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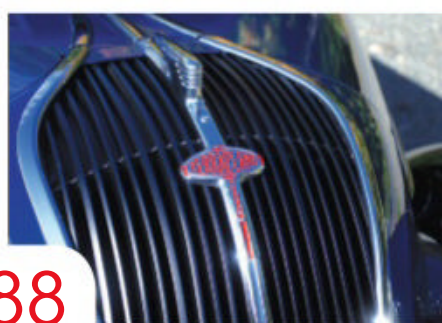
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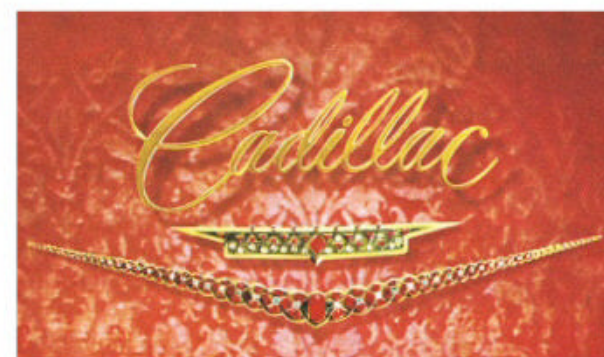
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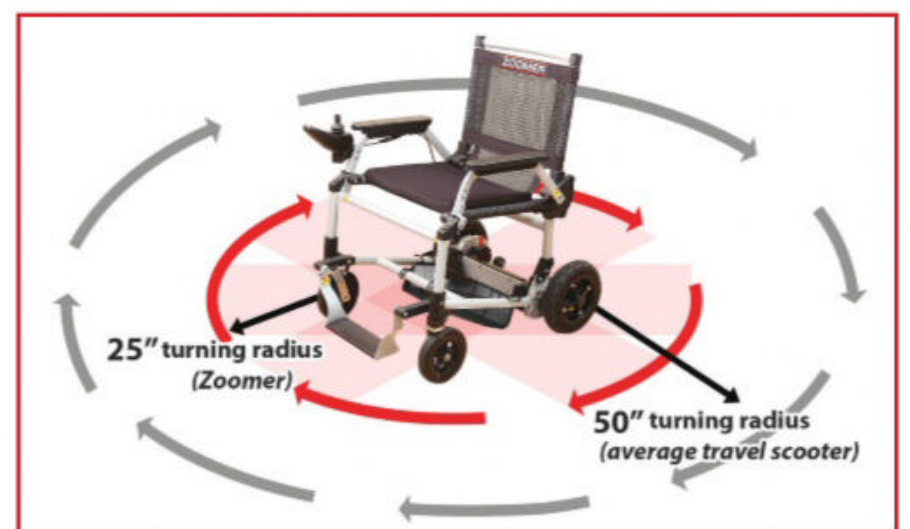
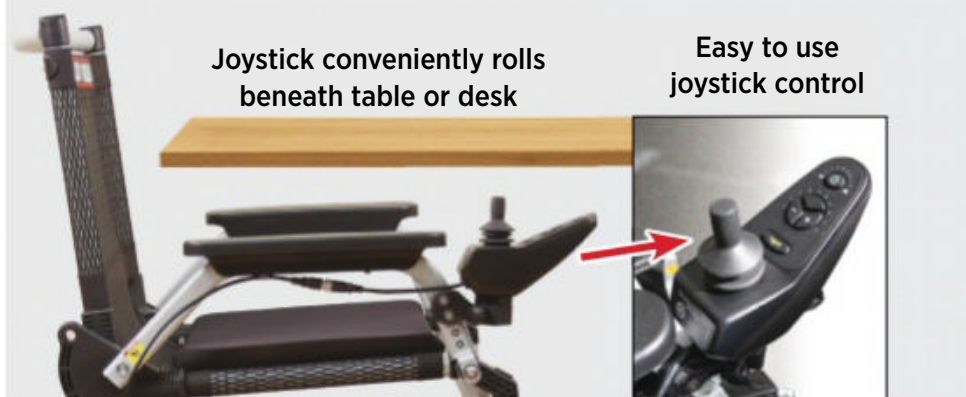
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Placards: Fact or Fiction

One of the most entertaining parts of any concours is reading the placards placed at the front of each car on display. These snippets of information are supposed to inform spectators about the cars they are viewing, but oftentimes, the information shown is more historical generalization than the personal history of the actual car on display. A combination of the two would be ideal.

What's most frustrating are the false assumptions that some car owners use to elevate the status, rarity, and value of their cars by stating details that are totally unfounded. It would be a labor-intensive task for concours organizations – most of which are short on staff – to verify and rewrite all the placard information provided by car owners. At the very least a little bit of editing is in order, so spectators are not misled.

The biggest falsehood often seen on placards is when a car owner states: "...of the 365 cars built, this is one of only four remaining." Really? And how in the world does the car owner know that? Unless he checked every garage, barn, building, and field in every town and city, in every country, on every continent, there's no way to accurately state how many survived. Although there are several very limited-production cars whose survival status can be verified, such as Ferrari 250 GTOs and Hemi 'Cuda convertibles, for the vast majority of automobiles it's simply impossible to know.

The phrase "known to exist" is the correct terminology that needs to be written down on these placards, and in magazines, club newsletters, websites, and auction catalogs, too. In other words, the above statement should be written as: "...of the 365 cars built, this is one of only four known to exist." For the sake of history, we all need to do our part in being as truthful and forthright as possible.

Another misleading fact is when a car's true production output is not mentioned, only that of the exact particular model on display. Using a 1971 Pontiac

GTO Judge convertible as an example, instead of stating, "one of 17 built," the truth is that Pontiac produced 661 GTO convertibles for the 1971 model year, therefore, the correct statistic should be written as: "Of the 661 GTO convertibles built this year, this car is one of only 17 equipped with the Judge option." Without mentioning the 661-production figure, spectators will be misled into believing that only 17 1971 GTO convertibles were built.

Perhaps the most misleading word of all is "original." It's amazing how many times we've read placards that stated: "...completely original, new paint and interior." What should have been written instead is: "...restored to original condition." If a car has new paint and a reproduction interior, how can that be considered original? That shiny new paint and perfect upholstery is not original to the car and clearly wasn't on the car when it first rolled off the assembly line, therefore it's not original.

Although the least astute word in the collector-car hobby is "longroof" – that's the so-called "cool" description of a station wagon – and using it only reinforces the dumbing down of our society, I cringe every time I read the phrase, "only 67,000 miles on the clock." Last I checked, clocks don't record a car's mileage, only the odometer does. Speaking of mileage, I often wonder why people use the phrase "original miles"? What does that really mean? Rarely can a car's mileage be proven, so what's the point of saying those miles are original miles? 🐼



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Lincoln Centennial

THE LINCOLN OWNERS CLUB ANNOUNCES THE 100TH-YEAR ANNIVERSARY OF the Lincoln Motor Company. The first Lincoln automobile was completed on September 21, 1920, and to celebrate, the club will host the Lincoln Homecoming on August 6-9 at The Gilmore Car Museum in Hickory Corners, Michigan. All Lincolns in any condition are encouraged to attend. Pre-homecoming events are also scheduled in Dearborn on August 3-6 and include tours of the Edsel and Eleanor Ford House, the Dossing Great Lakes Museum, the Lincoln assembly plant in Flat Rock, and The Henry Ford Museum. The festivities will culminate with Lincolns from all over the world gathering at the Lincoln Motor Car Heritage Museum & Research Center. More details

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British Wotsit

THIS ONE'S BEEN STUMPING CAR FOLKS ON THE INTERNET FOR YEARS, AND WE RECALL looking into it at least a decade ago, but as far as we or anyone else can tell, nobody's yet come forward with an answer to what the sports car in this photo is.

Some background: The photo first appeared in Chas. S. Dunbar's book *Buses, Trolleys and Trams*. It shows London's Oxford Street in 1962; and it's not a Saab Sonett, Sabra, or any other production vehicle, as we see from the many extensive forum threads trying to identify it. Some people have even photoshopped the woman out from in front of the car and 3D modeled the car, but to no avail.

Sure, maybe some people think it's not worth trying after pretty much every two-door sports car of that period has been considered, but not us. Give it a go, and let us know if you think you know for sure what it is.



Concador

SURE, WE SHOULD HAVE spotted this ourselves, but Mike White wrote in with something strange he saw in the Hemmings.com classifieds: a four-eyed, four-door 1978 AMC Matador Barcelona.

Specifically, everything about the Matador looks right for

the last model year for the nameplate, except for those quad headlamps lifted from a 1979 or later AMC Concord/Spirit/Eagle. "It seems a little too well executed to simply be one person's flight of fancy," Mike wrote. "Is it possible that this is a prototype or a rare special edition?"

Prototype, possibly. Special edition, not likely. But we also have a third theory: AMC ran out of its dual-headlamp assemblies (or some component of those assemblies) late in the model year and substituted the quad-headlamp assemblies it already had on hand for the 1979 cars.

Hopefully some hardcore AMC fans — or maybe even some AMC employees — can answer this one for us.

RE: Jagerrari

FINALLY, WE HEARD FROM TIM OLIVER OF Camarillo, California, who informed us that the Jagerrari (see *HCC* #179) is probably better known as the Stulik coupe. He should know — he owns it.

According to Tim, Ed Stulik Jr., an Art Center student and Fisher Body Craftsman's Guild finalist, "drew upon the best of American, European, and British sports car qualities of the '50s and '60s" to design and build the coupe with his father in the late 1960s.

Once finished, he showed it at the 1968 Los Angeles Auto Expo in the Shelby booth, which led to *Motor Trend* featuring it in the August 1968 issue. Reportedly, the coupe could cover 0-60 mph in 3 seconds.

Tim bought the coupe not long after Stulik finished it and has had it ever since, though for most of that time it's sat unused in his garage. He's currently evaluating his options for restoring the car, and we hope to see it on the road again soon.



TIM OLIVER



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 56621/56622/56623/56624 shown

10166019

LIMIT 1 - Coupon valid through 3/10/20*

BRAUN

SUPER COUPON

**5000 LUMEN, 4 FT. LED
HANGING SHOP LIGHT**

- 30,000 hour LED life

Customer Rating
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NOW \$19⁹⁹

ITEM 64410

SAVE **33%**

10167769

LIMIT 4 - Coupon valid through 3/10/20*

EARTHQUAKE XT

SUPER COUPON

**20V LITHIUM-ION EXTREME TORQUE
IMPACT WRENCH KITS**

**1200 TORQUE
FT. LBS. BOLT BREAKAWAY**

A. 1/2"
ITEM 63537/64195
63852 shown

B. WITH 2" ANVIL
ITEM 64349

Customer Rating
★★★★★

**YOUR CHOICE
\$229⁹⁹**

SAVE **\$304**

COMPARE TO **\$534⁴⁵**
INGERSOLL RAND MODEL: W7250-K2



10186986

LIMIT 1 - Coupon valid through 3/10/20*

McGRAW

SUPER COUPON

Customer Rating
★★★★★

**8 GALLON, 150 PSI
OIL-FREE AIR COMPRESSOR**

- Air delivery: 4.1 SCFM @ 90 PSI



NOW \$124⁹⁹

\$149⁹⁹

SAVE **\$34**

COMPARE TO **\$159**
KOBALT MODEL: 300841

ITEM 56269/64294 shown

10187139

LIMIT 1 - Coupon valid through 3/10/20*

HARDY

SUPER COUPON

**MECHANICS
GLOVES**

AVAIL. IN SM,
MED, LG, XL, XXL

Customer Rating
★★★★★

NOW \$4⁹⁹

\$5⁹⁹

COMPARE TO **\$14⁹⁹**
VALEO MODEL: 25521

SAVE **66%**

ITEM 62434, 62426, 62433, 62432,
62429, 64178, 64179, 62428 shown

10197807

LIMIT 4 - Coupon valid through 3/10/20*

CHICAGO ELECTRIC WELDING

GOOD

Standard Performance

BETTER

Professional Performance

TITANIUM



\$119⁹⁹

Customer Rating
★★★★★

ITEM 63583/63582 shown

SAVE **\$80** COMPARE TO **\$179⁹⁹**
IRON TON MODEL: 45433

10202832

LIMIT 2 - Coupon valid through 3/10/20*

**FLUX 125
WELDER**

HIGH OR LOW
AC

CONVENTIONAL
TRANSFORMER

90 AMP @ 20%

32 LBS.

**120 VOLT
INPUT**

VOLTAGE
CONTROL

TECHNOLOGY

DUTY CYCLE

WEIGHT

**EASY FLUX 125
WELDER**

VARIABLE CONTROL
EASY TO USE

CLEAN WELDS

ADVANCED INVERTER
POWERFUL & EFFICIENT

90 AMP @ 30%
LONGER RUN TIME

15 LBS.
LIGHT & COMPACT



Customer Rating
★★★★★

ITEM 56359/56355 shown

SAVE **\$259** COMPARE TO **\$439**
LINCOLN ELECTRIC MODEL: K2513-1

10205988

LIMIT 1 - Coupon valid through 3/10/20*

WARRIOR

SUPER COUPON

**29 PIECE
TITANIUM
DRILL BIT SET**

Customer Rating
★★★★★

NOW \$10⁹⁹

\$18⁹⁹

COMPARE TO **\$68¹⁴**
DEWALT MODEL: DW1369

SAVE **83%**

ITEM 5889
62281/61637 shown

10212772

LIMIT 3 - Coupon valid through 3/10/20*

KRAUSE & BECKER

SUPER COUPON

AIRLESS PAINT SPRAYER KIT

Customer Rating
★★★★★

NOW \$164⁹⁹

\$219⁹⁹

COMPARE TO **\$299**
GRACO MODEL: 262800

SAVE **\$134**

ITEM 62915/60600 shown

10215091

LIMIT 1 - Coupon valid through 3/10/20*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

**2 TON CAPACITY
FOLDABLE
SHOP CRANE**

Customer Rating
★★★★★

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

COMPARE TO **\$299⁹⁹**
BIG RED MODEL: 11674699

SAVE **\$110**

NOW \$189⁹⁹

ITEM 60388/69514 shown

10215912

LIMIT 1 - Coupon valid through 3/10/20*

PREDATOR

SUPER COUPON

**4375 WATT MAX. STARTING
EXTRA LONG LIFE GAS POWERED
GENERATOR**

Customer Rating
★★★★★

- 16 hour run time



NOW \$329⁹⁹

SAVE **\$1,739**

ITEM 63963/63962 shown

ITEM 63960/63961

COMPARE TO **\$2,069**
HONDA MODEL: EM4000SX

10263647

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SUPER COUPON

**12V LITHIUM-ION
3/8" EXTREME TORQUE
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- 60 ft. lbs. max. torque
- Variable speed: 0-170 RPM

NOW \$99⁹⁹

Customer Rating
★★★★★

COMPARE TO **\$245⁹⁵**
SNAP-ON MODEL: CTR761CDB

SAVE **\$145**

ITEM 64196/56660/63538 shown

10227562

LIMIT 1 - Coupon valid through 3/10/20*

drill master

SUPER COUPON

Customer Rating
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4-1/2" ANGLE GRINDER

SAVE **44%**

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PERFORMAX MODEL: 2411-1



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ITEM 69645/60625 shown

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LIMIT 5 - Coupon valid through 3/10/20*

ZURICH

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WITH ABS ZR11**

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SAVE **\$60**

Customer Rating
★★★★★

COMPARE TO **\$169⁹⁹**
BOSCH MODEL: OBD1150

ITEM 63807

10236822

LIMIT 1 - Coupon valid through 3/10/20*

PITTSBURGH

SUPER COUPON

Customer Rating
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DEEP IMPACT
SOCKET SETS**

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LIFETIME WARRANTY

DRIVE ITEM

SAE 69280/69333/69560/67903

METRIC 69279/69332/69561/67904

COMPARE TO **\$55⁵¹**
HUSKY MODEL: H20SAE11PCSR

SAVE **63%**

YOUR CHOICE
\$19⁹⁹

\$24⁹⁹

10256065

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McCORMICK

Truckin' in Iowa

MECUM'S FALL PREMIER AUCTION TOOK PLACE IN NOVEMBER and it has fast become a beacon for all antique tractors and fire equipment. Old pickup trucks also have a sizeable place at the Davenport, Iowa, sale with more than 80 classic trucks finding new owners. The sale raked in just over \$1.5 million, with a 90-percent sell-through rate. This 1926 Fordson Prototype spent part of its life in Harrah's Automobile collection and was said to be the first heavy-duty two-ton truck ever built by Ford. It was adorned with front opening doors, raked windshield, and six-stud stamped spoke wheels. The cab was modified from a stock Ford closed model built over the engine in cab-over fashion. The final bid that took this one-of-a-kind truck home came in at \$90,750. Full auction results are now available at www.mecum.com.



Palm Springs Results

McCORMICK'S NOVEMBER COLLECTOR-CAR AUCTION SAW A TOTAL of 522 vehicles cross the block with an impressive 65-percent sell-through rate. A total of more than \$5.7 million in sales was realized as 330 cars changed hands. There were many good deals to be had, including this restored 1951 Kaiser Deluxe, which sold for \$14,840, with its odometer showing only 78,000 miles. Also catching our attention was a very nice 1946 Ford woodie wagon that sold for \$43,460. Full sales results are now available at www.classic-carauction.com.

AUCTION PROFILE

CAR	1915 Overland 80R Roadster
AUCTIONEER	RM Sotheby's
LOCATION	Hershey, Pennsylvania
DATE	October 10, 2019
LOT NUMBER	231
RESERVE	None
AVERAGE SELLING PRICE	N/A
SELLING PRICE	\$20,900

THE MODEL T WOULD SEE MANY competitors come and go over its production run, and one of its stiffer challengers was the Overland. The company had been brought back from the brink a few years after its inception and, when 1915 rolled around, Overland was in its fourth year of a seven-year stretch that saw the Toledo, Ohio, company second only to Ford in total sales.

This particular Overland had an extensive and well-documented history stretching back to the late 1940s. The



RM SOTHEBY'S

strong red body was pinstriped in grey with a complete black canvas roadster top. All lighting was electric by Autolite and the spare tire mounted at the rear behind the small, but efficient, luggage

compartment. The four-cylinder 35-hp engine looked clean and was well cared for during its time in the Merrick Automobile Collection. The price paid was extremely good value for its buyer.

MARCH

4-6 • Russo and Steele

Amelia Island, Florida • 602-252-2697
www.russoandsteele.com

5 • Bonhams

Amelia Island, Florida • 323-850-7500
www.bonhams.com/auctions/25719/

6 • Gooding & Company

Amelia Island, Florida • 310-899-1960
www.goodingco.com

6-7 • RM Sotheby's

Amelia Island, Florida • 519-352-4575
www.rmsothebys.com

7 • Hollywood Wheels

Amelia Island, Florida • 800-237-8954
www.hollywoodwheels.com

11-14 • Mecum

Glendale, Arizona • 262-275-5050
www.mecum.com

20-21 • RM Sotheby's

Palm Beach, Florida • 519-352-4575
www.rmsothebys.com



DAVID LaCHANCE

Amelia Auctions

MARCH IS UPON US AND THAT MEANS THAT

Amelia Island, Florida, will be the collector-car auction capital of the world March 5-8. Five sales are slated to take place, with inventory suitable for all types of collectors looking to find a new ride. The five companies that will be represented are RM Sotheby's, Gooding & Company, Bonhams, Russo and Steele, and Hollywood Wheels. Each auction house is in the process of accepting consignments, so be sure to check their websites for up-to-date listings and information. Visit www.hemmings.com/blog and www.hemmings.com/newsletter for coverage as the weekend unfolds.



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205/60VR-13	135	205/70VR-14	255	205/70R-15	231
135SR-14	128	155SR-15	97	215/70R-15	248
165HR-14	124	165HR-15	121	185HR-16	250
175HR-14	126	175/70HR-15	127		
185HR-14	148	185VR-15	178		


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Tires shown here are produced in The Netherlands  or Hungary 

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WWW.RACERAMPS.COM

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\$158 (12-INCH LIFT, SET OF 2)

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Cadillac Top Switch

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As spring approaches, it's time to think about getting that convertible ready for the shows, tours, and cruise-ins. A new exact replacement top switch for the 1969 Cadillac is one of many controls available for warm-weather cruising. This new part is identical to the original's design, fit, and function making for easy installation and long-lasting durability. Other parts including top cylinders, header bows, and top latches are also offered.



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WWW.AUTOMODELLO.COM

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Automodello has done it again with its incredible interpretation of Cadillac's front-wheel-drive 1968 Eldorado coupe. This landmark car is part of its 1:24-scale ONE24 collection, crisply rendered in resin with amazing detail. It has no opening panels, but displays with the driver's-side windows open to view the interior. The exterior sports beautiful metallic paint and fine bright metal trim. The Standard Edition (168 units) is Silverpine Green Iridescent; Tribute Editions (68 units, each color) are Topaz Gold Firemist or San Mateo Red Iridescent; Homage Editions (24 units, each color) are Grecian White or Sable Black. —MARK J. McCOURT



Prices shown are presumed accurate at the time of printing; please confirm with seller prior to purchase.

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—Steve Volk, President of the Shelby American Collection & Owner of the CSX2000

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John Bugas



THE HISTORY OF FORD MOTOR

Company is filled with larger-than-life figures, starting with the founder himself and continuing right up through Lee Iacocca. So many characters, as it happens, have cropped up in Dearborn history that some have been unfortunately overlooked to a great extent. John Bugas, better known as Jack, was one of them.

Bugas was one of 10 children born to Austro-Hungarian immigrant Andrej Bugos, who adopted the name Andrew Bugas and served six terms in the Wyoming State Legislature. In addition to politics, Andrew was a serial entrepreneur and a rancher. The family ranch, called Eagle's Nest, would be John Bugas' home from shortly after his birth in 1908 until he enrolled in the University of Wyoming.

In college, Bugas was an outstanding athlete. He studied law and supported himself by working jobs as diverse as

work he did protecting Detroit's defense plants from espionage. He broke up a Nazi spy ring centered on Canadian socialite "Countess" Grace Dineen, and could boast that no sabotage occurred in the Arsenal of Democracy while he was in charge.

Naturally, Bugas met many of the Motor City's leading lights at this time. Henry Ford, apparently still fearing that his grandchildren might be kidnapped like the unfortunate Charles Lindbergh Jr., hired away Bugas to work under the notorious Harry Bennett, head of Ford's euphemistically named Service Department—essentially, a private army answerable only to Henry.

The tough westerner was not overawed by the ex-boxer to whom Henry was so inexplicably devoted, but had been impressed with the cultured, sensitive Edsel, whom he had met before Edsel's untimely death in 1943. A self-described

forest ranger and trucker. Upon graduation, in 1934, he went to work for the Federal Bureau of Investigation.

It was the height of the Public Enemies era, and the brave and capable Bugas was a valued asset to the Bureau. In 1938, he was appointed to head the Detroit office. There he would liaison with the auto industry, something the federal government was already viewing as a strategic asset as totalitarian regimes in Europe and the Far East made no secret of their territorial ambitions.

Even as he proved adept at fighting more mundane crimes like kidnapping and bank robbery, Bugas was particularly renowned for the

"Edsel loyalist," Bugas determined to carry out the younger Ford's wishes rather than those of the thuggish Bennett.

When Henry Ford II was released from the Navy to take over Ford Motor Company from his ailing grandfather, Bugas helped him root out the gangster element in the Ford organization. The ex-FBI man was well aware of the extent of corruption under Bennett, having stumbled on a theft ring linked to old Henry's henchman back in 1941.

The ultimate confrontation came in 1945. Henry II was determined to fire Bennett and tasked Bugas with delivering the news. Bennett was notorious for shooting his .45-caliber pistol inside his office. Bugas habitually wore a .38-caliber revolver. Upon hearing that he was being released, Bennett went for his gun. Bugas outdrew him and warned Bennett to go quietly, lest he be forced to shoot him through the heart—no idle threat from the talented marksman.

With Ford freed from its old ways, Bugas was recognized under the new meritocracy and rose quickly within the company. When, in 1960, he was bypassed for the presidency of Ford in favor of "whiz kid" Robert McNamara, many were surprised. Bugas had been Henry II's right-hand man through the 1950s, including during the run up to the company going public in 1956. His energy and steadying influence were well respected throughout the organization.

Bypassed for the presidency a second time, in favor of "Bunkie" Knudsen, Bugas left the company in 1968. As was true with his former boss, J. Edgar Hoover, Bugas remained on good terms with Henry II, and apparently with the company as a whole. He moved on to other, non-automotive ventures and public service (he was briefly considered as a candidate for FBI director under Richard Nixon).

Later in life, he divided his time between his ranch in Wyoming and a sprawling estate in Bloomfield Hills, Michigan. When he died in 1982, at age 74, Bugas was a highly regarded, wealthy man. He should be better remembered today. 🐾

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Jolly Jowett Javelin



I CAN WATCH CAR VIDEOS ON

YouTube for hours, and often I find one about an obscure car that I have never heard of, then search for more information on that car. That is what happened in the case of the Jowett Javelin.

Manufactured from 1947 to '53, the Jowett Javelin was an advanced car for its time, but it missed its target and led to the demise of its company. In hindsight, we tend to look at such cars and either understand their shortcomings, or scratch our heads as to why no one wanted them.

Designed by Gerald Palmer and manufactured by Jowett Cars Ltd. of Idle, England, Javelins were assembled in England and Australia. All were four-door saloons in the Executive Car class, with a wheelbase of 102 inches and a weight of 2,300 pounds.

The Javelin was intended to be quite an advanced car compared to the rather conservative prewar Jowetts. It had all-steel construction when many British cars still incorporated wood. Javelins made their way through the factory assembly line upside down, and were flipped over near the end.

A 1.5-liter (1,486-cc) flat-four with horizontally opposed cylinders, overhead valves, self-adjusting tappets, and dual Zenith downdraft carburetors was mounted ahead of the front axle, with

the radiator positioned high between the engine and firewall. The engine block was aluminum with wet cylinder liners. Access to the engine was achieved by lifting the bonnet and then either pivoting the grille upward or removing the grille entirely via two easily accessible bolts that could be turned by hand. The spare tire was located on a tray under the rear of the car.

The Javelin was suspended by torsion bars at all four corners, independently up front, with internal gear-and-pinion steering. PA and PB models (first- and second-generation base models) had Girling hydraulic drum brakes up front and mechanical rear brakes the first two years, but were fully hydraulic — like the Deluxe models — thereafter.

Thanks to the flat-four's placement and its low center of gravity, handling and ride were strong suits, and due to the car's light weight, acceleration was brisk by the standards of

the day. The Javelin was rated at 50 horsepower at 4,100 rpm. Maximum speed was about 80 mph, and 0-50 mph was reached in 13 seconds. The four-speed gearbox was actuated via column shifter.

The Javelin made its debut at the 60-year celebration of the British Motor Industry, in a cavalcade launched by King George VI at Regent's Park that passed through the Marble Arch, around London's West End and Piccadilly Circus, and back to Regent's Park.

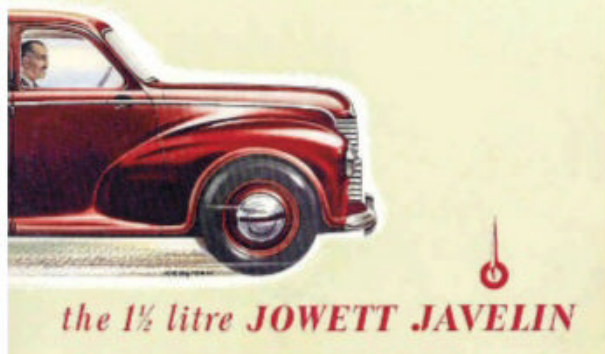
The Times road tested a Jowett Javelin in 1949 and "welcomed the Javelin's good performance and original design. The engine mounted ahead of the front axle briskly accelerates (to nearly 80 mph) a body which could carry six persons. The moderate size of the engine, the car's light weight and good streamlining all contribute to its excellent performance. Controls were all light to operate, and it was a restful car to drive."

Not only were the mechanicals modern and praiseworthy, so was the aerodynamic styling, which reduced wind noise considerably. The Javelin was an attractive car, with clean flowing lines and front fenders, and hidden running boards that blended into the doors. Headlamps were faired into the wings rather than freestanding, and a first for Jowett was the steeply sloped, curved windscreen. The cars were thoroughly tested at their 200-mile course through Yorkshire, a real-world proving ground.

Inside, passengers were greeted by an attractive interior, and the Deluxe model driver looked at a genuine walnut dash with large, round gauges. A painted dash, just as attractive, was used in base models.

A Javelin won its class at the 1949 Monte Carlo Rally and 24 Hours of Spa race, and won the 1952 International RAC Rally as well as "Best Closed





Car" honors. In 1953, a Javelin won the International Tulip Rally.

In six years of production, only 23,307 examples were built, and those are sad numbers. So, why didn't it succeed as planned? One problem was gearboxes. At first, the Henry Meadows Company supplied the manual four-speeds, but Jowett decided to bring gearbox manufacturing in-house. It wasn't the first time they built gearboxes, but there were miscalculations and other issues, and bodies without powertrains started to pile up as customer orders weren't being fulfilled.

The Javelin was also expensive at a time when the British were still recovering from World War II. The base price was £819 and a Deluxe with taxes, £1,207. Sadly, Jowett ceased production of the Javelin after its plant was acquired by Ford in 1953, and closed shop in 1955 after 49 years in the automotive business.

Can you find a Jowett Javelin today? Yes, but nearly all are in the hands of devoted fans of these comfortable cars. From the videos I watched, I could see they were so advanced that several of the owners still enjoy them as daily drivers, and they keep up with and maneuver quite well in modern traffic. 🚗

July 16, 1947. *Motor* 3

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**The Motor and Autocar road tests of a Javelin prototype, May 1947.*

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Retro Futurism

*Depression-era America looked forward
to a better future with cars like
the 1935 Studebaker Commander*

BY DAVID CONWILL • PHOTOGRAPHY BY RICHARD LENTINELLO





The Great Depression wasn't all the harsh cynicism of "Brother, Can You Spare a Dime?" It was also "Pennies from Heaven," "On the Sunny Side of the Street," and "Let's Have Another Cup of Coffee." Those three pieces of popular music acknowledged that yes, times were tough, but they would get better. That type of "we'll get through this" optimism seemed to be a national mantra in those days and it extended to brightly colored, cheerful products like Fiestaware dishes; extravagant, exuberant films like the musical comedy *Gold Diggers of 1933*; and, of course, automobile designs that were increasingly swoopy and stylish.

The Century of Progress International Exposition, better known as the Chicago World's Fair of 1933-'34, was a showcase for everything good the machine age had to offer, including the slick aesthetics of modern design as it transitioned from the Art Deco style of the 1920s to Streamline Moderne. Among those exhibits were presentations from all the major auto manufacturers, and perhaps the most famous to modern audiences are the Pierce-Arrow Silver Arrows—three futuristic looking ("the car of 1940") show cars that hinted strongly at postwar envelope styling in an era when skirted fenders had only just become a common sight.

In 1933, Pierce-Arrow was still in the midst of its brief association with Studebaker, which had begun in 1928. That arrangement was rapidly drawing to a close due to Studebaker's untenable financial condition. Things were so bad that company president Albert Erskine, who had insisted on paying dividends despite the company's increasingly perilous financial situation in 1930-'31, shot himself in despair on July 1, 1933.

From this brief period, both the Buffalo, New York, luxury carmaker and the South Bend, Indiana, producer of popular-priced cars experienced some exciting cross-pollination.

Pierce's new straight-eight engine and five bodies of the Silver Arrow show cars were manufactured in South Bend. According to Studebaker historian Richard Quinn, the blocks and cylinder heads were cast in the Studebaker foundry but the engines were assembled at the Pierce-Arrow factory in Buffalo. Even after the firms went their separate ways in 1933, the styling of the Silver Arrows helped create some of the most striking products yet to wear the name Studebaker.

The rear window of the Silver Arrow show car, and the production version that followed, strongly resembled the reverse-slant windscreen of the latest Boeing airliner. That made it an exciting contrast to the rectangular and oval backlites of ordinary cars. It was this feature Studebaker chose to ape when spicing up its own product line for 1934. Car sales were dismal, thanks to the economy, and manufacturers leaned heavily on styling to stimulate showroom traffic.

To create the initial Land Cruiser, Studebaker body engineers removed the rear portion of a conventional President sedan and fabricated a Silver Arrow-style empennage. The new arrangement made for a quieter body with less wind resistance and greater enclosed trunk room, but more importantly, it was incredibly striking. The rear window on the Studebaker wrapped around the body in a way that foreshadowed the postwar Starlite coupes. "It looks like a World War II fighter plane coming at you," says owner Charles Mallory, of Greenwich, Connecticut, referring to the multi-paned canopies of interwar aircraft like the Seversky P-35, which was itself making a splash on the air-race circuit around the time this car was new.

Because of its semi-custom nature, it took some time to translate the Land Cruiser concept into a production car. Nevertheless, by the end of 1934, customers could purchase their own 1934 Studebaker Land Cruiser—that is, if they had \$1,220 to \$1,510 to spare for a new car at that time. The several



Quality work and elegant detail abound inside a 1930s Studebaker. Woodgrain paint covers the instrument panel, window garnishes, and steering wheel. Even seemingly mundane items like the speedometer, speaker grille, heater box, and radio dial are a pleasure to behold. Note the sunburst pattern on the door panel.



hundred Land Cruisers that were offered, and were built on the Commander, President, and Dictator chassis, however, must have been deemed reasonable by the company's new management, which still included court-appointed receivers.

For 1935, Studebaker built three models: the six-cylinder Dictator, on a 114-inch wheelbase; the eight-cylinder Commander, on a 120-inch wheelbase; and the eight-cylinder President, on a 124-inch wheelbase.

In these turbulent years, Studebaker shuffled its engines around with some frequency. The 107-hp, 250-cu.in. straight-eight shared its design with the 110-hp President engine, the primary difference being the President's 6.5:1 compression ratio—half a point higher than the Commander engine.

Both the Commander and President straight-eights had a noteworthy history of performance, particularly at the Indianapolis 500 during the stock-block era. The Studebaker straight-eight engine first arrived for 1928 under the hood of the President series in 313-cu.in., 100-hp form.

The engines used in the factory-backed race cars were the larger, 337-cu.in. engines available from 1929 to 1933. A few privateers used the smaller, 250-cu.in. engine, which was actually reported to be more durable in sustained high-speed running thanks to its shorter stroke. Boasting nearly the same power as the President, the shorter 1935 Commander was 180 pounds lighter and that wasn't its only potential advantage.

Prestigious as the President was, one could argue the Commander wore the Land Cruiser body better. The extra length was taken out of the front doors, resulting in a close-coupled appearance. The long-hood, short-deck proportions recall the toy tonneau body style of the 1900s and 1910s or foreshadow





The original Land Cruisers' rear-window design was inspired by the 1933 Pierce-Arrow Silver Arrow show cars. The design also encompassed an unprecedented amount of internal storage.

the pony cars of the 1960s and '70s. It's a timeless sporty look.

As you might imagine, low production in the 1930s translates to an infinitesimally small number of survivors: Around single digits for the eight-cylinder models. That said, aside from the rear-window treatment and special fender skirts, everything we appreciate about the Land Cruiser is also present on "lesser" Studebakers of the era—namely all those machine-age details inside and out. "It's an absolute mystery to me," Charles says, "Why there aren't more survivors. It's a great car and it was back then."

Charles was enraptured by the Land Cruiser's lines and

details when he first spotted a light-blue 1934 at the RM Auction in Hershey, Pennsylvania, two decades ago. He's a fan of the 1933-'35 period in auto styling, and the Land Cruiser epitomizes it. "I was fascinated by the Art Deco perfection of it. Between La Salle and Airflow, 1934 was a pivotal year for styling."

He bid steadily on the car, but was encountering determined competition across the room. Eventually the price reached a point where "I said, 'that's okay, I'll find another one.'" That light-blue '34 Land Cruiser now resides in The NB Center for American Automotive Heritage in Allentown, Pennsylvania.

Charles soon learned that finding another one was perhaps not so simple, but he did what the smart shopper does when hunting down a particular kind of car—he plugged into a group of enthusiasts. There's no better way to discover cars and parts for sale than to hang out with the people

who keep track of that information for fun.

One of those people was Bob Belling, whose 1934 President Land Cruiser was featured in *Hemmings Classic Car* #169. In an encounter at the Greenwich Concours, Bob told Charles that the car you see here was waiting for him in Cape Girardeau, Missouri, south of St. Louis.

The Land Cruiser, a Commander model, had been "well restored and driven all over the place," including all the way to Alaska and back, by "a really talented hands-on guy," who was now ready to move on from the car. The Studebaker looks almost completely original, but that owner installed some





subtle upgrades—namely a set of LT215/85R16 radials, air conditioning, and a Borg-Warner overdrive unit from a later Studebaker.

The tires, oversized from stock, ride well and fill out the front wheel wells in a particularly pleasing way. The benefits of the air conditioner are obvious, though Charles says that it gets very little use now that the car lives in New England. The overdrive is a type that was offered in Studebakers only a few years later and thus fits very well with the original-type driving experience.

The power of the eight-cylinder engine along with the overdrive makes the Studebaker an excellent driver even today. “The steering is positive and light despite the beefier tires. The engine pulls very strongly—it’s a nicely powerful, quiet straight-eight. The gearbox works well: Shifting isn’t ‘snick-snick’ but equivalent to other ‘30s gearboxes. I was amazed at how roadable it was in a contemporary environment,” Charles recalls of his first turns behind the wheel. Sustained speeds of 65 to 70 mph are quite reasonable for the Commander. “When you’re at highway speed it’s as solid as a rock,” Charles says, and he thinks the car “would be equally driveable without the updates.”

He should know, he’s used the car extensively. No trips to Alaska yet, but he’s had it on the roads of Vermont and Connecticut with regularity without a hiccup. “I’ve done nothing but change the oil,” he says. There have been no longer road trips yet, but Charles assures us they’re coming.

“I certainly plan to. This is a prewar car I would take on a long road trip with confidence, and I will. The trip to Alaska shows you just how driveable it is.”

The style of the car, its *raison d’être*, remains equally as appealing as when Charles first laid eyes on that light-blue ‘34 example. This ‘35 model, Charles says, is “a car that checks



The 250-cu.in. straight-eight was the same size as the engine in the President, but made 107 hp versus 110 thanks to slightly lower compression ratio. This example, proudly wearing the hallmarks of use like fuel-line insulation, sports unobtrusive add-on air conditioning (left).

all the boxes: The seats are comfy, it’s roomy, the details of the interior—the instrument panel, radio, and woodgraining—are all works of art. The trim on the outside, the vents on the hood, the way the horizontal vents merge with the vertical grille—it’s all beautifully done.” If your only experiences are with the somewhat flimsy Studebakers of the 1950s, a 1935 Commander will surprise you. The fender skirts, for example, are “not what you’d expect, but what you’d hope for.”

All this adds up to a car that’s the equal of any of its competition from its era. Bob should know, he’s owned a number, including a couple of Airflows—one an Imperial and the other a De Soto coupe. The only car he professes to desire more than this Studebaker would be another one with connections to the Century of Progress International Exposition: the 1933 Cadillac V-16 Aerodynamic coupe. Only eight of those were produced, however. No regrets, anyway, as Charles is perfectly happy with the Land Cruiser.

“I’m thrilled to bits that I have it. It’s a car I would choose over others.” 🐾



500 Advancements

Charting the changes for Ford's popular full-sized car, 1965-'68 Galaxies

BY JEFF KOCH • ARTWORK COURTESY FORD MOTOR COMPANY

When it launched in 1959, the Galaxie nameplate was the top of Ford's full-size model lineup, a suitably spacey name for that astro-tinged era. Ford's advertising strongly linked the Fairlane 500-based Galaxie with the glamour of the four-seat Thunderbird, going so far that both cars even shared a brochure for the year. "A 6-passenger expression of Thunderbird luxury and classic simplicity—at a modest Ford price," the brochure informed the world.



1965 SEDAN



1965 HARDTOP COUPE

Galaxie replaced Fairlane as Ford's top nameplate for 1960. By 1962, instead of renaming its high-line full-size car every few years, as was the trend in those days, Ford added a couple of alphanumeric suffixes to the Galaxie name beginning with the 1962 model year. The first such model was the 500, which at launch allowed for two-tone interior trim, a hood ornament, chrome side window trim, and backup lamps; the 500 was the lowest trim level in which a convertible was available. The sporting 500/XL further added bucket seats, floor shift, carpeted door trim, courtesy and reading lamps, special badging, and more. By 1964, all Galaxies were 500s, and the term Custom was brought in for the low-line bare-bones specials and fleet models.

The 1965 Ford line was widely heralded as the most-improved Ford year to year ever up to that time (save, perhaps, the 1949 models). The 119-inch wheelbase was shared with the previous year's model, but all else was new. Highly sculpted sides made way for clean, smooth flanks and crisp folds; comparisons to Lincoln's Continental wouldn't be out of place. Gently curved side glass arrived for the greenhouse. Stacked headlamps were in vogue in the mid-'60s, and Ford latched onto the trend that also made the grille seem wider.

Single taillamps went from round to hexagonal.

Ford's all-new full-size chassis combined the company's hard-won expertise with unit-body cars in the late '50s, with its full-framed experience to make something that was uncannily smooth and good-handling, even in base models. The body was built with unitized levels of stiffness, while the new boxed perimeter-frame chassis, with four crossmembers, was more compliant. It incorporated torque boxes, located where the outer side rails join the front and rear frame rails, to stiffen the frame and damp out road irregularities; the body was joined to the chassis via eight butyl-rubber mounts, attached where vibrations cancel each other out, further preventing the road from entering the cabin. Finally, Ford boasted of its "recessive wheel" system, allowing wheels to travel slightly backward, as well as up and down. The 1965-spec chassis also managed to be 200 pounds lighter than the 1964 unit. Ad copy described the full-size '65 models as possessing a "liquid-satin ride."

Suspension was completely revised also, to resemble other Ford products of the day. In each front corner resided upper and lower A-arms, a diagonally mounted "Cushion-Link" rubber-bushed drag strut, an anti-roll bar, and a shock absorber inside



1966 SEDAN

a coil spring. Additionally, the front suspension was engineered to eliminate dive under braking and squat under acceleration. It was beefy enough that NASCAR's front suspension design had its roots in the '65 Ford for decades. The 9-inch rear axle was secured with coil springs, lower control arms, an upper arm only on the passenger's side, staggered shocks, and a track bar.

Ford introduced a new range-topping model for 1965: the Galaxie 500 LTD. Standard features included courtesy lamps in the doors, glovebox, ashtray, and trunk; Standard Silent-Flo ventilation on four-door models; additional sound dampeners; a vinyl roof; luxury cloth seats that were Scotchgard protected at the factory; woodgrained interior trim; and the legendary boast that at 40 mph, an LTD was a USAC-certified 5.5 decibels quieter than a Rolls-Royce Silver Cloud III. For a car as quiet as a full-size V-8 Ford was purported to be, Ford sure made a lot of noise about it in its ads.

Powering the Galaxie 500 line was a wide range of straight-sixes and V-8s. Standard on all big Fords, except the XL and the LTD, was Ford's 240-cubic inch straight-six, good for 150 horsepower. The 200-hp "Challenger" two-barrel 289 "Windsor" V-8 was standard on XL and LTD, and

optional elsewhere. Other options included the 250-hp, 352-cu.in. Thunderbird V-8; the 300-hp Thunderbird Special V-8, clocking in at 390 cu.in., and the legendary 427-cu.in., 425-hp Thunderbird High Performance V-8, featuring an 11:1 compression ratio and dual four-barrel carburetors.

Ford's sales surged to more than two-million cars in 1965, a 25-percent bump over 1964's numbers — good enough for Ford to keep its second-place status in the American-car sales race, and halving the sales gap to Chevrolet year to year. But Ford still remained 14-percent shy of top-dog status. Full-size Ford sales overall were growing, with sales 6 percent stronger than in 1964. Yet Galaxie 500's sales numbers were down across the board on a model-by-model basis; only the Galaxie 500 four-door hardtop eked out a 1.5-percent sales boost. The rest fell, from the four-door sedan down 8.9 percent, to the 500/XL two-door hardtop, down nearly 52 percent.

Ford had enough faith in the LTD that it spun the nameplate off for 1966; it was no longer a Galaxie, though it still shared that car's styling cues. Instead, in response to the high-performance revolution, a new Galaxie 500 version joined the fray:



1966 HARDTOP COUPE



1967 HARDTOP COUPE



1967 CONVERTIBLE

the 7-Litre. It was designed to appeal to the muscle car enthusiast who didn't want to give up a full-size Ford's spacious accommodations. Priced above the LTD, and available as a two-door hardtop or a convertible, the 7-Litre sported the FE-based, 345-hp-rated, 428-cu.in. V-8 as standard. The marketing department traded on the FE's similar displacement to the rough-and-tumble competition-ready 427 ("For the smoothest brute on wheels, add one cubic inch to 427," suggested a period ad). But with a single four-barrel Holley carburetor, 10.5 compression, longer stroke and smaller bore, the 428 was a far more streetable engine. Also standard on the 7-Litre were the three-speed Cruise-O-Matic transmission (with a Toploader four-speed available as a no-cost option), low-restriction dual exhaust, front disc brakes, sport steering wheel finished in simulated English walnut, and special badging on top of all of the 500/XL goodies.

The 428 was one of nine available Galaxie engines for 1966. The Six and the 289 carried over, while the 250-hp 352-cu.in. V-8 lost its Thunderbird designation. The Thunderbird V-8 was now a two-barrel 390, rated at 275 hp; the Thunderbird Special V-8 was a four-barrel 390 rated at 315 hp, and the 345-hp FE that lived in the 7-Litre (and was optional elsewhere through the Galaxie 500 line) became the Thunderbird 428. (A Police Interceptor version of the 428 was rated at 360 hp.) Two versions of the solid-lifter 427, now called Cobra, also were available: a four-barrel 427 V-8 rated at 410 hp, and a carryover dual four-barrel 427 conservatively rated at 425 horses.

The annual facelift added a pair of character lines down the side of the car, one at the belt line and another lower line that tapered down toward the rear wheel opening, to simulate the popular "Coke-bottle" rear-quarter styling. Coupes received a less formal roofline. Parking lights moved inboard of the headlamps, at the outer edges of the grille. In all, it was not a lot of

change, yet for 1966, Ford reversed its fortunes, and ascended to the top spot in the American sales race. (It's the only year in the '60s that Ford would top the annual sales chart.) An 18.35-percent sales bump over 1965's strong numbers, to 2.426-million cars, meant that Ford owned more than 27 percent of all new-car business in America for the year. To be fair, much of that 12-percent-over-Chevy figure can be laid at the feet of Mustang, but Galaxie numbers were stabilizing. Total full-size Ford sales grew 6.4 percent year to year; with Galaxie 500 two-door hardtops up 26 percent and 500/XL convertibles down 35 percent (as extreme examples), it all came out in the wash.

For 1967, Ford kept the strong mid-body character line of the '66 models, but smoothed out the lower-body Coke-bottle line. Turn signals moved from the grille back into the bumper. The two-door hardtop received another new semi-formal roofline, more in keeping with its midsize Fairlane sibling, but Ford also introduced a dramatic new fastback style, as well as rectangular taillamps. The XL joined the LTD as a model above the standard Galaxie 500 fray, and lost the Galaxie name along the way. Every year, it seemed that the Galaxie 500 was being shuffled further and further down Ford's full-size family.

Ford phased out its 352-cu.in. V-8 after the 1966 model year, so only seven engines were available for civilian use in the full-size line for 1967. All else was carryover from 1966, engine-wise, except for the dual-four-barrel 427 that was newly rated at 410 hp. (There were also a pair of Police Interceptor engines: a two-barrel, 275-hp 390, and a 360-hp four-barrel 428.) Mechanically, the '67 models added a dual-hydraulic braking system, and the new body was stiffer even than the previous one thanks to stamped-in stiffening, box-section framing around the side rails and front and rear glass, double-panel rockers, improved torque boxes, and more. A new rear crossmember near the rear axle and a rebushed suspen-

sion helped make that legendarily quiet ride even more isolated.

But it didn't matter: Coming off a strong sales year in 1966, the Blue Oval trailed Chevrolet by 18-percent overall for 1967 in what appeared to be a down year for the industry. And full-size sales overall did not help Ford's cause: 1.2-million big Chevrolets versus 877,000 full-size Fords. A strike at Ford further hindered matters. After 1967, Ford saw the folly of offering full-size performance cars when it was doing so well selling Mustangs and Fairlanes, and discontinued the 7-Litre.

Galaxie 500 greeted 1968 with a radical new face — horizontally mounted quad headlamps, for the first time since

1964. With the XL kicked upmarket, the 7-Litre just a memory, and the boy-racer side-oiler 427 exorcised from the option sheet, the Galaxie 500 was repositioning itself for the middle market. America had spoken, and it wanted its hot cars midsized.

Brochures and ads swore that only five engines were available in the Galaxie, but engines were being phased in and out of the full-size lineup during 1968; a total of eight were available during the year. The "Big Six" retained its 150-horsepower, and the Challenger V-8 now sported 302 cu.in. and a 210-hp rating — 10 more than last year's 289. The two-barrel, 390-cu.in. Thunderbird V-8 was rated alternately at 270 and 280 horsepower (the

higher power rating thanks to a compression higher by a full point), the four-barrel Thunderbird Special 390 was rated at 315 hp, and the top engine option was the 345-hp, four-barrel 428 that was also, perhaps confusingly, known as the Thunderbird V-8. Halfway through the year, the 360-hp 429 replaced the 345-hp 428 and used the Thunderbird V-8 name to boot. Finally, a Police Interceptor version of the 428 was rated at 425 horsepower.

Ford maintained its 18-percent sales gap to its crosstown rivals for 1968, again coming in second in the sales race. Sales of full-size models were stagnant, with Ford selling just 10,000 fewer than the year previous. (To be fair, Chevrolet's sales were about the same also.) Overall Ford sales were up 1.23 percent over 1967 model-year sales, but the Galaxie 500 nameplate faltered in the face of booming XL and LTD sales; four-door Galaxie 500 hardtop sales were down just 3 percent, but two-door hardtop sales slid an alarming 57 percent year to year.

Ford redesigned its full-size line for the 1969 model year, and the Galaxie 500 name lasted Stateside through 1974. That said, the bones (and name) of the 1966 Ford Galaxie lived on, in Brazil: The Galaxie 500 name expired there in 1979, while a facelifted version, called Landau, lived into 1983. 🐞



SECRETS OF A BILLIONAIRE REVEALED

*"Price is what you pay; value is what you get.
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buying quality merchandise when it is marked down."*
— wisdom from the most successful investor of all time

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Spirited Fastback

Ford Galaxies were ruggedly built, as proven by this upgraded 1967 Galaxie 500 fastback driven more than a quarter-million miles

WORDS AND PHOTOGRAPHY BY JEFF KOCH

Now in its third and final year with the aggressively shaped front-end sporting the appealing stacked headlamp design, Ford's 1967 Galaxie 500 was a huge hit with buyers. Of the 426,941 Galaxies produced, 212,748 were the sleek looking fastback model, of which the overwhelming majority—194,574 examples to be exact—were base-model 500s equipped with V-8 engines; there were



another 18,174 fastbacks built with the 500 XL trim, and 2,814 six-cylinder models. Buyers then, and collectors today, have a special fondness for these distinctively styled full-size Fords, although some owners think otherwise.

"This is not a collector car," according to Mike Wende of Apache Junction, Arizona, by way of discussing his 1967 Ford Galaxie 500. That's probably an odd thing to say about a car that's on the cover of America's finest collector-car magazine, but having recently celebrated half a century of ownership with his Galaxie, Mike sees things differently.

It started innocently enough—almost accidentally. In the spring of 1969, enlisted in the Navy and stationed in Norfolk, Virginia, Mike volunteered to drive a friend on base to nearby Colonial Chevrolet, so that the friend could pick out a used Corvair. The dealership's salesman sensed an

opportunity to move more than just a single used car, and asked Mike what he really wanted to be driving. "Suckered in, I told him I wanted a reasonably-new Ford with a V-8 and a stick," Mike recalled. Next thing you know, he's taking home a Burnt Amber, 289-powered 1967 Custom 500 sedan from the back of the lot.

Mike never even made a payment on that Custom 500. "On June 10, 1969, just three days before my first payment was due, I stopped at the dealer and saw a Raven Black '67 Galaxie 500 two-door fastback. It had just been traded in." Later, Mike would learn that it was built up the road, at the Norfolk, Virginia, plant, and was sold through Bruce-Flournoy Ford in the same town. But for now, "I opened the door to see the difference between the Galaxie's interior and the one in my Custom 500, and the first thing I saw was that third pedal on the floor." That, plus the sexier fastback coupe body, sealed the deal: Mike traded in his Custom 500 for the Galaxie then and there. "It was another 289, and had 21,515 miles on the odometer. It cost me \$2,195."

While it might have been a Galaxie 500, and a step above the Custom 500, Mike's new Ford was still light on options: just the two-barrel 289-cu.in. V-8 for \$106.72 new; Special Equipment Group K (all-vinyl trim, 8.15 x 15 four-ply whitewall tires, tinted windshield, wheel covers, and a body side molding); and the Visibility Group (courtesy lamps for the ashtray, glovebox, trunk, and parking brake, plus a driver's-side remote mirror).





remote mirror). The AM radio was likely dealer-installed, and there was no power steering or brakes, and no air conditioning.

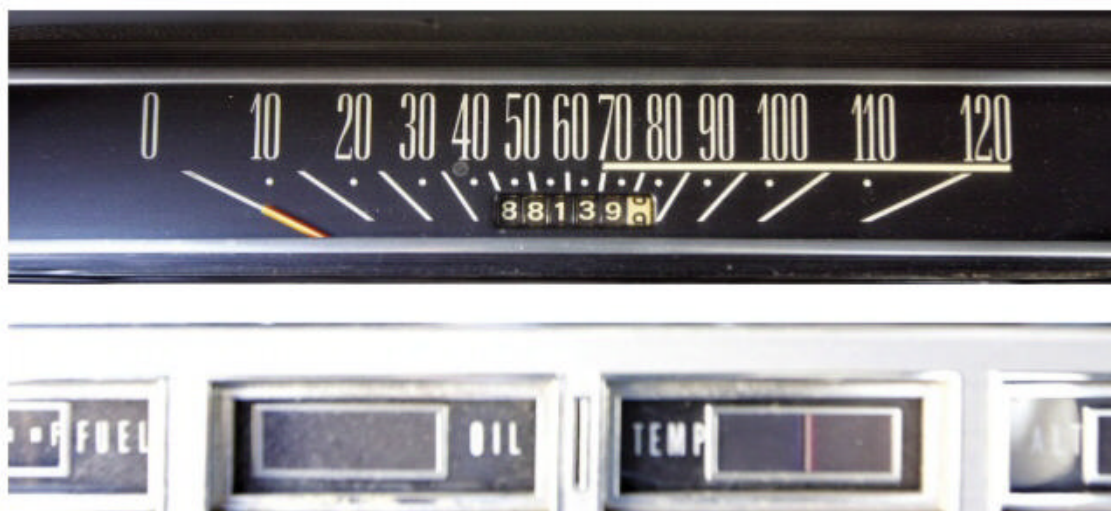
The alterations began almost immediately. Beyond adding a passenger's-side door mirror and a red pinstripe, Mike also converted the column-mounted shifter to a floor shift. "The first floor shifter was from Kmart; remember Sparkomatic? It didn't last long. Shifting into first at a light, it would often lock into two gears at once. Fixing it involved getting out, opening the hood, and using a broomstick to hit the shift levers to get it back into neutral. Not fun or safe in traffic." A second shifter, by Mr. Gasket, lasted a decade. It was better, "but it was vague and sloppy," Mike recalled. Currently, the Galaxie runs a Hurst Master Shift, which has lasted the better part of 40 years. "I still have all of the three-on-the-tree parts in the trunk," Mike told us. "Give me a jack, a wrench, and 20 minutes, and the original set-up will be operable again."

Another change came quickly: The dealer-installed tires lasted all of 3,500 miles. "So, I got a set of red-stripe Goodyear Polyglas

Wide-Ovals, G70-15s. With the wide, sticky tires, the wheels flexed, and the wheel covers popped off! Twenty-two dollars later, that problem was fixed with four new 1970 Ford dog-dish hubcaps, and a set of Western Auto trim rings." Currently, he's rolling on a set of 215/70 Michelin blackwall radials; they're his 18th set of tires on this car. Not terrible, considering he's driven it more than a quarter-million miles in his half century of ownership.

The odometer reads 88,000 miles or so, but that's about 200,000 miles light. When you move as much as Mike did in the Navy (driving from Southern California to Florida to British Columbia, with the Galaxie registered in Arizona, Florida, Illinois, New York, Virginia, Tennessee, Washington State, and Wisconsin), packing on the miles is a given. What wasn't a given was that those miles would all be accumulated in the same car.

It was in December of 1970 that the Galaxie performed what Mike calls "its most important task. My wife Esther and I eloped in the Galaxie. In doing so, going from Jacksonville, Florida, to Ridgeland, South Carolina, I committed a federal



Six carpet sets and eight seat covers over 50 years, an aftermarket tach strapped to the steering column, and the original three-speed manual transmission intact, with original synchros; a floor shifter was installed from this car's earliest days with the owner.



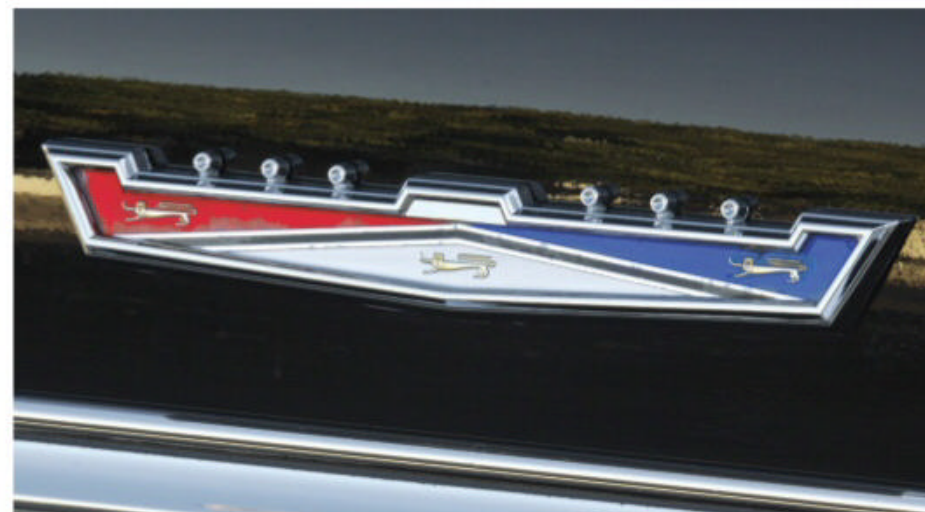
offense: transportation of a minor across two state lines." But the marriage stuck, and the Wendes brought daughter Andrea in 1974, and son Jason in 1977, home from the hospital safe and sound in the Galaxie. Years later, Jason would drive the Galaxie from his own wedding.

Recall that this Galaxie wasn't born with air conditioning; early on, Mike decided that cool air wouldn't be a bad thing. "In the summer of '70, while home on leave after a deployment to Sicily, I had Montgomery Ward in Lockport, New York, install a 16,000-BTU, 240-cfm under-dash air conditioner with a lifetime parts and labor guarantee — \$326 out the door." A good purchase? "It turned out to be Ward's lifetime, not mine or the Galaxie's; I got 32 years of free recharges, idler pulleys, and four compressors. The only expense I ever had to cover was the drive belt. Maybe it's my fault Ward's went under?" Those components were eventually removed, and replaced by a modern Vintage Air system charged with R134a within the last decade; an oversized aluminum radiator, a pair of electric fans, and a Summit Racing

high-capacity water pump ensure that the engine bay doesn't overheat while the cabin chills.

The first repaint came at 108,000 miles, in 1976; for \$140, a Pensacola, Florida, body shop took care of the scratches and fading. A second repaint, down to bare metal to eliminate some of the cracked paint and gently bubbling rust beneath the trim, was sorted out in Illinois in 2011. The bumpers were also rechromed at that time.

Now, the more you look, the more you will see items that aren't factory issue. Those round corner markers, for instance; they weren't mandated until 1968, and this Ford is a '67 model. Also, they're not Ford parts. Mike, seeking to blend a modicum of safety with an unobtrusive look, selected a set of round corner markers from a 1970 Plymouth Fury. After a decade, the turn signal lenses in the front bumper had dried and cracked; for \$5, he pirated a pair from a junkyard Chevette. ("They're the same size, mount in the same way, are plastic so they won't corrode, and they're amber, which I prefer to the white of the originals.")



Now on its third 289-cu.in. Windsor V-8, the Galaxie has been altered bit by bit, piece by piece, over time: four-barrel Edelbrock carb on an aluminum intake, exhaust headers, plus added power steering and brakes, cruise control, air conditioning, and more.

A NOS '67 Galaxie trunk emblem cost \$300; Mike found a '65 Custom 500 emblem online for \$17. He also installed a set of hood pins. To look sporty? Nope, for safety: "The hood on my dad's 1965 Mercury popped open at 60 mph. That experience is why I installed the hood pins."

And under that pinned hood, well, it's still small-block Ford. It's still a '60s-era 289-cu.in. V-8, but it's the third engine to live in that chassis. In 1975, with the original engine at 96,000 miles, Mike would see a wisp of smoke as he shifted gears. "It was probably just the valve guide seals," he recalled, "but since the Galaxie was the family car, we decided to replace the engine." With exchange, Muldoon Ford in Pensacola did the work for \$449, but once other new components came into the picture (clutch, flywheel, tune-up kit, fluids, labor, etc.), the price tag nearly doubled. This V-8 lasted for 169,000 miles. "It still ran well," Mike said, "but had copper showing through the main bearings, and the timing chain looked like limp spaghetti."

The third engine, also a period-correct rebuilt Ford 289, arrived around fifteen years ago. With grown-up, professional-mechanic/son Jason's kind assistance, it now sports a 600 cfm Edelbrock four-barrel carburetor atop an aluminum dual-plane intake, as well as a new dual exhaust. As an acknowledgement of his aging, Mike also okayed a conversion to power steering and power brakes, and an aftermarket cruise control set-up was added (but there's no way Mike's going with an automatic). This V-8 was rated at 200 horsepower in 1967: Suffice it to say, with the larger carb and exhaust modifications, the breathing improvements have

owner's view

Knee replacement surgery in 2004 made driving a clutch interesting, but it's gotten easier with time. First I had to convince my wife, Esther, that I could drive a clutch, and then I had to convince my physical therapist that pushing a '60s mechanical clutch was good therapy. A slush box would ruin the car.

Esther passed away in 2011, while the Galaxie was in the paint shop, so I couldn't drive it to the funeral. After I got the car back, I took her ashes and we went for a ride. Driving the Galaxie and remembering the good times helps me cope.

allowed the horses to run just a little more freely.

Actually, we say three engines lived in the chassis. That's not technically true; the chassis has been changed, too. "After years of living in Florida, the frame rails had filled with damp sand, and the rust holes were scary. The 1965-'68 frames interchange, so Jason and I found a clean '66 LTD coupe frame in Louisiana in 2002, and set about the swap." Anything that touched brake fluid was replaced, Mike told us. Everything was new, from body mounts to brake lines.

That rear axle didn't last long: Hideous squealing and grinding, later traced to a carrier bearing and one axle bearing, demanded a rebuild of the light-duty WER axle in 2006. But the Louisiana chassis came with a 9-inch housing, which was a far better bet for durability and gear-ratio choices. Mike chose a 3.25 gear for a bit of pep, had a new correct-length driveshaft built, and off he went.

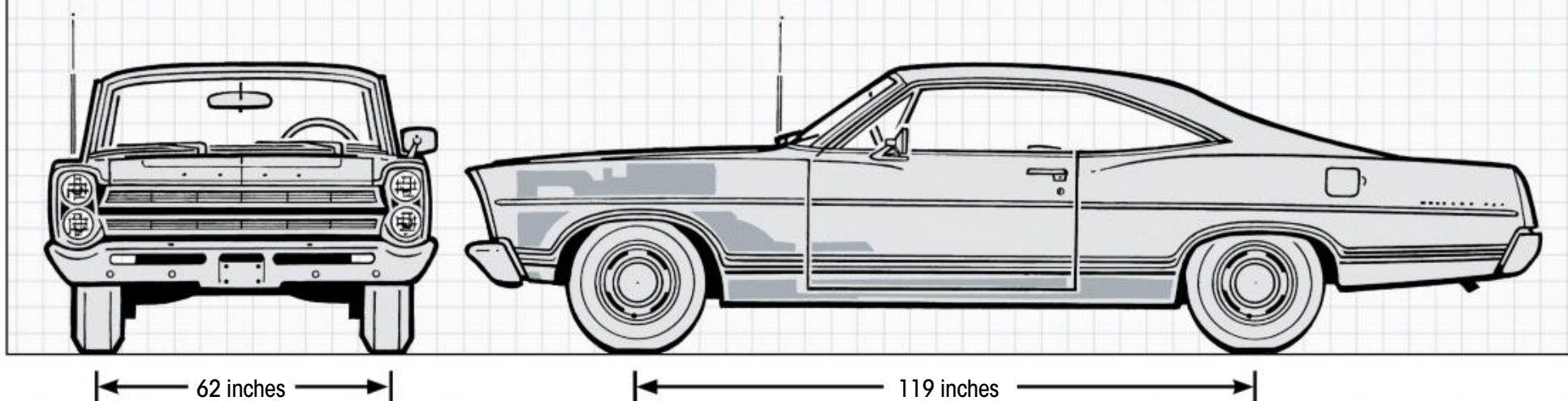
There's always more. A new fuel tank in 2015. The Hurst shift mechanism and input bearing in 2016. Even so, Mike insists that his car isn't restored. Rather, "it's maintained. We're on the eighth clutch, sixth carpet set, eighteenth set of tires, and the front seat has been redone so many times, I should install seat covers with zippers!"

And so, "This is not a collector car," said Mike of his Galaxie 500. "It's just a car I've had for 50 years." We should all be so lucky. 🐾



1967 FORD GALAXIE 500

ILLUSTRATIONS BY RUSSELL VON SAUERS,
THE GRAPHIC AUTOMOBILE STUDIO © 2020 HEMMINGS CLASSIC CAR



SPECIFICATIONS

PRICE

BASE PRICE	\$2,754.68
OPTIONS	Challenger V-8; Visibility Group; Special Promo Group K

ENGINE

TYPE	OHV V-8; cast-iron block and cylinder heads
DISPLACEMENT	289-cu.in.
BORE X STROKE	4.09 x 4.00 inches
COMPRESSION RATIO	9.3:1
HORSEPOWER @ RPM	200 @ 4,400
TORQUE @ RPM	282 lb-ft @ 2,200
VALVETRAIN	Hydraulic valve lifters
MAIN BEARINGS	Five
FUEL SYSTEM	Edelbrock 600-cfm four-barrel carburetor, vacuum secondaries; aluminum Edelbrock dual-plane manifold
LUBRICATION SYSTEM	Pressure, gear-type pump
ELECTRICAL SYSTEM	12-volt
EXHAUST SYSTEM	Dual exhaust

TRANSMISSION

TYPE	Ford Toploader three-speed manual, all synchro
RATIOS	1st 2.42:1 2nd 1.61:1 3rd 1.00:1

DIFFERENTIAL

TYPE	Ford 9-inch
RATIO	3.25:1

STEERING

TYPE	Recirculating ball, added power assist
RATIO	21.9:1

BRAKES

TYPE	Hydraulic, drums, power assist
FRONT/REAR	11-inch

CHASSIS & BODY

CONSTRUCTION	Perimeter frame with torque boxes and four crossmembers
BODY STYLE	Two-door hardtop
LAYOUT	Front engine, rear-wheel drive

SUSPENSION

FRONT	Drag-strut, ball-joint type; rubber-bushed stabilizer; coil springs; telescoping shock absorbers
REAR	Three-link; lower control arms; coil springs; telescoping shock absorbers

WHEELS & TIRES

WHEELS	Stamped steel, drop center
FRONT/REAR	15 x 7 inches
TIRES	Michelin blackwall steel-belted radials
FRONT/REAR	215/70R15

WEIGHTS & MEASURES

WHEELBASE	119 inches
OVERALL LENGTH	213 inches
OVERALL WIDTH	79 inches
OVERALL HEIGHT	54.7 inches
FRONT TRACK	62 inches
REAR TRACK	62 inches
SHIPPING WEIGHT	3,665 pounds

CAPACITIES

CRANKCASE	5 quarts
COOLING SYSTEM	20 quarts
FUEL TANK	25 gallons

CALCULATED DATA

BHP PER CU.IN.	0.69
WEIGHT PER BHP	18.325 pounds
WEIGHT PER CU.IN.	12.68 pounds

PRODUCTION

FASTBACK V-8	194,574
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PROS & CONS

- + Striking fastback coupe body
- + Modified to improve driveability
- + Durability proven over 288,000 miles
- Hard-to-find trim parts
- Per the owner, not a collector car
- Not many original parts remain

WHAT TO PAY

LOW

\$3,000 – \$5,000

AVERAGE

\$8,000 – \$10,000

HIGH

\$13,000 – \$15,000

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I AM WRITING TO APPEAL TO ANY

remaining Ford Motor Company workers who worked in the Dearborn facility in August of 1955. It was in this month that my 1955 Thunderbird was built. The “experts” tell me the upholstery combo my car has was not available from the factory, and that all blue Thunderbirds came with a light green and white seat cover.

I purchased this original 89,000-mile car from a lifelong Thunderbird enthusiast who owned my car for 48 years, during which time he was a judge at many Thunderbird-sanctioned events. Hard to believe that the same dark green material they used on the dashboard wasn’t used to make the dark green and white seat covers that exist on my late production car.

Paul French

Apple Valley, California

RICHARD’S COLUMN IN

HCC #184, “Hershey Tradition,” brought my Hershey hangover back with a vengeance. Having attended Hershey for the last 40 years or so, I have experienced everything Richard describes and more. Here are my additions to his observations:

- Hershey humor, much of it perilously close to the edge of propriety. I keep a little file of the best entrants, and here’s the 2019 variation on the “what do I tell my wife” theme: “For an additional \$4.95, we will include a receipt for the amount you told your wife you spent.”

- Endless talk about the weather forecast, usually concluded with “well, I’m not staying through that weather.” And then there’s always mud reminiscences. More recently, the weather talk has been supplanted by talk about how Hershey is dying, a victim of the internet. This year’s weather and attendance levels debunked both.

- Hershey would not be the same without the perennial exhibits that include the Coker inflatable tires display, the vendor nearby with all the “body parts,” the tool vendor mentioned in your column, and, recently, the Hagerty booth with a yearly challenge or service. This year it was free sandblasting, which yours truly totally abused.

- The ritual of having to step aside to allow a two-cylinder Cadillac or other early Brass Era car to chuff by, often loaded with individuals who might be better off in the long run if they walked instead.

- What about the announcer, the voice of God, saying, “will the owner of a black Mercedes with Connecticut plate number 123456 return to your vehicle immediately,” or announcing upcoming attractions.

- The sound of tinkling aluminum cans bouncing over the pavement, under scooter-bugs and golf carts, much more prevalent than ever before as the average age of antique car lovers increases.

Charles Bass

Peterborough, New Hampshire



I HAD JUST PURCHASED THIS

1990 Reatta from my aunt’s neighbor down in Ft. Myers, Florida. After we struck a deal, I received *HCC* #182 and read Richard’s “Desired Undesirables” column, and was surprised to see my recent purchase listed in his wish list. I had a high-mileage 1990 Reatta about three years prior, and it drove like a dream; the Buick 3.8 V-6 quickly became one of my favorite engines. For a sports car, this was one of the most comfortable cars I have ever owned. A pizza delivery driver decided to customize my Reatta by rear ending it, totaling my car. I happily now have this convertible, which doesn’t run or drive like a 30-year-old car.

Keep up the good work of showing cars like these 1980s and ’90s models, the four-door collector cars, AMCs, and other cars in these categories that are great affordable values, allowing you to get into the hobby or add to your old car collection without having to take out a second mortgage.

Dan Tyransky

Chesterland, Ohio

PAT FOSTER’S PIECE ON THE KLINE

Kar in *HCC* #184 was interesting. The Kline factory building in Richmond, Virginia, still stands, and one of the two known remaining Kline Kars, a 1918 tourer, is on display at the Virginia Museum of History and Culture in Richmond.

Milton Stern’s article on the Hyundai Excel brought back a flood of memories. I was working in the collections area of a large bank’s installment loan department; we had the dealer financing relationship with a newly minted Hyundai franchise. My then girlfriend was in dire need of a car. I asked the head of the dealer division for advice, and he said, “Well, these new Hyundais are nice. You aren’t engaged to this chick, are ya?” That would have been a conflict-of-interest deal killer. I said I wasn’t, which was

true, and he called up the dealership general manager and said, “Ah’m sendin’ over my boy Dave with his squeeze. Take care of ‘em.”

We got to the dealership and she fell in love with the best equipped Excel on the lot. The only option it didn’t have was an automatic transmission, but it was loaded, with almost a \$10,000 sticker price, and it had only 4 miles on its odometer.

They sold it to her with 48-month financing, and gave a huge trade-in on her Toyota. It was still covered in Cosmoline and plastic when she got it. It lasted very well, past our eventual marriage and two kids.

One of the reasons Excels haven’t survived is exactly the same reason Chevettes didn’t survive: The Excel replaced the Chevette as the “new car for \$199 a month.” Folks who buy to that price point tend to skip on maintenance, but we got 150,000 miles from that Excel.

David McGrann

Richmond, Virginia

READING THE TOYOTA CORONA

article in *HCC* #183 brought back fond memories. The Toyota featured is almost identical to the car I bought in 1966. Although I bought it in 1966, it was a ’67 model. My car had a three-on-the-tree and a more basic interior. And that Toyota had the thickest paint of any car I ever owned! I liked the solid body, gas mileage, and reliability. The heater and defroster were lousy, though, for cold Oregon winters. Of course, I immediately put Fingerhut plastic seat covers on my new Corona; I can’t imagine anyone putting those uncomfortable plastic protectors on a new car today. I believe my car had around 175,000 miles on it when the Corona was traded in for a new Toyota pickup in 1979. Thanks again for the pleasant memory.

Gary Isham

Mount Vernon, Washington

Continued on page 40

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GREAT ARTICLE ON JOHNNY LIGHTNING cars in *HCC* #184. I hope this is a sign of things to come, as I suspect that, like me, there are a lot of readers who share an interest in both real and toy cars and model cars. My membership in the Canadian Toy Collectors Society has exposed me to several different makers, and no doubt some will have an interesting history, too. Dinky Toys are my favorite, and I have many on display from my childhood.

Jerry Whitaker

Fonthill, Ontario, Canada

I ENJOYED THE "CARS OF THE '80s"

feature immensely. Among the cars I've owned, including a 1980 Cadillac Eldorado diesel, '85 Pontiac Grand Am, '88 Buick Regal coupe, and three Pontiac 6000s, my favorite was the 1986 Pontiac 6000 STE. From the front grille to the digital dash, that car had a sophisticated look about it. Though the engine was anemic, the exhaust note made you feel that there was more there. Pontiac did a good job designing a European-themed car. The problem today is trying to find any Pontiac 6000: They don't exist.

Mario Giacoio

Highland Falls, New York

FREDERICK ALLEN'S LETTER IN *HCC*

#185, on his experience with his Olds diesel, brought back a flood of memories. In the late 1970s and early '80s, I worked on the line at a major Oldsmobile dealer in the Columbus, Ohio, area. Aside from being bombarded with 3C technology on our gas-fired cars, and the issues with the TH200 transmissions, better known to us as the THrow-away 200, we, of course, suffered from the diesels the most. However, there were some fun moments with them, and one was the "10 Minute Tune-up." Most often it was an older couple or individual who would drive in to our dealership with their diesel, complaining of rough idling. Our service writer's first question was, "How much do you drive the car?" More often than not, those rough runners were not driven out on the interstate, or for that matter, much at all. A quick check under the hood with the engine running was enough for our writers to recommend a quick check-up in the shop. Oh, and yes, by all means, the customer could wait for a few minutes.

Our dispatcher would assign the rough-running car to the next person desiring to do a 10 Minute Tune-up. There

wasn't a technician in the shop who wouldn't drop whatever project they were working on, even customer pay jobs, to do a quickie diesel tune-up. The boulevard in front of the dealership ended about a quarter mile to the west and was well hidden by a warehouse. With the engine warmed up, we would drive out to the end of the road, place the transmission in manual low, and, with our foot flat to the floor, we would drive by the dealership as fast as we could. The amount of black smoke out the tailpipe was astounding, so much so the dealership owner attempted to ban us from doing these "tune-ups." The point is, they worked. By the time we came back to the dealership, all but a few stubborn cases came back idling like its gas engine cousin. Cost to the customer? Nothing! Talk about a fun break for the mechanics and a great customer rapport builder for the service writers!

William Clay

Aurora, Colorado

PAT FOSTER'S LAMENT FOR THE AMC

Concord in *HCC* #183 reminded me of my father's experience with one in the early 1980s. A business trip necessitated a visit to the local Budget car rental agency. It offered him a basic 1982 Mustang, which my father was quite happy to take—until he sat in it. His nearly six-foot-three frame brought him into direct conflict with the headliner. After he extricated himself from the Ford, Budget informed him they only had one other vehicle available: a 1982 AMC Concord four-door sedan. Fortunately, the AMC fit him like a glove, so he gladly took it. Forgoing the Mustang proved to be a blessing in disguise, as to this day he says the Concord is one of the nicest cars he has ever driven.

Roddy Sergiades

Port Hope, Ontario, Canada

HAVING OWNED TWO BRAND NEW

GM sedans from the endearing '80s, I enjoyed Richard's column in *HCC* #185. One I look back on fondly; the other, well, it was a problem child from the evening I brought it home from the dealership, with seven miles on the odometer. In September 1983, I purchased a V-6 Buick Regal Limited sedan. I watched it being unloaded from the car carrier at the dealership, and arranged to come back the next day to test drive it, after which I bought it. It gave me good service, and after four years, I traded it for a new V-6 1987 Oldsmobile Cutlass Brougham

sedan. That's when my issues started.

The engine left a puddle of oil on my driveway the very evening I brought it home. This leak just became worse over time, despite numerous repair attempts. Finally, after the 12th attempt to fix the leak in six months, I hired an attorney to enforce Ohio's recently passed Lemon Law. No sooner had the Lemon Lawsuit paperwork made it to the dealer, I received a phone call from the dealership's general manager. He begged me to allow them one more repair attempt, and I agreed because they offered to install a brand-new GM Goodwrench engine. I visited the service department because I wanted to actually see my old engine coming out and the new one being installed, just to avoid any "tricks."

In a corner of the service department, I counted eight engines (V-6 and V-8) that had been replaced under warranty; mine would be number nine! My original engine was built in Mexico, and the reason the oil leak could never be repaired was that the block casting was porous around the rear main bearing area. A new engine did end that problem; however, the car had another issue. While on vacation, we were ready to leave our hotel after three days, but the valet came back from the parking garage and said, "Sir, your car is dead. It won't start, and nothing works." I quickly replied, "The car is almost brand new, I don't understand it."

The little green charge indicator on the factory Delco battery was black, indicating total discharge. With the engine running after a jump start, I heard some sort of an electric motor running on the passenger side. The noise was coming from the right front fender well. Turns out the power antenna motor was running and would not shut off; apparently the nylon cable had broken off, and did not actuate the motor shut-off contacts. The antenna would raise and lower each time the car was started, and it shut off when the engine was stopped. By unplugging it at the connector under the wheel well, I was at least able to get it to shut off: Not one of GM's best ideas. GM definitely had quality issues, but since I had such a great experience with the Buick I decided to purchase the Oldsmobile; boy, did I pay for that decision.

Dale Komives

Lecanto, Florida



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//

...I began

to wonder

what people

were thinking

when they

composed

the ads...

//

What They Meant

Last year, I went looking for another old car to purchase, hoping to find a coupe or a sedan. I was interested in finding something that needs a little work—paint and maybe some mechanical attention—rather than a turn-key car. Nothing overly difficult, just within my areas of skill. I’ve forgotten a lot of my mechanics training over the years.

After reading through advertisements and then checking out the actual cars, I began to wonder what people were thinking when they composed the ads; “Completely original” appeals to me until I get to the next few sentences that include “New paint, upholstery, and Chevy crate engine.” Huh?

I went to see a Buick Reatta coupe that was described as mechanically excellent but needing paint and bodywork. However, when I got there, the owner mentioned that the Buick’s complex electronic dashboard lit up at various times, sometimes even when the key was off and out of the ignition, sometimes even when nobody was in the car, and that it occasionally quit altogether. He assured me it was a cheap, easy fix, which made me wonder why he didn’t fix it himself. “You just take out the entire dashboard and ship it to a guy in Ohio,” he said. That doesn’t sound easy to me, so I decided to pass.

Next, I drove four hours to look at a low-mileage AMC Eagle, the proverbial “Grandmother’s car.” The seller (her grandson) mentioned over the phone that the rocker panels were “looking a little scaled,” but I wasn’t worried about that because he also said that the car had spent most of its life sitting in a garage. Well, it must have been King Neptune’s

WHAT THE AD SAYS	WHAT IT REALLY MEANS
Stored in same location for 30 years	It was in a field
Needs complete restoration	It's a parts car
Extremely rare	One of only 3,000 with twin cigarette lighters
A genuine survivor	It's in pretty bad shape
Selling due to illness	My wife's sick of it
Has a lovely patina	It's dented and rusty, and the paint is bad
Recent convertible top	It was new 10 years ago
Partially rebuilt engine	I replaced the water pump 12 years ago
90-percent restored	Just needs paint, interior, brakes, and engine work
Divorce sale	My wife left me because of this money pit
Project car	You're never going to finish this
A Classic!	It's a Rambler Classic
An appreciating Classic!	It's 10 years old
Some rust	The floors are gone
Rolls down the road fine	Has no engine or brakes
Shows 45,000 miles	I'll never admit the real mileage
Needs interior love	Has no interior
Completely original	Never maintained
Restoration started	I took a lot of parts off, then lost them
Would make an excellent rat rod	Not enough left to restore
Needs interior restoration	No instrument panel or seats



garage, because, when I poked underneath the body cladding, I discovered the rocker panels were merely a memory and the rear floorpan was like Swiss cheese; when I poked my finger up into it, I felt carpeting. I’m no welder, and extensive body rot scares me, so I passed on that one, too.

A bit of truthfulness would have saved me an eight-hour round trip.

Another seller advertised that the car had “a new engine.” It did, but it was the wrong engine for the car. I’m sorry if I offend anyone, but when I buy a Rambler, I don’t want to find a Ford six-cylinder under the hood.

After a few more such episodes, I came to the conclusion that someone needs to create a guide-book to translate “seller speak” into “buyer speak.” I’ve started on it today, with the common examples of what a seller’s ad says and what it really means. *[Editor’s note: Richard Lentinello wrote such a column some 20 years ago, and will feature it shortly just for the fun of it.]*

Do any of you out there in Readerland have any other examples to add? 🐞



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Good

examples of

automotive

mythology

revolve

around

Studebaker's

Golden Hawk

series.



Myth Busting: Studebaker Golden Hawks

Is there a greater source of automotive mythology than the average passerby at a local car show or cruise-in? Many of those folks are endowed with knowledge of unbelievable (often with good reason) automotive lore.

Good examples of automotive legend revolve around Studebaker's Golden Hawk series. If you listen long enough, you'll hear of factory dual-quad Golden Hawks with and without superchargers, depending on who is telling the story of their uncle's brother-in-law who bought one new.

The confusion is understandable, so let's sort it out. Studebaker Golden Hawks were built with and without Packard V-8 engines, with and without superchargers, and with and without four-barrel carburetors. Over time, legend and lore, augmented by unofficial dealer modifications, have combined those elements in varying degrees.

Golden Hawks were built for three model years: 1956, 1957, and 1958. Each one had a 275-horsepower V-8, and there were no engine options in a given year. Only two transmissions were available, an automatic and a three-speed manual with overdrive. All had column shifts. None were built with non-overdrive three-speed transmissions.

All 1956 Golden Hawks were powered by a naturally aspirated 352-cu.in. Packard V-8 with a single four-barrel carburetor and dual exhausts. None were supercharged, none had the senior Packard 374-cu.in. engine, and none had the dual-quad carburetor setup standard on 1956 Packard Caribbeans. However, dual-quad '56 Golden Hawks may be seen at car shows because it is easy to install a Caribbean dual-quad setup on them, it looks cool, and it makes a fast car even faster – a win-win situation.

In fact, Studebaker developed a dual-quad aftermarket accessory known as the "Jet Streak Kit," which included a high-performance camshaft. That would be in concert with the aeronautical theme of the 352 Packard V-8 that, when installed in a 1956 Golden Hawk, was identified as a "Skypower 352" on the rocker arm covers.

Part numbers were assigned to the various components comprising the Jet Streak kit, but for

unknown reasons, the kit was never released for field installation, nor were any factory-installed. It stands to reason that some were mocked up in Studebaker's engineering laboratory when the performance add-on was being contemplated, and those cars likely escaped the engineering lab after hours, but it doesn't mean the kit was a regular, or even special-order, option.

As most hobbyists know, "real" Packard production ceased at the end of the 1956 model year. Packard's all-new V-8 engine line was shuttered, rendering Packard V-8 engines unavailable for 1957 Golden Hawks.

The 1956 Golden Hawk proved to be a popular model, selling 4,071 copies, so continuing it for 1957 was a no-brainer. However, the most

powerful Studebaker 289-cu.in. V-8 produced but 225 hp with one four-barrel and dual exhausts, a combination unable to match 1956 Golden Hawk performance.

To remedy this shortcoming, Studebaker engineers fitted a McCulloch "Jet-Stream" model VS-57S supercharger to their own 289 V-8. It pressurized a large enclosure containing one Stromberg model 6-121 or 6-122 two-barrel carb. All 1957 and '58 Golden Hawks, and 1958 Packard Hawks, were built with that supercharged engine; there were no options. In those days, when horsepower ratings were more subjective than today, the supercharged Studebaker 289 was magically rated at the same 275 hp as the naturally aspirated 352 Packard V-8 in 1956 Golden Hawks. Imagine that!

A common misconception is that the Packard V-8 is heavier than the Studebaker V-8. While this is true of stripped engines, it cannot be true of those engines powering Golden Hawks. Due to the considerable weight of the supercharger and its requisite components, the weight difference as installed in Golden Hawks, if any, is negligible.

So, the next time you hear about a Studebaker Golden Hawk built with the dual four-barrel supercharged Packard engine, please record its serial number, so its production order may be researched at The Studebaker National Museum. Just don't place any bets on it being confirmed. 🐞





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Piloting a

modern car

is boring.

It's been

boring, too,

since at least

the 1980s.



Take Back Your Drive

Imagine your most recent drive to work. You were nestled in some kind of form-fitting bucket seat upholstered in a fuzzy fabric or leather. You likely had a hot beverage in one of four or five readily accessible cupholders, and some music or other auditory stimulation coming out of the infotainment system. You were also probably bored out of your mind.

That kind of numb user experience has been going on for a while now. Most new cars have touch screens and, the lousy ergonomics of those aside, they mirror the touch screens most folks now carry in their pockets at all times. Those omnipresent screens are also the biggest distraction from piloting 3,500 pounds of steel, aluminum, plastic, glass, and rubber.

Why might that be? Could it be that there's nothing left to do in a car except press gas and brake, and make minor adjustments to the wheel? Could it be that today's drivers are completely isolated from the world around them, thanks to traveling in a hermetically sealed container? No wonder non-car people are so eager to dump automobiles for mobility pods, or whatever the folks with money want everyone to lease or subscribe to.

Piloting a modern car is boring. It's been boring, too, since at least the 1980s. It's the strongest argument for buying an old car. No, not "old" in the sense of 25 years or older, like the insurance companies and the government define an "antique." A real old car, one that actually makes you feel something when you're driving it.

Anything from the 1960s or earlier will do, but something from before World War II is the best. Back when Dwight Eisenhower was with Douglas MacArthur in the Philippines and not foisting interstate highways on the nation so Americans could go coast to coast without actually seeing anything of their country.

Take a look at the 1935 Studebaker Commander Land Cruiser featured elsewhere in this magazine. In fact, take the magazine right out to the garage and compare it to whatever you drive to work, the grocery store, on vacation, etc. You'll see the differences right away. The Studebaker feels *special*.

Driving an older car is an event, not a chore. Your 2017 Honda Crossover LT doesn't feel that way, does it? It's a lot of molded plastic in shades of black and gray. Hey, it's safe, though, right? You can slam into a bridge abutment at 70 mph and survive. No wonder people don't really worry about sneaking a peek at whatever text they just got, or watching YouTube in traffic.



There's no real safety penalty to wrecking a modern car.

If you started the Studebaker up, you'd feel it. Yes, straight-eight engines are incredibly, balance-a-nickel-on-it smooth, but you can still feel them when you're in the driver's seat, holding the wheel or shifter. There's actual sensation when you press down the accelerator. Working the clutch and the floor-mounted shifter is an experience. So is steering through a steering box instead of rack-and-pinion, so are bias-ply tires, and so are non-power-assisted drum brakes.

No, an old car isn't perfect transportation. That's the point. To buy a car that's only 25 to 40 years old is to buy something that is like a poorer version of a new car. It was designed to do the same thing—to get from one point to another to do something else. That's why driving them seems like such a chore—it is a chore, just like using any other appliance.

Now, in fairness, old cars (of the 50- to 100-year-old variety) are themselves appliances, but they are appliances of their era, with all the quality, craftsmanship, and style that entails. Have you ever looked at a 1927 GE "Monitor Top" refrigerator? It's a solid, elegant machine that doesn't hold as much as your stainless, double-door model with the icemaker, but with a minimum of care will still be keeping sodas and snacks cold long after the modern one has gone to a landfill. It's also nearly as efficient, though you've got to manually defrost it periodically.

An old appliance is not for everyone. This is a rush-rush, time-is-money society, and most people aren't willing to slow down and appreciate a task like defrosting a refrigerator, running a ringer washer, cooking on a woodstove, or driving a car with manual spark advance. But for those who are, there's a certain zen-like reward to it. It's like a hot-towel, straight-razor shave for the soul—a small, affordable luxury that is hidden to those not in the know.

Well, now you're in the know. You may not have gone to high school with a prewar car. You may have no connection to the history they represent. Even setting aside the potential for time travel, the sheer joy of operating a well-built automobile and being surrounded by its beauty makes owning and operating one worthwhile.

Go look at an old car. Try it out. Take back your drive. 🚗

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1961

Sixties Motoring... Cadillac Style

50
ADVERTISING
EXCELLENCE

52
DIVINE DE VILLE

56
LUXURIOUS
EVOLUTION

BY RICHARD LENTINELLO

For many decades, owning a Cadillac was the ultimate American status symbol. A Cadillac parked in the driveway was a proud signal to the neighbors of your success. Be it a Coupe de Ville, Biarritz, or even a standard Sedan de Ville, owning a Cadillac meant you'd arrived! And nothing could have been sweeter.

When it comes to Cadillac, there are so many outstanding designs that it would be impossible to mention them all here. While the dual-cowl phaetons and V-16s were all spectacular, it really wasn't until the introduction of the 1948 model that Cadillac's designs became uniquely distinctive. The style of the '48 model is unmatched, but so were the appealing 1939-'40 and the incomparable 1941 models, especially the convertible coupes. The 1957 Eldorado Brougham, with its brushed stainless steel roof, is totally spectacular. So, too, are the highly coveted models of 1959—talk about a bold design.

While prices for pre-1960 Cadillacs have risen beyond the scope of many car enthusiasts, making one's dream of Cadillac ownership come true still remains attainable. There are many outstanding models, including convertibles, that can be bought for the price of a used Honda. Think 1960s.

If you like large fins, many enthusiasts feel that the best looking of them all were the fins on the 1960 Cadillacs—prominent and tall, but not overly huge like the year before; I totally agree. The smaller 1961-model fins were equally impressive with their sleek shape, as were the more conservatively styled fins on the 1962 models.

While the 1960-'64 Cadillacs have a distinctive, classy look all their own, the 1965-'68 models, with their stacked headlamps and sharply creased body panels, have a more modern appeal that many enthusiasts favor, as do the updated 1969 cars.

Although I've always been a fan of Oldsmobile's sensational 1966 Toronado, Cadillac's Eldorado is far sleeker looking. It's empowered with a low, clean design that really was cutting edge for its time. Like the brochure boldly stated: "Nothing ever said new so beautifully... or Cadillac so well."

Some of the best Cadillacs to own are the larger Fleetwood models. These personal-size limousines are loaded with luxury accoutrements, with a fit and finish equal to any Rolls-Royce or Mercedes-Benz of the era. Personally, I'll take a 1964 Fleetwood Sixty Special—black, of course.

The Cadillac models that rarely get much attention, yet are without question the most distinctive-looking Cadillacs ever created after the 1957-'58 Eldorado Biarritz, are the four-window Sedan de Villes of the early '60s. With their unique Vista Roof design, in concert with the four-door hardtop styling and wraparound rear windows, these beauties are an artful tour de force. Every time I see one, its compelling form stops me in my tracks. They represent all that was great with not only Cadillac, but General Motors back in the early Sixties. Of the many Cadillacs that I want to own, a four-window Sedan de Ville tops my list.

Why own a Cadillac from the 1960s? An advertisement for a 1966 Hardtop Sedan de Ville sums it

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up best: "There is no other driving experience to match that provided by a Cadillac — whether it is a 1966 model or one that has seen previous service. The car is so smooth and so elegantly quiet, its conveniences so complete, and its safety features so reassuring that Cadillac owners are the most satisfied motorists in the luxury car field."

More to the point was Cadillac's advertisement for its 1968 Coupe de Ville: "Once you drive it, you won't want to give it back."

If you've been thinking of buying a quality-built American collector car, one that your whole family will enjoy cruising around in, one that is incredibly comfortable and oh so relaxing, consider a Cadillac from the 1960s. You'll be pleasantly surprised. 🐾

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Advertising Excellence

How the "Standard of the World" advertised its wares in the 1960s

BY JEFF KOCH • ADS FROM THE AUTHOR'S COLLECTION

Reflecting the automobiles they're selling, Cadillac ads have traditionally been about serene elegance—and both Cadillac's and a Cadillac owner's place in that world. They're not even an oasis of calm in a mad world, they're an oasis of calm in a world that already looks pretty calm. Manicured gardens. Yacht clubs. Palatial estates. Taking in a sunset across the bay, with the city skyline only a suggestion in the background. This is the world of the Cadillac. The text, the copy—the stern message of superiority, the gentle suggestion of visiting your local dealer—is the frosting on the tasty Cadillac cake that the image provides.

Yet that elegance took on different forms as the decade wore on. Characters wore flowing ball gowns or tuxedos in

the earlier ads; later, men were merely wearing business suits. By 1966, they were in Mr. Rogers-style sweaters; by 1968, they were rocking turtlenecks at the yacht club. Cadillac's ads reflected a desire to broaden the marque's reach to the masses; the quiet implication is the understanding that, in the fast-evolving society of the '60s, true luxury also means having the luxury of comfort—in both their choice of cars and their choice of clothes.

Trends came and went as the decade wore on. Photographs became the standard in 1963, replacing photorealistic illustrations. But the ads were always color. Cadillac changed gently with the times, staying above the fray, as something calling itself the Standard of the World should.



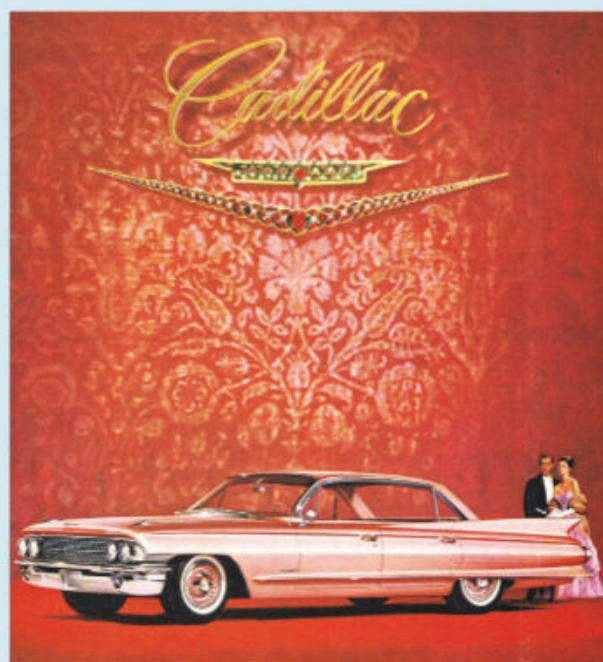
The best of years to make it yours!

We have always held that any time is a good time to buy a new Cadillac car. And yet, we do believe that 1960 has become the best of all years to make it yours. The car itself has never before been so inspiring to behold... or so thrilling to drive... or so rewarding to own as it is at the present time. And at the same happy moment, Cadillac

value, operating economy and dependability have continued to make the car an even wiser investment. So whenever your reasons for wanting a Cadillac—this is the year to act. Your authorized Cadillac dealer will be happy to let the car and the facts confirm this for you at any time you find convenient. Plus to visit him soon, won't you?

CADILLAC MOTOR CAR DIVISION • GENERAL MOTORS CORPORATION

For 1960, Cadillac illustrated its latest models in a pastoral setting, frequently with lush topiary, and with a smiling couple in the background. The Cadillac crest was recreated in color-coordinated jewels.



In beauty and in performance, the 1961 Cadillac represents a new standard by which the world's motor cars will be judged.



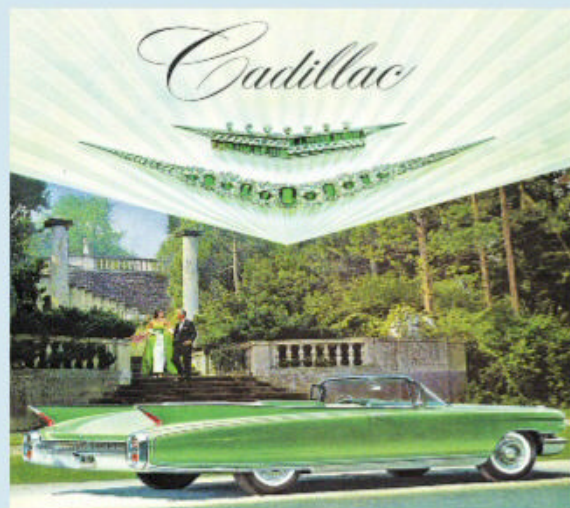
Bolder color backgrounds derived from vintage fabrics helped announce the new 1961 ads. The text was a single, declarative sentence about Cadillac's superiority—a gold script combined with a jeweled crest.



Cadillac supremacy

Wherever highways lead and quality is recognized, Cadillac is known and accepted as motordom's supreme achievement.

For 1962, the jeweled Cadillac logo continued, but the elegantly dressed couples exiting a high-society party returned. The images now had a strong underline, using words like "superiority" and "supremacy."

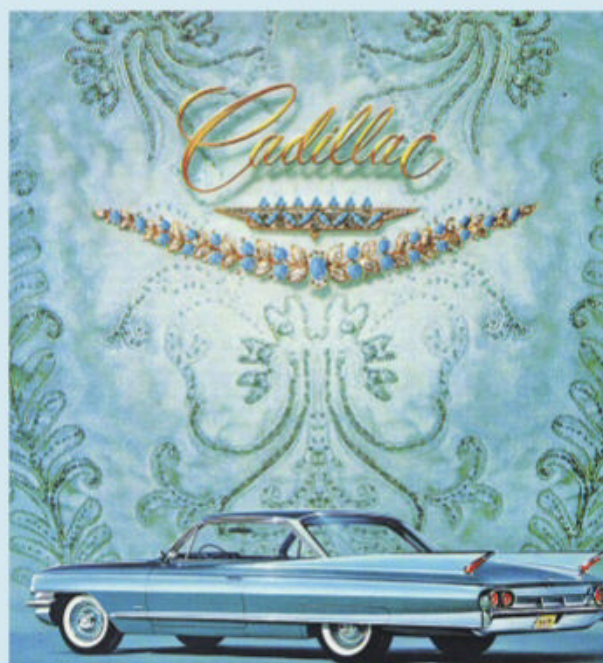


Unique acclaim—even for a Cadillac!

Rarely has a motor car—ever a Cadillac—received the high degree of public acclaim that has attended the introduction of the 1960 "car of cars". This praise has, indeed, been heart-warming. But it has also, we feel, been entirely logical. Certainly, no one could question the fact of its great beauty and luxury—as inspiring that it has already established a new era of automotive

elegance. And surely, no one could deny the brilliance of its new performance—smooth, quiet, silent and eager beyond any previous Cadillac standard. Have you seen and driven the 1960 Cadillac for yourself? If not, you should do so at your earliest opportunity. We feel certain that you will give it your unqualified endorsement.

CADILLAC MOTOR CAR DIVISION • GENERAL MOTORS CORPORATION



Cadillac superiority

Cadillac craftsmen build only Cadillacs—a circumstance that is unique among America's fine cars.



HOW MUCH DOES A CADILLAC COST? Take a guess

—and then check it with your authorized Cadillac dealer. Odds are you'll have guessed too high—for a Cadillac can be remarkably modest in cost. And this is one year you might be sure—for the 1963 "car of cars" is simply too beautiful and too fine to miss because of a misunderstanding about price. Better pay your authorized Cadillac dealer a visit soon—and learn firsthand why more motorists than ever have moved up to the Cadillac car this year. Will you be doing tomorrow?



New-look ads for a new era that also managed to invoke 1960: photographs replaced illustrations, but the pastoral settings returned and convincing paragraphs replaced declarative sentences. No technical details—it was all about feeling in 1963.



IT'S GREAT... GOING CADILLAC! There is no other driving experience to match

that provided by a Cadillac—whether it is a 1966 model or one that has seen previous service. The car is so smooth and so elegantly quiet, its convenience so complete, and its safety features so reassuring that Cadillac owners are the most satisfied motorists in the luxury car field. Thanks to its solid reputation, a Cadillac represents the finest automobile investment in the land. See your authorized dealer soon. His long experience in serving fine-car owners is your assurance of lasting motoring satisfaction.

Driving pleasure was once again at the center of the 1966 ad campaign. Smooth and quiet, yet spirited and responsive! There was also a renewed push, first seen in 1963, for the reader to visit his local dealer.



THE FIRST TIME YOU CROSS TOWN IN A 1964 CADILLAC

... you're going to be amazed at the wonderful way it moves and handles. For this great new car introduces a standard of performance and action that is new even to Cadillac. It comes from an advanced high-performance engine—the most powerful in Cadillac history. It comes from an improved Hydra-Matic Drive—and on some models, a new Turbo

Hydra-Matic—that provides incredible response and agility. And it comes from a host of other Cadillac advancements—refined Cadillac power steering, an exclusive true-center drive line, and motor-driven's only real triple braking system. It's more tempting than ever—and just wait till you drive it! Your dealer will arrange it all.



See the Future for Yourself... See it Today at Your Dealer.



The 1964 ads toned down the arrogance of previous ads and instead delved into the pleasure to be had from driving a Cadillac. It even name-checks a high-performance engine, triple braking, and a “true-center driveline.”



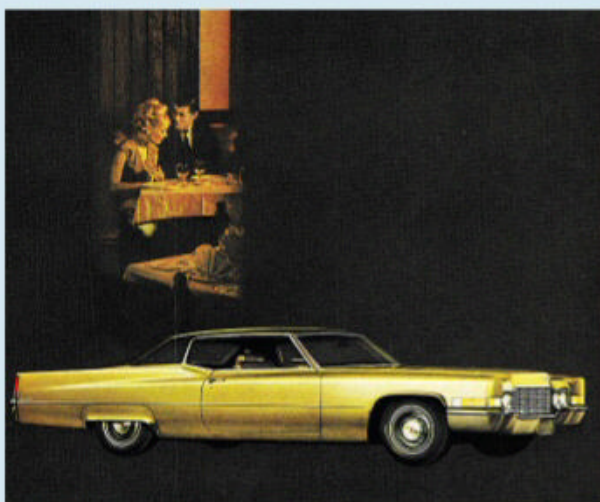
IF YOU THINK YOU KNOW CADILLACS—JUST DRIVE THE NEW ONES!

No matter how many Cadillacs you've owned and driven—you will still find yourself unprepared for the pleasures of driving the Cadillacs of 1967. For here is performance beyond anything ever offered before in a motor car. The totally new Eldorado combines front-wheel drive, variable ratio power steering and automatic level control for a kind of

personal driving entirely its own. And all of Cadillac's twelve models offer an alertness of response, an elegance of ride and a sense of safety that must be experienced to be believed. Your authorized Cadillac dealer invites you to take the wheel—and bring yourself up to date on the most brilliant new performers ever to be called Cadillac.



The new front-drive Eldorado joined Cadillac in 1967, so ads had to do double-duty—and explain twice as many cars as last year. Eldorado parked outside the office gives more of a working-man feel, despite the man's tux.



Cadillac's rare beauty, surprising performance and generous comforts assure unrivaled driving pleasure. See your authorized dealer and conduct your own "Command Performance" test drive. You'll love it!



GO AHEAD...GO CADILLAC!

In whatever price range you plan to choose your next car, you should consider Cadillac above all. Naturally, if your choice were unrestricted you would prefer one of Cadillac's eleven exciting new models for 1965. Next best choice would be a late-model, previously owned Cadillac. For it is recognized that a well-maintained, one-owner used Cadillac is actually the only real rival of a new Cadillac. And new or used, the one place to choose your Cadillac is at your authorized Cadillac dealer's. His attractive selection and his reputation for quality are your assurance of motoring satisfaction. Go ahead... go Cadillac!



The legendary “Standard of the World” phraseology returned for the all-new 1965 Cadillac. Early ads featured older models to ensure the potential buyer understood the continuity of Cadillac's lineage.



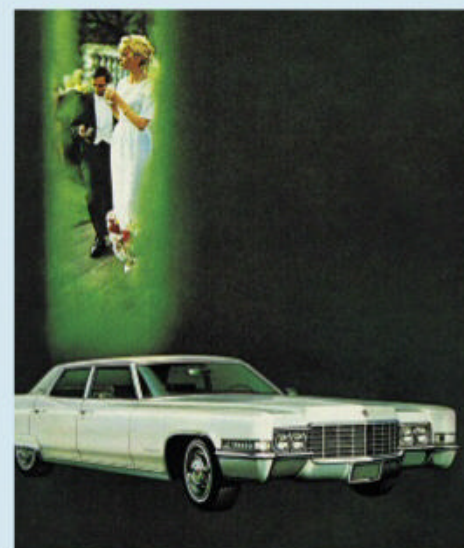
He bought it for its luxury—but all he talks about is performance. Owners of 1958 Cadillacs are so enthusiastic about the alert response and smooth, quiet operation of the new 472 V-8 engine, that they often fail to mention the other outstanding features. Your authorized Cadillac dealer will point out the brilliant new interiors and innovations such as concealed windshield wipers and improved variable-ratio power steering. Then discover for yourself Cadillac's truly remarkable performance.



Elegance in action...with the greatest "inside story" in fine car history

Performance was so omnipresent in the car world in 1968 that even Cadillac found itself talking about its new 472-cubic-inch V-8. The owner perched on the fender appears to be young for a Cadillac owner.

A dark background helped the light-colored Cadillac pop off the page. Also included: a left-offset image of “the good life”—a fancy wedding, an intimate meal at a classy restaurant—that made up a Cadillac owner's routine.





Divine De Ville

Striving for excellence in a 1967 Cadillac convertible

BY THOMAS A. DeMAURO • PHOTOGRAPHY BY RICHARD LENTINELLO

No matter how many Cadillacs you've owned and driven—you will still find yourself unprepared for the pleasures of driving the Cadillacs of 1967." As stated in its advertising, the GM division was rightly proud of its new line of luxury automobiles for the 1967 model year. The company continued boasting by saying: "And all of Cadillac's twelve models offer an alertness of response, an elegance of ride and a sense of safety that must be experienced to be believed."

Cadillac's most popular model

for 1967 was the Series 683 De Ville, and it was the only series that offered a convertible. By model-year's end, a total of 18,200 De Ville convertibles were produced, each with a base price of \$5,608.

The mid-level De Ville series rolled on a 129.5-inch wheelbase, some 9.5 inches longer than that of the newly introduced sporty Eldorado. Offered as two-door Coupe de Villes or De Ville convertibles, and four-door Sedan de Villes or hardtop Sedan de Villes, they were 224 inches long and 80 inches wide.

Attached to a perimeter frame were short upper control arms, longer lower

arms with tension strut rods, coil springs, shocks, and an anti-roll bar up front. A four-link layout, also with coils and shocks, was in the rear. Variable-ratio power steering, a new energy-absorbing steering column, 12-inch drum brakes, and 15 x 6 steel wheels with 9.00-15 bias-ply tires were standard.

With a 4.13-inch bore x 4.00-inch stroke, Cadillac's smooth-running, 10.5:1 compression ratio, 340-hp, 429-cu.in. V-8 produced 480 lb-ft of torque. It featured a cast-iron block and crankshaft, forged-steel rods, and aluminum-alloy pistons. The cylinder heads had 1.875/1.500-inch



valves directed by a hydraulic camshaft and lifters, pushrods, 1.65:1 rocker arms, and valve springs.

A Quadrajet carburetor delivered air and fuel through an iron manifold, a Delco-Remy breaker-point ignition system lit the spark, and combustion remains exited via iron manifolds and a single exhaust system with a coaxial resonator added to further quiet the tone.

The standard Turbo Hydra-Matic featured a stator with variable vanes in its torque converter that would adjust their pitch to either reduce idle creep and light-throttle torque to ease low-speed maneuverability and parking, or provide full torque at about half-throttle or more. In the differential, a 2.94:1 gear ratio was included unless A/C was ordered, which required a 3.21:1 ratio. The “Controlled

Differential” (limited-slip) was optional.

Teenagers of the late 1960s were typically enamored with muscle cars, yet that wasn’t the case for Robert Poulin of Cranston, Rhode Island. “When I was 16 years old, I dreamed of owning a 1967 Cadillac De Ville convertible,” he recollects. “Though most of my friends had hot rods, one drove a 1966 Coupe de Ville. We all used to ride around town in it, feeling like we were mobsters. I knew then that I preferred the luxury and class of a Cadillac, and the look of a ’67 model. Someday I would get one of my own.”

Who could blame Bob? The redesigned models featured a more dramatic forward-jutting front end, flowing body lines and contours, and a formal finned rear view. Even the interior was new.

Bob finally obtained his ’67 De Ville convertible in 2002. “It looked beautiful at first, but as soon as I started driving it, it started falling apart,” he laments. After just a month it was already showing some rust. I took it to a body shop and was told it was junk.” His dream car was leaking oil, it smoked, and its undercarriage was rotted.

Instead of giving up, Bob started collecting new old stock parts through *Hemmings Motor News* to build his Cadillac the way he wanted it, and he purchased a rust-free 1967 De Ville convertible shell from Arizona in 2006. Its front clip was already gone, as were its engine, transmission, and interior, but the rest was solid. While transporting the shell to the body shop, Bob was pulled over by a police officer who told him



The De Ville convertible is loaded with options. Note the large dial for the cruise control to the left of the speedometer. The 1968-spec woodgrain on the lower instrument panel was preferred by the owner over the stock brushed metal; floor mats are reproductions.

that he owned the same car. It had been rear-ended, but still had many good parts in it, including its low-mileage original powertrain. Bob soon had a third De Ville convertible for his project.

The Arizona car's body was separated from its frame at the shop and the chassis was delivered to Bob Costa of Alignments Plus in Johnston, Rhode Island. Costa disassembled it and then sent the frame and the reusable suspension parts out for sandblasting and repainting. Once they were returned, he meticulously restored the chassis over a two-year period using mostly NOS parts.

Costa says, "My insight for doing this Cadillac goes back to the 1980s, when I regularly attended Shelby American Automobile Club events and learned about the level of detail that went into those restorations, so I knew what Bob was looking for."

Bob then sent the 429-cu.in. V-8 from the police officer's parts car out for a rebuild to stock specs; the only upgrade was a conversion to electronic ignition. The transmission from the same donor was examined and resealed, while the differential components were transferred to the repainted housing of the Arizona car.

Back at the body shop, the Arizona car's rear floorpans were repaired and the shell prepped for paint, as were the front clip, doors, deck lid, and fender skirts from the first

De Ville convertible Bob purchased in 2002, which started this odyssey.

Meanwhile, at Alignments Plus, Costa detailed the engine, transmission, and rear end, and bolted them onto the restored chassis along with an NOS exhaust system. Everything was then delivered to the body shop where the shell and bolt-on body panels were returned to the chassis around 2007. Once Costa got it back, he then installed the dashboard, electrical system, and enough parts to make the De Ville move under its own power.

In late 2010, Bob decided to have Xtreme Restorations in Slatersville, Rhode Island, move forward on the De Ville's body. Owner Todd Lewis says, "We restore a lot of Cadillacs from the 1930s to 1980s, and a major challenge is a lack of parts support for them. Bob's car was in primer and still mostly in pieces when we got it, but his NOS parts collecting aided the project. We did a little metalwork, block sanded the body multiple times, and then applied PPG NCP271 corrosion-resistant primer and blocked it some more."

After the sealer was applied, four coats of PPG Deltron DBC in the original Capri Aqua Metallic hue were applied, followed by four coats of DCU2021 clear. Wet sanding (1,000- through 3,000-grit paper) and then using Wizards Turbo Cut and Final Cut compounds brought out the shine.

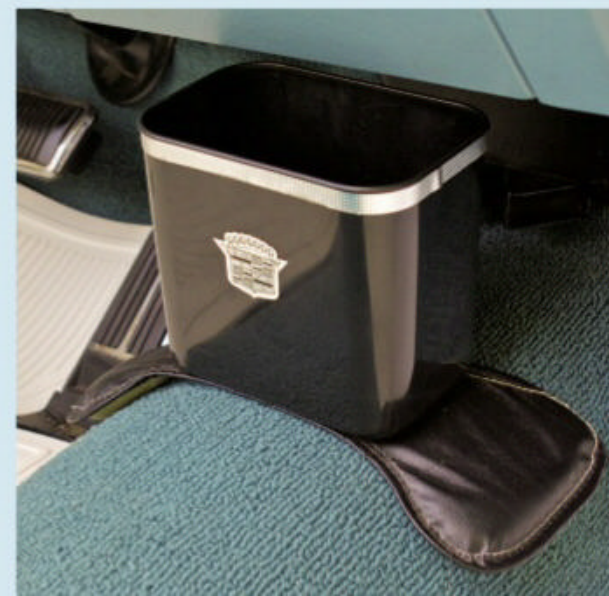
Final assembly was done at Xtreme in 2014, which included adding more

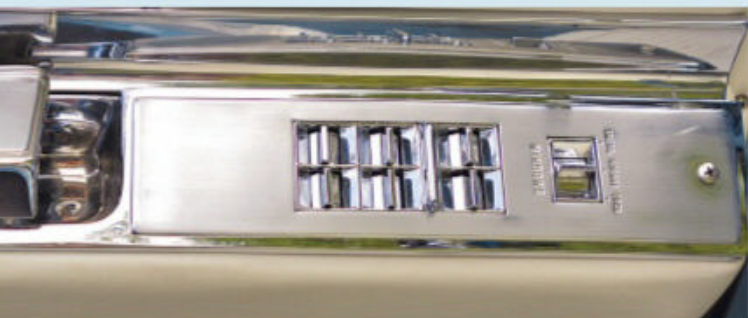
of Bob's NOS parts along with the reupholstered white leather interior. The bumpers, all the exterior trim, emblems, door handles, taillamp lenses, wheel covers, and trunk mat are just a few more examples.

Todd explains, "Bob knew exactly what he wanted, and visited the shop regularly. He was adamant about the body lines and the trim lining up. He wanted a car that was better than



Rare NOS accessories include a tissue dispenser and a litter basket.





A low-mileage 340-hp 429-cu.in. four-barrel V-8 was rebuilt to stock specifications and detailed to concours condition. Underhood decals were replaced, although the owner had to have some decals reproduced.

Cadillac ever built in 1967, so we dedicated a ton of time to getting it to that level." The results speak for themselves.

Befitting its luxury car status, the De Ville convertible features power assists for steering, brakes, windows, and top, which were standard along with cornering lamps. Optional equipment includes Automatic Climate Control (A/C), Soft Ray windows, power door locks and vent windows, cruise control, AM/FM stereo, tilt-and-telescoping steering wheel,

Twilight Sentinel (automatic headlamp controller and timer), Guide-Matic (auto-dimming headlamp system), a six-way power seat (two-way was standard), and a remote actuated trunk lock.

Bob is pleased with how his Cadillac turned out. "The De Ville is so beautiful that I look forward to driving it all the time, and the underside looks as stunning as the top. It always wins at the shows, and even though its numbers aren't matching, it looks so great, nobody seems to care."

He also reports that his Cadillac drives and handles, "like a dream. I built it to drive it and have fun with it," which he does, cruising about 1,000 summertime miles each year on a set of Diamondback Classic Radial tires made to resemble the stock optional whitewall bias-ply.

Cadillac production reached 200,000 units for the first time in 1967, revealing that Bob isn't the only fine car enthusiast whose dream came true. His just took a few decades longer. 📷





Luxurious Evolution

A look at Exterior Design Highlights of 1960s Cadillacs

BY THOMAS A. DeMAURO • PHOTOGRAPHY COURTESY OF GENERAL MOTORS

Automotive styling advanced at a precipitous pace in the 1960s, to keep up with shifting buyer attitudes in a time of social upheaval. Cadillac, the dominant force in the American luxury car market, moved forward as well, but also endeavored to maintain elegance and restraint in its designs.

The GM division generally employed an evolutionary approach to avoid alienating existing disciples of the brand, while still enticing new buyers. Several elements from the significant redesigns of the 1961, '63, and '65 Cadillacs will be highlighted in this article, as will the re-envisioned 1967 Fleetwood Eldorado. Other 1967 models were also restyled, but an example is already featured in this issue, so we'll examine the 1969s.

It's interesting to observe the changing shapes and positions of the grille relative to the headlamps, the advancement of the roof and body styling, and the refining of the tailfin treatments during this decade. Through all those design developments (1967-'69 Eldorado aside), overall length varied only 3 inches and width remained within fractions of an inch from 1960 through 1969.

Author's note: Most styling themes were the same for the four-door models

as they were for the two-door examples shown, but the four-door roof variations were too numerous to include.

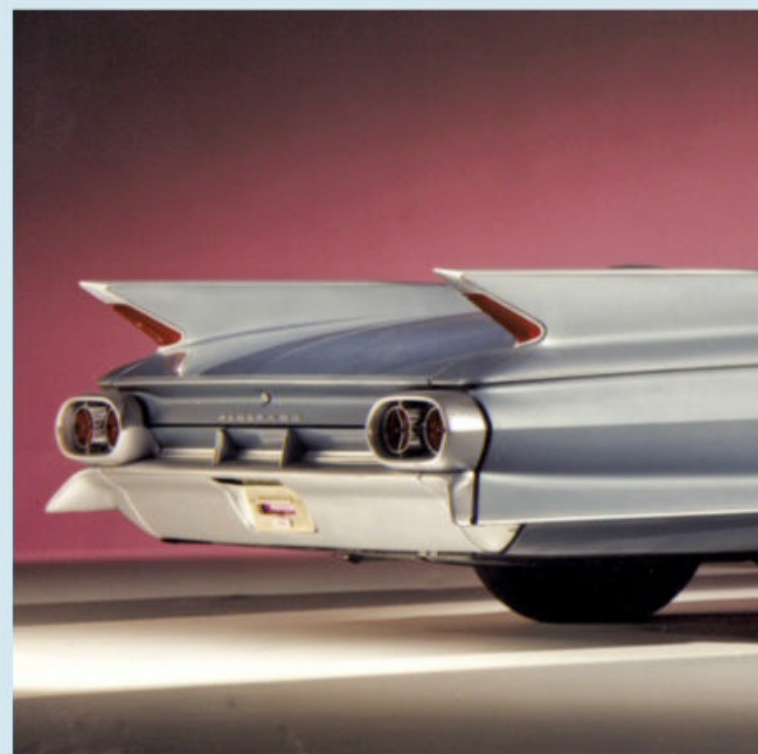
1961

The flamboyance of the jet-age-inspired 1959 Cadillacs was somewhat toned down for 1960. Front and rear styling was subtly simplified, and the tailfins were reshaped and their height decreased, etc.

A major 1961 redesign reflected a more agile appearance. A new vee'd and convex-shaped grille was raised to the same plane as the quad headlamps, the hood was flatter, the fenders angled-back from the headlamps, and there was a new bumper with round parking lamps.

Roof design traits of the 1959-'60 Eldorado Brougham were seen in the 1961 Cadillac models. Revised curved A-pillars with a new windshield, thicker and more upright C-pillars, and a smaller backlite created a more formal roofline in place of the wraparound windshield and sloped C-pillar look of 1959-'60 coupes.

More pronounced character lines adorned the body-sides. Three converged at the new side-by-side round quad taillamps with backup lamps, nestled into large oval chromed bezels that replaced the vertical layout of 1960. The lowermost bodyline formed a fin, or "skeg," that terminated at the flared rear bumper and had been seen on the



1962 COUPE DE VILLE



1961 COUPE DE VILLE



1961 ELDORADO BIARRITZ



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1963 COUPE DE VILLE



1964 COUPE DE VILLE



1963 ELDORADO BIARRITZ

'59 Cyclone concept car and 1960 Eldorado Brougham.

Tailfins with integrated lamps were revised and a new deck lid passed between them. Vertical chrome bars above the license plate framed the fuel filler door.

Some trim and emblems varied between the Series Sixty-Two coupe and convertible, the Coupe de Ville, and Eldorado Biarritz convertible, but all had a 129.5-inch wheelbase tubular-center X-frame and were 79.8 inches wide and 222 inches long—3 inches shorter than 1960 models.

A 325-hp, 390-cu.in. V-8 with 430 lb-ft of torque ahead of a four-speed Hydra-Matic transmission was the only powertrain offered.

Sales actually dipped in 1961 to 138,379 (includes all two-door and four-door models of Series Sixty-Two, De Ville, Eldorado, Fleetwood, and commercial chassis), down from 142,184 (142,272, from some sources) for 1960, but that may be more symptomatic of an economic downturn in that model year. Modest but notable exterior revisions updated the front, rear, sides, and roof for 1962, and sales rebounded to 160,840.

1963

A new body arrived for 1963 and a few elements suggested a modern interpretation of the 1959-'60 design. Lowering the grille relative to the quad headlamps and adding bright horizontal trim recalled 1959, as did the fender top shapes and a character line that extended rearward. The front bumper was somewhat reminiscent of 1960, as were the smoothed body sides. The sharp creases and lower body slogs of the previous two years were gone.

A raised center section added prominence to the new wider hood, round amber parking lamps were under the headlamps, larger cornering lamps were integrated into the fender trim, and the door handles were redesigned.

At 223 inches, the body was only an inch longer than the previous year, and the X-frame and same wheelbase remained. Front fenders were longer, and a new angular "close-coupled" coupe roof and glass design with straight A-pillars, wide C-pillars, and a smaller backlite, was employed.

Revised but still moderate-sized fins with taillamps terminated above vertical rectangular chromed bezels that contained more taillamps and the reverse lamps, capped the rear-

quarters, and served as the outer ends of the bumper. The decklid was subtly changed, the license plate mounting area was moved up into a new rear trim panel above a bumper that wrapped under the rear of the car.

Trim items and emblems again differed between the Series Sixty-Two coupe and convertible, the Coupe de Ville, and the Eldorado Biarritz convertible. The 390-cu.in. V-8 was redesigned for 1963 and improved in many areas, but was still rated at 325 hp, and the four-speed Hydra-Matic remained.

Sales increased to 163,174 for 1963. Subtle-appearing yet significant refinements were made for 1964, and sales rose to 165,959.

1965

An all-new exterior for 1965 featured stacked quad headlamps in chromed bezels that protruded ahead of a broad vee'd grille, which also extended downward to the drop-center bumper. Parking lamps were moved to the bumper and the hood was wider, as was the tread at 62.5 inches, versus 61.

New curved side glass facilitated a revised roof with the A- and C-pillars tilted more inward at their tops toward the centerline of the car, which enhanced



1965 COUPE DE VILLE



1966 ELDORADO



1965 DE VILLE

the appearance and eased occupant entry and exit, thanks to less roof overhang. It also retained the thick C-pillar/small backlite-styling theme and a formal look. Convertibles received a glass backlite.

The body featured crisp, horizontal front-to-rear upper and lower character lines, and the wheelwell and fender skirt shapes were a variation of the same design theme used in previous years. Though there was a slight kick-up of the rear quarter panels at the C-pillars, the appearance of tailfins in the side view was gone.

Yet from the rear, the taller, vertical integrated chromed taillamp bezels,

with pointed tops and bottoms, and the deck lid design, created the impression of small fins. The bumper and tail panel trim were also revised.

Two-door Cadillac offerings for 1965 included the Calais coupe (which replaced the Series Sixty-Two), Coupe de Ville, De Ville convertible, and Fleetwood Eldorado convertible.

A boxed perimeter frame was new, and revisions were made to the coil spring suspension. Wheelbase was unchanged, but body length increased to 224 inches, and lower door sills provided a lower step-in height. The three-speed

Turbo Hydra-Matic and the larger, 429-cu.in. engine with 340 hp and 480 lb-ft of torque that debuted for 1964 was the only powertrain choice.

It was a record-setting year for Cadillac with 181,435 examples produced. The overall design was maintained for 1966, but slightly updated, resulting in sales of 196,675 cars.

1967

The Fleetwood Eldorado was a completely different Cadillac for 1967, with front-wheel drive and a tailored approach to the long-hood/short-deck

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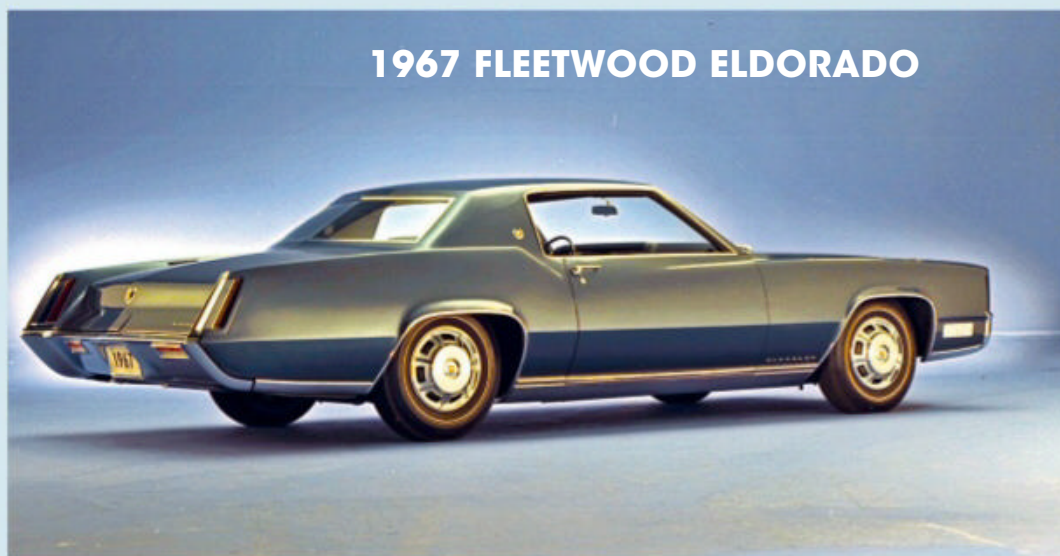
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1967 FLEETWOOD ELDORADO



1967 COUPE DE VILLE



1967 FLEETWOOD ELDORADO

theme. It entered the growing personal luxury car market, joining its E-body stablemates, the Oldsmobile Toronado (also FWD) and Buick Riviera, as well as other competitors.

Concealed headlamps afforded the Eldorado a wall-to-wall grille appearance. Protruding blade-like fender extensions were mirrored in the front bumper, which also revealed the grille through its air intakes, housed the parking lamps, and was tightly integrated into the fenders. The raised central portion of the hood widened as it flowed rearward, like those of the larger Cadillacs.

An upper character line ran from the top of the sharp-edged front fenders into the doors, and another abruptly kicked up to the top of the quarter panels at the C-pillars. Upper and lower bodysides bowed outward to a front-to-rear, below-center crease that was interrupted only by the large wheelwells. As seen on past Eldorados, bright trim ran the length of the lower body, around the wheelwells, and to the bumpers.

Like the Buick and Olds, there were no vent windows, but unlike their fastback rooflines, the Eldorado's was formal with narrow rectangular

quarter windows and upright C-pillars. A central ridge at the back of the roof continued through a vee'd backlite and the decklid. The rear bumper followed the lower quarter-panels' profile, housed the license plate and reverse lamps, and dramatically rolled under the rear of the car.

Interior air exhaust vents topped the quarter panels, and knife-edged chromed trim adorned the endcaps with thin vertical taillamps inset on both sides of them.

The Eldorado featured a special Hydra-Matic transmission designed for front-wheel-drive, and a torsion bar front and mono-leaf sprung rear suspension, and it was built on a box-section $\frac{3}{4}$ -length forward sub-frame, with the rear section integral with the body like the Oldsmobile. However, the Cadillac's 120-inch wheelbase was 1 inch longer, and the body was 10 inches longer at 221 inches and slightly wider at 79.9 inches. The 340-hp 429-cu.in. engine powered it.

For 1968, the parking/turn-signal lamps graduated to the leading edges of the fenders from the bumper. Cornering lamp lenses were updated, side marker lamps were added, taillamp lenses were widened, and windshield wipers were concealed. An epic-sized 472-cu.in. V-8,

rated at 375 hp and 525 lb-ft of torque was standard. In 1969, the headlamps were exposed, the grille pattern was revised, and the reverse lamp was now on the fuel filler door.

Cadillac sold 17,930 Eldorados for the 1967 model year, followed by 24,528 in 1968, and 23,333 for 1969.

1969

Like the 1967-'68 Cadillacs, the 1969 models featured contoured body-sides and sweeping character lines, but with some seemingly softer transitions. The most prominent angled downward from front to rear and complemented a kick-up at the top of the rear quarter panel to emphasize the rear fins like the previous year models had.

The forward-leaning vertical quad headlamp motif of 1967-'68 was replaced for 1969 with a horizontal quad headlamp layout with front fender extensions similar to the Eldorado, wraparound parking/turn signal/cornering/side marker lamps outboard of the headlamps, a wide-mouth vee'd rectangular grille and new drop-center front bumper. The redesigned hood was longer and wider at the front, and the prior year's concealed windshield wipers returned.

Vent windows were removed, the roof



1968 DE VILLE



1969 COUPE DE VILLE



1969 DE VILLE

was revised, and a vee'd backlite was added. The new deck lid and slender pointed taillamps accentuated the fins, and a full-width rear bumper incorporated the license plate mounting area.

Two-door traditional Cadillacs for 1969 included the Calais coupe, Coupe de Ville, and De Ville convertible. The frame was revised but was still perimeter type, and the wheelbase remained 129.5 inches. Overall body length was 225 inches, width was just under 80 inches, and the front/rear track was 63 inches. The 375-hp, 472-cu.in. engine and the Turbo Hydra-Matic were standard.

Total sales were 223,237 for 1969, which was down from 230,003 in 1968, but more than the 200,000 for 1967.

Cadillac's elegant styling, robust engineering, and esteemed reputation combined with the enormous resources of General Motors ensured that the division ruled the U.S. luxury car market in the 1960s. It broke its own sales records for most model years during the decade and maintained substantial market share. The arrival of the forward-thinking Eldorado for 1967 only reinforced the division's enviable image. 📷

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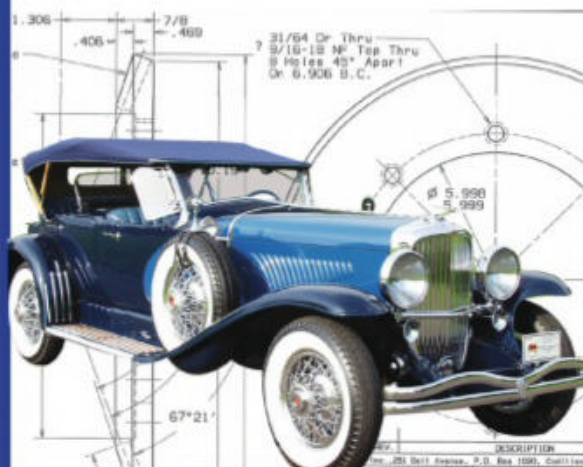
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WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO



Local patron of the arts Robert Jepson from Savannah, Georgia, took home Best of Show honors with his beautifully restored 1938 Mercedes-Benz 540 K Cabriolet. It was originally built for Swedish Olympic swimmer Max Gumpel and was restored by Prueitt Automotive Restoration in Glen Rock, Pennsylvania.



America's season of concours concludes in South Carolina each November with the Hilton Head Island Concours d'Elegance & Motoring Festival. For a variety of reasons, the Hilton Head Concours stands out as one of the best amongst so many truly outstanding competitions now crowding the showcar scene. It's one of those special events that if you attend once, you'll want to go every year thereafter.

With the upscale Westin Hilton Head Island Resort & Spa as the host hotel, this ocean-front complex, along with the expansive golf course of the adjoining Port Royal Golf & Racquet Club, makes for an idyllic location. The tree-lined fairways provide plenty of shade, and you can either walk from the hotel to the show field or take the complementary shuttle. A more tranquil concours experience just doesn't exist.

Like all concours, it's the spectacular cars that count. But again, things are done a bit differently down here. Along with all the special classes of pre- and postwar automobiles, and American and imported, there's always a sizeable and highly interesting display of vintage boats, trucks, motorcycles, and campers, too. With well over 200 vintage vehicles on display, the variety of both common and distinguished makes, and corresponding rare models, will truly amaze you.

The weekend's fun begins on Friday with Aero Expo at the nearby airport. This aviation-themed gathering is set among a fascinating array of vintage airplanes that, in 2019, included a 1928 Curtiss Wright Travel Air, '41 Boeing Stearman, '43 De Havilland Tiger Moth, and several early Cessnas and Pipers.

Saturday is the Car Club Showcase, when several hundred collector cars of all sorts descend onto the scenic grounds of the well-groomed golf course for a non-judged happening. But, if that isn't enough fun, then you'll need to arrive the weekend prior to take in the exciting sights and sounds of the Savannah Speed Classic vintage races on Hutchinson Island, Florida, which is directly across the river from scenic Savannah, Georgia. Between those weekends, you can relax by roaming the ever-beautiful Savannah historic district, and marvel at the many magnificent restored old houses lining the cobblestone streets and public squares, adorned with Southern live oak trees draped in their signature Spanish moss.

Next year's Hilton Head Island Concours d'Elegance & Motoring Festival takes place the last weekend of October, with the concours to be held on Sunday, November 1. For more details, visit the website at www.hhiconcours.com.



Bluffton resident Peter Brown showed his authentic 1950 Chevrolet Skyline Deluxe convertible in the Preservation Class. Treated to one repaint years ago, this 33,600-mile example still wears its factory-installed top and interior.



Attracting spectators throughout the day was this cute 1958 Goggomobile TL400 Transporter. Owned by Billy and Sue Paul from Longwood, Florida, it's powered by a 400-cc two-stroke two-cylinder with a pre-selector four-speed.



Costing \$8,500 when new, this 1929 Stearns Knight J-8-90 is one of 234 built during that model's 1928-'29 production run. It was displayed by owner Dr. Wellington Morton of St. John's, Florida.



Designed in the Streamline Moderne style, this 1942 Chrysler Royal Business Coupe was built three weeks before chrome started being diverted to the war effort; 1 of 479 built, it's owned by Hilary and Mark Becker from Jacksonville, Florida.



One of the prettiest coupe shapes of all time, this 1967 Alfa Romeo GTV was designed by Giorgetto Giugiaro while working at Carrozzeria Bertone. It now resides in Beaufort, South Carolina, with owner Jeffrey McCarthy.



With its dual sidemounts and rumble seat, this sporting Packard is one of only five 1929 model 645 Deluxe 8 Roadsters that are registered with the CCCA. When new, it sold for \$4,585, the rough equivalent of \$69,000 today. It is now owned by Lynn and Paul Kilker from York, Pennsylvania.



Restored to outstanding condition, this 1948 Chevrolet Fleetliner features the “Country Club” wood trim package that was made by Engineered Enterprises of Detroit. Today, it resides on Amelia Island, Florida, with owners Lisa and David Helmer.



Only three Continental Mark II convertibles were factory-built, but conversions such as this 1956 example were produced by outside coachbuilders. This stunning car belongs to Glynette and Barry Wolk of Farmington Hills, Michigan.



Costing \$14,000 when new, this 1936 Mercedes-Benz 500 K Special Roadster was nearly destroyed during WWII. Powered by a 5-liter straight-eight, it's owned by Laura and Craig Hopkins of Dallas, Texas.



Selected as a Best of Show finalist, this striking Studebaker Golden Hawk is one of 878 built for 1958. With its supercharged 289 V-8, the coupe is now enjoyed by owner Mark James of Lancaster, Pennsylvania.



Found discarded in a shed, this 1957 Cadillac Series 62 convertible has undergone a ground-up restoration by its owner, James Wagon of Pelham, Alabama. It's equipped with all the factory options, including air conditioning.



With its distinctive Derham three-position Sedan de Ville top, this 1936 Cord 810 was originally built for the heiress to Campbell's Soup. It's now owned by the Cofer Collection of Tucker, Georgia.



Fitted with Borrani wire wheels since new, this beautiful 1951 Jaguar XK120 coupe has a shape that's truly stunning. Powered by a 160-hp DOHC straight-six, this finely restored XK resides on nearby Kiawah Island with owners Rhonda and Fred Reeser.



Sue Paul from Longwood, Florida, displayed her pint-size Honda S600. It's 1 of 111 convertibles built in 1966 and features a high-revving 57-hp DOHC four-cylinder with an 8,500-rpm redline.



This 1907 Thomas Flyer Model 35 represented American engineering at its best by winning the 1908 New York to Paris race. It's owned by the National Automobile Museum in Reno, Nevada.



One of five Mark VI Drophead Coupes with a disappearing top, this 1949 Bentley looks absolutely striking in its silver coachwork. It was shown by owner Fred Zell of St. Michael's, Maryland.



Found discarded behind a gas station on Long Island in the 1960s, this 1934 Ford Luxus was designed and built for Edsel Ford by Karosserie Deutsch of Germany. It's owned by Kathleen and Chris Koch of Palm Coast, Florida.



Linda and Barry Paraizo came up from North Palm Beach, Florida, to display their attractively restored 1931 Packard Model 833. It features a rumble seat, Tripple headlamps, and dual side-mounted spares.



Harry Stutz's other car company, HCS, built this distinctive 1923 four-door Touring model. Powered by a 50-horsepower Weidley OHV four-cylinder engine displacing 228 cubic inches, the HCS now belongs to Becky and Jim Aldrich from Raleigh, North Carolina.



The Elliott Museum in Stuart, Florida, is home to this 1953 Cunningham C-3 Continental, of which only five were Cabriolets. It features a tubular chassis, Chrysler FirePower V-8 and Vignale coachwork.



You will always find unusual cars at Hilton Head, as proven by this 1965 Panhard 24BT two-door coupe. This front-wheel-drive beauty is owned by Walter Eisenstark from nearby Bluffton.



As its name implies, this 1911 Pope-Hartford Portola Roadster was built in Hartford, Connecticut, and is one of three known to exist. With a 50-hp four-cylinder displacing 450 cu.in. under the long hood, it's owned by David Peeler of Weddington, North Carolina.



Ann Buntin of Moneta, Virginia, showed the beloved 1961 Mercedes-Benz 190b that her grandmother bought new at the Mercedes-Benz factory in Stuttgart, Germany. It had been driven 275,000 miles before it was restored.



With a list price of \$2,792, this 1937 BMW 328 Roadster was one of only 18 that were painted black by the factory. In the 1930s, it won races at Hockenheim, Le Mans, and the Nürburgring. It was shown by owner Lothar Schuettler of Darnestown, Maryland.



Surrounded by controversy, 1974-'76 Bricklin SV-1 was a cleverly conceived sports car

SAFETY FIRST

BY MARK J. McCOURT • PHOTOGRAPHY BY JEFF KOCH

For decades, the concept of automotive safety—the ability of a vehicle's occupants to survive a crash—was something treated very gingerly by automakers, which feared discussion of this topic might infer their cars were ill-handling or otherwise defective. It was also largely ignored by the buying public, until the 1965 publication of *Unsafe at Any Speed* shocked the American government into regulatory action.

In the early 1970s, building Experimental Safety Vehicles (ESV) for research and auto show display was a popular theme with automakers around the globe, and it seemed the topic had finally reached widespread acceptance. It was into that environment that a young entrepreneur launched his unique new sports car, which lit off with a firework's bright energy, and just as quickly, fizzled out.

Orlando, Florida, is where an ambitious 21-year-old college dropout named Malcolm Bricklin founded a home-improvement hardware store franchise in 1960; he would sell his interest in that business, dubbed Handyman, for a substantial profit a few years later, and get his real first taste of success. Bricklin's next project brought him into the transportation world, when he sold leftover Italian motor scooters to the City of New York Police Department; with assistance from partner Harvey Lamm, he would create Fuji Heavy Industries' beach-head into the American automotive marketplace with the 1968 establishment of Subaru of America.

While Subaru is a major player in the U.S. today, this company's first steps were tentative; the charmingly awkward, 960-pound model 360 microcar Bricklin and Lamm were able to import—it was exempt from current safety and emissions regulations due to its sub-1,000-pound curb weight—got a negative *Consumer Reports* review that largely dried up sales. The partners convinced the Japanese automaker to follow the 360 over here with its more conventional, front-wheel-drive 1100 "FF-1," which found a ready market. Bricklin left Subaru of America in 1971, taking with him some unsold 360s that he sought to market as rentable go-karts on closed tracks through a franchise he called "FasTrack." It was the

development of damage-resistant replacement go-kart bodies to house those Subaru 360 mechanical components that sparked an idea for the young man's eponymous car company.

Bricklin was undoubtedly aware of the contemporary ESV trend, encouraged by the U.S. Department of Transportation, that would result in forward-thinking, passive restraint-filled concepts from General Motors, British Leyland, Mercedes-Benz, Volvo, Volkswagen, and others. Those Subaru 360 replacement bodies had come about through a collaboration with Meyers Manx dune buggy inventor Bruce Meyers, who had expertise in working with a resilient plastic composite. And in that, Bricklin found his vehicle's unique selling proposition: It would be a "safety" sports car.

Bricklin tasked Meyers with designing a 2+2 that used a 96-inch wheelbase and a 1,600-cc four-cylinder Datsun 510 drivetrain; this car would sport retractable headlamps and the scene-stealing vertical-opening doors that had made such a splash on Mercedes-Benz's racing derived 300 SL nearly 20 years earlier. The safety aspect of the car came from its large, impact-absorbing bumpers, which were planned to resist damage at up to 25 mph (and would succeed up to a still-impressive 12 mph in later testing), as well as from the unique skin that covered its steel perimeter frame with integral roll cage. As proven with the Subaru track cars, that body would be very durable, thanks to its exterior panels made of fiberglass-bonded, color-impregnated acrylic plastic, a no-painting-required, low-maintenance material commonly used in prefabricated bathroom fixtures.

This design work proved challenging—it was reported that Bricklin and Meyers relationship grew strained due to Bricklin's evolving requirements—and a young, Art Center-trained designer, Marshall Hobarts, was tapped to render the exterior styling for the



Retractable headlamps were de rigueur on Seventies sports cars; SV-1 lighting changed between the prototypes and production model. Like the body, the headlamp doors were color-impregnated acrylic laminated plastic.



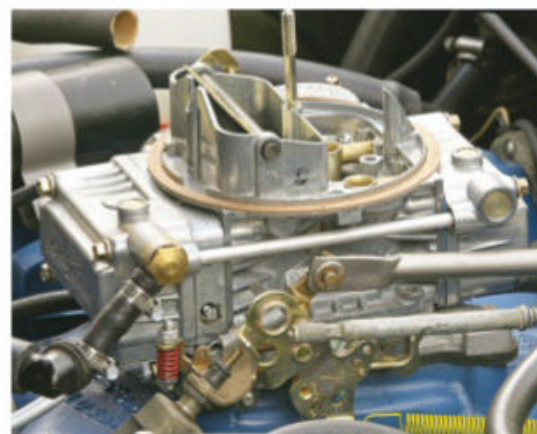
SV-1s were available in five "Safety" colors, including this 1975 example's Safety Green. All shared a Phoenix Brown interior with floor-mounted shifter and stylish VDO gauges.



sleek car. Hobarts' illustration provided the styling concept for an initial prototype, commonly called the *Gray Car* or *Gray Ghost*, fabricated for the entrepreneur by noted custom car builder Dick Dean. This was not production ready as it stood, but that basically functional display piece was useful as a sales tool to attract financing, and was the first product of the newly formed Bricklin Vehicle Corporation.

Working out of his Romulus, Michigan studio, veteran Chrysler and Ford designer Herb Grasse with was tasked with turning that idea into a realistic form, starting with the creation of a more practically styled clay model of a two-seat sports car with a useful, large rear hatch. Grasse would work closely with Ford body engineer Garth Dewey and race car chassis builder Tom Monroe, along with a selection of hired clay modelers, designers, and technicians. The period when this concept was being turned into a workable automobile was a hectic, fascinating one, Grasse told author Wick Humble in the SV-1 driveReport that ran in *Special Interest Autos* #68, April 1982: "During this three-month period, we had some very interesting people stop by: Paul Newman was involved, he was a friend of Malcolm's. Another was John DeLorean—and this was well prior to any De Lorean vehicles; John just came by, looking the clay model over. We had no idea at that time that he was interested in starting his own company. Zora Duntov and a few others from GM, as well as Don De La Rossa from Ford, paid us a visit. A lot of the auto industry was interested, and wandering in and out!"

There were plenty of engineering challenges to sort, the principal players would reveal in later interviews. The 22 composite panels that, together, formed the SV-1 body, caused major headaches, since the engineers had to work out how to bond the acrylic to the fiberglass-reinforced plastic and resin-cured fiberglass matting, and to keep the finished panels acceptably smooth. Those "gullwing" doors that Bricklin had



While 1974 model year Bricklin cars used a 220-hp, four-barrel 360-cu.in. AMC AMX V-8, 1975-'76 SV-1s had a Windsor-built 175-hp, two-barrel 351-cu.in. Ford V-8. The majority of cars had a three-speed automatic.

insisted upon from the start were another source of anxiety, both for their fit and finish, and for their actuation. These doors weighed around 90 pounds because they contained interior trim panels, side impact beams, and retractable window glass, three things Mercedes-Benz engineers had not included on the 300 SL coupe. The final design featured two high-pressure gas struts per door, assisted by Ford convertible electric top motors, and time would prove it frail, prone to burn-out if both doors were raised at once.

Within two years of the SV-1's conception, Bricklin had been able to secure millions in loans, and to get production rolling in a most unusual location: the eastern Canadian province of New Brunswick. This region was selected because its premier, Richard Hatfield, provided substantial funding to the automaker in a bid to bring both jobs and prestige to the cities of Minto (where the body plant was located) and Saint John (home of the car's final assembly). This was an international affair, as the Bricklin Vehicle Corporation had a service and distribution center in New Jersey, while its headquarters was located in Scottsdale, Arizona.

The production model, introduced in 1974, was both complicated and straightforward. Its underpinnings were

proven, as AMC provided most of the mechanical components. The engine for 1974 model year cars was an AMX-spec 360-cu.in. V-8 topped with a four-barrel Motorcraft carburetor; it made 220 hp at 4,400 rpm and 315 lb-ft of torque at 3,100 rpm. Buyers had the choice of a four-speed manual or three-speed automatic transmission. The Hornet-derived suspension consisted of unequal-length A-arms, coil springs, tube shocks, and an anti-roll bar in front, as well as a live axle damped by semi-elliptic leaf springs, tube shocks, and two trailing links. The AMC-sourced brakes were power-assisted 11-inch vented discs in front, and 10-inch rear drums, while the variable ratio recirculating ball steering had Saginaw power assist. BFGoodrich FR60-15 radials were mounted on 15 x 7-inch cast alloy wheels.

It's reported that just under 780 examples were built in that first model year, and around 155 of those were equipped with the four-speed manual gearbox. That option disappeared for the 1975 model year, when the SV-1's base price had risen from \$7,490 to \$9,980 (around \$39,080 to \$47,715 today). American Motors had cut off the supply of its V-8, so Bricklin turned to Ford, and purchased the Canada-built Windsor 351-cu.in. V-8, backed by a three-speed Ford FMX automatic. This engine was topped by a

two-barrel carburetor, and with its 8.1:1 compression ratio, was rated at 175 hp at 3,800 rpm and 284 lb-ft of torque at 2,200 rpm. *Car and Driver* magazine tested a 1975 example against a similarly equipped Corvette in its May '75 issue, finding the 3,470-pound coupe capable of a 16.6-second quarter-mile at 83.6 mph, a 118-mph top speed, and 0.68 G on the skidpad. Editor Don Sherman praised the Bricklin's handling stability and braking over those of the (comparably) mass-produced Chevrolet, and called it "all flair and flamboyancy... a tangible threat to the Corvette."

The Bricklin Vehicle Corporation would build another

roughly 2,100 units — including fewer than 35 1976 model year examples — before the company went into receivership, leaving Maritime Canadians with bittersweet memories of their hometown sports car, and setting a precedent for John DeLorean's stainless steel wonder, the Northern Ireland-built DMC De Lorean. While it came in underdeveloped and over budget, the SV-1 found success in its mission to be a safe, stylish, unique sports car, and as enthusiastic members of the Bricklin International Owners Club (www.bricklin.org) will attest, surviving examples still have the power to stop traffic. 🏎️





1958 Chevrolet Apache
Sold for \$35,250



1983 Toyota BJ42 Land Cruiser
Sold for \$21,000



1964 Amphicar 770
Sold for \$59,500



Mark Stielow's "Tri-Tip"—The 1969 Camaro That Invented Pro Touring
Sold for \$81,000



Stately and Elegant 1956 Continental Mark II
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For most people, there's no connection between rusty Mustangs and American Motors products. But the corrosion resistance—or lack thereof—of Ford's fastback 2+2, some 15 years after it was built, would prove beneficial to one young car enthusiast, who would

be directed into a lifetime of Rambler fandom. Perhaps the neatest piece of his Sixties AMC collection is not the scarcest by production numbers, but it's a true survivor, one of a handful known to remain: a 1964 Ambassador 990-H.

A Rambler wasn't typically the car of choice for most teenagers in 1982, and it

certainly wasn't a stand-in for the V-8-powered pony car Kevin Shope wanted. But, at 15 years old, he discovered daily-driven Sixties Mustangs in his price range hadn't held up particularly well against Pennsylvania's harsh winters. Kevin's introduction to the late, lamented Independent marque came through a

THE GENTLEMAN'S MUSCLE CAR

*An untouched Rambler Ambassador 990-H that was
AMC's finest for the 1964 model year*

BY MARK J. McCOURT • PHOTOGRAPHY BY DAVID CONWILL



Rambler Classic 660, a car his aunt had purchased new in 1964 and cared for, but had been taken off the road years earlier. "She knew I was striking out, looking for what I wanted, so she made a play to get me interested in buying it," he recalls.

"She offered it to me for \$400. I said, 'I don't want a six-cylinder Rambler as

my first car.' My dad said, 'Why don't we go see if we can get it started and running, and maybe, if it's mechanically sound enough after sitting all these years, it might be worth getting. You drive it for a little bit, and then do what you want to do.' Doggone it if it didn't start up with some gas poured down the carburetor and

a new battery. He said, 'I think you ought to buy this from your aunt.' I reluctantly said, 'Alright,'" Kevin tells us with a laugh.

The teenager spent the next 11 months performing a partial restoration on that two-tone blue-and-white, 42,000-mile car, this entailing a degree of body- and paintwork. "It turned out



The 990-H received Rambler's best-trimmed, sportiest interior, with slim-line bucket front seats split by a floor-shift center console, and quasi-buckets separated by a fold-down armrest in the rear. This car's vinyl upholstery was damaged from years of sun exposure.

looking pretty nice, so I took it to a show," he remembers. "I was sitting beside a guy with an older Ford who asked me what I was doing with it. I said, 'I'm driving it, it's my only car.' He looked at me and said, 'No!' I asked what he meant, and he told me that I needed to put the car away in the winter—it was too nice to drive in the salt." At that time, the high school student was earning \$2.50 per hour, and felt he couldn't afford a second car; the fortuitous arrival of a \$250 winter beater would save Kevin's first Rambler through his college years, and up to this day, since that sentimental favorite four-door is still in his garage.

By the mid-1980s, Kevin had become an active member of the AMC collector community, and his study of 1960s American Motors cars introduced him to the flagship from his 660's model year, the Ambassador 990-H. This impressive looking hardtop caught his eye with its crisp styling and upscale, plush interior, as well as its top-performing V-8 drivetrain. "I remember thinking, 'Man, it would be nice to have one of those.' But through all the AMC shows I went to, well into the 1990s, I didn't see them. They just didn't exist anymore." His luck would soon change.

"In the summer of 1995, I was at Cecil County Dragway in Maryland for an AMC race day. I was walking through the pit area, and stopped dead in my tracks—this car was sitting there," Kevin continues. "I was with a friend from Baltimore who knew everything about it. He laughed and said, 'I knew you would like that car! It was parked just around the corner from me for years, and I'd always kept tabs on it. The older-lady owner decided

she was going to sell it, and I helped her move it into the hobby, rather than just letting it get out to the general public and be destroyed.' My friend felt the current owner wasn't really interested in the car, and thought he wanted to get something else... it could be for sale. I said, 'I want it!' That car just talked to me."

While the pillarless two-door—as well as a rakish convertible—had been part of the compact, 100-inch-wheelbase America 440 line from the start of the all-new 1963 model year, Rambler's mid-range Classic and top-of-

the-line Ambassador, sharing a 112-inch wheelbase and circa 190-inch overall length, had only come in two- and four-door sedan and four-door station wagon body styles. This policy changed for 1964, when the larger lines received an elegant hardtop body, which could be had as a Classic 770 or Ambassador 990. The latter came in standard trim, and as our feature Driveable Dream's deluxe 990-H.

The 990-H was, starting at \$2,917, the second-priciest Rambler after the Ambassador station wagon, and according to its current caretaker, one of the low-



Rambler's hottest V-8 was stock: 1964's 270-hp, four-barrel 327-cu.in. V-8 moved the 3,213-pound hardtop with authority. The cylinder heads were machined .010 for a slight bump in compression.

est production, with an estimated 2,955 units. For the MSRP—roughly \$24,200 in today's money—the fashion-conscious buyer got the company's most powerful engine, a luxurious, 2+2-style bucket seat interior with console and fold-down center armrests, and special bright metal trim. That engine was a Holley four-barrel carbureted, premium fuel version of the automaker's tried-and-true OHV 327-cu.in. V-8 which, thanks to its stout 9.7:1 compression ratio, made 270 hp at 4,700 rpm and 360 lb-ft of torque at 2,600 rpm. This was channeled to the rear wheels through a Twin-Stick three-speed manual transmission with selectable overdrive, or the optional Shift-Command Flash-O-Matic three-speed automatic fitted to this car, along with the available limited-slip Twin-Grip Differential. Ten-inch drum brakes with optional power assist hid behind 14-inch wheels, whose vertical movements were controlled by coil springs. Other desirable factory-installed options on the 990-H included All-Season Air Conditioning, electric windshield wipers (replacing standard vacuum operation), and an AM-FM-Reverb Push Button radio.

Kevin jumped at the chance to purchase this Frost White-over-Classic Black hardtop in the fall of 1996, when its odometer registered just 52,000 miles. Around that time, he was starting on the restoration of a 1969 Hurst S/C Rambler; "That car was my project, so I was looking for something decent we could drive, and not have to put a lot of effort into keeping it out and about. It was nice to have this gentleman's muscle car while I was completely redoing a real hot rod," Kevin recalls.

The 990-H had been a Maryland resident up to that point, he tells us. "The lady who originally had it liked driving a sporty car. Around the middle of the 1965 model year, she saw this car sitting behind the local Rambler dealership. My friend believed that this car was initially used by the Baltimore district manager, who'd put a dent in the left front fender. The dealership repaired the dent, and sold the car to her. You can tell she prized it. She took care of it, but it lived in a city; there are a couple of small areas of paint that were touched up because it was dinged and damaged in daily use. She drove it as her everyday car for exactly 30 years! It was kept under a carport, and the red interior got sun damage. The right rear fender had paintwork too, which wasn't done very well. I got to talk with that lady shortly after I bought the car, and she told me that fender had been hit by a school bus!"



Kevin has basically maintained the car in the state he got it, although he has done some work on the brakes, the exhaust system, and under the hood. "After driving it a bit in late 1996-'97, I realized it was losing some antifreeze, and traced it back to the original head gaskets, which were pretty much shot. I ended up removing the engine in late 1997," he explains. "The cylinder heads needed to have about ten-thousandths shaved off to true them up. When I put it back together, the V-8 had good compression, and it ran nice and smooth. I cleaned up the engine, but the black paint under the hood is still original—I just waxed and detailed that. I did repaint the horns, fan, radiator, and other minor components.

"The other major things I've done to this car over the past 20-plus years have been changing the master cylinder, and

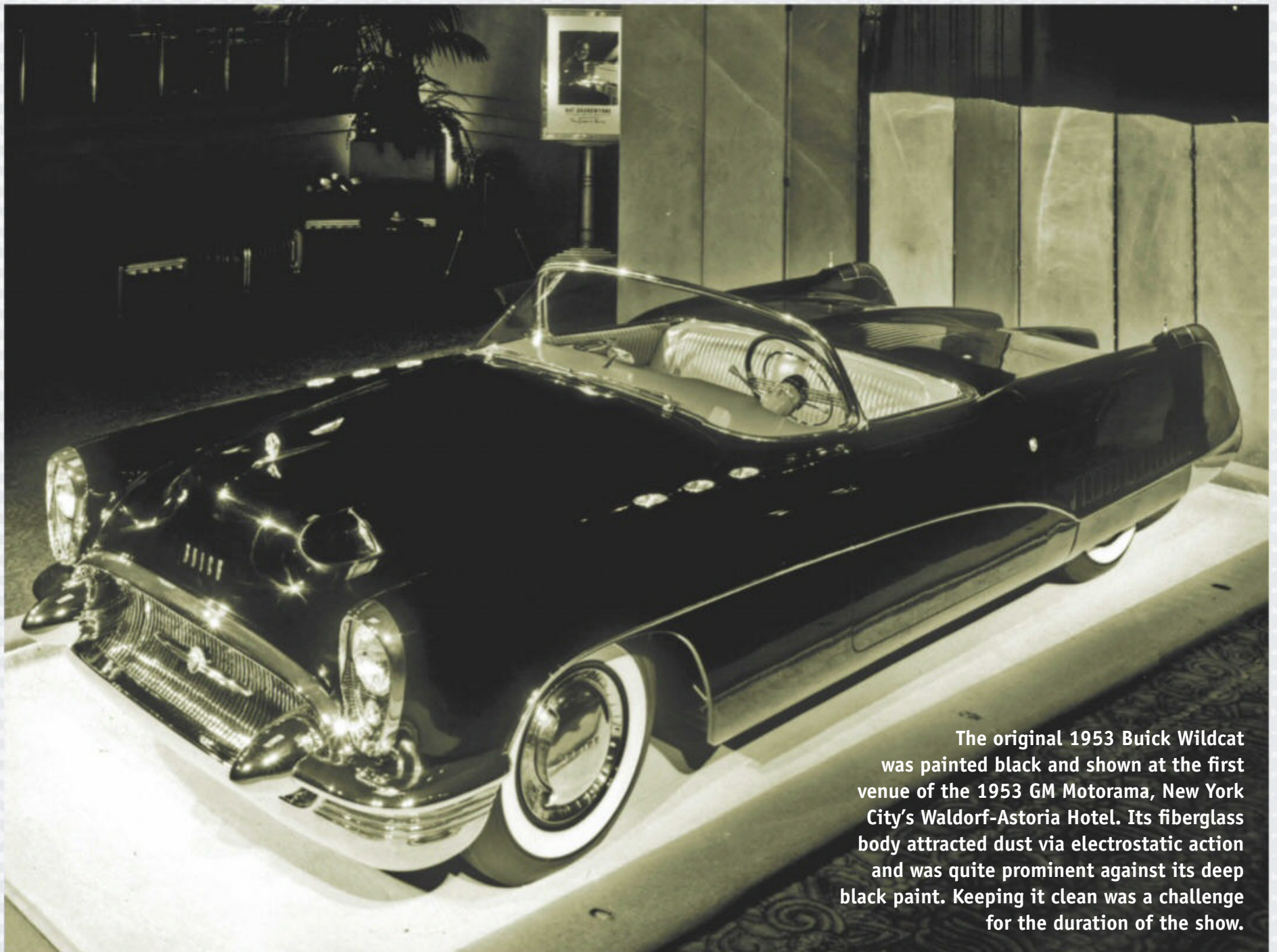
replacing the wheel cylinders and fuel pump. I've had to rebuild the carburetor twice, but some of that was the car not getting the use it should, since I've had so much time invested in the S/C Rambler. I've put on a few pieces of NOS trim to clean up the look, along with NOS hub-caps. I would like to redo the vinyl seats, they really need it—that may be a project I take on in the not-too-distant future," he muses. In the meantime, Kevin has found a trick to maintaining the roughly 85-percent-original, 56-year-old enamel; "The black paint is dry, and it's hard to keep streaks out. The only thing I've found that works is Turtle Wax Jet Black Spray Wax. If I use a spray detailer to get the dust off, it will streak, so I'll follow that with Jet Black, which helps quite a bit."

This Ambassador 990-H, which now shows a tick over 60,000 miles, represents a comfortable and capable middle ground between the 127-hp six-cylinder, column-shift automatic 660 and the beastly 315-hp, 390-powered S/C Rambler in the Shope family garage. "It was everything my Classic wasn't, in the same year and series. If I want to go out and beat on something, this 990-H has always been my car of choice. The Shift-Command starts out in second gear unless you manually shift it down; it allows you to shift it from first to third gear, and I like to manually manipulate the automatic to wind it out a bit. The 327 V-8 can be genteel, but when you get on it, it has a pretty good neck-snap," he says with a smile. "I've only ever personally seen four of these cars, including this one, and would summarize that fewer than 20 remain in driving condition, if that many. It's not a show piece, it's a driver... it's just rare, with a classic Sixties look." 🏁

*I said, 'I want it!'
That car
just talked to me.*



DENISE SHOPE



The original 1953 Buick Wildcat was painted black and shown at the first venue of the 1953 GM Motorama, New York City's Waldorf-Astoria Hotel. Its fiberglass body attracted dust via electrostatic action and was quite prominent against its deep black paint. Keeping it clean was a challenge for the duration of the show.

Buick's Wildcat

Trial flight in fiberglass and steel

BY DAVID W. TEMPLE • PHOTOGRAPHS COURTESY GM MEDIA ARCHIVE UNLESS OTHERWISE CREDITED

The 1953 Buick Wildcat (or Wildcat I as it was later called with the creation of the 1954 Wildcat II) was one of the major attractions at that year's General Motors Motorama—a traveling auto show and the first since GM's Mid-Century Motorama held in 1950. The division founded by David Dunbar Buick was also marking its 50th anniversary in 1953. The marque's Hellcat tank destroyer used during World War II was perhaps the source of inspiration for the dream car's name. The car was created under the guidance of Buick's chief designer, Ned Nickles, who some years earlier oversaw the design of Buick's first hardtop, the 1949 Riviera.

The Wildcat was among five other special cars created for the 1953 GM Motorama. Unlike the 1950 event, which was held in only New York City, the 1953 show toured six cities across the United States—New York City, Miami, Los Angeles, San Francisco, Dallas, and Kansas City—between January and June. Once that tour ended, the cars were available for display at various dealerships, state fairs, and other venues. In some cases, though, more than one example was built, thus making possible concurrent showings of the cars allowing more people across this country to see at least one of them. Increased sales were directly linked to people coming to view

GM's fascinating “dream cars.”

The fiberglass-bodied Wildcat sported a number of innovative styling and mechanical features, such as: concave vertical grille bars and “buffer bombs” integrated with the massive wraparound front bumper/oval grille frame; twin hood scoops for improved air flow into the carburetor; a trio of fender-top portholes; or “VentiPorts” as they were known; pushbutton-actuated doors; a slim sweepspear line traversing from bumper to bumper; cooling vents for the rear tires and brakes; and Roto-Static front hubs consisting of a stationary hub with a scoop on the forward facing side designed with the intent of improving cooling of the brake drum. (The



Styling highlights of the front of the 1953 Wildcat included concave vertical grille bars and “buffer bombs” integrated with a wraparound bumper/oval grille frame, twin hood scoops for improved air flow into the carburetor, and a trio of fender-top “VentiPorts,” by now a recognized hallmark of Buick.



BUICK WILDCAT *Trial flight in Fiberglas and steel*

An eight-page booklet titled *Buick Wildcat—Trial Flight in Fiberglas and Steel* was offered at venues where a Wildcat was shown. (Incidentally, “Fiberglas” with one “s” is the trademarked name for fiberglass.) The three-passenger car was described as a “revolutionary sports convertible” and it certainly was unlike anything Buick had put into production.

DAVID TEMPLE ARCHIVES



What is probably the second 1953 Wildcat built was photographed inside GM's Argonaut Building auditorium located on the 11th floor. This car is probably the same car that exists today in the collection of Joe Bortz, who is well known for his dream car collection.

15 x 6.5-inch wheel revolved around the scooped hub). A power convertible top folded into a well covered by a flush-fitting lid—an idea carried over from Harley Earl's 1938 Buick Y-Job concept car and also incorporated into both the 1953 Cadillac Eldorado and the 1953 Chevrolet Corvette. Styling for the rear of the Wildcat included very modest tailfins with integrated tail-lamps, and lights similar to those on Buicks produced for the 1954 model year.

Fine leather upholstery covered the interior, including the steering wheel rim and dash-panel pads. Gauges, radio dial,

and clock all surrounded by a chromed panel were recessed between these pads. The heater, defroster, and air vent were controlled with levers positioned to the right of the steering column, within easy reach of the driver. Finely grooved chrome-plated inserts adorned the pleated door panels.

Power was supplied by the Roadmaster version of the new 322-cu.in. V-8, coupled to an improved Twin-Turbine Dynaflow automatic transmission. The upgraded Dynaflow had dual turbines in the torque converter to reduce the sluggishness of the previous version of the transmission. Other

equipment included on the Wildcat was power steering, power brakes, hydraulically adjusted seat and windows, a "Selectronic" radio with foot-control switch, and twin rear-mounted automatic antennas.

The Wildcat I was evidently considered for production, though newspaper reports indicated otherwise. In the July 1953 issue of *Motor Trend* there was this note about the car in the magazine's column titled, Spotlight on Detroit: "Another one of the sports cars shown by GM this year is rumored to be ready for production on a limited scale. Chevrolet's Corvette will be first, but Buick's Wildcat is likely to be the next. Contracts for body engineering layout have been let to a Michigan supplier for a slightly modified version. Planned for 1954 introduction, the car will be powered by a 220-bhp Buick V-8. Steel will replace Fiberglass in the production version of the new two-seater." The "slightly modified version" as described in the *Motor Trend* report may have been represented by the car used by Harlow Curtice. A production version probably would not have had the Roto-Static wheels, but rather traditional wheel covers and steel wheels, or perhaps even the 40-spoke wire wheels that were standard equipment for the Skylark and optional for other Buick models. The detachable hardtop might have been offered as an option had the car been put into production. Other changes may have been deleting the hood scoops and replacing the pushbutton exterior door releases with conventional door handles.

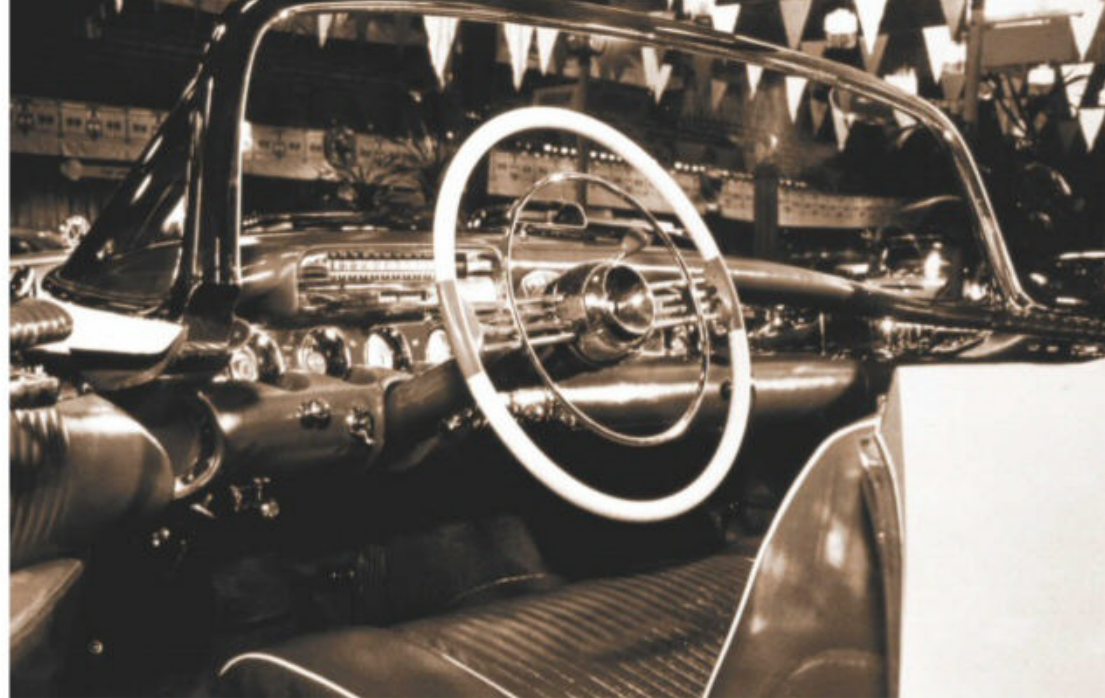
A white 1953 Wildcat appeared at the second venue for that year's GM Motorama, Miami's Dinner Key Auditorium located in the city's Coconut Grove section. GM Photographic Services snapped many publicity images nearby the facility, including this one that shows the unique "Roto-Static" front wheels used for brake cooling and the "sweepspear," which, in addition to portholes, became another hallmark of Buick for many years.





DAVID TEMPLE ARCHIVES

Bright green leather upholstery with pleats and white piping covered the bench seat of the 1953 Wildcat. Note the louvers along the quarter panel.



Fine leather upholstery was used for the interior of the 1953 Wildcat, including the steering wheel rim and dash panel pads. Gauges, radio dial, and clock all surrounded by a chromed panel were recessed between these pads. The rolled dash of the show car forecasted that of the 1954 Buicks.



This scan of an illustration of the 1953 Wildcat appeared in GM's second-quarter 1953 Quarterly Report to Shareholders. The author believes it shows the elusive light green 1953 Wildcat. No photos of this car were available from GM Media Archive as of August 2017.



This 1953 Wildcat is the only one known to have been fitted with a detachable hardtop. This car was probably modified from an existing Wildcat and it was used by GM president, Harlow Curtice.

When the Wildcat made its debut at the Waldorf-Astoria it appeared in black with a green interior, but beginning with the second venue and subsequent locales of the GM Motorama, another Wildcat painted white was exhibited. Like the black car, it and all other Wildcat I models had pleated green leather upholstery with white piping.

In addition to the two Wildcats shown on the GM Motorama circuit, another white example with radiused wheel wells like the 1953 Skylark, and a detachable hardtop was also built. Dated photography from GM Media Archive seems to indicate this version arrived around June of that year. It was probably a modified version of a previously built car, of which four were constructed. The total number built was long assumed to have been just two, until a couple of years ago when I was able to examine the Shop Order books kept at the GM Heritage Center. The book (which is a

compilation of surviving records related to the interior and exterior of special vehicles), rediscovered several years ago, offers a comprehensive listing of many, though not all, of the special cars and other projects of GM Styling/GM Design.

The shop order numbers listed for the 1953 Wildcats were 1714, 1867, 1868, 1877, and 2056—clearly five listings rather than four. Shop Order 2056 has the notation, “1953 Wildcat hardtop for Harlow Curtice” and is the car described above. The author believes that order number was issued for a series of changes (such as the addition of the detachable hardtop) to one of the four already existing cars—perhaps changes specifically ordered by Curtice—rather than for a fifth car. Exactly which car was altered is not precisely known, though my best guess, based on what is currently known, is that it was shop order 1877.

The black Wildcat shown at the

Waldorf-Astoria seemingly disappeared after that show. Could it have become the white car with the radiused rear wheel openings? Unfortunately, at present there is no definitive answer for this question, though this does not seem likely for the reason given later in this article. However, one claim made regarding the black car appeared in the *Miami Herald*. According to its February 8, 1953, edition, the black car that appeared in New York was repainted light green and was said to be appearing at the GM Motorama in Miami, but the car shown was actually white. This was not the only instance of an erroneous report regarding a green Wildcat being shown at an event. A Chicago newspaper incorrectly reported that the Wildcat appearing at the 1953 Chicago Auto Show was pale green; in fact, it, too, was white. These inaccuracies could be explained by an error in a GM press release or a misinterpretation of it. A pale green car does appear to have actually existed. It appeared at the 1953 Denver Auto Shows (April 6-11), assuming the newspaper account of its color was correct. What was probably the pale green car was pictured in a black-and-white photo printed inside GM’s 1953 Quarterly Report to Shareholders for the second quarter of its fiscal year. In this photograph, the exterior and interior seem to be the same shade of color, suggesting it is the solid green version.

Other than these references, there is one more report concerning this elusive green Wildcat. Jim Jordan, a member of the Cadillac & La Salle Club, recounted to me the story of a friend’s father who saw this car being used as a courtesy car by a USAF general at Bergstrom AFB in Austin, Texas, in 1954 or 1955. The occasion was a Sports Car Club of America race. (For a brief time in the 1950s, SCCA races were held at U.S. Air Force bases. General Curtis LeMay, the head of the



This dream car’s decklid was given parallel fin-like projections running lengthwise from the passenger compartment to the rear center bumperettes surrounding the license-plate housing. In between was a recess with an air vent in the forward portion over which was the name “Roadmaster” in chromed block letters. The small vent provided flow-through ventilation when driving with the top up. This photo was taken at one of the many venues of the 1954 tour of GM’s Parade of Progress.



The radiused rear wheel wells of this 1953 Buick Wildcat identify it as the one built for GM company president Harlow Curtice. His car was used as an exhibit on at least a few occasions such as the Oklahoma State Fair in Oklahoma City in the fall of 1953.

bombardment arm of the U.S. Air Force, Strategic Air Command, was a sports car enthusiast and friend of Harley Earl.) Research into this matter revealed SCCA races were indeed held at Bergstrom during both years. No photographs of the green Wildcat were available from GM Media Archive as of August 2017.

A two-toned 1953 Wildcat was shown across Canada during 1955, concurrently with a white one. Black-and-white photographs of the car, in the files of the Vancouver library, suggest the panels underneath the sweeping body-side crease matched the interior color that was presumably green like the other 1953 Wildcats. This car was displayed in Vancouver, British Columbia, and Regina, Saskatchewan, and likely other Canadian cities, too. I suspect this car was the pale green car changed to the two-tone configuration.

As for the fate of the black Wildcat that vanished or was repainted after the Waldorf show, there is an intriguing report from Ed Lucas. Ed is the owner of FEL Enterprises, a restoration shop in Troy, Michigan, and a former owner of the 1954 Oldsmobile F-88 that sold for more than \$3 million at Barrett-Jackson/Scottsdale in 2005. He told me, during a phone conversation some years ago, that he saw a black 1953 Wildcat in the garage of a GM employee in the late-1960s! The report has credibility because the Wildcat's styling is so distinctive that to mistake it for even a customized production Buick seems virtually impossible — especially by someone who was then, as now, a car enthusiast and judge for various car shows. Whether that car still exists or not is unknown.



A number of GM's concept cars shown in the USA were later shown in cities across Canada, from Vancouver, British Columbia, to Montreal, Quebec. This newspaper ad for the show in Regina, Saskatchewan, shows an illustration of the black 1953 Wildcat. Whether the black one was ever shown in Canada is not known, though photos of a white Wildcat and a two-toned Wildcat at Canadian auto shows do exist. The car shown in Regina was white.

At least one of the 1953 Wildcats eventually left GM, and in the 1980s became part of the collection of dream cars owned by Joe Bortz. When he found the car, it was being stored in a Michigan warehouse in fair condition after many years of neglect. Today, it is in pristine condition after receiv-

ing a full restoration, completed in 1988. This only known surviving 1953 Wildcat has appeared at many elite auto shows such as Eyes on Design, the 2008 Pebble Beach Concours d'Elegance, and the 2103 Geneva Concours d'Elegance in Geneva, Illinois. We believe this is the car shown on the Motorama tour beginning with the Miami show. This car, by the way, is definitely not the one built for Harlow Curtice, as it showed no signs of bodywork in the lower quarters when inspected during its restoration.

The 1953 Wildcat was predictive of Buick styling for the next several model years. Its combination bumper/grille (though not concave) and buffer bombs were similar to design given to the 1954 through 1957 models, and the car's sweepspear would show up on mid-1950s Buicks and well beyond. Furthermore, its modest fin design and double-roll dashboard were used on the 1954 Buick line.

So far, fate has decided to keep any other surviving 1953 Wildcats out of public view. Interestingly, some time after the restoration of Joe Bortz's car, a gentleman contacted him about a set of Roto-Static wheels for a 1953 Wildcat. Joe purchased the set and noticed they appeared to show signs of wear, as though they had been on another Wildcat. This seems to suggest at least one of the four Wildcats was sent to a junkyard to be scrapped.

From the limited information, one can see that anywhere between zero and two more of these cars could be hidden away. Rare cars continue to be discovered by enthusiasts, so there is still a chance another 1953 Wildcat could one day be revealed to us, but as the years go by such a thing becomes less and less likely. 🐾

DAVID TEMPLE ARCHIVES

Franklin Automobile Collection

The Gilmore Car Museum hosts a dedicated Franklin building celebrating all that's notable with the famed air-cooled marque



BY MATTHEW LITWIN • PHOTOGRAPHY BY RICHARD LENTINELLO

At the turn of the last century, Cornell engineering graduate John Wilkinson was busy constructing a pair of prototype vehicles for the Syracuse-based New York Automobile Company. In hindsight, this alone was hardly ground-breaking news within the fledgling domestic industry, but what may have set his design work apart from others was that Wilkinson's cars were motivated by air-cooled engines, rather than water-cooled equivalents, or electric motor.

Both prototypes were completed in early 1901, after which it was reported in the July issue of *The Motor Review* that they were being tested for further evaluation. It's easy to assume that one or both cars would have quickly evolved into full production models, and that the New York Automobile Company could have become a respected industry name during the prewar years — had Wilkin-

son been paid for his work. Having been monetarily snubbed, though, Wilkinson removed himself from the company he had a hand in founding and fortuitously met fellow Syracuse businessman Herbert H. Franklin.

According to lore, Franklin — a former newspaper publisher who now owned a successful die-casting operation — was compelled to enter automobile production with Wilkinson's design after a ride in one of the prototypes. The first air-cooled Franklin automobiles appeared in 1902 and quickly earned a

reliable reputation for their durability and speed that stemmed from several point-to-point records the manufacture noted soon after. Over the next three decades, the company became the largest producer of air-cooled automobiles, while Franklins became synonymous with luxurious accoutrements and economic ease of operation.

Although Franklin's last cars emerged from the factory in 1934, the

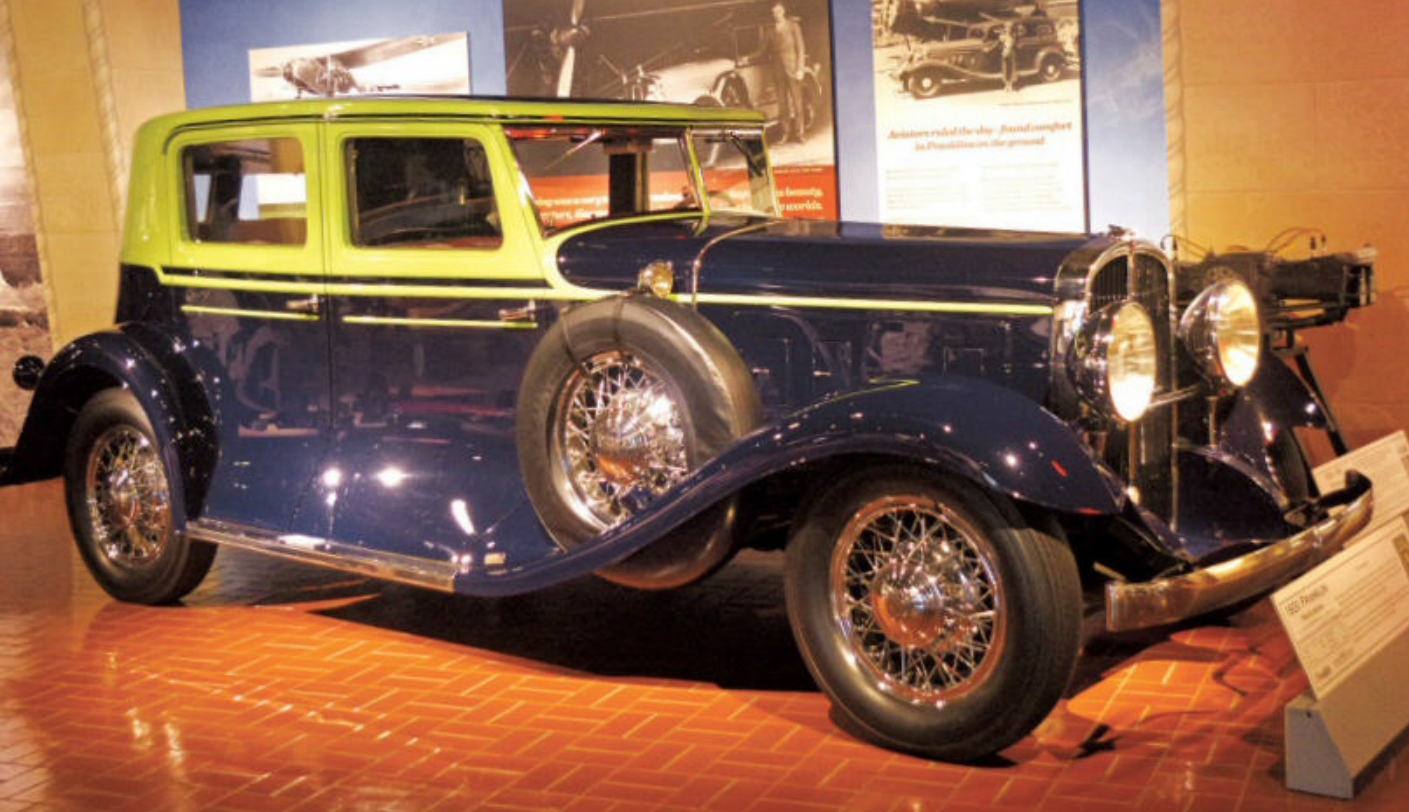
Expansive display is a Franklin-lover's delight, with interior entrance (right) connecting from the Lincoln museum.

With its red brick façade evoking memories of the past, the Franklin building sits on the Gilmore campus' main street.



SERVICE STATION
Franklin
Motor Cars





1931 Pirate Sedan was a one-off custom created by the Walker Body Company of Amesbury, Massachusetts. Its futuristic design was called the “Great Leap Forward” style.

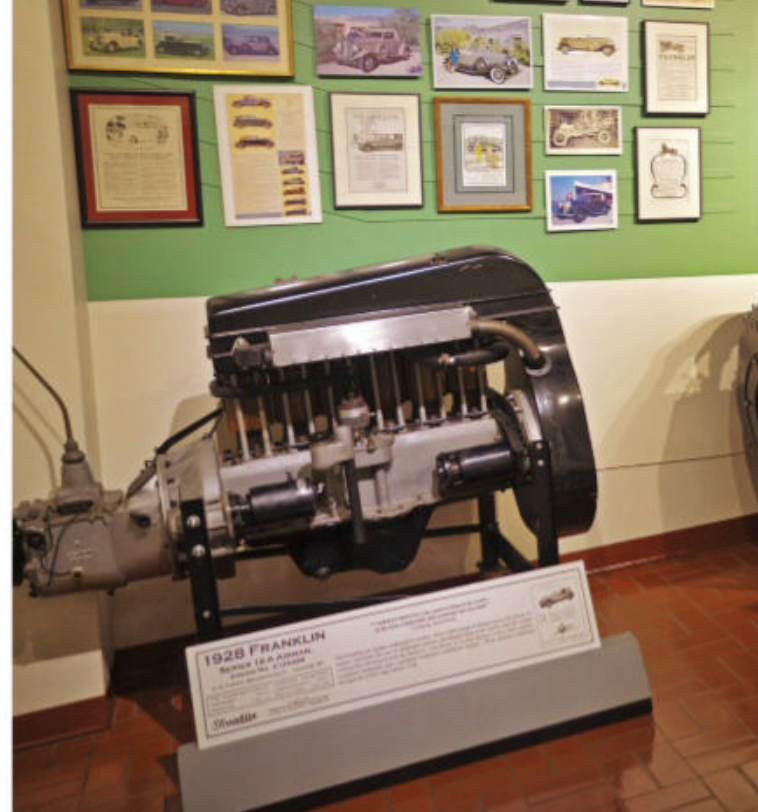
company name and the vehicles it was attached to—several of which are recognized today as Full Classics by the Classic Car Club of America—remain respected among vintage car enthusiasts. Much of the company’s air-cooled

legacy remains extant thanks to the dedication of countless owners, and it can be found on display within the H.H. Franklin Club’s facility on the grounds of The Gilmore Car Museum, in Hickory Corners, Michigan.

The edifice that houses the Franklin Automobile Collection is just one in a series of buildings at the Gilmore campus. It’s monumental in several ways, and just how the 6,000-square-foot facility came to be is as intriguing as the history conveyed within. To learn more, we talked to H.H. Franklin Club regional director Jeff Hasslen, who helped spearhead the effort to see the project come to fruition. By his account, it’s a story that began soon after the club was founded in 1951.

“One of the club’s founders was Thomas Hubbard. He was a native of New York, but the family had relocated to Arizona early in his life,” Jeff told us. “They always drove Franklins. Over the years, they had amassed a collection of them that were kept in several buildings. Tom eventually donated his collection of cars and material into a foundation he created, along with an endowment, in his hometown of Tucson, Arizona. The Franklin Museum—or Franklin Foundation as it’s sometimes referred to within the club—is a wonderful facility to visit.” [Editor’s note: For the full story, see HCC #176.]

Opened before Tom’s passing in 1993, the facility drew high praise, and continues to do so today. If anyone thought there was a potential drawback, it would likely have been the fact the museum was far removed from Franklin’s ancestral home in Syracuse, and the club’s main office in Cazenovia, New York. It was eventually suggested



that Hubbard’s foundation should be relocated closer to home, prompting the formation of a board to investigate its feasibility. After close examination, however, a move seemed impractical, particularly with the legacy Hubbard had created in his adopted desert town.

“While the board was doing its diligent work, one of our club members, Bob Kern, came forward and expressed an interest in helping find a solution by proposing the creation of another museum. He bought his first Franklin, a 1923 model, in 1948 for a couple hundred dollars, and always kept it in running, driving condition. Like many of us, he not only became very interested in the make, he eventually bought a couple others. That’s the funny thing about Franklin owners: If they buy one, odds are they will buy a second, and even a third or fourth. Bob was that guy, and he wanted to make sure there was a place where his and other collections could be enjoyed by a multitude of enthusiasts for years to come.

“I met with Bob, and the first thing that we needed to figure out was a way to make the new facility a part of the Franklin Club, but in a way that would not burden the club financially. I then met with fellow member Tom Rasmussen and began to brainstorm things over the next few weeks. Since the club is a 501(c)(3) organization, we also wanted to make sure that we emphasized that the museum would be both educational and historical, not just a bunch of cars parked in a room, when we presented everything to the club’s board.”

Jeff further explained: “All the planning would have been for naught if we didn’t have a proposed location, though. Tom and I had been to several events at the Gilmore and each time we were impressed with its organization and



Featuring four-wheel hydraulic brakes, this 1928 Series 12B Sport Touring was one of the new “Airman” models; it was designed by Ray Dietrich.



Franklin pioneered the production of closed cars, such as this 1919 Series 9-B Brougham with its signature V-windshield, for better comfort.



Various engines, cutaway displays, and a bare chassis give viewers a closer look at the many Franklin innovations.

efficiency, so we decided to take a closer look. Ultimately, what we had to do was construct the building, and provide and manage the displays. There would be an annual fee based on the building's square footage, and we'd pay a portion of that building's heating bill, as well as the insurance. In return, the Gilmore would give us the income from one weekend's gate fees annually, provide the day-to-day staff, pay the electric bill, and oversee the building's maintenance and expenses. This arrangement really made it easy for us to return to Bob and the club with a proposal that was tough to beat, not forgetting the benefit of the location's increasing exposure."

Having attained approval from the club and an endowment from the new museum's benefactor, Bob Kern, Jeff and Tom returned to the Gilmore with a special building design. Rather than continue to construct another barn-style edifice on the grounds—as had been a long tradition at the complex—the proposed structure featured a brick façade that faithfully replicated Ralph Hamlin's Franklin dealership (circa 1918), which had been located in Los Angeles, California.

"Ralph Hamlin was the biggest promoter of Franklin cars across the country, but especially out west," Jeff recalled. "His promotional drives included excursions into the desert to demonstrate their durability in hot weather and changing road conditions. The dealership in Los Angeles was beautiful, and there were a lot of pictures of it, so we used the best photograph to create the façade for our presentation to the Gilmore. The rest of the building would be efficiently simple and cost-effective to erect. It was initially met with skepticism until we stressed that our design would be more welcoming—a step back in time as you



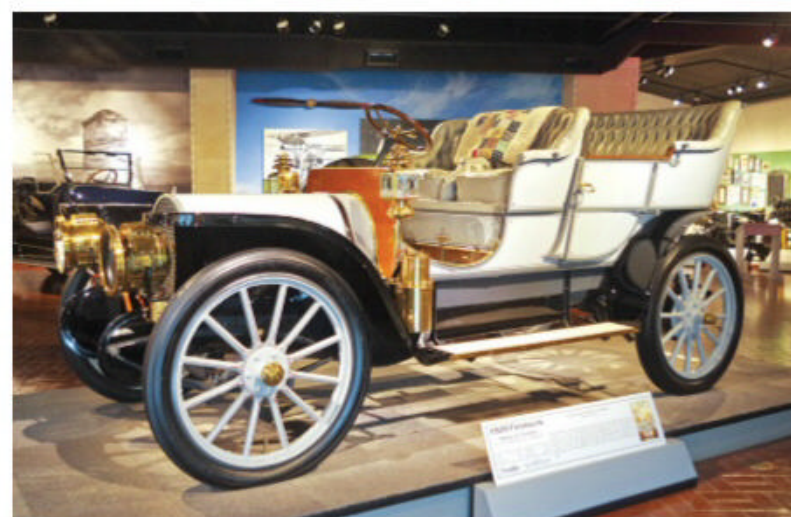
Styled by Parisian designer J. Frank deCausse, this 1925 Series 11 Sport Runabout features a snazzy boattail body. Costing \$2,690, it had a 32-hp 199-cu.in. Six.

approached the building—a museum that looked like a dealership back in the day. The Gilmore's board of directors approved the design and, since then, every new building constructed has been done so in the same spirit. It changed the entire atmosphere."

The grand opening of the Franklin Automobile Collection took place on May 14, 2010. Tucked within its easy-to-navigate interior is a large portion of Kern's collection, which serves as the primary foundation of the club's display. Also housed are several engine displays that demonstrate the company's evolution of air-cooled technology, a litany of company artifacts, the 1931 Pirate Sedan—a concept car created by the Walker Body Company—and the only air-cooled V-12 car ever built: a 1932 Franklin Model 17 Sedan. In addition, the club continuously changes some elements of the exhibits on display, and the structure serves as a backdrop for several events.

"This year will mark our 10th anniversary of both the facility and our annual Air-Cooled Gathering in June. The Gathering celebrates all air-cooled makes, so we see everything from Corvairs to Volkswagens attend, not just Franklins. Concurrent to the Air-Cooled Gathering will be the club's Spring Midwest Meet, so we are anticipating a terrific turnout in front of our museum.

"Bob's contribution and the partnership with the Gilmore has proved to be more beneficial than we thought possible, which has exposed a whole new audience to Franklin's history and helped grow air-cooled interest and our membership. The Museum, its dealership design, helps bring to light an incredible story." 🐞



"The Ideal Touring, Family and City Automobile," stated Franklin, about its 1909 Model Touring car. It cost \$2,800 and had a 28-hp Four.



Utilizing air bleed from the cooling fan, the "supercharged" 274-cu.in. straight-six gives this 1932 Series 16 "Airman" sedan 100 horsepower.

CONTACT:

**The Franklin Automobile Collection
at the Gilmore Car Museum**
6865 West Hickory Road
Hickory Corners, Michigan 49060
269-671-5089



Blue Collar Beauty

Fine design was a hallmark of Terraplane's 1937 commercial vehicles

WORDS AND PHOTOGRAPHY BY MIKE McNESSOR

Terraplane's Cab Pickup Express might look a little too jaunty for the job site but, by 1937 standards, this was a stout light truck. If you glanced under the rear of a Series 70, and longer wheelbase Series 78 Terraplane commercial rig, you'd see a thick pair of leaf springs—15 leaves in both—that lent these trucks a hefty $\frac{3}{4}$ -ton rating.



An 2017 ad in *Hemmings Motor News*, top left, caught current owner Bill Stanley's attention and led him to buy this 1937 Terraplane Series 70 Cab Pickup Express. The seller, Dale Bundy, spent 4½ years restoring the truck himself. When Dale purchased it, bottom right, an older repaint masked years of hard use. The lower left photo was taken years earlier, before the first repaint.





A floor-shifted three-speed was standard, Selective Automatic Shift was optional. "Quick-vision" speedometer is surrounded by gauges for gas and temperature. "Teleflash" warning lamps monitor oil pressure and charging.

You'd also notice the sturdy "Double Drop 2-X" frame—it was the same design used in Terraplane (as well as Hudson) cars, but it looked purpose-built for hauling. A pair of boxed side rails—7 $\frac{1}{8}$ inches deep at their widest point between the axles—were tied together with a massive X-shaped member in the center and a smaller X-member in front. There were also three heavy-duty crossmembers, including a new one for the 1937 model year, added at the rear kickup. The Double Drop 2-X frame was riveted together, while the boxed sections of the rails were welded in place with 142 welds. For added rigidity, the vehicles' floors were bolted to the frames at multiple points in what Terraplane called "Monobilt" construction.

Today, of course, it's hard to take your eyes off this truck's low-slung stance and streamlined styling cues long enough to consider its rugged foundation. Just ask Bill Stanley, the owner of this month's feature truck. He was sucked in by the seductive lines of a Terraplane pickup back when he was a kid. Decades later, he couldn't resist buying this one. "I'd been looking on and off for one of these for years," Bill said. "I went to a car show when I was a teenager and one of these trucks was there. I was so struck by how cool it looked. I found a few that had been hot rodded, but I didn't want that. I was

intent on finding an original truck."

While flipping through the February 2017 issue of *Hemmings Motor News*, Bill noticed a perfect candidate in the Trucks and Commercial section. "I spotted this tiny ad in *Hemmings*, so I called the seller, talked to him, and he sent me photos," Bill said. "I couldn't believe how nice it was."

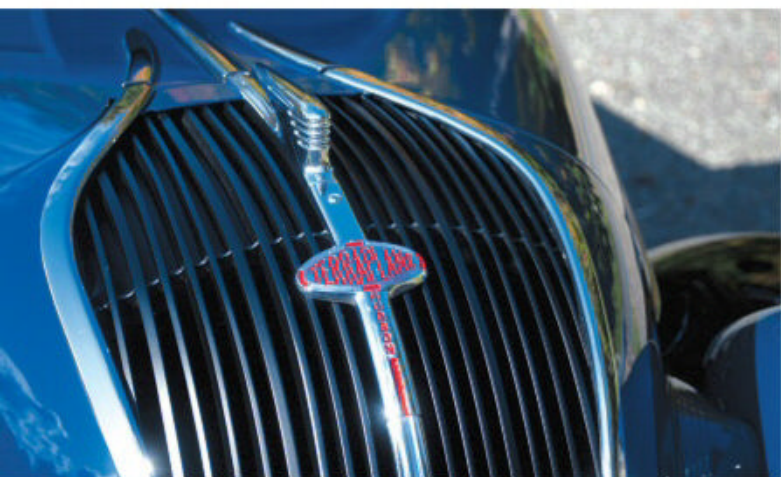
Bill took a trip from his home in Connecticut to Ohio, where the Terraplane was located, to see it in person. There was no going back home without it. "He was so modest about the truck," Bill said. "He told me on the phone it was pretty nice, but when I got out there it was perfect."

The Terraplane's seller and restorer was Dale Bundy, a now-retired career body man with decades of experience. He'd never restored a vehicle for himself, but got the itch to buy an old truck back in 2005. A local Hudson collector had kept this Terraplane stashed away for decades and was willing to let it go, so Dale

hailed it home. "It had been sitting in the previous owner's garage for 30 years," Dale said. "It had paint on it so it didn't look terrible, until I started taking it apart. But it was a typical basket case once I tore it all down."

Dale stripped all the paint off the truck's body panels, revealing signs of an older restoration that would have to be corrected. "The front fenders needed a lot of metal work, because years ago patches had been brazed in. So, wherever there was brazing done, I cut it out and put in new metal," he said. "The spare tire well in the left fender was pretty rusty, too, but I repaired it."

Dale also welded in new sections of cab floor as well as a panel in the lower back of the cab. Fortunately, the doors were solid, as were the truck's rocker panels. The cargo bed of the truck, however, was beyond repair. "The bed was totally junk, so I took the original piece to my

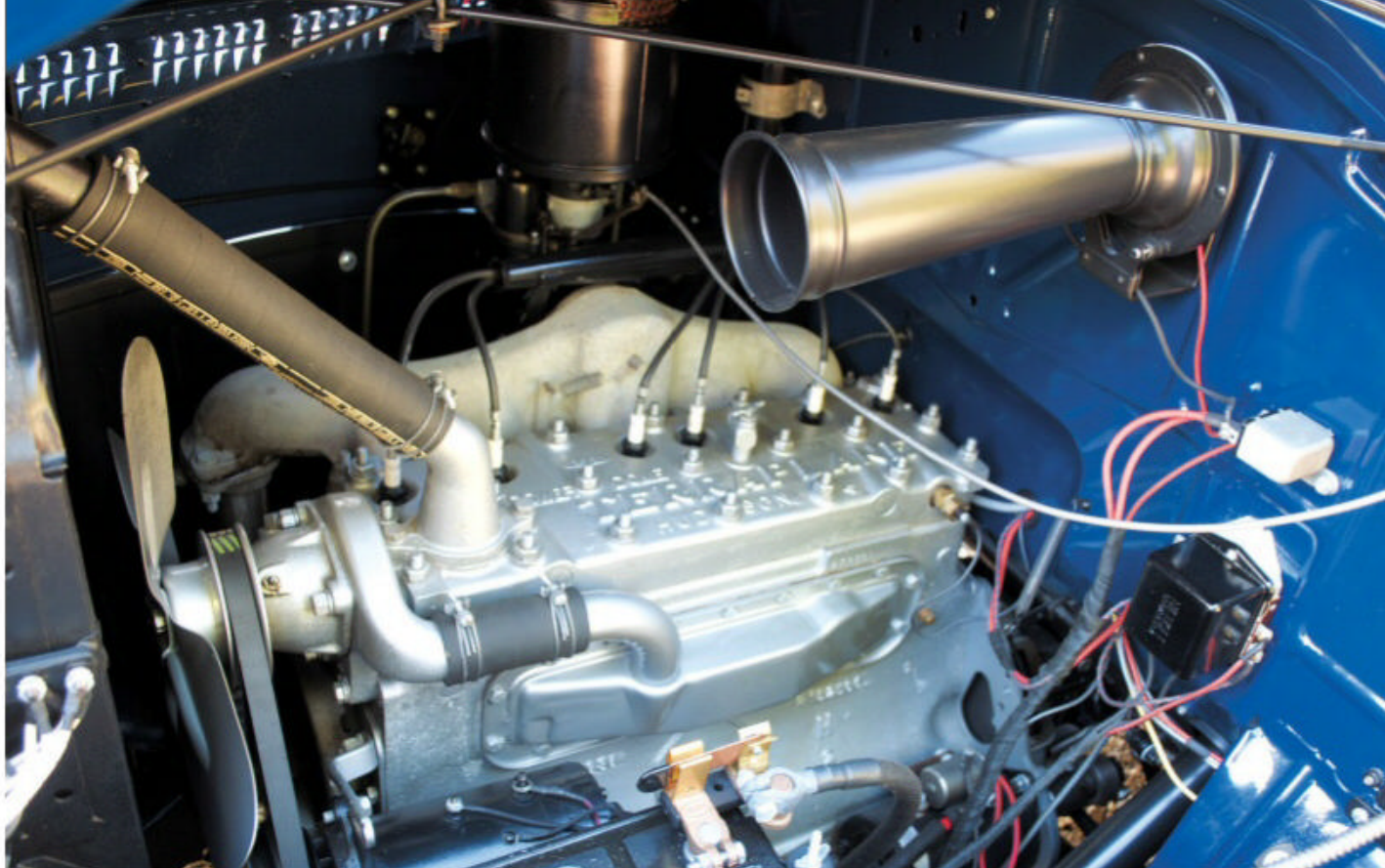


fabricator and he built an exact duplicate,” Dale said.

After filling, priming and hours of block sanding, Dale applied the base-coat, clear-coat urethane finish in a Ford color, Regatta Blue, which was a close approximation of the original Terraplane hue. Some research determined that body-color fenders would’ve been an extra-cost option on Terraplane commercials, so Dale decided to refinish the fenders in black. The original 16-inch wheels were powder coated in red for a touch of additional color—one of the few deviations from stock—before being shod with Firestone whitewalls.

Underneath, the truck’s chassis was sandblasted and powder coated in black. The three-speed transmission was sent to Hudson specialist Allen Saffrahn for rebuilding, and Saffrahn also reground the original camshaft. A local machine shop reworked the 212-cu.in. straight-six engine to stock specs, and Dale had the original accessories—starter, generator, distributor, clutch etc.—rebuilt before returning them to duty.

Inside, the original interior dash color was duplicated using a paint scanner, while the factory upholstery was matched with a swatch of material discovered under the seat. All told, Dale spent more than four years rebuilding the truck to its current show-winning condition, working weekends and evenings in his home workshop. “It was quite a project to undertake, working on the side,” he said. “I really got burned out doing body and paint work every day in the shop and then going out and working on the truck nights. You get



Terraplane six-cylinder displaces 212-cu.in. and is rated at 96 hp with 6.25:1 compression. It was sturdily built, outfitted from new with forged connecting rods and a forged crankshaft.

to the point where you have to take a break for a while.”

Dale and his wife Margaret drove and showed the Terraplane frequently after it was finished, but decided to sell after a medical condition made it difficult for Margaret to ride in the truck. “I miss it, but it’s a lot of work to drive and it seemed like whenever we went to shows it was 90 degrees out, which was tough with no air conditioning,” Dale said. “We had a lot of fun with it, though, and I don’t think we ever went to a show where it didn’t draw a crowd or win an award.”

About a year after purchasing the Terraplane from Dale, Bill entered it in the Vintage Trucks class at the 2018 Hemmings Concours d’Elegance in Lake

George, New York. The Terraplane hauled off top honors in the class, among a crowded field of nicely restored trucks. Bill and the Terraplane have since earned First Junior and First Senior honors at the AACA Eastern Fall Meet in Hershey, Pennsylvania.

“I don’t drive it too much—just around town and to shows,” Bill said. “But people are really drawn to it because it’s so unusual.”

Even though this Terraplane pickup looks jauntier than ever and dazzles onlookers with its streamlined styling, it never lets you forget it was originally intended for work around the job site.

“It rides like a ¾-ton truck,” Bill said. “It’s bouncy but it drives nice.”



PUNCH BUGGY

WORDS AND PHOTOGRAPHY BY MATTHEW LITWIN

RESTORATION PHOTOGRAPHY COURTESY OF JOHN GASPER

Volkswagen's original Type 1 Sedan was a basic car. Like Henry's Model T decades prior, it was simple, affordable, and reliable. The Sedan's exterior design was also charming, making it a pop culture icon on the silver screen and TV. Better known as the Bug, and Beetle, it was a grocery getter, daily commuter, and vacation cruiser. It even became a fist-clenched adolescent game on many a road trip.

For all that the Sedan was to countless millions, millions more purchased the two-door. Consider: In December 1961, the five-millionth example was built; the 10 millionth came in September 1965. By the summer of 1973, the global sales had eclipsed 20 million, 4.3 million of which had been sold in the States, including one owned by Edie Lemire.

"I had a 1967 Beetle and I just fell in love with it," explained Edie. "In 1973, my girlfriend and I drove it to California and back. It took us three weeks to get there from Massachusetts, because we took the slow route. 'Oh, that looks interesting—let's go there.' We kept getting sidetracked. Like when we saw billboards for Wisconsin Dells all over Pennsylvania. We didn't know what it was, so we had to go there and find out. The car never failed us.

"I drove the Bug another five years. Unfortunately, the need for a car with heat overwhelmed me. I had a job in the medical profession and wore a white uniform. Well, if you owned a Beetle during the winter, you had to scrape the inside of the windshield as you drove—I couldn't do that because the scrapings would fall on my uniform and get it dirty before my shift. My solution was a portable hair dryer I found in a J.C. Whitney catalog and an aftermarket cigarette lighter my friend wired into the cabin. I would sit on a quilt, plug in the dryer and defrost the windshield during my 20-minute commute. As much as I loved the car, it just wasn't practical."

Edie's love for the Beetle never wavered, but the opportunity to own another didn't manifest itself until December 2007. After moving to Goffstown, New Hampshire, it may have been fate that led her to this 1965 Sunroof Sedan.

"I got a lead on this Bug, because of a mechanic who specializes in air-cooled Volkswagens. He had been helping a young man from nearby Epping work on this car; you know, teaching the kid how to fix and maintain it. The Bug was his daily driver and the mechanic thought that perhaps he'd be willing to part with it. I got in touch with him and he entertained the idea, so I had to check it out.

"I was impressed as soon as I saw it," Edie remembers. "The VW was painted Bahama Blue—which was a weird color for New England; it made me wonder if it was a California car—and it had a metal sunroof. The brakes



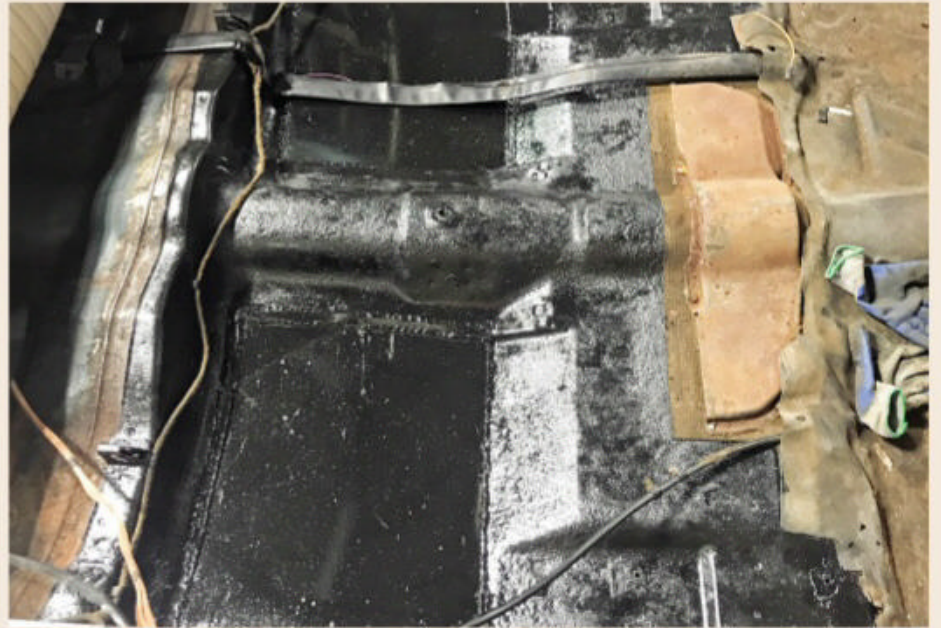
RED!

Fond memories led to the rebuild of this 1965 Volkswagen Sunroof Sedan





In April 2018, the disassembly of the 1965 Volkswagen Sunroof Sedan was already underway. Painted in a matte-finish hue of Bahama Blue, each of the fenders had been removed, as had the doors, hood, engine bonnet, and most of the interior.



After removing aftermarket floor insulation, it became obvious a prior owner had already made repairs to the Beetle's floorpan, courtesy of a gloss finish over raw seam welds. This repaired section was flanked by unaltered, original factory metal.



One of the unique aspects of the Volkswagen Sedan's simplistic design is the pan-style chassis, most of which is visible here with the body separated and the front independent torsion bar suspension removed. The famed car did not use a conventional frame.



As is typical of most restorations, the Sedan's body was sent out to be media blasted. Performed correctly, the process eliminates everything from paint and primer to old plastic filler, ultimately exposing bare metal and, potentially, rot.



Prior repairs were exposed by media blasting. After further inspection, the repairs only hid additional issues within the body's structure, seen here after the outer skin forward of the rear wheel well was cut off. Patch panels were fabricated.



The long-neglected rust ate into the cabin's rear seat and luggage metal—the only portion of the VW's floor not integral to the pan. Fortunately, factory-style patch panels were available. Note the temporary brace welded between the door pillars.



After the patch panels had been welded into place, and the exterior welds ground smooth, the affected areas of the body were given a skim coat of plastic body filler (the green material over bare metal). This would be sanded smooth after curing.



Although most of the corrosion was found in the vicinity of the rear wheels, some of the forward body panels needed attention. Repairs had already been made to the front firewall—a bit of a misnomer since the Beetle was a rear-engine automobile.



While the body was being sealed in primer and painted, the Volkswagen's "pan" was being restored. No repairs were needed after media blasting, other than spraying on a protective coating of POR-15. The underside (pictured) was painted flat black.



With the new finish completed, it was time to reassemble the Beetle's pan. This is a portion of the front independent torsion bar suspension already firmly mounted. Its corresponding steering system followed.



With the front system fully assembled, attention turned to the back end of the Beetle, comprised of the rear independent torsion bar suspension and four-speed manual transmission, or transaxle. Restored wheels and brake system had also been installed.



Documentation was absent after this image, which showed a completed pan-style chassis ready to accept the Sedan body, already in red paint. Of interest is that only a seat and fuel can was needed to drive the VW with ease due to the design.



The interior's restoration was performed swiftly due in part to its simplicity and the availability of reproduction material. Factory-style vinyl was chosen for its durability within the cabin, while the luggage space was fitted with reproduction carpet.

needed work, but mechanically it ran well, and the body seemed sound. It wasn't a rust heap. Running boards were notorious for rotting off, but this one had both—that was a good sign to me, so I made an offer and he accepted."

Edie drove the Beetle during nice summer days until it started having an intermittent mechanical issue. In 2015, the VW was moved into a new garage with part of her husband's fire truck

collection, including a Buffalo truck that was going to be evaluated for restoration work by John Gasper, proprietor of Gasper's Automotive Restoration in Manchester, Connecticut.

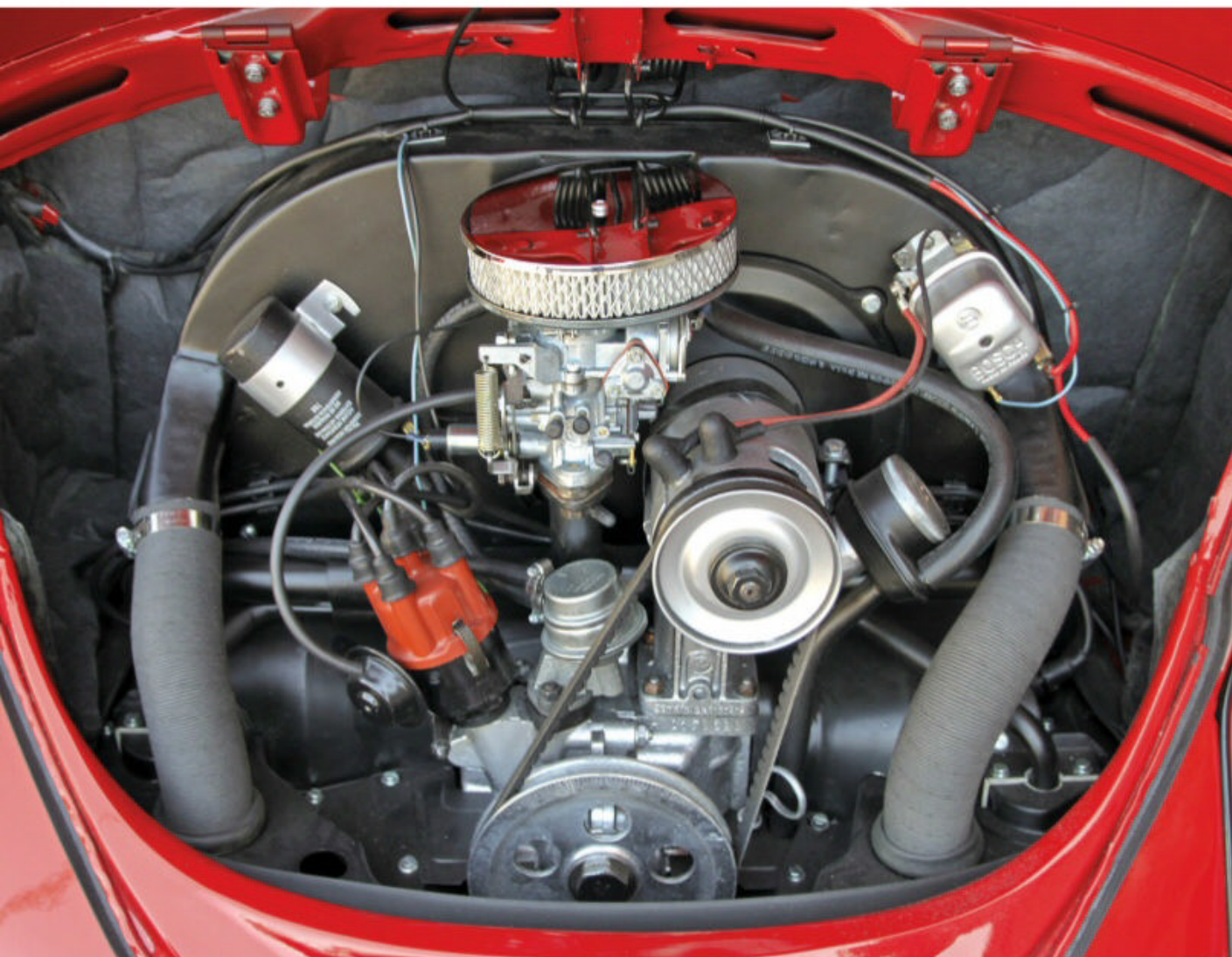
"John eyed the Beetle and when we hired him to have the Buffalo restored, John mentioned he could restore the car as well. It was definitely on our radar, but we didn't get around to delivering the Beetle—strapped to a 30-foot

aluminum trailer—until March 2018," laughed Edie.

"The first thing we did was assess the engine," John explained. "It turned out to be a simple fix, which had the air-cooled flat-four running like new. What was interesting was that the engine number traced to a 1966 Transporter, which had a bigger 1,493-cc displacement that bumped output from 40 to 53 hp. A quick test-drive also verified our belief that neither the engine nor the transaxle needed to be rebuilt, which saved Edie an added expense. It also reduced the timeline dramatically."

Having solved the engine's ailments, John and his staff proceeded with the Beetle's disassembly. Unlike most makes of the era, Volkswagen used a pan-style chassis: a reinforced platform of metal to which the four-wheel independent torsion bar suspension, engine, transaxle, and brake system was secured to. The bodyshell was then bolted on top, creating an air- and water-tight seal while increasing structural integrity. Unfortunately, VW didn't use a seam sealer—a non-issue for dry climates, but detrimental to cars sold in temperate areas of the country.

This fact became evident when the body was media blasted. "Someone had worked on the car before. The pan had been replaced, as had the enclosed heater tubes along the sides. Around the rear wheel wells was the worst part—a combination of multiple patch panels and unaddressed rot were exposed. We also calculated it would be cheaper to buy all four reproduction fenders, rear bonnet, and sunroof panel than fix what had been on the car. We then sent the



When the restoration began, it was discovered that the Beetle contained a larger 1493-cc, 53-hp air-cooled flat-four engine from a 1966 Transporter that only required detailing.



When I first purchased the Beetle in 2007, I spent time getting to know the car. It's been a fun process since the restoration was completed, because everything is fresh. I know it a lot better now; I've taken it out several times, so the clutch and I have come to know each other again. You have to know how to clutch a Bug—it's not like the modern clutches. You've got to know its quirks and how it wants to work. The Bug and I have become well acquainted and I'm looking forward to the spring when I can take it out regularly!

body to Hull's Auto Body in nearby Bolton," explained John.

The staff at Hull's immediately went to work removing cobbled repairs and rot with surgical precision, replacing the damaged sections with reproduction patch panels when possible, or with patches fabricated within the facility. After the repairs were made, the body was sealed in multiple coats of epoxy primer. Wet sanding then produced an incredibly smooth surface for paint.

"I'm not a fan of baby blue, so that was off the list," said Edie. "Bruce had already picked a red for his fire truck, and when I went with him to choose a color, I saw how many different shades of red there are. I thought, I really don't want to go through trying to figure out which one, so I will just pick the same color—it was just easier. He already had the color and the number, and all they had to do was

match it up to a correct automotive paint rather than an industrial paint."

While the body was being restored, John and his staff resurrected the chassis. When it was media blasted earlier, clean metal was found as a result, and then the pan was covered with a coat of POR-15. The underside received an additional coat of flat chassis black paint before the torsion bar suspension systems were installed, in addition to the cleaned-and-detailed engine and transaxle. A new clutch and entirely new brake system were installed. New floor insulation completed the chassis—replete with restored wheels and steering box—just in time to receive the body.

Lou's Auto Sales & Upholstery, also of Manchester, was responsible for installing a reproduction interior after new wiring had been routed. Fenders were installed and aligned, as were the

doors, hood, and rear bonnet, while new trim completed the Beetle's reassembly.

"It took us a little over a year; we were amazed at how smoothly it went. The Beetle is a very interesting car to work on, and we were thrilled to have to opportunity to restore it to show-winning condition for Edie," said John.

That's not simple boasting on John's part. Its first official show outing was the Hemmings Motor News Concours d'Elegance this past year, where it was displayed in the Fresh Restoration class. Judges awarded the effort a third-place ribbon to everyone's delight.

"I was in shock, honestly, because I went just for the experience. Some of those cars were just amazing and not once did I think it would win anything. It was a fun day and I ended up completely floored. I couldn't be prouder of the work everyone did." 🐞



Pinto's little options.

Accent Group (illustrated at right). It's that little something extra that can make all the difference. With this group you get the following: Bright window, center pillar and drip moldings. Wheel covers and wheel lip moldings. And inside, a carpet that's color-keyed.

Protection Group (also shown at right). A smart buy if you do a lot of parking in shopping centers and city streets. Side moldings with vinyl inserts are a blessing when the parker next to you opens his door against yours. Bumper guards and bumpers have rubber inserts . . . for people who have a little trouble in tight spots.

Luggage Rack. This sculptured piece of chrome lets you carry all sorts of extras and makes going on vacation a roomy event.



Rallye Appearance Group. For people who like the look of moving out . . . even when standing still. In this package you get a black grille with a Rallye Badge, black tail lamp bezels, black or gold hood paint treatment and a black painted lower back panel with periphery molding. To dress up the windows there are bright window frames, pillar and drip moldings, and driver's color-keyed remote-control racing mirror. There are bright wheel trim rings, hub caps and wheel lip moldings. There's a body-side tape stripe ("Boss" type). Looking at the back, there's a bright tailpipe extension. Not everything is for the outside on the Rallye . . . inside there are color-keyed carpets, a sports shift knob, a shift pattern diagram on the shifter boot and a chrome parking brake handle with woodgrain grip. To turn this Pinto into a real "mover," you'll be getting A78-13 BSW tires and manual front disc brakes. It all adds up to one fine little machine.



Luxury Decor Group (exterior). Never has a small car had such a look of big car luxury. It's what the name says. A package (exterior shown at right) that begins by offering everything in the Accent Group. We then added a gleaming rocker panel molding and a lot more that you will like inside (see illustrations and details of the inside story at the top of the next page).

Vinyl Top. This tough skin with bright drip moldings will appeal to many as a way to make a fine-looking little car even finer . . . for the life of the car.



Jack Groat

Product Engineer
Ford Motor Company

I WAS A YOUNG ENGINEER WORKING

at Ford when the original engineering specifications came out for the Pinto in the late '60s. At the time, the smallest Ford product was the Falcon, which had grown into a mid-sized car. The public continued to buy small cars, so the response from Ford was the Pinto.

The specs were very impressive. Disc brakes were unheard of in cars this small, but the Pinto was going to come with disc brakes, and with rack-and-pinion steering, too—the first instance I was aware of on any American car. The engine was an overhead cam design, considered a premium feature, and the carburetor was a "cut in half" four-barrel with progressive linkage, not some cheapie little one-barrel carb. The standard transmission was a very slick four-speed that was a wonder of its time.

I was racing sports cars in the SCCA and, after reading the specs, I wrote the Ford VP in charge of Product Planning a letter, cosigned by a bunch of my enthusiast friends, asking if Ford would come out with a GT version with extra carburation and a handling package. I

figured it would be a killer sports car. My letter was never acknowledged.

Later, I decided that the product letter was probably written by the European Ford office. I found that the Europeans were better engineers and they genuinely liked cars, unlike their U.S. counterparts. Our product planners were all business school graduates who didn't know a spark plug from a lug wrench.

As the design progressed, I checked with the suspension department. The direction from above was to lower the front roll center to about a foot below the ground. This would cause excessive roll while cornering. The object was to try to make the Pinto handle like management's view of the ultimate handling Ford product, the Lincoln town car. I argued with the suspension engineers and they told me they had no say-so on the handling characteristics; these were all passed down from above. They also reduced the travel to compensate for the lean. Reduced travel means a rougher ride. In the end, they had a car that handled like a Lincoln, and rode like a sports car.

I bought one of the first Pintos, a 1971. The first thing I discovered was the heater didn't work. I drove 15 miles to work without any heat. I went to the HEVAC department (Heating, Ventilating, and Air

Conditioning) and asked for the engineer in charge of the Pinto heater. They directed me to an older gentleman. When I asked him what was wrong with my Pinto's heater, his reply was "Your problem is that you bought a piece of crap. Get a different car."

Coming into work one morning, after the car was past the 12,000-mile warranty, the engine quit like someone had turned off the ignition. I got the car over to the side of the expressway, but it wasn't going to start. After it was picked up, we discovered a small sensor in the distributor was the cause. Again, I looked up the design engineer responsible for the little sensor. He was a young guy, and didn't give me the old "why did you buy a piece of crap" speech. The part was a little wire-wound sensor with plastic molded around it. He showed me some cutaways of the part and where the failure occurs. It was caused by heating (expansion) and cooling (shrinking) that eventually broke a wire in the sensor. He said it was common that the part failed on the coldest day of the year. We had a little engineer-to-engineer talk and discussed how to fix it. You could redesign the plastic capsule so that it didn't stretch the wire every time it warmed up. And what would that cost? Perhaps a few thousand dollars. His comment was that the funds would never be approved to fix the problem. We parted friends, but before I left, he reached under his desk and pulled out a handful of sensors and gave me five; he said replace it every year and you should be okay.

The Pinto's overhead-cam engine didn't produce as much horsepower as I would have liked. No matter how good the design is on paper, the devil is in the details. You strive to design an intake port that works well. And the gas tank issue was another fiasco having nothing to do with reality. For the 1976 model year, the government passed a safety requirement that said the gasoline tank could not spill any fuel with a rear 30-mph impact. This was an upgrade from the current requirement of 20 mph.

All the current models in production were tested at 30 mph. All passed except the Pinto, which leaked some fuel after the test. Nobody climbed under the Pinto to find the cause of the leakage. No, they just sent out a "Product Letter." A product letter is a standard request for budgets to perform some function. I don't remember this particular product letter, but I have answered hundreds. The letter states something like...

The Pinto does not pass the 30-mph rear impact test. Please return your assessment by such and such date.

Which means your department manager orders you to make up a budget that assumes he has to have all new brakes (I worked in the brake department). We need to hire five more engineers, eight designers, and a supervisor, and add an additional budget of \$500,000 per year. He then submits it along with the hundreds of other managers in the company. Every manager does this, no matter what the request. I bet the manager of the windshield wiper department submitted a budget. The result was that the letter submitted to upper management said that it would cost \$125 million to upgrade the Pinto. They decided to wait until the 1976 model year came before spending that much money.

Fast forward to someplace in California where some kid got rear ended in his Pinto by a truck and it ruptured the fuel tank and he got badly burned. He sued Ford for several million. During the trial, the letter about \$125 million was shown to the court. The jury was incensed, thinking that if Ford had spent this money prior to 1976 it would have saved this poor kid from being grievously injured (it wouldn't have). Anyway, the jury decided instead

of giving the guy the few million he was asking for, they would award him the \$125 million that Ford supposedly saved by not upgrading the Pinto. This was one significant amount in those days. This created a cascade of Pinto lawsuits all demanding \$100 million or so. They all made the headlines. Comedians made jokes about Pintos going up in flames.

To counter these lawsuits, Ford bought competitors pre-1976 cars and crashed them at 30 mph. The results were similar to the Pinto in that some gas tanks leaked fuel. The government eventually ordered Ford to recall all pre-1976 Pintos and upgrade them to 30 mph! How do you upgrade all those older Pintos when it was going to cost \$125 million to upgrade the first one?

Well, somebody climbed under a Pinto that leaked fuel and saw that a bolt on the axle punched a hole in the gas tank. So they invented a plastic cover to shield the bolt; that solved the problem. So a 50-cent plastic part solved a problem that they thought was going to cost \$125 million. Why couldn't they have done that in the first place?

Oh, and that GT car that I envisioned way back in the late '60s that never happened. About 10 years later, I saw one. Roughly the same size four-cylinder engine

with overhead cam, same front suspension, disc brakes, rack-and-pinion steering, bucket seats, and slick four-speed gearbox. Similar size and weight with a small back seat. Only this car was called a Porsche 924; it cost around \$10,000.

But you got something for your \$10,000. The heater worked, the engine didn't die on a cold day, and the suspension points were moved around a teensy bit so it handled like a Porsche.

The bottom line is that Ford management hated the Pinto. It didn't contribute to their bonuses. They wouldn't defend it or make any attempt to fix its problems or make it better. And you would never ever catch one of them driving a Pinto. Their thinking was that people who bought small cars were some sort of social freaks and if their Pinto broke down, that's just great, it serves them right. 🙄

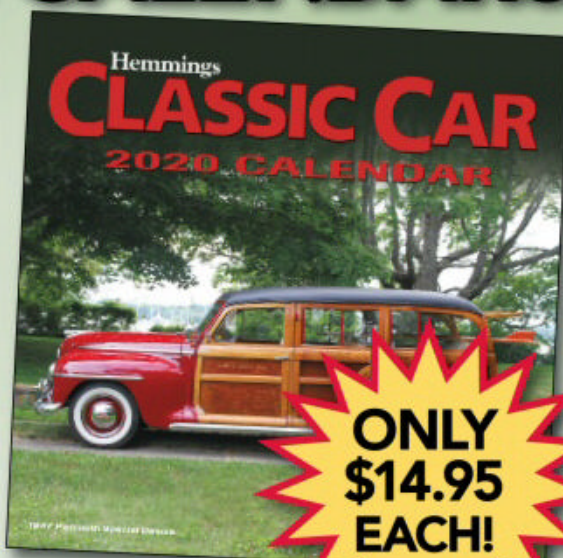


I Was There relates your stories from working for the carmakers, whether it was at the drawing board, on the assembly line, or anywhere in between. To submit your stories, email us at editorial@hemmings.com or write to us at I Was There, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont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

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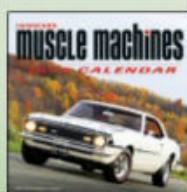
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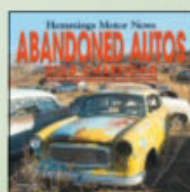


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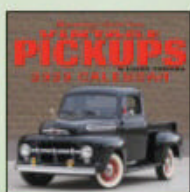
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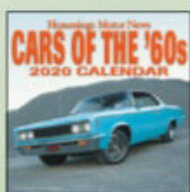
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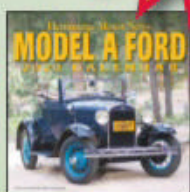
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BUILT THE SAME YEAR I

was born, my first car was a 1934 Plymouth PF coupe, as shown in this photo, taken in our driveway in Ft. Wayne, Indiana, in 1952. Attending, as “restoration helpers,” are my younger sister and brother. I had earlier eyed a 1934 Ford V-8 coupe, “permanently” parked near our dentist’s office. After leaving several notes indicating interest, I was given a reply asking a firm \$300. That was double my budget, so the Plymouth, priced at \$150, became the vehicle of choice. It belonged to the daughter of a neighbor, who had left it with her parents while studying abroad, and the family had no place to store it.

I was enrolled in college at the time, and working in the Kroger bakery that summer (at \$1.75 an hour). I was able to save the money needed to buy the Plymouth and get it roadworthy to drive to school in Chicago that fall. The car had accumulated less than 50,000 school-teacher-driven miles, so it was me-

chanically in good shape, started easily, and needed only a set of U-joints to be ready for the road. But cosmetically, it needed help. The paint was chipped and faded, the bumper chrome rusty and flaking, and the original vinyl top had been covered over with a tacked on tin sheet. The cowl vent and windshield had been painted with rubber cement and were frozen shut, and aftermarket sealed beams were among the car’s other defects.

We worked on correcting these issues, and even managed a complete re-spray using our mom’s tank-type vacuum

cleaner, which, handily, came with a spray gun. We retained the basic black color, except for the top and spare wheel cover, which we painted gray. The wire wheels were refinished in red.

Off I went, back to school, where I joined the University Auto Club, which rented a heated garage. The pastor’s son was a member, and he spent his free time modifying his family’s 1941 Dodge. Carl Haas also belonged.

I spent that winter working on performance-enhancing improvements. The exhaust manifold was split to create dual exhausts, capped with mini glasspacks that exited ahead of the rear wheels. I modified the intake manifold to accept two single-barrel carburetors, and found an aluminum cylinder head with higher compression (6.5:1, versus the base 5.8:1) via the Warshawsky’s wrecking yard network. By springtime, I’d added another leaf to each rear spring, and mounted larger rear rubber.

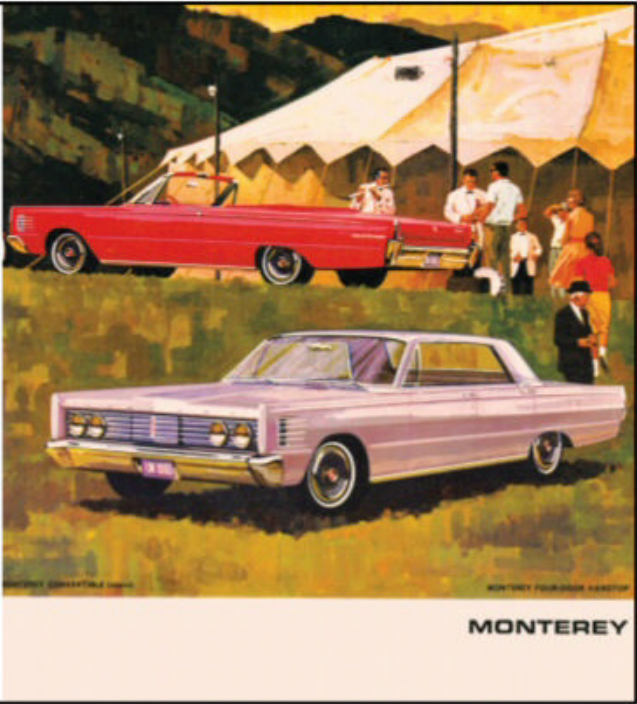
A schoolmate recruited club members to work the 1953 season at Half Day Speedway drag strip. The races were organized and run by the Granatelli brothers, and the facility—northwest of Chicago by a good distance—was built from a World War II Navy auxiliary runway, on farmland owned by the Adlai Stevenson family. Because I was taking a summer course, I signed on for the season, and my tasks included setting up the starting and timing light system, using the Plymouth as

a tester, keeping the scoreboard, announcing, and whatever else was needed. The pay was good and included meals, and the work was lots of fun.

I never got around to completing the exterior cosmetics on the Plymouth, such as rechroming the bumpers or correcting the roof. Instead, that winter I sold it for close to what I had in it, to two hunters who loved the huge trunk plus its tractability for going overland. The replacement was a 1949 Mercury Club Coupe, but that’s another story. 🏁



MERCURY'S MONTEREY GIVES YOU exceptional comfort for an affordable price. Its 123-inch wheelbase provides a smooth ride, with a lot of space in an uncluttered interior. The Monterey is available in many styles, including a convertible with a state-of-the-art top that won't bulge when you are on the move. Standard features include the Marauder V-8 with a three-speed all-synchronized transmission, a vinyl headliner, and deep-loop carpet, among others. Available options include a Merc-O-Matic transmission; power steering, brakes and seat positioning; and a choice of several trim options. The Monterey starts at \$2,711.



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Chrysler	\$2,968-\$4,856
Dodge	\$2,074-\$3,527
Ford	\$1,960-\$5,293
Mercury	\$2,154-\$3,599
Oldsmobile	\$2,344-\$4,778
Plymouth	\$2,004-\$3,209
Pontiac	\$2,260-\$3,632
Rambler	\$1,979-\$3,063



THE CHEVROLET NOVA SUPER SPORT combines luxury and performance while giving you an array of options. Choose from a thrifty six-cylinder or the higher-powered "Turbo-Fire" V-8 engines, which are mated to a four-speed manual floor shift. Three-speed and automatic transmissions are available with lower-powered options. The Super Sport Hardtop comes in colors unique to the line and with special body trim, wheel openings and emblems. The Chevy II Nova SS starts at \$2,381; visit your nearest Chevrolet dealer for more information.

EXPENDITURES

(per capita)

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Local transport	\$10.81



THE IMPERIAL CROWN RETURNS WITH A redesigned grille and frontal area, while bringing you a variety of standard features not offered by other manufacturers. The Imperial comes with automatic transmission, vent windows, and power steering, brakes, windows, along with 36 other luxury features. The paint finishes are six coats deep and come in 18 exterior colors, with 60 two-tone combinations available. The interiors undergo rigorous testing, and are furnished with the finest leathers available. Available in both hardtop and convertible, the Imperial Crown starts at \$5,772.



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Seat covers	\$24.45
Spray paint (6-ounce can)	\$1.49
Tires	\$16.95

SALES RACE

(total model-year production)

1. Chevrolet	2,383,504
2. Ford	2,050,397
3. Pontiac	801,357
4. Plymouth	721,234
5. Buick	561,800
6. Oldsmobile	590,578
7. Dodge	551,000
8. Rambler	391,372
9. Mercury	346,753
10. Chrysler	204,002

CHAMPIONS

Daytona 500	Fred Lorenzen (141.539 mph)
Indy 500	Jim Clark (150.686 mph)
Formula One	Jim Clark (54 points)

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2020 GREAT RACE ROUTE

SATURDAY, JUNE 20

START: Alamo Plaza (Alamo front), San Antonio, TX - 8 a.m. to noon
LUNCH: Courthouse Square, downtown San Marcos, TX - noon
OVERNIGHT: Santa Fe Plaza, Temple, TX - 4:30 p.m.

SUNDAY, JUNE 21

LUNCH: Historic Courthouse Square, Granbury, TX - 12:15 p.m.
OVERNIGHT: Main Street, downtown Ardmore, OK - 5 p.m.

MONDAY, JUNE 22

LUNCH: Heart of Route 66 Auto Museum, Sapulpa, OK - 11:45 a.m.
OVERNIGHT: Main Street, downtown Joplin, MO - 5:15 p.m.

TUESDAY, JUNE 23

LUNCH: Benton Square on East 5th Street, Rolla, MO - 12:15 p.m.
OVERNIGHT: Main Street, downtown Cape Girardeau, MO - 5:15 p.m.

WEDNESDAY, JUNE 24

LUNCH: Water Street, downtown Paducah, KY - noon
OVERNIGHT: Veterans Blvd., downtown Owensboro, KY - 5 p.m.

THURSDAY, JUNE 25

LUNCH: My Old Kentucky Home, Bardstown, KY - noon
OVERNIGHT: Griffin Gate Marriott, Lexington, KY - 5 p.m.

FRIDAY, JUNE 26

LUNCH: Visitors Center, 11th Street, downtown Huntington, WV - noon
OVERNIGHT: Word Park, Neville Street, downtown Beckley, WV - 5 p.m.

SATURDAY, JUNE 27

LUNCH: Main Street, downtown Galax, VA - noon
OVERNIGHT: Main Street, downtown Mooresville, NC - 5 p.m.

SUNDAY, JUNE 28

FINISH: Hyatt Regency, Main Street, downtown Greenville, SC - 1 p.m.

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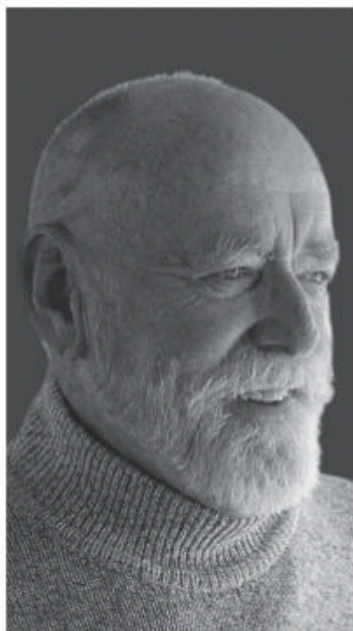
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We wanted

horsepower

back then

and the more

the better.

Nobody talked

about torque.

Now I realize

that I was

misinformed...



What's New?

As a lad in the '60s, I considered flathead engines to be antiquated, and overhead valve powerplants to be the up-and-coming thing. Also, in my mind, straight-eights were dinosaurs, but the V-8 was the latest and greatest innovation. I also believed overhead cams, crossflow cylinder heads, and four valves per cylinder to be new and cutting edge, along with superchargers. We wanted horsepower back then and the more the better. Nobody talked about torque. Now I realize that I was misinformed, to say the least.

Turns out the earliest internal-combustion engines had overhead valves, and the flathead came later when simplicity and mass production became important. The flathead configuration made for fewer parts, simpler and sturdier design, less noise, and less maintenance. It was only when compression ratios were bumped up over 8:1, after World War II, that OHV engines won out due to flathead combustion chamber limitations.

Flatheads were actually considered cutting edge by the 1930s, and according to a book I have from 1938, only Chevrolet and Buick "soldiered on" with OHV engines. Even the Cadillac V-16, which was introduced in 1930 with overhead valves, was redesigned as a flathead for 1938.

I also found out years later that the V-8 was developed long before the straight-eight. In 1902, Frenchman Léon Levassieur took out a patent for the first V-8 and dubbed it the Antoinette. The engine was named after the daughter of Levassieur's financial backer, and it was a great success between 1903 and 1912, powering French aircraft, racing boats, and early cars.

It wasn't until 1919 that Italian automaker Isotta Fraschini came out with the first Tipo 8A 7.3-liter, 160-hp straight-eight to power its magnificent machines. It was a feat nobody thought practical, because the crankshaft would be too long and prone to failure. The straight-eight soon caught on because of its smoothness and bottom-end torque, making the necessity of shifting gears less frequent; there were no automatic transmissions in those days.

Straight-eights attained glory in the 1930s when used by Alfa Romeo and Mercedes-Benz in

their race cars. In fact, Mercedes-Benz was still racing straight-eights in 1955, in its 300 SLR. These engines produced a lot of torque as well as horsepower, so to protect the crankshaft, instead of driving the car from the rear of the engine as with most powertrains, they put a gear in the middle of the crankshaft and drove it from there.

Straight-eights dominated the decade before World War II, because they produced torque at low rpm and the engineers of the era were trying to cut down on piston travel to minimize wear. Consider this: If an engine has a 4-inch stroke and is running at 2,000 rpm, each piston travels

1,333 feet per minute; if that same engine is turning 10,000 rpm, each piston has to travel 6,667 feet *per minute!*

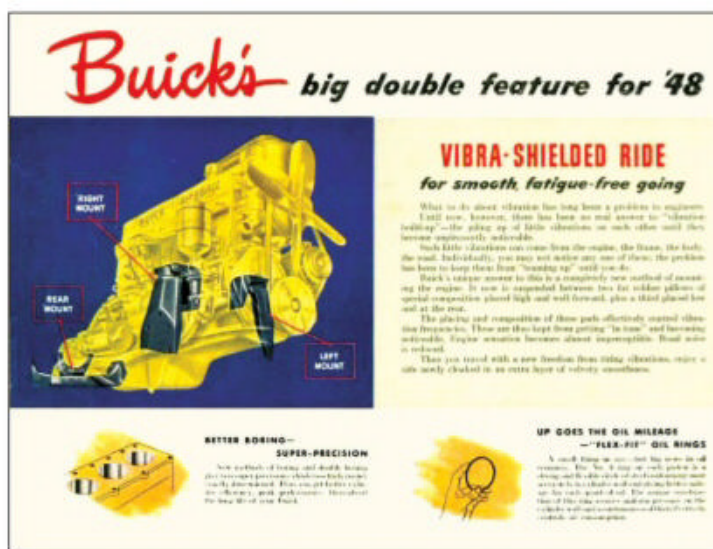
Of course, straight-eights had their drawbacks in that they were heavier, longer, and taller than V-8s. Another negative was that they had eight rod bearing journals and as many as nine main bearings, whereas V-8s

had only four paired crankshaft throws, and three or four main bearings. This meant the V-8 had only eight machined bearing surfaces to the inliner's 17, and machining bearing journals was expensive.

In the '50s, we thought twin overhead cams were new and innovative. Not so. A Peugeot racer entered Indy in 1913, and its engine had twin overhead cams, hemispherical combustion chambers, and four valves per cylinder. It won the race, and its engine became the prototype for the Meyer Drake Offenhauser engines that powered American race cars until 1982!

So, how about the latest advances today that are making earlier cars obsolete? Well, there are the new bulb and separate lens headlamps that have replaced the sealed beam integrated lamps introduced in 1940, but before 1940, headlamps used bulbs and separate reflectors and lenses like they do today. And how about the new approach of using an ignition coil for each cylinder to get a super hot spark? Turns out, that isn't new either. The Model T Ford had one coil per cylinder back in 1909.

So, before we go bragging about our new car's cutting-edge technology, we need to consult the history books. I can't wait until the new flathead straight-eights come out; they'll be smoother than any V-8, and make more torque, too. 🏎️





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