and Vaughn ordered his Oldsmobile sight unseen.

In fact, when he walked into E.O. Miller Chevrolet-Oldsmobile in Hershey, with his dream car 1970 W-30 still ingrained in his psyche, he fully intended to order a 1972 4-4-2 with a 455, four-speed, and a raft of additional options. The fact that his dad decided to accompany him to the dealership changed everything, however. Once he heard "455," he put his foot down. Vaughn vividly recalls, "His voice rang out, 'No way! Your insurance rates will be too high with an engine that size. And

furthermore, where are you going to use all of that horsepower anyway?' Those were the words all teenagers hated to hear. 'I think you should order a Cutlass with a 350 engine instead of the 455,' he advised." Not knowing at the time that he could have added the W29 4-4-2 Appearance and Handling package to his order, Vaughn didn't.

He specified a sporty 350 four-barrel, four-speed Cutlass S in sensational Nordic Blue with a white vinyl top, white hood striping, Super Stock I wheels with G70-14 raised white-letter tires, and blue bucket-seat interior with a console, Rocket Rallye Pac, and Custom-Sport steering wheel, among other items. Since he also added in the FE2 Rallye Suspension, only the appearance aspect of the 4-4-2 package was absent from his Cutlass. Vaughn was told that it would take six weeks for Oldsmobile to build his car and deliver it to the dealer. That ultimately stretched to over two months.

Finally, on November 5, 1971, he spotted his Nordic Blue beauty on Miller's lot. Excited, he surveyed his new ride, but elation soon turned to confusion. The Cutlass S was the correct color, had the right engine, transmission, and wheels, etc., but there were options missing that he'd ordered and options added that he didn't. The gauges and Custom-Sport steering wheel were absent, as was the hood stripe, but there were side accent stripes, and an air conditioner was installed! Sure, it would make for cooler summer cruising, but A/C also added substantial weight and expense.

Confronting the salesman, Vaughn said, "Well, I thought my car was finally here, but I see that this one must be for someone else." To which he replied, "I hate to be the bearer of bad news, but this one is yours."

In his defense, the salesman quickly showed Vaughn the original order, which was correct, and explained that it was



Oldsmobile's data entry mistake, not his. To add a bit of insult to injury, he also revealed that he'd never seen a car come into the dealership that had gone this far astray from the original order.

Neither Oldsmobile nor the dealer was very accommodating regarding the blunder. Vaughn could accept the Olds as is and pay for the extra options that were added, or he could reject the car and order another, and wait another six weeks or more to get it. "Well, I sure didn't feel like waiting for a replacement, so I elected to keep Oldsmobile's 'Mistake.' The salesman drew up the final paper work and the Cutlass was mine."

Though the Olds wasn't exactly as he'd ordered it, having a brand new 1972 Cutlass S was still a dream realized. After being told by the dealer that putting in most of the missing options would be cost prohibitive due to the additional labor required, Vaughn decided to install some of them. A 1971-style hood stripe was applied, and he ordered and installed the Custom-

Sport steering wheel and the tach/clock combo from the Rocket Rallye Pac, but not the other gauges. He then made many memories from behind the wheel in the ensuing decades.

He recalls, "Though I know the 350 doesn't have as much power as most muscle car engines, it's still plenty for me. With the single exhaust system, the sound was weak when the engine revved up and it didn't feel very powerful, but the sound after I had the duals put on it was awesome. The Hurst shifter is wonderful and precise when rowing through the gears, and the 3.23 rear-end allows for easily cruising at 60 or 65 mph, but I don't run it at 70 for long periods. One of its longest trips was in the late 1990s when my wife Myra and I drove the Cutlass to Texas for the Oldsmobile Nationals. It performed perfectly.

"I've always been impressed with the

The 180-hp 350 four-barrel V-8 has received regular maintenance and the timing chain was replaced, but it hasn't required major work. Though dual exhaust was not specified on the original order, it was added later.





If I hadn't gotten the kind of service and longevity out of my Oldsmobile that I did, I likely would have traded it in. I did briefly consider it years ago, but I couldn't find a new car with a four-speed. Even the salesman said the four-speed in mine would hurt the trade-in value. Soon, 10 years became 20 and then 30. Now I've owned the Cutlass S for 46 years, and it's in a lot better shape than I am. I used to show it regularly but later got bored, as I always had the same car and many other people would compete with a different restored car each time. Then there seemed to be a shift in mindset and barn finds and survivors became popular, so I figured that I was ahead of the game for those genres. All of sudden, my car started winning awards again like "best original" and "dealer's choice" etc.

ride," Vaughn continues. "My brother-in-law owned Mustangs, and he rode in my Cutlass S and commented on how smooth the ride was, and how solid the car felt. It handles remarkably well, too. I've never been afraid to toss it into turns, as it just hangs in there. I haven't abused the Cutlass, but I've put it through its paces over the years, and it has always done well for me.

"The original bias belted tires weren't as good as the radials I replaced them with, however. They tended to make the rear hop across the pavement in the curves on bumpy roads, but the radials just grip and go. I've found the brakes to be surprisingly good for not having discs.

"There are many features on this Cutlass that I enjoy, but the seats aren't one of them, as they have very little support. Yet they're still better than some I've experienced, and their height is good. The Custom-Sport wheel is ideal, it's thicker and doesn't get as hot on a summer day as the factory plastic-rimmed wheel, and the instruments are still easy to see through it. I added the

factory tach/clock and came to realize that it can be difficult to read the tach with that clock in the same unit."

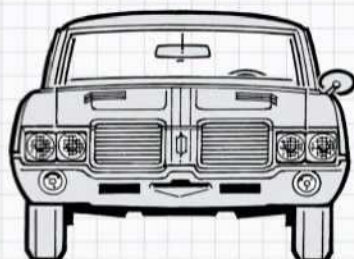
Garage-kept since new, Vaughn's Cutlass S still gets a few hundred miles per year put on it. With over 131,000 travelled, amazingly, the Olds still retains its original paint and vinyl top, except for a very small repair on the front fender. Though the clutch was replaced, the 350 engine, four-speed, and rear-end have yet to require significant mechanical work. There have been a few brake jobs performed over the decades, and the shocks and tires have been changed, but the remainder of the suspension is original according to Vaughn.

Even after all these years, he still enjoys, "the fun factor of four-speeds and the Oldsmobile's blue/white color scheme. I almost refused it at the dealership when I saw how incorrectly it was equipped when compared to my order, but at the end of the day, I'm happy with the way that it turned out and wouldn't trade it for anything. This Cutlass S and I just seem to get along." 🐾

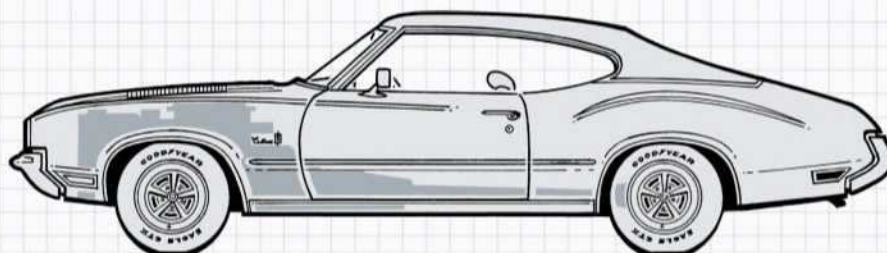


1972 OLDSMOBILE CUTLASS S

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



59.7 inches



112 inches

SPECIFICATIONS

PRICE

BASE PRICE \$3,142.00
OPTIONS (AS PROFILED)* 350 4-bbl. Rocket V-8 (\$47.39); Hurst-shifted wide-ratio 4-speed (\$195.36); Super Stock I Wheels (\$90.58); G70 x 14 WL tires (\$88.47); AM pushbutton radio (\$74.78); Strato Bucket Seats (\$68.46); tinted glass (\$43.18); Deluxe seat belts (\$14.22); woodgrain vinyl instrument panel trim (\$10.53); front floor mats (\$7.37); chrome door-edge guards (\$6.32); protective side moldings (\$12.64); vinyl roof (\$102.16); console (\$61.09); remote-control mirror (\$12.64); air conditioner (\$407.59); Rallye suspension package (\$13.27); power brakes (\$47.39); Vari-ratio power steering (\$115.85); interior-operated hood lock (\$10.53); bi-phonic rear radio speaker (\$18.96); body side paint stripes (\$21.06); lamp package (\$30.12)

ENGINE

TYPE Oldsmobile OHV V-8, cast-iron block and cylinder heads
DISPLACEMENT 350 cubic inches
BORE X STROKE 4.057 x 3.385 inches
COMPRESSION RATIO 8.5:1
HORSEPOWER @ RPM 180 @ 4,000
TORQUE @ RPM 275 lb-ft @ 2,800
VALVETRAIN Hydraulic valve lifters
MAIN BEARINGS Five
FUEL SYSTEM Four-barrel carburetor, mechanical pump
LUBRICATION SYSTEM Full pressure
ELECTRICAL SYSTEM 12-volt
EXHAUST SYSTEM Single (currently dual)

TRANSMISSION

TYPE M-20 Four-Speed
RATIOS
 1st 2.52:1
 2nd 1.88:1
 3rd 1.46:1
 4th 1.00:1

DIFFERENTIAL

TYPE Salisbury type, hypoid drive gears
GEAR RATIO 3.23:1
DRIVE AXLES Semi-floating

STEERING

TYPE Recirculating ball nut; power assist
RATIO Variable 16:1 to 13:1
TURNING CIRCLE 42.9 feet

BRAKES

TYPE Hydraulic, four-wheel drum, power assisted
FRONT 9 x 2.50-inch drum
REAR 9 x 2.00-inch drum

CHASSIS & BODY

CONSTRUCTION Welded and bolt-on steel body panels; separate steel perimeter frame
BODY STYLE Two-door hardtop
LAYOUT Front engine, rear-wheel drive

SUSPENSION

FRONT Independent; coil springs, direct-acting hydraulic shocks, anti-roll bar
REAR Solid axle, four-link, coil springs, direct-acting hydraulic shocks, anti-roll bar

WHEELS & TIRES

WHEELS 14-inch Super Stock I
TIRES G70 x 14 (currently P225/70R-14 Goodyear Eagle ST)

WEIGHTS & MEASURES

WHEELBASE 112 inches
OVERALL LENGTH 203.6 inches
OVERALL WIDTH 76.8 inches
OVERALL HEIGHT 52.9 inches
FRONT TRACK 59.7 inches
REAR TRACK 59.0 inches
CURB WEIGHT 3,509 pounds

CAPACITIES

CRANKCASE 5 quarts (with filter)
COOLING SYSTEM 17 quarts
FUEL TANK 20 gallons
TRANSMISSION 2.25 pints
DIFFERENTIAL 4.25 pints

CALCULATED DATA

BHP PER CU.IN. .514
WEIGHT PER BHP 19.49 pounds
WEIGHT PER CU.IN. 10.02 pounds

PRODUCTION

1972 Cutlass S hardtop 78,461

*May be a partial list; does not include fees.

PROS & CONS

- + Heavily optioned
- + Original paint and vinyl top
- + Four-speed in a non-muscle car
- Not as powerful as 1970 models
- Value not as high as the 4-4-2
- Value not as high as a Cutlass Supreme

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“
Believe it or
not, the idea
of electric
cars being
built in 1895
elicits less
reaction than
the idea of
them being
produced
in 1975.”

A Shocking Discovery

Every time I take my Citicar out for a drive, people toot their horns and take photos as I go by. If I stop at the Post Office or coffee shop, a small crowd usually gathers around, full of questions. “What is it?” they ask. “A Citicar,” I answer. “What kind of engine does it have?” “It’s an electric car and has an 8-hp electric motor.” “Who makes it?” “A little company called Sebring-Vanguard,” I explain, “They’re out of business now.” “Is it new?” they ask. “No,” I reply, “It’s a 1975 model.” At that point jaws drop, and puzzled looks come over people’s faces. “A 1975? I didn’t know they even made electric cars back then.” “Well,” I reply, “they did. And they made them in 1895, too.”

Believe it or not, the idea of electric cars being built in 1895 elicits less reaction than the idea of them being produced in 1975. I can’t say for certain why that is, but I think people either find that fact so astonishing they simply can’t digest it or think they didn’t hear me right. In any event, the conversation invariably returns to what they consider the amazing fact—that my electric car was made in 1975.

I find this level of ignorance shocking. How can so many people not know simple facts like that? When the Citicar debuted in 1974, the news was published in newspapers and magazines around the globe. What I find even more worrisome is the fact that we had a Citicar dealer right here in town! Are people that forgetful? Or weren’t they paying attention?

Besides, companies producing electric cars have made news starting from the tail end of the 19th century and through every decade of the 20th. That’s a lot of history to miss. For example:

Andrew Riker built an electric runabout in 1895 and by 1897 was set up in Brooklyn—later Elizabeth, New Jersey—as the Riker Motor Vehicle Company. Riker offered a range of battery-powered two-passenger Victorias and four-place Surreys through 1902.

The better-known Baker Electric began a bit later but enjoyed greater success. Starting in 1899 Baker, of Cleveland, produced an impressive array of electric vehicles that included Runabouts,

Stanhopes, enclosed Broughams, and roadsters. Baker advertised that they sold more than five times as many electric cars as their nearest competitor. The company produced cars through 1915 and, you may be surprised to learn, remained in business building Baker electric forklift trucks into the 1970s before being taken over by a

company that dropped the Baker name.

One of the more popular early electric cars was produced in Connecticut. The Columbia electric car (seen here) began production in 1897. In its first two years, 500 vehicles were built, making it one of the most successful early builders of cars of any type, gas, steam, or electric. The firm offered probably the broadest selection of electrics on the market,



with prices ranging from \$750 to \$6,000. The last Columbia electric auto was built in 1911, a victim of the gasoline car’s popularity, and a management that couldn’t seem to decide which direction the company should take.

I believe the most successful early electric was the Detroit. Begun in 1884 as the Anderson Carriage Company, by 1907 it began production of electric cars under the Detroit name, because that’s where they were manufactured. By 1910, production had risen to 1,500 cars annually. As with all electrics, Detroit’s appealed mainly to women, because they were quiet and didn’t smell of gasoline and exhaust. They were easy to start and simple to drive. If memory serves, even Mrs. Henry Ford owned one, preferring an electric over a noisy Model T. Regular production continued into 1935. Some were produced after that by converting gasoline automobiles.

So, what happened to electric cars? They were limited by the technology of the day. Batteries were big, heavy affairs, but not particularly efficient for their size. Speeds were limited in most instances to about 30 to 40 miles per hour, with range limited to about the same numbers. My Citicar has about the same limitations, despite being 40 years newer than the newest Detroit Electric. Only recently has technology begun to match up with hopes. We’ll see where it goes. 🚗

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vacuum; a

combination

of realities

converged

to effect their

demise.



Wither the Convertible

What happened to the convertible market between 1968 and 1976? Most hobbyists opine that convertibles were done in by either Federal Motor Vehicle Safety Standards (FMVSS) or factory air conditioning, or both. The first answer is baseless: No FMVSS prevented manufacturers from building and marketing convertibles for the 1977 model year. And while factory A/C was increasingly popular, how could it have single-handedly demolished an entire market segment?

The last model year in which all four major domestic manufacturers offered soft-tops was 1968 when AMC, Chrysler, Ford, and General Motors built 287,481 convertibles. It was the beginning of the end for arguably the most glamorous body style in any model lineup.

The rarest 1968 convertible was AMC's barebones Rebel 550 (377 units built); the most popular was Ford's Mustang (25,376 units). The only convertible offered eight years later was the famous 1976 Cadillac Eldorado, of which exactly 14,000 were built. That forever concluded domestic factory convertible production...or so everyone thought.

So, did manufacturers intentionally ignore the market, or did the market surrender to cultural realities? To some extent both, because no single factor doomed convertibles. History doesn't happen in a vacuum; a combination of realities converged to effect their demise.

One reality is that convertibles are costly to build. In an era when we must concede that domestic quality wasn't at its best, it became increasingly difficult to exact the workmanship needed to build convertibles. And shipping convertibles with poor workmanship would generate more warranty claims, which were probably high enough in even the best of times.

Another reality, and likely a major one, was the country's changing mood, away from the celebratory nature of having won WWII. That unbridled optimism had produced the delightfully outrageous styling and bright colors of the fabulous '50s.



However, growing anxieties due to racial and political unrest in big cities like Los Angeles, Detroit, and Chicago conspired to end that postwar party, not to mention the escalating war in Southeast Asia with its attendant protests. On a given morning in 1970, the previous day's tragic helicopter crash in Vietnam or college campus

destruction wouldn't occasion a jolly mood among farmers having coffee at The Cozy Inn Café in Holdrege, Nebraska, or among employees in the breakroom

at Caterpillar engines in Peoria, Illinois. Post-WWII optimism yielded to uneasiness, if not outright pessimism.

Hence, wouldn't customers become increasingly disposed to withdraw and buy an enclosed, air-conditioned hardtop when they might have bought a carefree convertible 10 years earlier? And by 1971, for example, a Barracuda V-8 two-door hardtop with factory A/C was only \$113 more than a Barracuda V-8 convertible without it.

Further testifying to that solemn mood were the muted, earthy green and brown colors popular those years. True, some muscle and pony cars had wild colors, but for the most part, late 1960s and early 1970s greens and browns were only slightly more enticing than today's insomnia-curing 50 shades of grey.

By 1982, however, automotive-marketing guru Lee Iacocca sensed that the 1970s market malaise may have run its course. Since no FMVSS prevented his reinvigorated Chrysler Corporation from capitalizing on his hunch, he sent up a trial balloon: He dispatched a new LeBaron coupe to specialty shop Cars & Concepts in Brighton, Michigan, to be converted into a convertible.

The feedback was so positive that he was able to convince Chrysler Corporation planners that 3,000 1982 convertibles might be sold if they would build them. He was wrong; they ultimately sold over four times that many.

And the rest, as they say, is history: The same genius whose instinct brought to market the original Mustang led the way to bring back convertibles. 🐾

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THE SIDEBAR IN THE ARTICLE ON

the 1939 Fords in *HCC* #167 illustrates exactly why I no longer enter judged events. I grew exceedingly tired of men with clipboards agonizing over which alloy had been used to manufacture my lug nuts. The atmosphere among the entrants was often one of stress and barely suppressed hostility—the very things we wished to escape when building our car. We are now excited to participate in local show-and-shines. The atmosphere is one of camaraderie and mutual admiration. We get a genuine kick out of talking to the people at the show, and my particular delight is taking a keen observer for a whip around the block. Do his kids have sticky fingers? I no longer care. My car may never again be perfect, but I will never again be seen using a cotton swab on the insides of my valve stems at 4 a.m. Saturday morning, either. “Hamish” is a motor car, conceived to provide transportation and, hopefully, the pleasure of ownership. He is not a piece of exquisitely carved crystal to be stored under glass on the mantle. And, he will never see a trailer again.

Robert Kent

Toronto, Ontario, Canada

IN *HCC* #166 RICHARD NOTED

that the remnants of America’s automotive past surround us all. He’s right. Here in Binghamton, we have the manufacturing site for the Larrabee-Deyo Motor Truck Company, a manufacturer of trucks and fire truck chassis. Their last manufacturing plant still stands, and the words Larrabee-Deyo Motor Truck Company are still visible on the back of their building, 86 years after they closed in 1932. Remnants surround us.

Bill Clark

Endicott, New York

I ENJOYED RICHARD’S COLUMN

“Looking for History.” Perhaps you’ve already heard from someone about this, but the location of the Eisemann Magneto Corporation in Brooklyn was at 32 33rd Street.

I have found that one can visit the locations he mentioned using Google Street View. It’s not the same as visiting in person, of course, but it’s better than nothing for those of us who can’t get there. Street View clearly

shows a building at 32 33rd Street, but nothing about it indicates that it was once a magneto factory. I did find the Studebaker building at 615 W. 131st Street in Manhattan, and I like that at street level in that building there is the Studebaker Cafe.

I did find what is apparently the Packard building on Northern Blvd. in Queens, but I couldn’t see the Art Deco “P” you mention, although the building certainly looks correct for the era.

Thanks again for an interesting column and for a great magazine.

Dan Gulino

Las Cruces, New Mexico

THE FEATURE ON THE 1969 BUICK

Riviera in *HCC* #166 brought back several memories of my time at Buick. After working with the nailhead engine for 13 years, we all had doubts about the new, completely redesigned 430-cu.in. V-8s. As with all engines, it

had its share of problems, but overall it worked out well. It was nice to see Eric’s car still had the correct hubcaps as they have become very hard to get.

A little piece of trivia: The 1970 Riviera did not have hidden headlamps, because, when the headlamps on the previous model were activated, they flipped down from the top, and the DOT decided they might blind oncoming drivers momentarily, so they banned them.

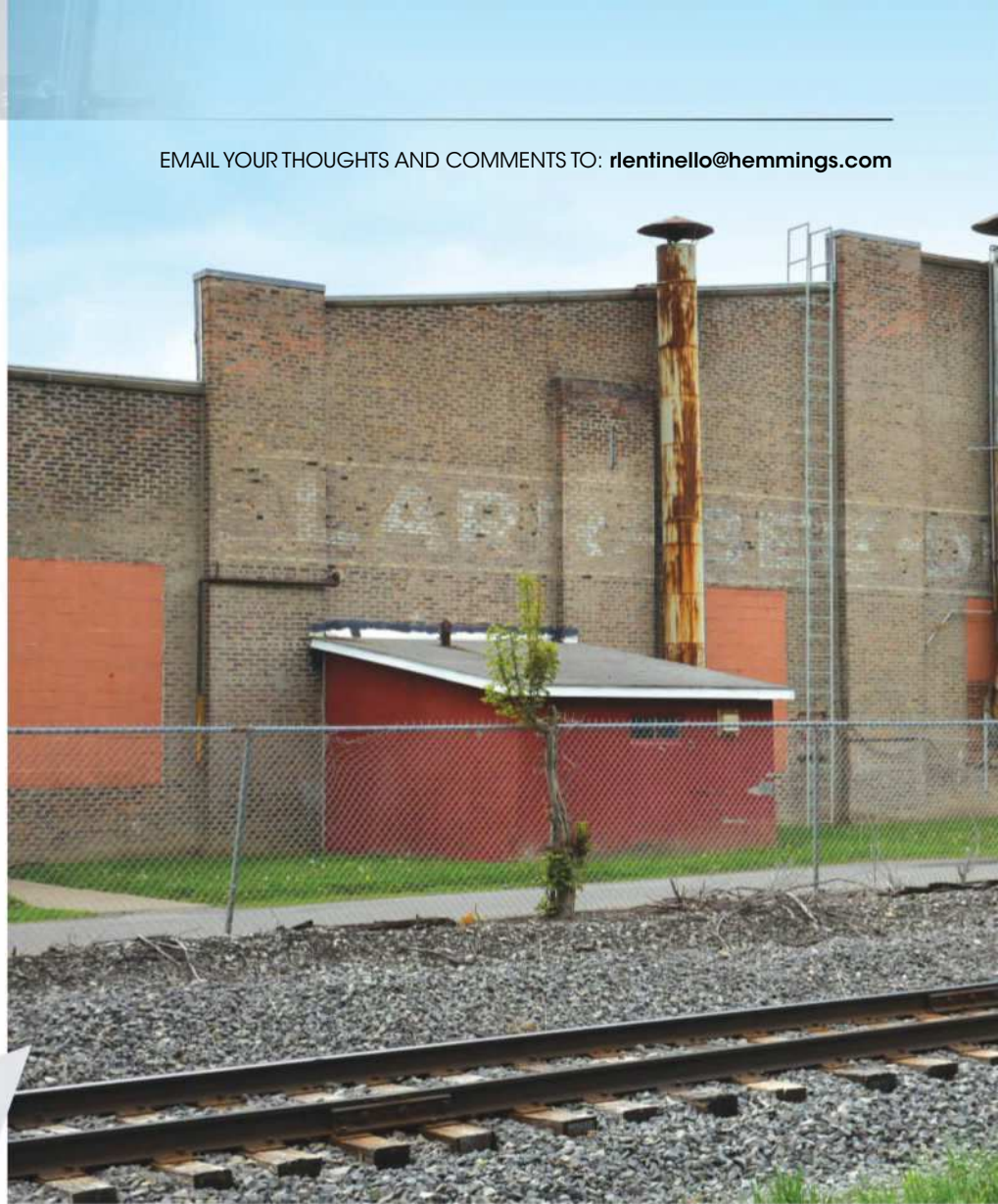
Phil Aubrey

Merlin, Oregon

I, TOO, LOOK FORWARD TO SMALLER

pickups like Milton Stern mentioned in his column in *HCC* #166. The manufacturers nailed it when they came out with the Chevrolet S-10, GMC S-15, Ford Ranger, and Dodge Dakota. When they changed to the next newer ver-

Continued on page 42







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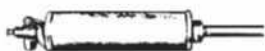
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RECAPS LETTERS

Continued from page 40

sions, such as the Chevy Colorado, they simply got too big. A basic pickup that's fuel efficient is needed today.

General Motors makes such a truck in South America; it needs to bring it to the U.S. These Chevrolet-badged trucks were originally based on an Opel Corsa platform and were called the Montana, Ute, and Tornado. They are sold in Mexico as the Tornado, because GM Mexico had the Pontiac Montana van before and did not want the vehicles being confused. They have a 1.5 four-cylinder engine and a manual five-speed. The current Montana/Ute/Tornado is based on the Chevrolet Agile that is made in several countries.

We need a simple pickup for smaller jobs, or a second vehicle that can hold small loads when needed. Hopefully, GM will do this and please a lot of us GM people yearning for a small truck.

Michael Trudeau
Orange, California

MILTON STERN'S COLUMN [HCC #166]

on the vanishing compact pickup is right on the money. It brought back memories of my 1986 Toyota compact pickup, arguably one of the most reliable and useful vehicles I've ever owned. New England rust finally sent it to the boneyard, but it is still missed.

I always avoid parking next to one of those behemoths, because they block any view you might have when exiting your own parking spot. Large pickups are a hazard to navigation, whether on the road or parked. Box trucks and tractor-trailers are useful, functional vehicles, and can be forgiven their shortcomings, but this new breed of mega-pickup, dolled up with every conceivable option, has no purpose in life, short of driving the owner into poverty. To Detroit I say: Bring back the bare-bones, compact pickup. There are plenty of us out here who have issues driving a pickup as large as a Kenworth, and outfitted like a Vegas hotel suite.

Henry Smith
Sorrento, Maine

AS SOMEONE WHO LOVES DESIGN

and under-appreciated cars, I enjoyed reading about the awkwardly styled third-generation Cadillac Seville in HCC #166. I argue American cars from this era (1985-'91) were made to appear

this way because designers wanted to transition consumers to the new aero "jellybean"-type form heralded by the introduction of the Ford Taurus in 1985. That is, I believe they attempted to balance both the ubiquitous square styling of the '80s with the new aero form that would dominate from the '90s onward to prevent scaring off potential buyers. Designers did not want to repeat the resounding failure of the mid-1930s Chrysler Airflow, which was a groundbreaking streamlined design that unfortunately failed with the public, because it departed so radically from the established type form of that era. Chrysler's stylists did not practice "survival form," which is an important tool in the designer's toolbox that allows for radical designs to be accepted by the public through the use of styling cues that are reminiscent of the old-type form.

Thus, I think the third-generation Seville design, though now under-appreciated, is actually eminently important, because it shows how Cadillac's stylists responded cautiously to the new-type form. The result was a conservative design that remained primarily loyal to the square-type form of the 1980s (use of survival form) and ventured slightly into the rounded aesthetic of the new, radical aero style. As Stern states, the reception of this new design was "lukewarm," because it remained so locked into the boxy style of the '80s. However, I argue it could have been worse, because Cadillac could have gone with an entirely aero design with no square styling (no survival form), which I think would have rubbed '80s consumers the wrong way, causing a repeat of the famous demise of the Airflow.

The crux of my response to this article is that cars responding cautiously to a new design ethic may not be the most elegant or attractive, but they allow for the public to comfortably transition to new and revolutionary styling forms, which tend to be venerated and celebrated.

William Graessle
Tucson, Arizona



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

Where is Our Day Two Movement?

I've written here previously about how owning and operating an old car is more than a simple exercise in nostalgia. For many, especially those of us driving cars older than ourselves, it's a way to completely step into another world—often one that vanished before we were born. A good way to facilitate that experience is through carefully selected period accessories—both the kinds that were factory authorized as well as those sold through J.C. Whitney, Western Auto, Pep Boys, and the like.

Two-and-a-half decades ago, attending car shows with my parents, I was endlessly fascinated by not only the old cars, but the way the owners personalized them with items not installed by the factory: swing-out chrome tissue dispensers, under-dash air conditioners, raccoon tails, et cetera. The common theme is that these cars were outfitted, both for increased utility and the sheer joy of doing it, in a way they would have been when they were just a few years off the lot.

Nowadays, it seems rare to spot a well-done old car with any deviations from pure factory stock. Don't get me wrong, there is a real need to have cars preserved exactly as they rolled off the assembly line, but we are missing out on something equally important by ignoring the lives these cars lived back when they were actually being used as cars. The muscle-car crowd seems to get this. I see many '60s and '70s performance cars wearing period-correct accessories. Of course, these tend to be parts with connotations of speed: side pipes, vintage intake manifolds and carburetors, and mag wheels are all favorites.

A '20s-'50s car with those items becomes a hot rod, but what if instead we contemplate fitting something like a hand-painted spare-tire cover (before bumper stickers, these and

signs wired to the bumper were common ways of advertising your personality to the world—whether you opposed the 18th Amendment, had visited Lake Winnepesaukee, or bought your carburetors from Ed Winfield); a license-plate topper (Shell had a neat one showing the car owner was a participant in the company's safe-driving program); or a lap robe (hanging one from the robe cord in the back seat is a lot

easier than endlessly explaining it's not a grab handle!)? Of course, we don't want to overload things; less is more, but a thoughtful approach will set the right tone.

Look at your daily driver—probably a couple years old and fitted out to suit your needs. Contemplate how you might have gotten similar use from your oldie. Then do your homework. The internet has made this easy. Sites like *Shorpy* are filled with period photos showing cars being cars and all the myriad ways their owners tweaked them to be just what was needed. Once

you know what's period plausible, figure out what the piece you want looks like, and start visiting swap meets, antique shops, and the pages of *Hemmings Motor News* to acquire one of these neat pieces of history.

Adding just a smattering of the right accessories to an oldie not only increases the car's utility, it increases the engagement of everyone who sees the car because now *they* can relate to it as it was actually used—not just how the engineers and accountants at the factory planned it. Both the car and the accessory are improved for the combination, neither would have the same impact displayed alone.

Most importantly of all, it's just fun—and that's why we play with these old things, right? 🐾



“ Adding just a smattering of the right accessories to an oldie not only increases the car's utility, it increases the engagement of everyone...”

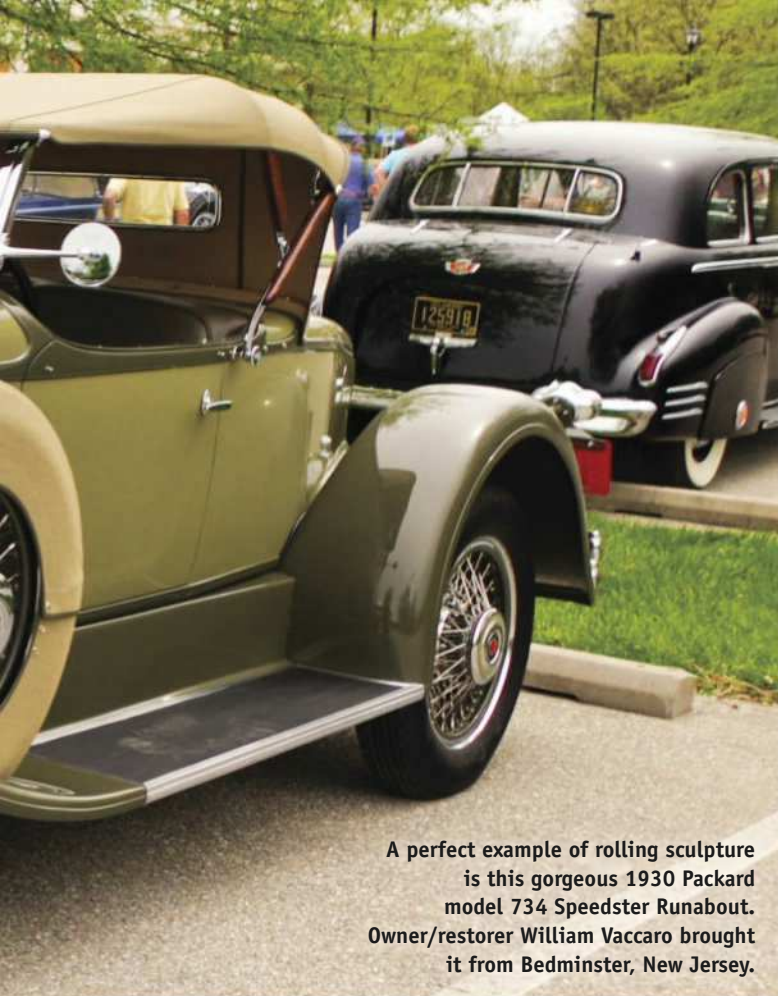


The Gettysburg Experience

A special gathering of significant Marmons, Stutzes, and Full Classics

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Bringing together three different car clubs to hold their annual national meets on the same day, on the same show field, was a clever idea. As standalone meets, attendance totals at each would have been less than ideal, but together made for a far more interesting experience and a larger assemblage of Full Classics all in one place. In this case, it was historic Gettysburg, Pennsylvania, that played host for this special gathering from May 2 through May 6.



A perfect example of rolling sculpture is this gorgeous 1930 Packard model 734 Speedster Runabout. Owner/restorer William Vaccaro brought it from Bedminster, New Jersey.



The unrestored beauty of this original 1936 Packard sedan was proudly put on display by owner Andrew Rosen of Bensalem, Pennsylvania.



Black seems to be an ideal color to enhance the unique lines that grace the Cord 810. This well-restored 1936 model was shown by Thomas Haines of Baltimore.



This spectacular 1927 Packard model 343 Town Car features a body by Dietrich. Edgewater Park, New Jersey, resident Howard Schaevitz is its proud owner.



From the Philadelphia suburb of Collegeville, came this handsome 1947 Cadillac Series 62 Convertible Coupe. It's owned by Jerry Parnes.

Unfortunately, a rainy forecast kept many owners and their cars from attending; however, the rain never came. The overcast skies throughout the day were actually welcomed as it made for a far more enjoyable climate to admire all the great cars on display. Although there were only about 50 cars in total on the show field, each and every automobile was spectacular, which made my 730-mile round trip well worth the effort.

The three car clubs that got together for this event were the Classic Car Club of America, the Stutz Club, and the Marmon Club. The Delaware Valley Region of the CCCA, which encompasses the eastern part of Pennsylvania and

Delaware, hosted the CCCA's portion of the meet, known as the club's Grand Classic. This event is its premiere national meet that is held in a different area of the country each year. The Grand Stutz and Marmon Muster are the names of those clubs' national meets and they, too, are held annually at different locations.

All told, there were several dozen Full Classics on the CCCA's side of the show field, 14 Stutz automobiles, and about 10 Marmons. While that may not seem like a whole lot of cars for the combined national meet of three car clubs, the saying, "quality, not quantity," was never truer.



Striking in its rich blue Waterhouse coachwork with light blue and yellow accents, this 1929 DuPont Roadster was one of the show's highlights. Kelly Kinzle of nearby Oxford is its owner.



Local resident and Packard collector Frank Buck brought two Phaetons: a 1934 model 1107 (left) and a 1936 model 1404. Both are finely restored beauties.



The unique shape of the 1933 Stutz Bearcat convertible attracted lots of attention throughout the day. This is a Series DV-32 model, owned by Forrest Kesselring.



The three-color earth tones of the 1926 Stutz Series AA Coupe made it a standout among the many black cars on display. It's owned by Warren Martin.



Its signature open trunk makes this 1923 Stutz Bearcat a real attention grabber. Owner Brian White brought it up from Apex, North Carolina.



Stately elegance best describes this beautiful 1931 Stutz Series MB Victoria. Bodied by Rollston, it's owned by Norm Roberts.



Known as the "Little Marmon," this is a 1927 roadster owned by Tom and Gloria Kannas.



The majestic appeal of this 1931 Marmon Convertible Coupe is unmatched. It's owned by Calvin High of Willow Street, Pennsylvania.



This cute, racy red two-seater is a 1925 Stutz 693 Roadster powered by an 80-hp straight-six engine featuring overhead valves and roller lifters. Its longtime owner is Dan Thomas of Dublin, Ohio.



Dale Althoff, all the way from Mooreton, North Dakota, brought his sharp-looking three-tone 1928 Stutz model BB Roadster.



Superbly beautiful with its beige and brown coachwork, this is a finely restored 1933 Stutz model DV-32 Roadster also owned by Calvin High of Willow Street, Pennsylvania.



One of the most striking cars on display was this beautifully restored 1930 Packard model 745 seven-passenger Phaeton. Leigh Brent brought it up from Baltimore.



The sole Pierce-Arrow was this imposing 1934 model bodied by LeBaron. It's owned by Charles Gillet of Lutherville, Maryland.

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Pebble Beach Weekend

BY RICHARD LENTINELLO • PHOTOGRAPHY AS CREDITED


It is considered the greatest automotive experience the collector-car world has ever seen. The location is ideal, Sunday's concours setting is spectacular, and the cars, well, they're unbelievable. The best of the best, the rarest of the rare. It's a motoring happening that is not to be missed.

I first attended the Pebble Beach Concours and the Monterey Historic Races (as it was known then) back in 1984; that was the first time Ferrari was the featured marque at the races. To say I was blown away by the whole thing would be an understatement. It was truly amazing. Throughout those three days, the whole Monterey Peninsula was awash in every type of desirable collector car roaming the streets, from exotic sports cars to prewar Classics, to big-block muscle cars, and everything in between. I mean, where else will a Bugatti Atlantic or a Ferrari 250 GTO pull up next to you at a stoplight? It happened to me in Carmel. As a serious car enthusiast, who had never experienced anything like that before, it was pure nirvana.

In the years since, the Pebble Beach weekend has grown tremendously and is now a five-day-long affair. From Wednesday to Sunday, it's a non-stop car show. It's like an old-car party that won't end. In fact, there's so much to do, with some events taking place simultaneously, that you must be comfortable with

the fact that you will not be able to see everything during one visit. It's simply impossible.

Between the various car shows and gatherings, or the many auctions, you'll be running around the Monterey Peninsula from early morning to midnight, and beyond. You need to prepare your itinerary in advance to allow yourself plenty of time to get from one event to the other. Most importantly, wear your most comfortable shoes, because you'll be parking a distance away from the festivities. For instance: For Sunday's Pebble Beach Concours, you will be directed to park your car along 17-Mile Drive, which is a few miles from the show field. A shuttle bus will be running to carry attendees back and forth; however, it's all very well-choreographed and hassle-free. Oh, and bring money. Lots of it. Not only to get into the events, but to treat yourself to some of the huge variety of interesting books sold there, along with automotive-related apparel, literature, models, and original artwork.

If you love automobiles, be they coachbuilt Classics, Italian exotics, or vintage racing cars, you must take part in the Pebble Beach-Monterey experience at least once. The 2018 events take place August 22-26. You'll have memories that will last a lifetime. Guaranteed. 

50
PEBBLE BEACH
CONCOURS
D'ELEGANCE

54
MONTEREY
AUCTIONS

60
MONTEREY
CAR WEEK
HAPPENINGS



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The Pebble Beach Concours d'Elegance

Sixty-eight years in the making, here's why it's the greatest of all concours

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Nineteen-Fifty was a landmark for the collector-car hobby. This was the year when the first Pebble Beach Road Race took place, and along with it, a concours. Within four years, the show field increased from an initial gathering of about two dozen cars to over 100. Since those early days, the Pebble Beach Concours d'Elegance has grown not only in size but, more importantly, in stature, thus becoming the world's most prestigious concours.

This is one of those automotive events that should be atop every car en-

thusiast's bucket list—yes, it's that extraordinary. Like being at the Indianapolis 500, Fall Hershey, Le Mans, or Goodwood, you feel special being there. I know I did back in 1984 when I first attended the Pebble Beach Concours. I've since gone back nearly a dozen times more, and with each subsequent visit I've felt the same overwhelming sense of fortunate bliss.

So, just what is it that makes the Pebble Beach Concours so special? Well, it's the cars, of course. Each and every year the cars are different, with many being shown there for the very first time since their incredible, perfect restorations have

been completed. They are the grandest of the grand. The rarest of the rare. The crème de la crème of the collector-car hobby.

Of the 200 or so automobiles that line the 18th fairway of the Pebble Beach Golf Links, you'll discover some of the most distinctive Full Classics ever produced, one-off prototypes, and show cars, rare vintage sports and racing cars, flamboyant coachbuilt treasures, and early cars of the Brass Era; and every two years there's a special class devoted to historic hot rods. The variety, rarity, and quality will simply amaze you.

Then there's the location. Overlook-



ing the relaxing water of Carmel Bay, the show field butts right up to the water's edge, adding to the show's uniqueness. Before the sun gets strong, the seaside location's sometimes misty overcast offers a light chill in the air. But once the sun burns through the cloud cover, the show field becomes a dazzling sun-drenched feast for the eyes.

Yes, it will get crowded, so it's imperative that you arrive when the gates open at 10:30 a.m. In order to better able take photos of the cars, you'll either have to do it first thing in the morning or in the later part of the afternoon once everyone



starts assembling in front of the stage. Of course, you'll need time to view the concept cars by the lodge, admire the latest paintings in the Automotive Fine Arts Society tent, and browse through the gift shop to take home an event poster and perhaps some other memento. Outside the entrance, there's a whole host of manufacturers' tents showcasing their latest automobiles, including several rare exotics. And the merchandise inside the Retro Auto tent will dazzle you with the finest selection of automobilia, vintage posters, sculptures, and automotive books to be found anywhere.

At this year's Pebble Beach Concours, which is scheduled to take place on Sunday, August 26, there will be six special classes: the Motor Car of the Raj, Rollston Coachwork, OSCA, Tucker, Postwar Custom Citroën, and Vintage-Era Sporting Cars. All of these rare and unique automobiles will be on display alongside the many other exceptional motorcars that make up the regular classes.

The presentation of awards begins at 1:30 p.m. and runs through 5 p.m., when the highly coveted Best of Show award is presented. Champagne pops, fireworks explode, confetti flies, and trumpets blare while the crowd rises in applause to honor the winner. It's an amazing spectacle that you won't soon forget.

General admission tickets are priced at \$325 per person prior to August 1st; tickets purchased after that date will be \$375 each. The price of admission includes parking and shuttle service and a Concours event program. Children under the age of 12 are admitted without charge, but must be accompanied by a paying adult. No golf carts are available, and seating on the show field is limited, so bring a folding chair. However, if you want to sit in front of the stage during the awards ceremony, be advised that the maximum height of folding chairs is six-inches off the ground; blankets are the more popular choice for sitting on the lawn.

There's a reason why finely restored automobiles are often described as being of "Pebble Beach quality." To discover what that is, you owe it to yourself to attend the Pebble Beach Concours at least once in your life. Borrowing the tag line from Ringling Brothers and Barnum & Bailey Circus, it truly is the greatest show on earth! 🐘





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Monterey Auctions

Expect some rare and record-breaking cars to cross the block, but don't count out finding a bargain

BY TERRY SHEA • PHOTOGRAPHY BY AUCTION HOUSES

The annual pilgrimage to California's Central Coast each August offers an amazing array of things to do for collector-car fans, but the world pays attention to what happens when the hammers start dropping at the auctions. No fewer than six major auctions are planned for the week by internationally renowned auction houses. Records are regularly broken on the Monterey Peninsula each August, which has seen approximately a third-of-a-billion dollars in sales each of the past few years.

WORLDWIDE AUCTIONEERS
Thursday, August 23

*Pacific Golf Municipal Golf Links
77 Asilomar Avenue
Pacific Grove*

www.worldwide-auctioneers.com
A relative newcomer to Monterey, Worldwide has been in the auction game for roughly two decades. Though not a particularly big auction (the company offered 70 vehicles in Monterey in 2017), the quality of the lots often shines. Two early consigned lots that have our attention are a very original-looking and rare 1916 Locomobile Model 38 Collapsible Cabriolet and a rather exquisite 1931 Duesenberg Model J with a convertible sedan body by Derham. Either one would make a splash at any concours.

MECUM AUCTIONS

*Thursday-Saturday, August 23-25
Hyatt Regency Monterey Hotel and Spa
Del Monte Golf Course
1 Old Golf Course Road
Monterey*

www.mecum.com

Regularly the highest-volume auction house at Monterey, Mecum has the ability to offer something for almost anyone, from the highest-end, limited-production muscle cars to entry-level classics from the Fifties and Sixties that are the lifeblood of the hobby. Mecum bills its sale as "The Daytime Auction," and will roll 200 cars over the block for each of three days, while still leaving the evenings free to visit other events. We are especially intrigued



by a rare, multiple-award-winning 1960 Mercury Parklane Convertible with a Marauder 430-cu.in. V-8. We'll be watching that one!

RUSSO AND STEELE

Thursday-Saturday, August 23-25
290 Figueroa Street
Monterey
russoandsteele.com

Russo and Steele will offer more than 200 cars, with consignors bringing the proverbial something for everyone. A typical Russo sale has no shortage of muscle cars, Fifties and Sixties American models, and usually a handful of prewar vehicles. With an average sale price lower than the higher-end Monterey sales, Russo definitely has offerings for the collector of more modest means, and often a fair smattering of no-reserve lots. Its location in downtown Monterey adjacent to the waterfront area surely makes for a great venue, too.

BONHAMS

Friday, August 24
Quail Lodge & Golf Club
Carmel
www.bonhams.com

Though U.K. based, Bonhams has a long history of classic automobile auctions in the U.S. Its Quail Lodge sale often brings in some high-end lots, but the company also seems to be staffed by enthusiasts with an eclectic eye for unique and interesting cars that might not otherwise be noticed. Among the scheduled lots for Bonhams Quail Lodge sale is a bright yellow, V-12-powered 1935 Lincoln K Convertible Roadster, listed as having an "exceptional recent restoration." Bonhams will also be offering a "superb, award winning" 1964 Shelby Cobra 289 in California.

GOODING & COMPANY

Friday-Saturday, August 24-25
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Gooding & Company conducts just three sales a year, but its consistent high-end offerings have earned it a place as the only official auction house of the Pebble Beach Concours. Located a short walk from the concours show field, Gooding this year will have its usual array of European sports cars, but certainly no shortage of restored or very well kept American classics. For Packard fans,

Gooding will have two beautiful lots to consider: a 1934 Eight 1101 Convertible Sedan and a 1934 Super Eight 1104 Dual Cowl Sport Phaeton. We also spotted a rather handsome 1948 Lincoln Continental Convertible on the docket.

RM SOTHEBY'S

*Friday-Saturday, August 24-25
Monterey Conference Center
1 Portola Plaza*

*Monterey
rmsothebys.com*

RM Sotheby's brings some very high-end cars to market at Monterey. And though it has made headlines there in recent years with sales of European and American sports racing cars, it never fails to offer unique and exciting American models. In particular this year, there are two Chrysler Ghia specials from the Fifties, one a factory show car that is guaranteed to sell as a no-reserve lot. The early Hemi-powered 1955 Chrysler ST Special by Ghia was a super-low-production model with equal parts European and American flair, and the



1935 LINCOLN K CONVERTIBLE ROADSTER
BONHAMS





1934 PACKARD SUPER EIGHT 1104 DUAL COWL SPORT PHAETON
GOODING & COMPANY



1960 MERCURY PARKLANE CONVERTIBLE
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1961 Plymouth Assimetrica Roadster was one of the late Chrysler Ghia show cars, influenced by the 1960 Plymouth XNR (HCC #166); it will be sold without reserve. 



1961 PLYMOUTH ASSIMETRICA ROADSTER
RM SOTHEBY'S

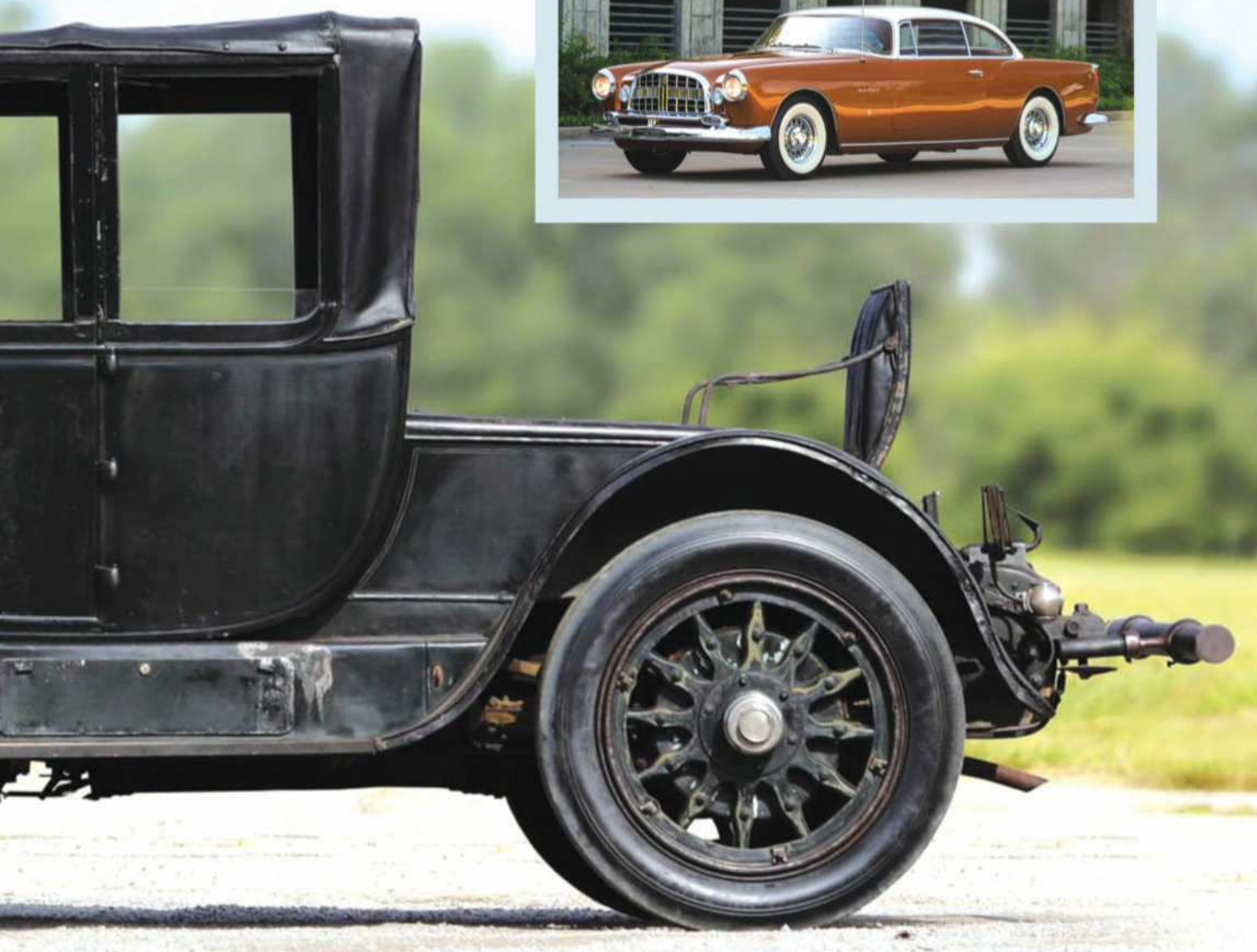


1916 LOCOMOBILE MODEL 38
WORLDWIDE AUCTIONEERS

1934 PACKARD EIGHT 1101 CONVERTIBLE SEDAN
GOODING & COMPANY



1955 CHRYSLER ST SPECIAL
RM SOTHEBY'S





Monterey Car Week Happenings

Where to be and what to see in America's most prestigious and popular classic-car celebrations

BY MARK J. McCOURT • PHOTOGRAPHY BY HEMMINGS STAFF OR AS CREDITED

It's late August, you've made it to the beautiful Monterey Peninsula on the central California coast, and you're ready to get your old-car appreciation on. Lucky for you, you're in the best place to do that, as you'll find this area has a vast array of automotive-centric things happening in the 10 days that lead up to the crowning event that is the Pebble Beach Concours d'Elegance. The city of Monterey kicks it off, figuratively speaking, on August 17, with its Monterey Classic Car Week Kick-Off, happening on Alvarado Street, from 5 to 7 pm. There's plenty of octane, rubber, and thrills to entertain yourself through that weekend (August 17-19), as the Monterey Pre-Reunion Races will take place at WeatherTech Raceway Laguna Seca. And that's just the tip of the iceberg!

Here, we'll detail the signature events germane to American-car enthusiasts, taking place on August 24, 25, and 26; these are the ones you won't want to miss, and there will be numerous smaller happenings in this region—including car shows,

auctions, driving tours, and automobilia sales—running throughout the week of August 20-24. For a comprehensive 2018 Car Week calendar listing, along with suggestions for lodging, dining, and other entertainment, visit the Monterey Cham-





ber of Commerce's website at whatsup-monterey.com/events/monterey-car-week. Be sure to check the individual event websites to confirm dates, hours, and admission fees, where applicable.

ROLEX MONTEREY MOTORSPORTS REUNION

August 23-26; 8:30 a.m.-6 p.m.

WeatherTech Raceway Laguna Seca
1021 Monterey Salinas Highway
Salinas, California 93908

www.weathertechraceway.com

Few things make a car lover's heart pound more than watching wheel-to-wheel competition happening live, and non-stop action is what the Rolex Monterey Motorsports Reunion excels at providing. It's worth driving into the mountains to visit the famous Laguna Seca track, simply to wander through the bustling paddock and see approximately 550 authentic, period-correct race cars—representing numerous historic eras and nations of origin—being prepared to run, getting repaired, or enjoying a well-earned cool-down. Even better is seeing skilled drivers negotiate the world-famous off-camber Corkscrew turns! For 2018, the Sports Car Racing Association of the Monterey Peninsula, host organization for WeatherTech Raceway Laguna Seca, will honor the competition heritage of Nissan/Datsun, and fans of American

muscle cars will love the 1966-1972 Trans-Am racers. Single-day or multiple-day passes can be purchased at the gate, or at a discount in advance.

THE QUAIL, A MOTORSPORTS GATHERING

August 24; 10 a.m.-4 p.m.

Quail Lodge & Golf Club

8000 Valley Greens Drive

Carmel, California 93923

signatureevents.peninsula.com/en/signatureevents

motorsports/motorsports.html

Now in its 17th year, The Quail, A Motorsports Gathering has become one of the most exclusive events taking place during Monterey Car Week. It's been described as a ritzy garden-party that brings 150 of the world's finest competition cars and motorcycles together at the Quail Lodge. This event really begins a few days earlier, with The Quail Rally that happens from August 20 through 22; that's an invitation-only driving tour that takes 30 cars around Monterey County and the Pacific Ocean coastline, and raises funds for a selection of local and national charities. Well-heeled auto enthusiasts and lifestyle connoisseurs alike will enjoy Friday's Motorsports Gathering, which occurs alongside the related Bonhams Motorcar Auction, also happening on-site. Featured themes for the 2018 Gathering will include "Custom Coachwork," "Sports and Racing Motorcycles," and "Pre-War Sports and Racing," "Post-War Sports," and "Post-War Racing."



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CONCOURS D'LEMONS

August 25; 8 a.m.-1:30 p.m.

Seaside City Hall

440 Harcourt Avenue

Seaside, California 93955

www.concoursdlemmons.com

If the high prices, unbelievable finery, and general richness typical of Monterey Car Week have you feeling satiated at this point, we'd like to suggest an acidic palate cleanser in the form of lemons...the Concours d'Lemons, that is. Ponder this event's slogan—"Celebrating the Oddball, Mundane, and Truly Awful of the Automotive World"—and you'll know it's anything but ordinary. A creation of the founders of the now-infamous 24 Hours of LeMons race series, this "concours" shares irreverent traits with those races, including encouraging bribery of the judges, and welcoming every type of strange or generally unloved automobile. It's free to attend and to participate in, so you'll save your pennies while enjoying viewing entrants in classes like "Carrozzeria Iacocca," "Rust Belt American Junk," "Soul-Sucking Japanese Appliance," and "Rueful Britannia." And which will win the coveted "Worst in Show" trophy? You'll have to be there to find out!



PEBBLE BEACH CONCOURS D'ELEGANCE

August 26; 10:30 a.m.-5 p.m.

The Lodge at Pebble Beach

1700 17-Mile Drive

Pebble Beach, California 93953

pebblebeachconcours.net

Arguably the most prestigious automotive event on the planet, the Pebble Beach Concours d'Elegance has become legendary since its 1950 debut. It has grown well beyond simply the invitation-only Sunday car show on the 18th fairway of the Pebble Beach Golf Links. This year's event officially begins with the finale of the 11-day, 1,500-mile Pebble Beach Motoring Classic tour at The Lodge on Wednesday the 22nd; this day also marks the start of four days of Pebble Beach Classic Car Forums. The 23rd brings the Pebble Beach



Tour d'Elegance presented by Rolex—which offers attendees the chance to see the world's most spectacular automobiles in action—as well as the start of the three-day Pebble Beach RetroAuto automobilia sale. And happening alongside the Concours itself on Sunday is the Automotive Fine Arts Society Exhibition; if you make it to the Concours d'Elegance, you'll enjoy perusing the automotive-themed art created by AFAS members and guests. 🍋



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Modest Luxury

Sidelined for decades, this untouched 1928 Lincoln Model L represented a great find for its originality-focused new owners

BY MARK J. McCOURT • PHOTOGRAPHY BY DAVID CONWILL

It fought them at first. When the dusty, cobweb-covered 1928 Model L refused to squeeze into their trailer until its 7.00 x 20 tires were deflated—so tall was this upright sedan, its height further increased by a rooftop air-extractor vent for rear-seat passengers—the Kehrleys might have second-guessed their decision to purchase the formal four-door. They were taken, though, by the incredible quality of its factory materials and construction, by how



ALLAN & PAT KERHLEY

It wasn't until the Lincoln's tires were deflated that this tall car would squeeze into the trailer that would bring it home in the summer of 2010.

advanced its engineering was for the era, and what quiet confidence this fine automobile projected. They persevered, and while the unrestored Lincoln would take a year of effort to make roadworthy, its owners happily demonstrate their reward is in the driving.

"The last registration sticker was from 1984, and that's right around the last time it was on the road," Allan "Hank" Kerhley tells us. With his wife, Pat, this Liberty, New York, couple would become the Lincoln's next caretakers in August of 2010. "I knew about this

car for a long time. George Stephenson was a car buff from way back, although I didn't really get to know him until about 10 years before he died; he would come sit on the porch and have coffee with us," he continues. "George was an Oldsmobile freak—he had about five of them, as well as a 1935 Packard touring car, and an all-original Paige. This Lincoln was in his garage, up on blocks for years, until he died. He'd let it sit through a winter, and found, come spring, that the block had frozen and cracked."

The Lincoln Motor Company had introduced a larger-displacement V-8 in late 1927, and that 384-cu.in. L-head engine was now a useless lump under this Model L's hood. The cast-iron unit had a 3½ x 5-inch bore and stroke—its aluminum pistons riding on substantial fork and blade connecting rods—and the compression ratio was 4.81:1. Imbibing gasoline from a 20-gallon tank through a 1½-inch Stromberg updraft carburetor, the V-8 made 90 hp at 2,800 rpm, plus an unspecified, but substantial, torque figure; that torque, allied with the 4.58:1 ratio in the floating rear axle, made it largely unnecessary to shift the three-speed manual transmission out of top gear.

As was typical of luxury automakers at the time, Lincoln offered a staggering 30 different body styles on its 136-inch Model L chassis; this one, internally dubbed 144 B, was the fourth-best seller.



Our feature Driveable Dream's body, designed by LeBaron and built by Murray, was considered a four-passenger, three-window trunk sedan, and it's one of 529 sold that model year. Less popular at 263 sold, the 144 A looked similar, but had just two windows per side. Despite their bodies being constructed primarily of aluminum, these sedans weighed just under 5,000 pounds, and their \$4,800 price tag—equivalent to about \$70,620 today—was more than three times the average yearly salary in 1928, and \$550 above the median cost of a new home. With the prestige afforded by those stratospheric figures, it's no wonder Ford gave its new-for-1928 Model A a heavy helping of Lincoln L style.

Allan recalls how the initial discovery of block damage, plus a similarly ruptured cooling system, worked in their favor. "When I first looked at it, I didn't know the engine had frozen. I asked if they'd mind if we put water in the radiator to see what happens—well, it leaked all over. They wanted X-amount of money for the car, but after seeing that, they cut the price right in half. And that's when I could afford it: Before that, I couldn't!" he says with a laugh.

Despite the transporting challenges, the Kehrleys got this car home, washed off the grime, and assessed what they'd bought. The body's dark blue paint was definitely factory-applied, as the original pinstripe remained visible in places; the black fenders could have been repainted decades ago, but they couldn't tell. Obvious, though, was that the different grains of artificial leather covering the windshield visor, roof, and rear-mounted trunk were 82 years old.

The interior was more astonishing in its preservation, as the wool fabrics covering the seats, interior panels, and headliner were almost entirely intact and unstained, like the grey wool carpets on both front and rear floors. The rear compartment still offered that functional roof vent, carpeted footrests, a robe cord, and an embossed seat-back console containing a clock and extendable cigar lighter on a retractable cord. As with the conservatively handsome radiator shell, Lincoln plated all the interior metal, from the dashboard through the decorative handles and switches, in rich nickel. The instrument panel bore a sporty, engine-turned finish, and the Waltham 8-day clock within offered a delightful surprise: "We wound it up, and it's working," Allan says with a grin.

"They told us this car came with all its original tools, but we looked in the trunk and didn't find anything," Pat remembers. "When we got it in the garage, Allan and the kids took out the front seat base. Under that, there was a metal plate with a lock in it. They unlocked it, and there was the whole set of Lincoln tools, wrapped in a canvas



Original nickel plating gives the metal trim a warm glow. The cigar lighter in the rear console extends on a cord for the convenience of rear or front passengers. The L-head V-8, of fork-and-blade design, required a complete rebuild using parts from a spare engine.



bag. The hose for the [inbuilt tire] air compressor was under there too!”

This Model L required major work, and the Kehrleys jumped right in. A month after they brought it home, they attended the Bennington Car Show in Vermont, and struck gold. “Allan said, ‘I’m going to walk the flea market.’ I asked what he was looking for, and he said, ‘I’m going to find an engine for that Lincoln.’ I said, ‘You’re crazy; you’ll never find a 1928 Lincoln engine.’ He came back not long after that, and he was tickled pink,” Pat tells us with a laugh.

Allan speaks up: “There was a guy with an old valve on his bench. I asked if, by any chance, it was out of a Lincoln. He said, ‘No, why?’ I told him I needed some ‘28 parts—a water pump, for one thing. He thought for a minute, and damned if he didn’t get up, walk over to his truck, and bring back a Lincoln water pump! It had an ear broken off, but it looked brand new. He said, ‘Give me \$100 and you can have it,’ and I gave him that \$100 real quick. I came home and cut the ear off my old one, welded it on the new one, and that pump is on the car now. He kept saying he had this, he had that. He ended up having a whole engine!”

Their replacement V-8 had been through a flood, and it was filled with silt—it took four days of Allan dousing it with penetrating oil and carefully wedging a hunting knife’s blade to separate the cylinder heads from the block!—but he found the needed components, including



*“It handles nicely, but
you know you’ve got
something in your hands
when you go around a
corner—it’s heavy!”*

the heads, were usable after cleaning and machining. New pistons would be cast, using an original for reference, although these ended up requiring about 1/16th-inch trimming to fit over the rods. The cooling system also needed help: The original radiator was taken apart, re-

paired, and re-soldered; the frame-mounted coolant tank was repaired, along with the brass overflow pipe; and the radiator’s rotten mounting brackets were recreated.

“The workmanship in this car is amazing,” he muses. “There was a lot of complexity for that time, but it all worked. There were two coils, two condensers; it would run on four cylinders or eight. And there are three brake shoes on the wheels; one assists the other two so you don’t have to step hard on the brakes to stop. This is a mechanical system, and it works slick! One brake does have the tendency to lock up a bit if you’re going slowly, but they’ll really stop you.”

Living with the Model L has been a lot of fun, the Kehrleys report. “It runs quite well, and will do 50 mph with no problem. The shifts are very smooth, and there’s enough power that you can lug it down in high gear. It handles nicely, but you know you’ve got something in your hands when you go around a corner—it’s heavy! The weight helps it ride like a dream, too.” Allan and Pat are always happy to share their Lincoln with others, welcoming interested folks to climb inside as they’ve shown it in the Preservation class at Hemmings’ New England Concours d’Elegance, or at Fall Hershey, where the 144 B won an AACA Historical Preservation Original Features award. “We feel very lucky that George’s widow sold us this car, and we plan to maintain it and to keep it as original as long as we can.” 🐾





Hupmobiles!

The storied history of the Hupp Motor Car Company

BY PATRICK FOSTER • PHOTOGRAPHS COURTESY OF THE PAT FOSTER COLLECTION

The Hupp Motor Car Company was an admirable company, and Hupmobiles were good cars.

Popular in their time, more than half a million Americans purchased one. Yet, though admirable and popular, Hupmobile eventually faded out of existence. It seems unfair.

The initial driving force behind

Hupmobile was Michigan native Robert C. Hupp, who entered the automobile industry in 1902 with the Olds Motor Works, later moving to the Ford and Regal Motor companies. In 1908 he decided to go into business building his own car; with several earlier stints in manufacturing, he felt he had enough experience. He soon found investors willing to back him

in the new enterprise. Though capitalized at \$25,000, actual working capital was less than \$4,000.

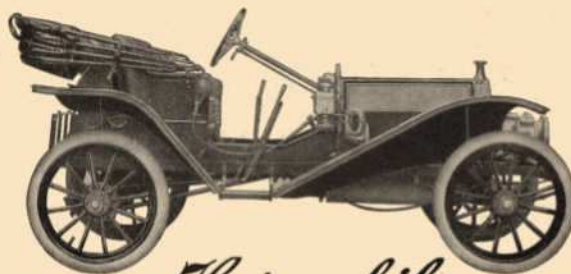
Wisely, Hupp decided the first car he would produce would be a small, low-priced automobile, constructed of high-quality materials and exhibiting fine workmanship—a reliable car providing excellent value. His new car,

» Hupp introduced its first automobile in 1909, focusing on high-quality at a low-price of just \$750. Styling was very pleasing, and the cars were well-built.



Compares with the costliest cars as a perfect small diamond with a large one

4 Cylinders
20 Horse Power
Sliding Gears
Bosch Magneto



\$750
(F.O.B. Detroit)

Hupmobile

A small diamond is relatively just as good and just as valuable as a large one.

In the same sense the Hupmobile is precisely as fine as the largest, the best and the most expensive cars made.

We make the comparison because we want you to learn to associate the Hupmobile in your mind with the finest cars you know.

The Hupmobile claims the right (and that right is conceded by discriminating owners) to travel side by side with the best products of motordom.

It confuses no delinquencies; admits no inferiorities; concedes no advantage, save size and carrying capacity, to cars costing twice and thrice its price.

Observe the personnel of its ownership in your own city.

Note that the majority of men who drive a Hupmobile are the men who know good cars—whose private garages, perhaps, houses several fine cars of other types.

The Hupmobile was built to fill a particular need—to supply a special want—to furnish a type of car that was lacking.

Its creators could see no reason why a car carrying two passengers should not be just as good—just as sound and just as trustworthy—as the best big car built.

Every part that contributes to power and speed and stanchness in the Hupmobile is precisely as good and fine as the same part in the best big car.

The two are mates in quality.

The Hupmobile will go anywhere that the big car will go; climb any hill the big car will climb; and do anything the big car will do except that it will not carry the same number of passengers.

When you buy the ordinary car of moderate price, you say to yourself:

"I am getting just the sort of car indicated by the price—a moderately good car."

When you buy a Hupmobile, on the contrary, you buy a quality and a degree of excellence with which the price has nothing to do.

If the Hupmobile were any bigger, it could not be made as good without increasing the price.

These things (which are literally true) will explain to you what, perhaps, you had not understood before—why you have encountered, in the year past, so many enthusiastic partisans of the Hupmobile.

Everybody, if you will stop to think backward a little bit, has seemed to say kind things about the Hupmobile.

They have said these things about the Hupmobile because it is the newly good kind of a moderate sized car which we have just described.

A year ago there were less than 100 Hupmobiles in commission.

Today 5,000 are being built, as rapidly as excellence of workmanship with the finest materials will permit of hurry—to satisfy a demand which sprang up in incredible volume long before the first hundred cars were completed.

Of course, you want to know all about a car which has been favored with the warmest approval ever extended by the American motor-buying public to any motor car.

Even if you own a car to which you are strongly attached, you would like to have placed before you all the information which will shed light upon a condition so unprecedented as the Hupmobile has created.

And if you are wavering in your choice of a car, your desire to know is even stronger.

Sign and send the coupon.

It will bring you not only the Hupmobile literature, picturing and describing the 1910 Hupmobile in every detail.

It will bring, in addition, the name and address of the Hupmobile dealer in your home, or the one nearest you.

We will put you in direct touch with the car, so that you can ride in it and satisfy yourself as to the literal truth of every statement we have made.

**CLIP THE
COUPON
AND
SEND IT
NOW**

**HUPP
MOTOR CAR
COMPANY**
Dept. J.
Detroit, Mich.

Send 1910 Hupmobile literature and name and address of Hupmobile dealer.

Name.....

Address.....

Specifications
ENGINE—4 cyl., 20 H. P., 24 in. bore, 24 in. stroke, 4 head type; valve control, silent crank shaft, low friction, 24,000 ft. per min. TRANSMISSION—Selective sliding, smoothness ratio shift. CLUTCH—Multiple disc type, self-adjusting; enclosed in gear case. REAR AXLE—Shut drive, Hagan roller and New Departure bearings; shaft and universal joint enclosed and lubricated by oil from crank case through transomission. BRAKES—Two foot and two emergency (steering) expanding; hand controlled on rear axle. IGNITION—Bosch high tension magneto, doing away with spark coil, distributor and connecting wires. TIRES—30 x 4 inches. WHEEL BASE—36 inches. TRAIL—4 inches. SPRING—Heavy elliptical front, patented rear spring over. EQUIPMENT—Two side and tail oil lamps, magneto horn, tools, spare tire, pump. WEIGHT—1,100 pounds, regular equipment.

Hupp Motor Car Company, Dept. J. Detroit, Mich.

See our exhibit—Grand Central Palace, New York—Dec. 31-Jan. 8.

» There were few changes in the 1910 Hupmobiles, though several mechanical upgrades were introduced. Note the racy lines of this stylish Runabout.

» The car shown here, the three-passenger Coupe for 1911, represented a big step forward for the company because it was a closed car, and priced at \$1,100, significantly higher than previous Hupmobiles. Note the quaint-looking coachlamps.



Hupmobile

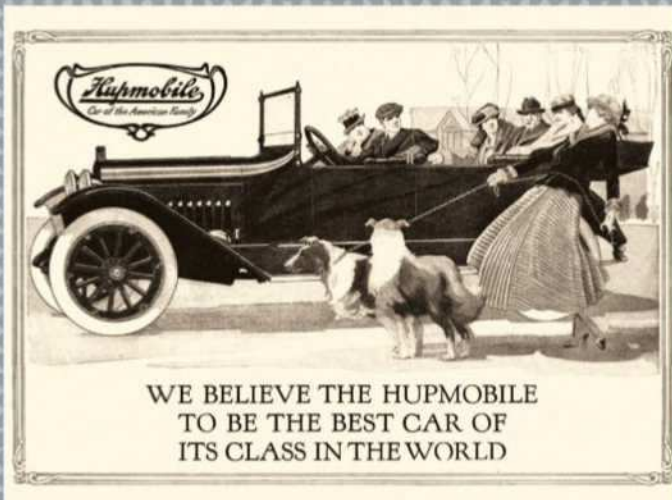
GUARANTEED 3000 MILE

4-Cylinder, 20 Horse-Power, Bosch Magneto, Selective Sliding Gear, Folding Third Seat, \$1100 F. O. B.
Hupp Motor Car Co., Detroit

LICENSED UNDER SILVER PATENT



« Another 1911 model was this stylish "Torpedo Roadster," with its rakish lines, one-piece windshield and high-mounted headlamps.



« By 1915, a well-established Hupp Motor Car Co. was advertising its automobiles as the "car of the American Family," boldly declaring them to be "the best car of its class in the world."

» This handsome 1917 Roadster was photographed along with actor Antonio Moreno and actress Edith Storey.

the Hupmobile Model 20, was shown to the public on February 15, 1909, though production didn't begin until a few weeks later. It proved so successful that by July the company had to move production to a larger factory. By November 15th, the 1,000th Hupp had been produced.

The Model 20 was a smallish, two-passenger Runabout on an 86-inch wheelbase. With twin bucket seats and a round racing-type fuel tank mounted in the rear, its styling was similar to the renowned Simplex, though much smaller. Standard bright red paint and lots of brass trim made it look very sporty, especially considering its \$750 price tag. Power from





the four-cylinder engine was advertised as 20 hp—hence the model name—though actual output was closer to 17 hp. No matter; weighing around 1,100 pounds, performance was good for that era. The transmission was a two-speed sliding-gear type at a time when many small cars still used the less-efficient planetary kind. By August 1909, the Model 20's engine output was increased to 20 hp.

For its first year, the company produced 1,618 cars; this increased to 5,340 cars in 1910, which was excellent for a new company. When the 1911 models were unveiled, several new versions were added. The carryover Runabout remained at \$750 and was joined by a new Torpedo Roadster for two, costing \$850, a four-passenger Touring at \$900, and a coupe for \$1,100. Production rose to 6,079 units.

Though the company was successful, Robert Hupp wasn't happy. Though the reason for his discontent can only be guessed at, apparently he felt the company's pace of expansion was too



The Roadster of 1921 had jaunty lines, including a sloping hood, wide fenders, boattail-shaped deck, and stylish top.

The five-passenger Touring car (right) was one of the company's most popular models for the 1923 model year.

slow. Hupp admired what Billy Durant had done with General Motors, acquiring many automobile companies and suppliers with an eye to becoming the largest automaker in the world. Hupp's investors, however, wanted to pursue a slower, more cautious growth strategy. Hupp owned several other companies and decided to consolidate them all into one business called the Hupp Corporation. Included were the Hupp-Yeats Electric Car Company, Hupp-Turner Machine Company, R.C. Hupp Sales Company, and others—everything he owned except his share of Hupp Motor Car Company.

For a time, the Hupp Corporation was a supplier to the car company, but eventu-

ally the firms ended up in court, with Hupp Motor Car Co. complaining that Hupp Corporation was using the Hupp name to promote its own automobiles to the detriment of Hupp Motor Car Company. The court agreed, and Robert Hupp was ordered to cease using the Hupp name in connection with his auto efforts.

So, Hupp launched a line of cars under the "RCH" brand—his initials—but they weren't successful. By 1919, Hupp-Yeats Electric Car Company was out of business as well. Meanwhile, the Hupp Motor Car Co. continued to thrive, introducing a new Model 32 for 1912. Built on a 106-inch wheelbase and offering a 32-hp engine, it looked—and was—larger and more powerful than previous Hupps. The only questionable feature was the very high-mounted headlamps; wags said they made the cars look frog-faced. The Model 20 continued, and by 1913 Hupp production was 11,649 cars. For 1914, only the Model 32 was offered because the public showed a distinct preference for larger cars.

Hupp added still larger automobiles in



In most years, Hupmobile offered several series of cars targeted to different price classes. This stylish auto is a 1924 Series R five-passenger Club Sedan. The sporty lines and stylish landau bars mark this as one of the higher-priced models.



IN THE FINE CAR FIELD, THE TREND IS UNDOUBTEDLY TOWARD EIGHTS



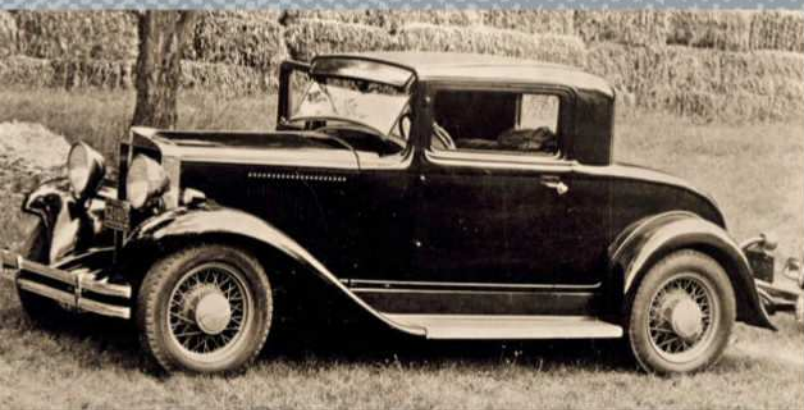
HUPMOBILE

« By 1927 Hupmobile was moving up the price ladder, which is reflected in the ad seen here for that year's Hup Eight—which the company referred to as “The Distinguished Eight.”

» One memorable advertising slogan was 1929's “Creators of the Mode.” The Century Six and Century Eight models were stylish, sporty cars. But in embracing them, Hupmobile was moving away from its traditional buyers.

« The H-series Eight for 1930 was a big, handsome car perched on an elegant 125-inch wheelbase, and featured prices ranging from \$2,080 to \$2,190.

» More modest-looking than the big sedans is this Coupe for 1931. Although this photo bears no model identification, the car appears to be a Century Six, which rode a 114-inch wheelbase and was priced at \$995.



CREATORS OF THE MODE
SPORTS ENSEMBLE BY RÉGNY CAR BY HUPMOBILE

Success is always interesting. And when a long-established business, after 20 years of steady and notable progress, suddenly bounds ahead to an increase of 60% over the previous year, the facts are worth telling and worth reading. This truly sensational growth in HUPMOBILE sales has a definite explanation. For it came with the birth of the New Century car. For 20 years men have used the word “HUPMOBILE” as a synonym for never-failing motor car integrity. But with the advent of the New Century car, HUPMOBILE received a nation-wide acceptance as the master of the motor car mode. It expressed a new and finer art in motor car smartness and beauty. So, today, in the typical American family, he and she are agreed. His car of matchless class is her car of unexcelled dash. For the HUPMOBILE has been made to look as good as it is! The CENTURY SIX . . . \$1845 to \$1945. The CENTURY EIGHT . . . \$1925 to \$2025. Standard and custom. All prices f.o.b. factory. Equipment, other than Standard, extra.

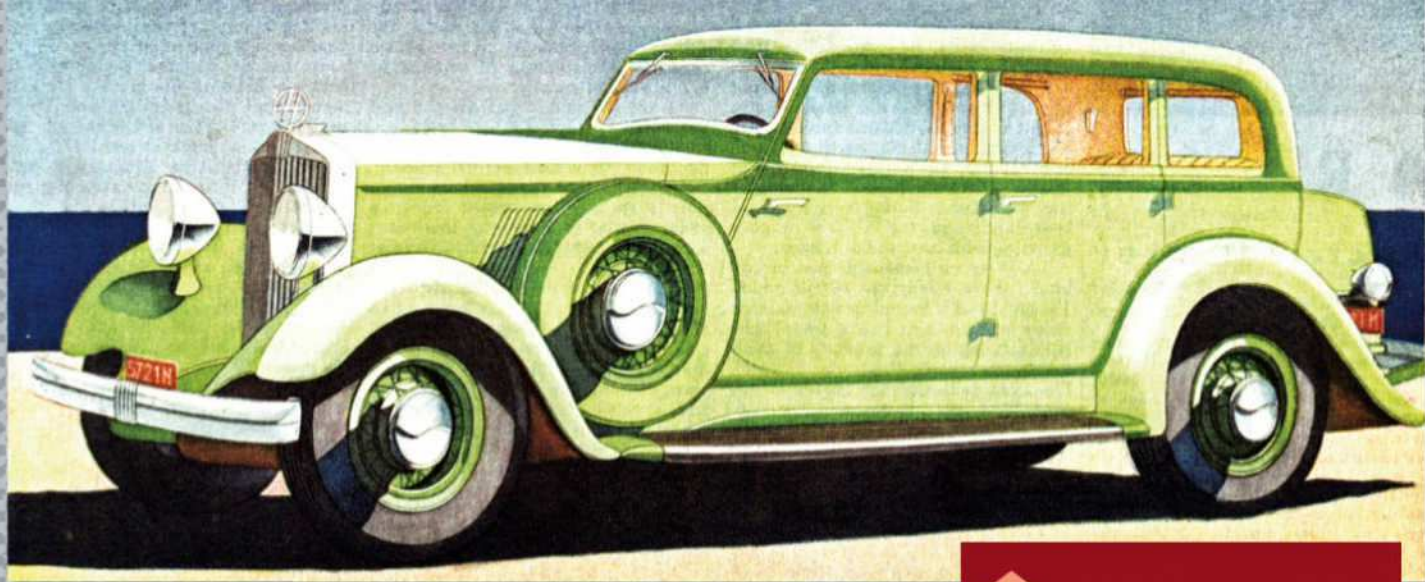
THE NEW CENTURY SIX & EIGHT
HUPMOBILE

1915 with the introduction of the Model K, riding a 119-inch wheelbase and powered by a 36-hp four-cylinder. In addition to touring, roadster, and coupe models, Model K boasted a limousine priced at \$1,365. But the Model K didn't sell as well as expected, so Hupp replaced it with the Model N for 1916, a family car offering better value. Model N cost more than \$100 less and, instead of a limo, offered a family sedan. Though powered by a 22.5-hp four-cylinder, the car had acceptable performance, and sales soared, with more than 27,000 cars produced through 1917.

Hupp Motor Car Company became the Hupp Motor Car Corporation during 1915, capitalized at \$8 million, and had impressive growth. Then came a completely new car in the spirit of the original Model 20. With a 112-inch wheelbase, the 1918 Model R was smaller and lighter than the N, but was sturdy and well-built. By the mid-1920s, Hupmobile's reputation was as a good car one could be proud to own. Production climbed from 17,442 units in 1919 to over 34,000 units by 1922.

Hupp retained the Model R through 1925, with improvements to styling and power. By then the Model R was a singularly handsome car, offering five distinct models and 39 hp. That year, Hupp introduced a senior car powered by a 60-hp straight-eight, dubbed the Model E. Prices for the Model E began at \$1,975 and topped out at \$2,375. In its first year 14,822 were produced, and the company began advertising it as the largest-selling straight-eight-powered car in the world—quite an accomplishment for a small independent.

The Eight was joined by a new six-cylinder—the Model A, replacing the R series. Model A prices ranged from \$1,225 to \$1,285. Comparable in wheelbase to



One can't help but admire the lovely lines of this 1932 Eight Series 222 five-passenger Sedan. A lot of car for just \$1,295. The hood ornament is one of Raymond Loewy's best designs.

the R series, the Model A offered a 50-hp straight-six at prices roughly the same as the R, bolstering Hupp's reputation for value. In 1926, Hupp sold over 36,000 Model A's and 9,212 Model Es. Between 1924 and 1926 profits more than tripled.

For 1927, the facelifted Model E was referred to as the "Distinguished Eight," and lushly illustrated sales catalogs extolled its styling and luxury. Before long, the company was offering a custom version of its Eights priced in Cadillac/Lincoln/Packard territory. It was a heady time for a business founded on value-pricing.

Meanwhile, the Model A was replaced in October 1927 with the all-new Hupmobile Century. Its calling card was styling—and it was beautiful. The radiator, flanked by bullet headlamps, was tall and boasted a colorful emblem. Fenders were longer and fuller, and flowed smoothly front to back along stylish bodies that were lower and sleeker, thanks to a new frame. Sedans looked lean and agile; the sporty close-coupled four-passenger coupe featured a sloping turtle deck. Previous Hupps had been handsome, but the new Hupps were counted among the best-looking cars on the market. They were standouts.

The designer behind the Century was Amos Northup, chief stylist for Murray,

Hupp's body supplier. Northup was one of those unsung styling geniuses who labored in relative anonymity. He made his mark, though, with outstanding designs for Willys, Graham, Reo, and others.

Then, in January 1928, Hupp rolled out a new, smaller Eight dubbed the Century Eight. With a 120-inch wheelbase and dual-carburetor 80-hp straight-eight engine, it could move out smartly. The carryover Model E was renamed the Century 125 Eight, but the public shunned them in favor of the newer models.

Hupp was flooded with orders for the new Century model and the factory went on overtime trying to keep up. The decision

was made to continue the same cars into 1929 with minor changes. For 1928, Hupp produced 65,862 cars and earned nearly \$9 million—its best year yet. With 1929 expected to be even better, management acquired Chandler-Cleveland Motors Corporation to gain the needed plant space.

For 1929, Century Eight town sedan and sedan-limousine models were added to the carryover line, priced \$2,430-\$2,625, higher than traditional Hupp buyers were willing to pay. Hupmobile sales stalled, and the reason seems to be buyer resistance to the higher-priced cars.

A new Model S was introduced for 1930, with prices beginning at a bargain \$995. They were good-looking cars and excellent values, but didn't sell all that well, partly because the country was drifting into an economic depression and partly because Hupmobile somehow fell out of favor with the public. Sales dropped to 44,335 units for 1929; the industry overall saw an increase. But the gain was mostly in low-priced cars; several other higher-priced makes had sales declines: Nash, Studebaker, Dodge. Undeterred, Hupp

The Eight series 322 Cabriolet for '33 was as stylish a car as anyone could ask for, but with the Great Depression at its worst, few were manufactured. The company built just over 7,000 cars for the year, in five distinct series.

This '34 Series 421J Six was a big car on a 121-inch wheelbase, and its styling was exceptional. The shield-type grille, faired-in headlamps and V-front bumper give it a "custom-car" elegance seldom seen in mass production.





➤ In desperation, the company tried to resurrect its automobile business by producing a version of the old Cord 810/812, such as this 1940 Sedan. Called the Skylark, it proved very popular, but an exhausted Hupmobile lacked the capital needed to make it a success.

➤ By 1938, Hupmobile was back in production with cars—just in time for the recession that devastated the auto industry that year. Note the interesting high-mounted brake lamps and the faired-in headlamps.

cut prices and added new models with gorgeous bodies by Baker-Raulang. But with the Great Depression under way, 1930 sales fell to 24,307 cars, then 17,425 for 1931. Export sales, once lucrative, also fell sharply. Hupp lost nearly \$1 million during 1930 and a whopping \$4.2 million in 1931.

For 1932, Hupp unveiled facelifted six-cylinder models and all-new Eights that came to be known as the "cycle-fender Hupps," because their fenders followed the contour of the wheels, a daring look that gave the illusion of extra body length. Created by Raymond Loewy—this was his first car design commission—and Amos Northrup, the new Hupps were sensational, but with the Depression growing worse, 1932 sales fell to under 11,000 cars. The design was carried over into 1933—the very depth of the Depression—yet sales

plummeted to 6,700 units. Hupp's ledgers were bleeding red ink.

Loewy was again commissioned to create an all-new car to grab the public's attention. For 1934, he created the "Aerodynamic" model. Awesome cars they were, with three-pane wraparound windshields, headlamps neatly faired in between the fenders and radiator, V-shaped front bumper, and a spare tire flush-mounted in the decklid. Production rose, meanwhile a fight with corporate raider Archie Andrews for control of the company was distracting management—and buyers. In the end management won, but the battle left Hupp a shadow of its former self. By 1936, the company was forced to shut down production.

Management scraped together enough funds to debut new, conventional-looking six- and eight-cylinder models for 1938, just in time for the sharp recession that killed auto sales that year. Model

year production was only about 2,000 cars. The following year the company played its final hand, announcing the new Hupmobile Skylark, a rear-drive sedan using Cord 812 tooling purchased from Auburn-Cord-Duesenberg. After producing just 35 cars, cash-starved Hupp turned to Graham-Paige for help, allowing G-P to build its own version of the car if it would also build Skylarks for Hupp. In the end, the time spent moving production to G-P held back volume production until May 1940, by which time many early orders placed by hopeful purchasers had been canceled.

An exhausted Hupp Corporation gave up by mid-summer. The company survived for decades more as a mini-conglomerate producing appliances, air conditioning, and heating equipment, and automotive components including Hercules engines. Soon after being taken over by another firm in 1990 it went bankrupt, a victim of poor management. 69

➤ There was going to be a Skylark convertible, but apparently only this one example was produced before Hupmobile left the car business.



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Andy Bernbaum Auto Parts

A new-old-stock parts cacophony and careful planning culminated with a respected business serving the Mopar community for four decades



BY MATTHEW LITWIN • PHOTOGRAPHY BY RICHARD LENTINELLO

West Newton, Massachusetts, just two miles west of Boston, has been home to Andy Bernbaum Auto Parts since its founding in 1977, yet the company's history started nearly a decade earlier.

At the time, Andy Bernbaum—a native of West Newton and passionate Mopar enthusiast since his youth—was often seen driving a 1948 Plymouth throughout the region. “He loved that car, and to keep it running on the road regularly, like most of us old car nuts, he was always seeking parts,” remembers Chris Paquin, who purchased the business in 2011.

“Over time, Andy had amassed a small collection of Mopar parts and, having realized he had an overstock, he

attended a swap meet and sold some of his excess inventory to other Mopar enthusiasts.” That was the beginning.

On the surface, one could say it was an auspicious start; however, the early success didn’t immediately translate into a thriving business. Andy, who had an established career in a completely unrelated field of work, continued to hunt down parts for his Plymouth, but would also acquire NOS parts made for the other Chrysler Corporation brands. More swap meet sales followed, each met with growing success.

“Over time, Andy realized that his profits from selling parts at swap meets could match or surpass that of his day job,” says Chris. “Rather than plunge right in, he took a bit of a conservative approach and consulted with Steve

Ames—of Ames Performance—who provided both encouragement and advice. So, with a business plan formulated, Andy then drove all over the country in either his van or 1948 De Soto Custom Suburban, and would stop at Chrysler Corporation dealerships and inquire as to whether or not he could clean out their obsolete parts bins. Andy even tracked down defunct dealerships that had been closed and padlocked. Some of his favorite stories from that time involve being able to negotiate with the property owners to gain access to the buildings and clean out the treasure trove of NOS parts.”

By 1977, Andy had amassed enough of a collection to support a full-time operation, enabling him to completely shift careers. He printed a catalog and





subsequently opened Andy Bernbaum Auto Parts. Though his labor of love was now up and running, the hunt for parts never ended. Andy additionally began to manufacture reproduction parts, items that were in high demand, such as weatherstripping, other small rubber parts, and even wheel cylinders. According to Chris, this work was not accomplished in-house, but rather outsourced to reliable partners who could provide a quality product; a tradition that continues today.

"We're always adding new products

to our catalog. Some of our very latest reproduction items are 1949-'53 valve-stem protectors, which keep the wheel covers from walking around on the wheels; it's an OEM piece that's not been available for many years. Due to a consistent demand, we also just added hubcap clips for 1946-'48 Plymouths, which obviously help keep the wheel trim from popping off while driving."

Chris's background followed a similar path to that of Andy's. He came of age in a successive chain of Plymouths purchased by his father, an engineer by

trade who had a deep affinity for the division's fine engineering and affordable price structure. While attending high school in the Seventies, Chris acquired his first automobile, a 1948 Chrysler Windsor—a car he admits nobody drove to school at the time. Mopars have been in his stable since, naturally leading him into the time-honored tradition of seeking NOS and quality used or reproduction parts. One particular stop at a swap meet changed his life.

Chris recalls: "Like Andy, I was working in a completely unrelated field at the time, and, honestly, I had been already thinking about the prospect of owning my own business when I bumped into him. We had talked prior, and on this occasion, I learned that he was looking to hang it up. As we continued to talk, somewhere along the way, he decided that I was the right Mopar guy who had the perfect enthusiasm and ambition to take over the business he created. I talked it over with my wife, and we both felt that it was too good an opportunity for me to pass up, so I purchased the company in 2011. Andy stayed with us for a while and helped me transition into the new role."

Today, Andy Bernbaum Auto Parts is housed in a single, 20,000-square-foot facility. Supported by a staff of just four well-versed and like-minded Mopar enthusiasts, Chris has been expanding their catalog with a growing array of reproduction parts that complements the NOS inventory.

"This place is overwhelmingly filled with NOS parts, primarily from the Thirties up to the Seventies. We have stuff in here that just blows me away, such as a box of blackout headlamp bulbs from World War II and painted chrome pieces for the 1942 cars. The funny thing about '42 is that they made a lot of parts, but they didn't make a lot of cars; our inventory for that abbreviated year is more extensive than one would assume.

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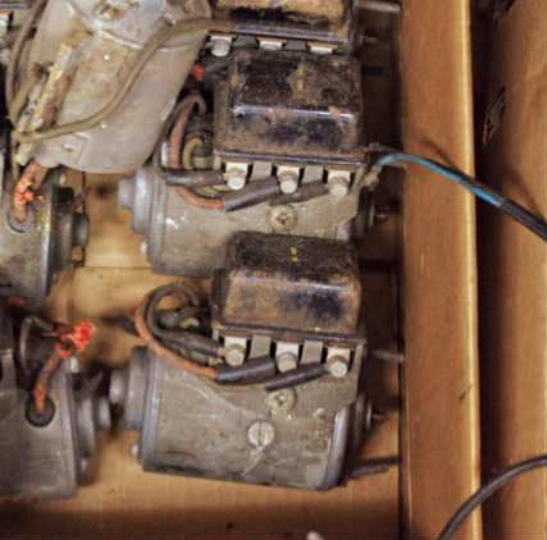
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Some of the rarer parts we have include items for the Airflows. So many parts on the Airflows were different than the rest of the product line. The same can be said of specific parts for the Chrysler 300 Letter Cars—that stuff is solid gold. We also see a growing request to support the guys who are restoring Dual Ghias, too.

“There are parts of the warehouse I’ve not even been into, and we’re not 100 percent sure of what we have in stock—yet. It’s a careful, continuous effort. We’re still acquiring NOS parts whenever possible, which is one of the reasons it’s taking some time to completely document the inventory. We want to do it right, but the ever-changing dynamics of the hobby mean we have to keep pace. For instance, we’re starting to get more calls from our customers who are looking for parts from the late ’70s, and now even the ’80s. It’s an area we know we are going to have to expand into down the road.”

Despite the sign of things to come within the hobby, Chris is quick to point out that some areas of the more vintage Mopar market are as robust as ever. “We see a continuing strength in the 1955-’60 Forward Look cars. Also, the pre-1955 models, going back to the immediate

prewar era, are always popular because they are affordable. They are a great entry point into the hobby. We’ve got everything it takes to keep them going. Chrysler Corporation made a ton of them, especially 1946-’48. They made the same car for three consecutive years; the demand for cars after the war was intense, which is why there are a lot of them floating around still. Like I said, it’s a car you can get into rather affordably—\$10,000 or less for a really nice one. Another that’s quickly gained appreciation is the Imperial. More people are restoring them, all the way up through 1966.”

Interestingly, the space required to house reproduction parts is comparatively small, and used parts are virtually non-existent within the facility, as Chris goes on to explain. “The reproduction parts that we sell equates to the majority of our revenue, which makes you think we need space for it, but we cycle those parts in and out. It’s replenishable, whereas the NOS stuff really isn’t. There’s just a finite amount of NOS parts on the planet. Regarding used parts, we have a network of trusted friends in the industry who have helped our customers seeking those items.”

If you’ve not guessed already, Chris is just as hands-on as the rest of his

staff. Although he has to devote time to maintaining the business, such as buying and marketing, the interaction with fellow Mopar enthusiasts is one of the aspects that he enjoys the most.

“I drive my old Mopars in to work—either my 1939 Plymouth convertible coupe, ’65 Imperial convertible, or ’48 Chrysler New Yorker—as frequently as possible, and will get on the phones as much as I can. We have the greatest customers in the world; I really get a kick out of hearing their stories and talking to them about what they are doing. They really are a great group of people and they are the key to a hobby that keeps marching on—always has and always will.

“The cars don’t go away, and we’ve seen an increase in a younger audience, especially through our social media outlets, that have an appreciation for the traditional end of the hobby while harboring a nostalgia for the cars they grew up in. It’s one of the reasons I’m so enthusiastic about the business, because it just keeps on rolling out. I’m not particularly nostalgic about K-cars, for instance, but there are people out there who are. I’m optimistic about the hobby’s future, and I’m thankful I can continue to be a part of it.”



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Roadmaster Reborn

An amateur restorer learns as he goes in completing this 1938 Buick 80-C Sport Phaeton—Part II

WORDS AND PHOTOGRAPHY BY TERRY SHEA
RESTORATION PHOTOS COURTESY
OF BRIAN DEPOULI



Body and paintwork is not rocket science, but it's hardly learned in a day, with great results almost always requiring extensive experience. Having worked in the automotive business for more than a decade and a half, first with a NASCAR team and now as part of a multi-state dealer group, Brian DePouli has spent plenty of time around cars, just not a whole lot of time in a paint booth. Still, that didn't deter him from tackling much

of the body and finish work during the restoration of his 1938 Buick Roadmaster 80-C Convertible, a process that we initially covered last month.

When we left off, the chassis had been completed, as had been the rebuild of the Buick 320-cu.in. straight-eight engine, and the body had been removed. But plenty of other work remained, including some metal fabrication, primer, color and clear-coat finishes, chrome plating, and, finally, attending



to the convertible top and the interior. Though the Buick had previously been restored, that work was neither authentic nor of particularly high quality. "The previous owner had removed the original floorboards," Brian says, "and put in a flat piece of sheetmetal, which was not ribbed or structured in any way, so it was deforming from being stepped on.

"Through my connections in NAS-CAR, I knew some very good metal fabricators. I went down to Atlanta and

took a crayon rubbing of a floorboard of another 1938 Roadmaster, from the inside, from the passenger compartment. I took a bunch of photos and measurements and everything, along with the rubbings, and gave it to this fabricator and he was able to reproduce new floorboards." The result, a veritable work of art, gave the floor a factory-like replacement for an otherwise irreplaceable part.

The need to turn to experts for certain tasks points to Brian knowing

well his limitations, despite his taking on such an ambitious project as restoring a 67-year-old car that became a 78-year-old car by the time he finished. Brian could neither write one big check to get the job done, nor make it a full-time endeavor, what with his own budding career and a family that came along and was growing during the course of the project. So, he'd work on it incrementally, whenever he got a little time, or had saved up some money for parts.



A previous restoration had left the big Buick with some very basic, welded-in panels in place of the original pans. Sagging and the start of corrosion meant that they would need to be replaced with something more substantial.



From a very careful rubbing of an original floor, an experienced NASCAR fabricator created new floors. The quality of the work is so high, it's almost a shame that they needed to be painted and then covered with carpet.



Owing to time, finances, and the fact that Brian was learning as he went, the car was painted piece by piece over a period of time in his home garage. As components were completed, they were reinstalled on the chassis and body.



About six years into the 11-year restoration, with the radiator installed, the Buick is started for the first time. Though there were still several years of hard work left, running the car under its own power proved a major milestone.



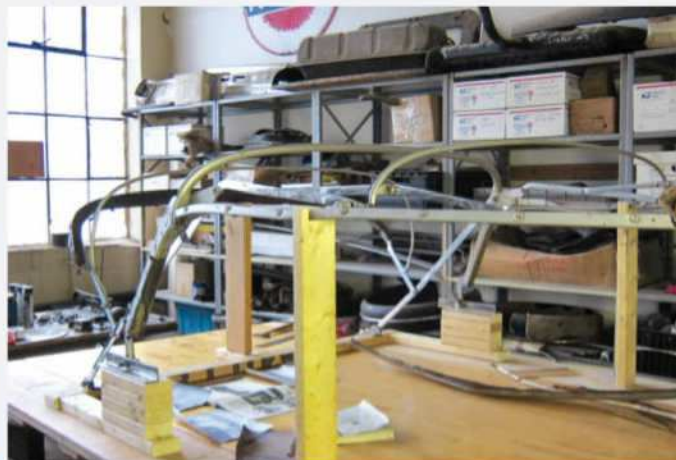
With no replacements available, the once damaged fenders proved a bit of a challenge. They were reshaped, based entirely from photographs, but required extensive work in order to keep body filler to a minimum.



An expert was hired to weld metal patch panels into the most corroded parts of the fenders. Shown here is the view down the top into the well for a side mount—surely the perfect place to capture moisture.



Though it lacked a top and interior, the car made it to the field for a national Buick club show. With the club members proving an invaluable resource during the restoration, the owner wanted to share his progress with his friends.



A specialist hired to rebuild the top frame made a custom jig to precisely lay out all the folding components during its rebuild. The jig allows the top to remain in perfect alignment and ensure proper fit when the mechanism is reinstalled.



At a local automotive upholstery shop, the Buick, with the body reunited with the restored folding-top mechanism in place, is being prepped prior to having its new convertible top installed.



The top is all but completed, with just some final wrapping and tightening of the fabric left at the front and sides. Note that the car, with all of the chrome, sidemounts, hubcaps, and other trim in place, is just about done.



In the same shop that installed the top, the seats were reupholstered. As part of his process of spreading out his expenses as best he could, the owner purchased the seemingly acres of leather months before it was installed.



With the original material painted over during the finishing process, some replacement fiber matting was discovered (from a Ford restoration supplier, no less) and was carefully cut to replace the original material on the inside of the decklid.



Just as outside experts were used for metal fabrication, chroming, the convertible top, and the upholstery, the dashboard was sent to a specialist in Ohio who did a superb job of re-creating the original-looking, factory-like woodgrain finish.

Take the chrome plating, for example. Common sense and sound project management dictate that it can be sent off while work continues locally on such things as the metalwork or paint. Brian knows this, but since he “couldn’t take it all in one hit,” he sent it out in thirds over an extended period of time. “Basically, every single piece of chrome had to be re-chromed,” Brian says. “I used Paul’s Chrome out of Evans City, Pennsylvania. They did a fantastic job!”

At the start of the project, the entire body was media blasted, then a coat of etching primer was applied to protect it while the body sat for three years. When work finally started on the body, plastic filler was used sparingly where needed, followed by a layer of fillable primer, and finally a spray-can layer of a guide coat.

Then the sanding began.

Sanding helped locate areas that needed to be rectified with additional filler. Brian says, “Paint and bodywork is not my favorite thing, but I saved a lot of money doing it myself for sure. It is tedious and time consuming to do and to get it right, but I slowly but surely tackled it until I was satisfied that I had a panel as straight as I was going to get it. Certainly, the end result is not a Pebble Beach-quality restoration, but it looks pretty good.”

Brian was in somewhat uncharted territory with the finishing process, though he was not a total neophyte. “I had a little bit of experience painting while I worked for the NASCAR team,” he shares. “I started sweeping the floors as a volunteer and they would say ‘Go back to the paint shop and help the painter.’ As I progressed a little bit, they would say, ‘Okay, paint the trailing arms,’ or ‘Paint this...Paint that.’ I had gotten to the point where basically they would let me do primer, any chassis enamel paints, base coats, but they never let me use clear. So, I had never sprayed clear before I did this car.”

Time and expenses also dictated how Brian painted the car, a process he did piecemeal. “I did paint the components

piece by piece, which you’re not really supposed to do,” he says, “because you can get some discoloration between the panels, and I certainly did.” His solution? Try, try, and try again until he got it right. “There were several panels that I painted, and I painted again, and painted a third time. I learned as I went, just to get it right. I either didn’t put enough clear on or I put too much clear and it ran, so I wet-sanded it and ended up sanding through the clear. Then I had to spray it all again.

“I used a tinted sealer coat, color-matched to the base coat. DuPont tells you to use this color sealer for that color paint. So, I used the sealer, then the basecoat, and then a clearcoat,” Bryan continues. “The way I was taught at the race shop was to go straight from sealer to color to clear with no sanding. So, there was no sanding between sealer, color, and clear, unless I made a mistake, unless I got a run in my sealer or a run in my base and then I had to kind of start over.” The entire car was painted in his home garage.

By the summer of 2010, he began reassembling the body on the chassis, including the panels he had removed to paint. Later that year, he started the engine for the first time, but plenty remained to

be done. In 2012, with the Buick national meet held practically in his backyard in Concord, North Carolina, Brian showed the incomplete Buick, still with the top and interior to be done.

In late 2013, he attempted to repair the top mechanism. "I realized that redoing the top was beyond my skill set," he says. "I tried to take it apart, and it wasn't coming apart. So, I sent it to a guy that does Buick restorations and asked him to redo it. It's Jesse Morton in Bristol, Connecticut. His shop is called Academy Classic Automobiles."

Once those pieces came back, it was time to tackle the actual convertible top and the interior, two jobs he farmed out to a local auto upholsterer, C. Frederick's Automotive Interiors in Charlotte, after Brian had acquired the leather and the top. He chose the local shop so that he could pop in from time to time and check on the progress.

The Buick was finally completed in 2016. For its debut showing at the 50th anniversary of the Buick Club of America that year in Allentown, Pennsylvania, Brian drove the Buick the 600 miles each way, leaving the trailer at home, but not his family. A failed generator, fixed on the roadside, was the lone hiccup on the 1,200-mile, shake-down cruise/road trip. On the way to a Florida concours in early 2017, the Buick did not fare quite as well. A backfire up through the carburetor set the engine on fire, damaging the engine and hood area. But after a quick payout from Hagerty, Brian was able to get the car back on the road in time for Charlotte's big



For 1938, Buick, already a leader with an OHV configuration, improved combustion in its Dynaflash straight-eight with "Turbulator Top Pistons," which, along with 6.35:1 compression, helped the 320-cu.in. engine produce an impressive 141 horsepower.



AutoFair show in just a couple of months.

Though the Buick is already earning AACA awards, Brian continues to perfect the big convertible: "I still am tweaking it and getting things working more reliably. Just this weekend I worked on the

glovebox clock and got it working again. I'm always doing something on the car. I'm always trying to get it just that much more reliable or fix something that I didn't quite like the first time I did it; I'm always trying to get it better." 🐶



Studebaker's Lovely Lark



I WAS TOLD A FEW YEARS AGO THAT the Studebaker Lark was an underdog, but I disagreed. Then I was asked again a few months ago why I never featured the Lark.

Let's start where I usually end: According to several sites, average retail value of a four-door Studebaker Lark sedan is around \$12,000. I think that is a bit high and out of underdog range. Then, when I look at the Larks that are for sale, the prices are all over the map: one for \$1,200

and a similar one for \$9,600. If we ignore the "cited" values and look at the real-world prices, maybe the Studebaker Lark is an underdog—one aspect all these accessible cars have in common is an inability to nail down their market regardless of what the "official" numbers are.

With all that in mind...

Thanks to Raymond Loewy and his European-inspired Studebaker sedans of 1953, Studebaker had a platform with a generous interior that lent itself to contraction without any real sacrifice to passenger comfort.

In 1959, all the body panels were shaved down, and the result was a compact car that was attractive and just right for the times, and it saved Studebaker... for a minute. Look at a first-generation Lark in profile and notice the door and side window frames. They are identical to the prior year's fullsize sedans. Gone was the overhang.

There is another reason Studebaker could pull this off, and it touted the reason quite loudly in its advertising. Studebaker manufacturing processes were mired in the 1930s with full frames and bolt-on fenders, which made such a restyle less of a financial undertaking than what unitized construction would have involved. Its manufacturing methods also make restoration less of a hassle.



1960



1961

Studebakers were also built in a heavy-handed way that made for robust engines and tough frames and suspensions (a Lark frame and suspension sat under the Avanti II for several years). That is why you see so many Studebakers at car shows, usually more than any other independent make.

The Lark debuted with the Lark VI and the Lark VIII indicating the number of cylinders under the bonnet, and were offered in Deluxe or Regal trim. You could order a two- or four-door sedan, a two-door station wagon, or a two-door hardtop coupe. Ornamentation was minimal, and styling was conservative even if the slope of the roof and the door frames made it look odd to some eyes. But, I call your attention to the styling of the European imports at the time, and the Lark looks right at home.

Initial sales were good, and Studebaker made a profit for the first time in years. For 1960, Studebaker introduced a convertible Lark that was very attractive and added a four-door station wagon to the line-up, too. Two-door wagons would soon be a thing of the past.

During the first two years, the six-cylinder was a flathead design displacing 170 cubic inches and the V-8 was Studebaker's excellent 259-cu.in. V-8. For 1961, they created a new four-door sedan, the Lark Cruiser, which shared the Econ-O-Miler taxicab body and featured a more luxurious interior and opening rear wing windows. The biggest news was the addition of the Hawk 289 V-8 on the build sheet, but even more importantly, the 1939-era flathead that once motivated the Champion now had overhead valves and jumped from 90 to 112 horsepower with the same displacement. The resulting Skybolt Six

also sipped less gas. Larks gained cowl ventilation, suspended pedals, and firewall-mounted master brake cylinders.

Unfortunately, sales dropped, so Sherwood Egbert called Brooks Stevens to restyle the Studebaker lineup on a shoe-string. The Lark gained raised rear fenders, a more squared-up and formal roofline and a grille that looked to be lifted off a Mercedes (at that time, Studebaker was the American distributor for Mercedes). Sales improved. For 1963, Stevens finally removed the wrap-around windshield and the "stylized" framing of the door glass. The interior was also updated, although the air-conditioning unit still hung below the dash.

The biggest news for 1963 was the Wagonaire with its sliding roof panel. People love these wagons that let you haul a refrigerator, but few actually want to own one due to several factors, including leaks. You can pick one of these up for less money than many of its contemporaries.

For 1964, the Lark was restyled again and truly looked like a 1960s car. The lowest price models were now Challengers, the next trim level was Commander, and the Daytona topped off the series. The Lark name was phased out by the end of the model year.

The Lark is always a hit, and surprisingly, a popular choice when a TV show wants a vintage car, even if the show takes place today. Watch *Grace and Frankie*, and see what Sol drives.

While I am still a bit on the fence about the Lark being an underdog, I encourage you to consider adding a Lark to your garage. It might just be your wisest investment on four wheels. 🐶



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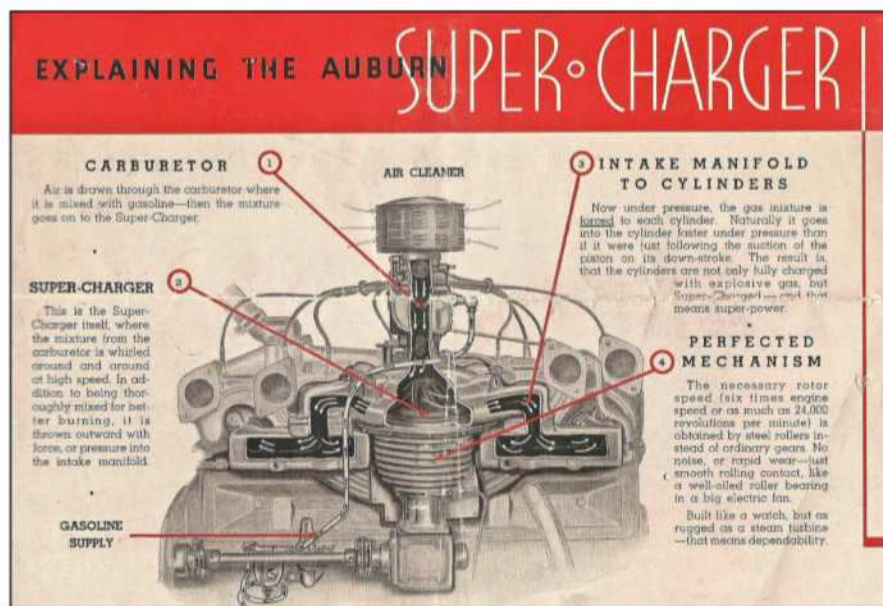
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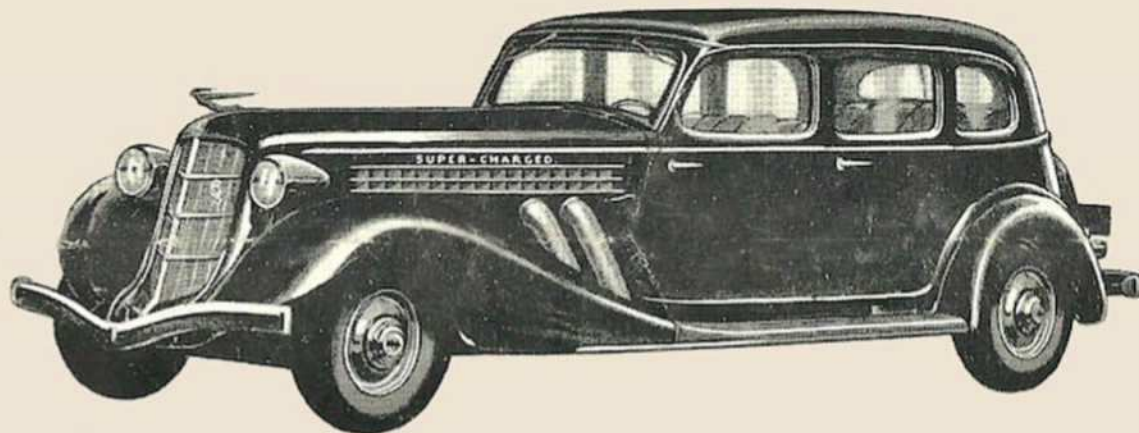
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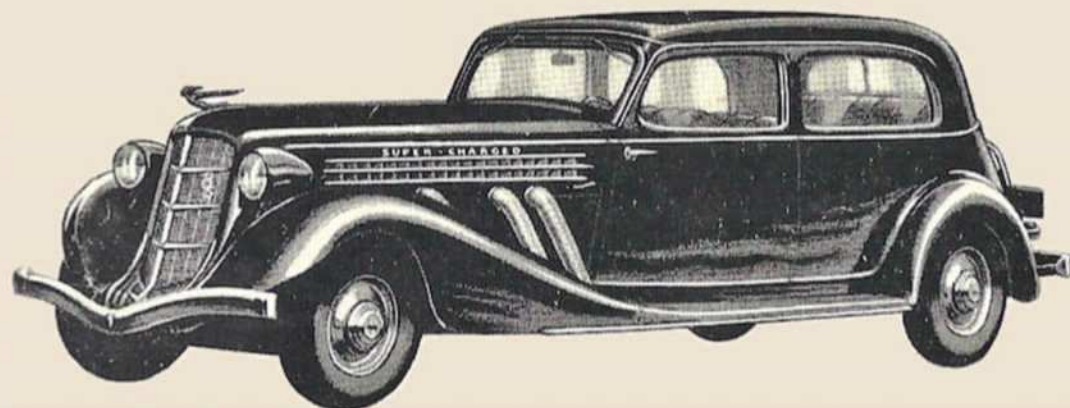
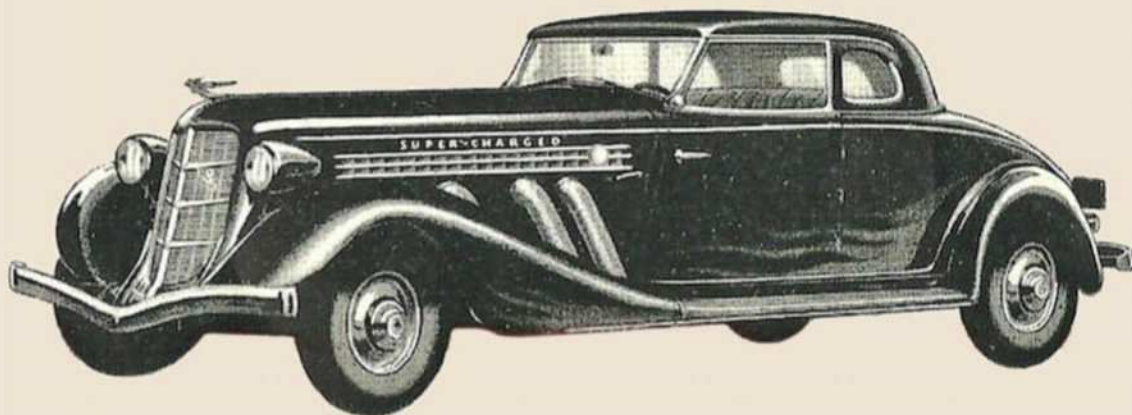


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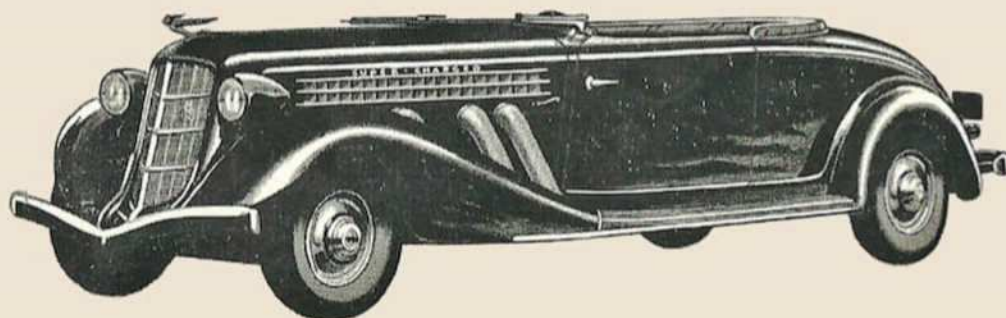


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Prewar Petrol Peddler

A 1930 Ford Model AA tank truck that helped haul in the fossil-fuel era

BY MIKE McNESSOR • PHOTOGRAPHY BY TERRY SHEA

The earliest petroleum haulers relied on horsepower to get the job done. Literally. We're talking four-legged hayburners pulling wagons loaded with containers of oil. Around that time there were upwards of 20-million horses in the U.S. By the mid-20th century, the population had dropped to 4.5 million.

During that same period, another dramatic trend in transportation occurred: Electric vehicles went from representing approximately one-third of all new cars sold, to becoming a quaint footnote in the history of the automobile.

You know the story: Internal combustion delivered an explosive knockout punch to all other forms of locomotion in the 20th century. This was due in no small part to the work of a certain American industrialist named Henry Ford. But without

a reliable source of fuel, all of those cheap Model Ts would've been useless. A lack of "fuel" was the reason that electric cars never got traction outside of cities, where electricity was spotty or nonexistent.

The Texas oil boom of the early 1900s ensured, however, that rural Americans had access to petroleum for their Tin Lizzies and the like. The boom in Texas and the runaway growth in demand for oil led to wildcatters exploring neighboring states, and soon Oklahoma eclipsed Texas in oil production.

One of those who struck oil in Oklahoma was Frank Phillips, who, along with his brother Lee Eldas, founded Phillips Petroleum. Later, the company came to be known as Phillips 66—the original owner of this month's feature truck. The 1930 Ford Model AA tanker on these pages rolls

on a replacement chassis, but the cab and fuel tanks were once part of the prewar Phillips 66 fleet. For old truck enthusiasts, the AA's restoration to its current state by owner Tim Wood is almost as remarkable as the rise of the oil industry.



Our feature truck's body was donated by this 1930 AA found in Hemmings.



This old tanker is driven fairly regularly, so the owner has made some practical modifications including a spin-on filter and fabricated heat shields around the carburetor and manifold.

Tim, of Apache Junction, Arizona, spent the last 20 years rebuilding and outfitting the truck. He isn't in the oil business nor is he in the trucking business. Tim is a nuclear medicine technician with a passion for prewar haulers. "I just love old commercial trucks," he said. "So many were abused and scrapped, especially during WWII. Today, a lot of them are gone."

This project started about 20 years ago with a 1930 AA long-wheelbase (157-inch) chassis that Tim rebuilt. What he really wanted to perch on top of that frame was a cab and tank body of the same vintage. As fate would have it, he found a perfect candidate among the pages of *Hemmings Motor News*. "I'd always wanted a tanker and I found this one in Manhattan, Kansas," Tim said. "My neighbor needed a little extra money, so I gave him the cash and told him to go buy it and bring it back."

The 1930 AA's cab and tank were surface rusted, but surprisingly solid. Its frame and suspension were tired, but Tim's restored chassis would roll right under.

"I have no idea how it survived like

it did," Tim said. "The (wooden) support under the tank was rotten, but the rest was pretty good. The frame I used was the same year and month as the original, making it an easy swap."

The project bounced around from shop to shop with work progressing at a glacial pace for almost 17 years. "Finally, I found a guy who could get the work done and we put it together in about a year," Tim said.

In the meantime, Tim managed to track down the original formula for Phillips 66 orange paint and persuade signmaker Geet Faulkner to replicate and apply original-style logos and lettering, as well as collect a trove of interesting accessories for the truck. The airplane-themed radiator cap is one of his own creative touches, as a nod to Phillips 66's aviation fuels, which this truck could've carried.

The city in Kansas where Tim found his truck is less than 150 miles from the first Phillips gas station in Wichita. That sturdy brick building, which still stands at 805 E. Central Avenue, opened in November 1927 and was designed to resemble



There are Phillips 66-themed accessories throughout, like a cap for the driver and a steering-wheel knob. Four-speed manual transmission was standard issue in 1930-vintage AAs.

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an English cottage in hopes of conveying a feeling of hominess. That same year, Phillips also opened its first refinery near Borger, Texas, to meet the soaring demand for its gasoline. By 1930, Phillips had grown its retail gasoline network to 6,750 stations across 12 states.

The Phillips brothers first sought their fortune in Oklahoma years earlier, at the start of the oil rush in 1903. Their first three wildcatting attempts resulted in three dry wells. On their fourth try, nearly out of money, they struck oil and were able to raise \$100,000. The next 80 wells were also producers.

The brothers then opened a bank in Bartlesville in 1905 in an effort to hedge their bets and provide a more stable income than the volatile oil drilling business. But in 1917, a pair of the company's wells delivered big, just as the United States entered WWI. Energy demand and prices rose ever higher, so the Phillips brothers doubled down on fossil fuels and formed the Phillips Petroleum Company.

The now-familiar Phillips 66 name, however, wouldn't come about until 1927. As the story goes, Phillips company officials were testing Phillips gasoline in a car on Route 66 near Tulsa. This test occurred on the night before a meeting to designate a new logo for Phillips Petroleum. The Phillips-fueled car topped out at 66 mph—a brisk pace at the time. At the meeting the next day, a discussion broke out about the odds of hitting a blistering 66 mph on Route 66, and the committee, deciding it was some kind of a sign, voted to incorporate the number into their logo.

As Phillips 66 was taking shape, so was Ford's 1½-ton AA hauler, which arrived in late 1927 as a 1928 model. The AA shared much with the Model A pickup including its cab that was built by Budd, as well as its front end bodywork, radiator shell, etc. The AA also shared the A's 200.5-cu.in. L-head four-cylinder engine with a Zenith carburetor and 4.22:1 compression ratio. The standard transmission was a three-speed, but an auxiliary "Dual

High" gearbox was an option early on, giving the AA operator six forward gears and two in reverse.

Initially, the AA was available with a 131.5-inch wheelbase and rode on 20-inch spoke wheels. Up front was a heavy-duty 12-leaf, transverse leaf spring, and straight axle while a set of cantilevered 17-leaf springs pulled their weight in the rear. The first AAs used a worm-type rear axle packed with either a deep 5.17 or even deeper 7.25 gear set.

For 1929, the AA's spoke wheels were replaced with stout ventilated steel discs. This also made it possible to run dual rear wheels, but factory duals weren't added to the option list until early 1930. The AA's front suspension and axle were also beefed up for 1929, as were the radius rods and king pins. Brakes were also improved, and the worm-type rear axle was dropped in favor of a more robust spiral-bevel-type gear set. Late in 1929, the Dual-High add-on gearbox option was phased out in favor of a four-speed transmission.

Even more change was in store for the AA in 1930 when Ford rolled out a 157-inch wheelbase as an option over the standard 131-inch truck. This allowed customers to outfit their trucks with 12-foot-long bodies. The AA also received the same cosmetic overhaul as the pickups (and the passenger cars) with new cabs, hoods, and radiator shells.


From the outset, Ford had offered AAs as a chassis, chassis and cab, or with express, panel, platform, or stake bodies. But with the arrival of the longer chassis, Ford upped the ante and made a wide variety of specialty bodies available to AA buyers, including gravity dump or hydraulic dump, as well as garbage and coal-hauling bodies and more.

No one can say for sure how long it's been since Tim's 1930 AA tank truck was freighted for delivery with a full load of Phillips 66 products. The big tanks in the center can handle 200, 195, and 100 gallons each, while the smaller kerosene side tanks have 50-gallon capacities. Today, of course, it's all for show. "I can't



imagine driving it loaded," Tim said. "I call it a muscle truck because it takes all of your strength to turn it and stop it."

Tim's bright orange truck is a regular at shows and he drives it reasonable distances—occasionally with a line of cars behind him, looking for an opportunity to pass. "I was once pulled over after a car show for driving too slow," he said. "I told the police officer I was driving it at its top speed: 30-35 mph."

Over the last three years, Tim has added additional engine heat shielding and a spacer for the carburetor to prevent vapor lock, as well as an alternator in place of the generator. "I'm pretty happy with the way it turned out," he said. "I still cannot believe how everyone loves it and it still takes me by surprise winning first place at shows." 





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(total model-year production)

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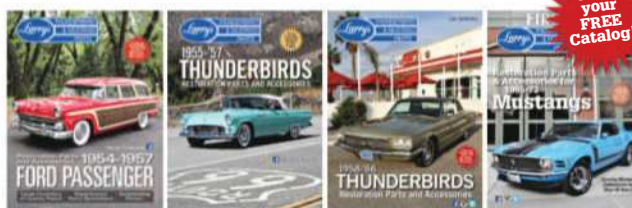
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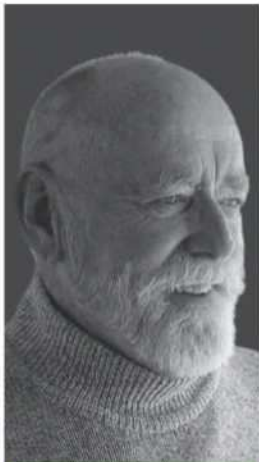
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car all apart

you may just

destroy it.



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And while browsing the local *Pennysaver*, I found an ad for one for the astoundingly low price of \$3,950, and it was close by. My heart skipped a beat as I dialed the number. I made arrangements to see the car, and drove to the owner's house.

We opened the garage and what I saw broke my heart. It was no longer a 1953 Studebaker. It was just a heap of parts. The big pieces were piled against the walls, and smaller parts were rolling around on the floor. The owner's kids had a romp among the components, and had scattered some of them and probably taken a few.

The owner had taken the car apart years ago with the idea of doing a complete body-off restoration, but then one thing led to another. It was a situation I had seen many times. A beginner decides to restore a classic, so he takes it all apart and then becomes overwhelmed.

Having restored a number of cars in my time, including one that had been previously disassembled, I can tell you that if, as a hobbyist, you take a car all apart you may just destroy it. A professional who has a skilled crew can do it that way, but I wouldn't try it at home all by yourself. Cars aren't just complex machines; they are combinations of complex machines, and you can lose your way on them very quickly.

Here's how it starts: You spot that classic car you always wanted. It needs work, but you can afford it, and you are pretty handy, so you buy it with the idea of restoring it. But let me offer some advice from a grizzled veteran restorer to give you the benefit of my expensive education: It took me years to learn this stuff.

First, find a shop manual for your car. This is vital. After that, join the club for your marque. You will meet people who can tell you how to do things, and where to find parts. And many of the club members will even come over and help you.

Next, get a good set of hand tools. Not cheap junk, but brand-name tools like Craftsman or Snap-on. They don't have to be new, but they must be good quality. Finally, work in a place big enough

to move freely around the car. You can work outside much of the time, but don't try to do a total restoration al fresco.

Usually, there is something on an old car that needs immediate attention, so do that first. Follow the manual, take photos with a cheap digital camera as you proceed, bag small parts in zip-seal

plastic bags and label them with a permanent marker. Also make sure you store them in the order that you took them apart.

Work methodically, and don't get impatient. Farm out what you can't do, such as machining. You may be a hotshot mechanic, but know nothing of bodywork. And, of course, most guys don't know anything about upholstery. Yes, you can learn upholstery, but be realistic about your time and skills.

As for cost, estimate what you think it will take

to do the job, and then double it. That will give you a more realistic figure. In estimating the time involved, the same thing holds true. Those television shows where they restore a car in two weeks are fantasy. Professional restoration shops often take from six months to a year to complete a car, and that is with a full crew. The fastest restoration I've done all by myself took two years, and a couple of cars have taken me five years of evenings and weekends.

You might be saying: If it takes that long, maybe I won't bother. I would reply that I did it because I loved the process. I didn't think about when I would finish. When I completed a car, it was wonderful, but somewhat like empty-nest syndrome.

Do each system, and complete it before taking on another. That way you can keep driving and enjoying the car in the process. Don't take the body off the frame unless you have to. It is difficult to get a car back together so the doors hang right and the hood is not cockeyed with a frame off.

The real thrill is when you see your classic resurrected and gleaming. There is nothing like it other than meeting the love of your life. And once the car is done, you can enjoy many hours touring and showing it. And who knows, it may just be the beginning of a lifelong relationship with the classic-car hobby. 🍷





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