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JULY 2022 #214



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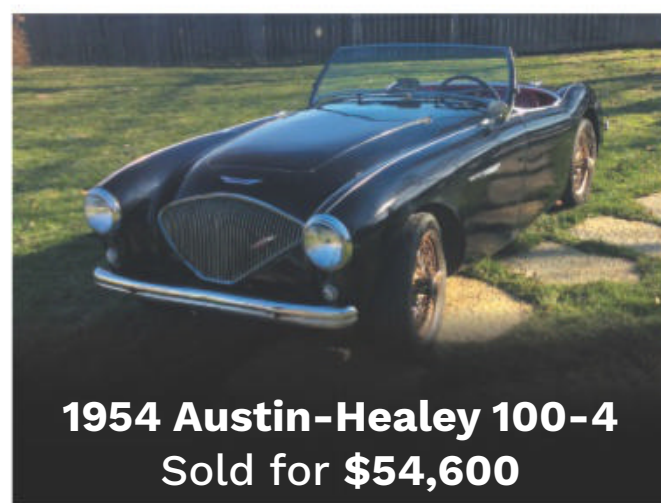
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OVERNIGHT: New England Air Museum, Windsor Locks, CT - 4:30 p.m.

SUNDAY, JUNE 19
LUNCH: Clinton Street, downtown Montgomery, NY - 12:15 p.m.
OVERNIGHT: Court Street, downtown Binghamton, NY - 5 p.m.

MONDAY, JUNE 20
LUNCH: Alfred State College, Wellsville, NY - 12:15 p.m.
OVERNIGHT: Perry Square Park, downtown Erie, PA - 5 p.m.

TUESDAY, JUNE 21
LUNCH: Uptown Park, downtown Medina, OH - noon
OVERNIGHT: Louisiana Avenue, downtown Perrysburg, OH - 5 p.m.

WEDNESDAY, JUNE 22
LUNCH: Studebaker National Museum, South Bend, IN - noon
OVERNIGHT: Lockport Street, downtown Plainfield, IL - 5 p.m.

THURSDAY, JUNE 23
LUNCH: Angell Park Speedway, Sun Prairie, WI - 11:45 a.m.
OVERNIGHT: Chula Vista Resort, Wisconsin Dells, WI - 2:30 p.m.

FRIDAY, JUNE 24
LUNCH: North Bridge Street, downtown Chippewa Falls, WI - noon
OVERNIGHT: Bayfront Festival Park, Duluth, MN - 5 p.m.

SATURDAY, JUNE 25
LUNCH: Brainerd International Raceway, Brainerd, MN - 11:45 a.m.
OVERNIGHT: West Lake Drive, Detroit Lakes, MN - 4 p.m.

SUNDAY, JUNE 26
FINISH: Broadway Drive, Historic Fargo Theater, Fargo, ND - 1 p.m.



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So far, this tale

likely sounds

familiar—an

enthusiast car

sold and then

sorely missed.



Points of Entry

A friend of mine recently sold a car he'd owned only briefly and immediately regretted it. The seller's remorse was compounded when he discovered that examples of the model he'd just let go were much more difficult to come by in good, stock condition than he'd anticipated. So far, this tale likely sounds familiar—an enthusiast car sold and then sorely missed. The unusual aspect here is that that car in question was from the 2000s. And it was a four-door.

My friend had bought his 2009 Pontiac G8 GT after searching for some time to find a nice 2004-2006 GTO. For a refresher, the return of the GTO involved a rear-drive, V-8-powered two-door coupe that was very much in keeping with the tradition of the model, but was built by the Holden arm of General Motors in Australia. Holden had been acquired by General Motors in 1931.

Famed U.S. auto executive Bob Lutz is said to have pushed for the Holden Monaro coupe to be brought to the U.S. market, and that's how we got the 2004-2006 GTO. The model couldn't be sold here after the 2006 model year due to updated safety regulations but, for 2008, Pontiac introduced the G8 four-door sedan based on the next-generation rear-drive chassis architecture—GM's Zeta platform, developed by Holden in Australia and later used as the basis for the return of the Camaro in 2010.

The return of V-8-powered, rear-drive passenger cars to the Pontiac brand was big news at the time, and the effort was supposed to blossom into a broader line of cars as more of the Australian models were introduced to the U.S.; at one point, production for North America was to move to Canada. But, fallout from the economic crash of 2008 resulted in the demise of the Pontiac brand entirely, and with it went the G8 after only two model years.

Not surprisingly, the G8 built a fan base when new and maintains a cult following today, though both the car and its following exist somewhat below the radar in the enthusiast world. The part that I think might be a bit of a surprise to some is that a four-door sedan could muster that sort of love from fans of American performance cars—most of whom have traditionally been attracted to two-door models. For this crowd, having four doors had long been seen as just plain wrong. When did that change?

I think it might have been the 1994-'96 Chevy Impala SS that did the most to persuade the American gearhead set that it might be okay to have all those doors. When the Caprice was altered

to create the Impala SS, first as a GM concept/show vehicle, the drought of V-8 rear-drive cars from Detroit, other than the “pony” models like Mustang and Camaro, was certainly playing on the minds of those missing departed models like the Monte Carlo SS and its G-body brethren. And of course, the two-door version of the full-size Chevy had disappeared during the previous body style, after the 1987 model year, so an Impala coupe was no longer feasible.

When the Impala SS show car debuted, the fervor of approval seemed to far outweigh any grouching about the fact that the esteemed badge had been applied to a sedan. So strong was the clamor in favor of the concept Impala SS that the car became a production reality and it proved very popular until the rear-drive platform that the Impala SS was based on was discontinued, ending its run after only three model years.

I was one of the traditional American performance car fans who put aside previously held four-door prejudices and fell hard for the big '90s Impala. Maybe my penchant for police-package cars helped, but whatever the case, I eventually acquired an Impala SS from the last model year, and I still own it today. Later, when Pontiac's G8 debuted, I was completely smitten and, by then, I actually preferred the four-door. That could have been because I had started a family by that time, but looking around, nobody else seemed to mind that the two-door GTO's follow-up was a sedan.

That sort of acceptance seems to have spilled backward into feelings toward classic cars too. Back 20 years or so, four-door versions of '50s and '60s cars were often considered parts donors, even if they were in great shape. Now the remaining, well-preserved sedans are commonly being appreciated just as they are. As the passage of time reduces the number of cars from a particular period on the ground, biases regarding body styles seems to subside somewhat. So, for example, a four-door '57 Chevy is now a welcome sight at most local cruise nights, where at one time, classic enthusiasts and hot rodders alike would likely have turned up their noses.

This seems like a good thing. Traditional front-engine/rear-drive cars still appeal to me and have already become too scarce for my liking. Can we really afford to be so particular about body styles these days? Let us know if you're enjoying a four-door, and what kind. 🚗



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THE GILMORE CAR MUSEUM INVITES CAR ENTHUSIASTS TO TAKE PART in its Model T Driving Experience program. Learn all about driving and operating an authentic Model T from the museum's fleet of cars. The classes last around three hours and allow you to drive along 3 miles of paved roads at Gilmore's large campus. The sessions are taught by long-time Model T owners and enthusiasts, and participants will learn backstories of the early Ford Motor Company while taking part in inspections of various Ts during the special guided tours. Openings are still available as early as July, all the way through September. Each class is \$125 per student and is open to anyone with a driver's license or valid learner's permit. Afterward, participants are presented with a Certificate of Completion and a souvenir booklet. Visit gilmorecarmuseum.org to reserve a spot.



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Professional Cars Unite

THE PROFESSIONAL CAR SOCIETY IS CALLING ALL VINTAGE SQUAD CARS, LIMOUSINES, ambulances, flower cars, fire trucks, and more to Sturbridge, Massachusetts, later this summer. This will be the first time the PCS will host its annual "pro-car" extravaganza in New England. The gathering will be centered around the Publick House Historic Inn, which has welcomed travelers since 1771. In addition to the professional cars, the show will offer an Essex Steam Train ride and *Becky Thatcher* riverboat cruise, which will guide you near Connecticut River Valley landmarks such as Gillette Castle and the Goodspeed Opera House. The multi-day event includes an open house at Parks Superior Sales of Somers, Connecticut, where you can see the latest offerings from professional car coachbuilders plus a dedicated PCS display at the Brimfield Winery cruise, with the concours of professional cars bringing the event to a close in Sturbridge.

All area funeral homes and ambulance squads are encouraged to display their vintage professional cars. The PCS requests no "ghoulish" displays of cobwebs, skeletons, coffins, and so forth. Period-correct aesthetics are encouraged though, including medical equipment, stretchers, floral arrangements, fire extinguishers, and so on.

The meet will take place June 27-July 2. For more information, contact the PCS at professionalcarsociety@earthlink.net.

7-9 • Iola Car Show and Swap Meet

Iola, Wisconsin • 715-445-4000 • iolaoldcarshow.com

12-16 • Corvair Society of America International Convention

Peachtree City, Georgia • 2022corsaconvention.com

12-16 • Pontiac-Oakland Club International Convention

Catoosa, Oklahoma • 417-737-1469 • poci.org

15-17 • Chrysler Nationals

Carlisle, Pennsylvania • 717-243-7855 • carlisleevents.com

15-17 • Misselwood Concours d'Elegance

Beverly, Massachusetts • 978-232-2347 • misselwoodconcours.com

16 • Founder's Day and Classic Car Exhibit

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19-24 • Nash Car Club of America Grand Nashional

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31-8/5 • Vintage Chevrolet Club of America 60th Anniversary Meet

Bowling Green, Kentucky • 708-455-8222 • vcca.org

Please note that these events are active as of press time despite the ongoing COVID-19 pandemic. We recommend you verify the status before making plans to attend.

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Teutonic Teaser

JOHN BALSTER OF MUNDELEIN, ILLINOIS, CERTAINLY DIDN'T GIVE US MUCH DETAIL ON THIS MYSTERY CAR THAT HE RECENTLY SENT US. HE TOOK the photo about 20 years ago while visiting Germany. That's it.

That's okay, we don't shy away from challenges, right? Given that it was photographed in Germany, and given the shape of the grille, we can say with a fair amount of confidence that this is a Veritas of some sort. Exactly which sort, though, is troubling us.

To begin with, neither the hood scoop nor the full-width windshield match up to Veritas reference photos, which isn't that big of a deal, given that hood scoops and windshields changed all the time on old sports cars.

But there's something about the shape of the body that seems off. The front fenders gradually dive down toward the headlamp openings from well aft of the front wheels, while most other Veritas bodies we've seen have more squared-off fenders. Meanwhile, the shadows seem to show far more bodyside sculpturing than the typically slab-sided Veritas cars.

What do you say? Are we on the right path with the Veritas suggestion, or are we barking up the wrong tree?

S.O. 2151

HOW MANY CARS OF SIGNIFICANCE ARE STILL OUT THERE, unidentified and undocumented to the wider collector-car world? How long can they remain hidden before somebody has to trumpet their treasure? In this age of social media and oversharing, it's surprising that we'd still see cars resurfacing today, but that's exactly what appears to have happened with S.O. 2151, a preproduction first-generation Corvette that Harley Earl's Art and Colour Department made some styling changes to, circa 1954.

On his YouTube channel, automotive author and photographer Jerry Heasley recently discussed the Corvette, which is reportedly one of the 15 preproduction 1953 bodies, though fitted to a 1954 Corvette chassis and featuring a trunk similar to the Corvette Corvair Motorama concept car. Unseen entirely from 1954 until it appeared in *Hemmings Motor News* in 1975, the Corvette has more recently undergone a restoration by pinstriper and restorer Billy Jay. To see the final product, make sure to check out the video at <https://youtu.be/kPSZ77Hp7Pg>



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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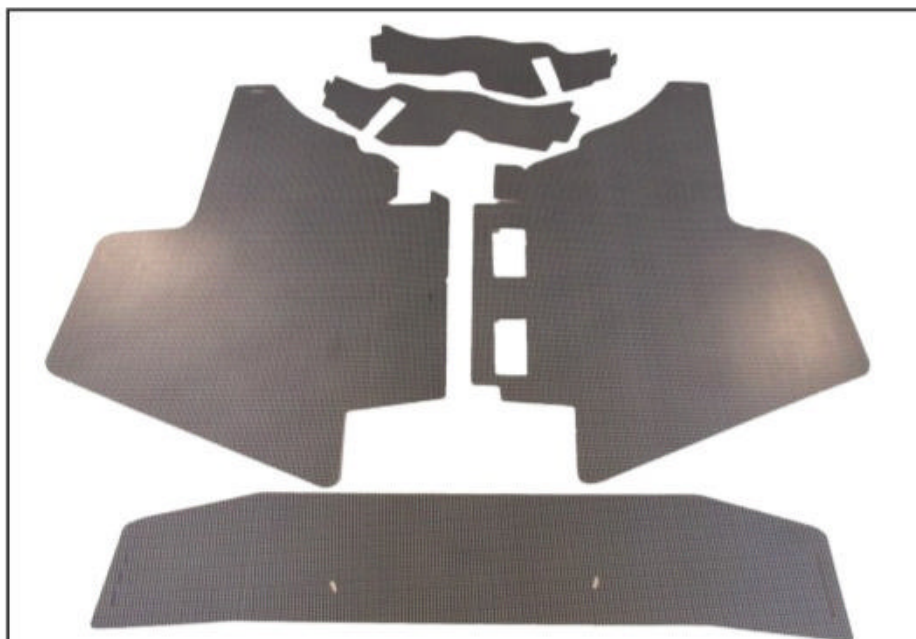
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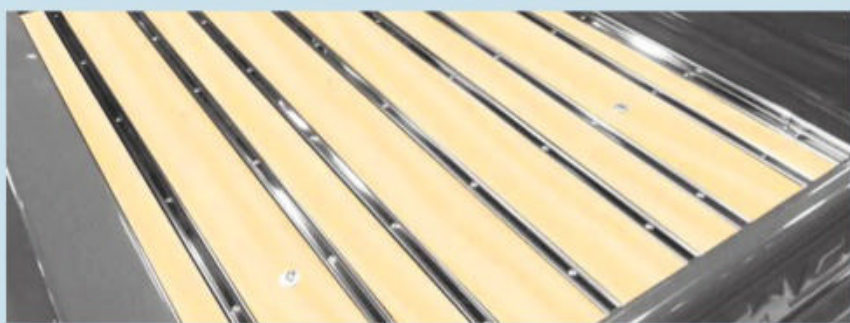
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I JUST READ THE LATEST HCC; I CAN'T

wait for each glossy issue to appear in the mailbox. Loved the story of the restored 1958 Pontiac Star Chief ("The Star Chief That Shouldn't Be," HCC #212). Kudos to owner David for the painstaking and expensive restoration, especially evident comparing the as-bought photo to the as-restored car in gold and white—it was just beautiful. I also enjoyed the stories on the 1961 Buick Skylark and the forgotten AMC cars.

I read the story on the original 1970-era Honda Civic. My dad owned three Honda motorcycles in the 1960s, and they were well-built machines, so we were not surprised to see Honda and other Japanese manufacturers enter the American car market. Not to mislead younger readers who have seen some great Honda products in the past 30 years, but you have to be amazed that Honda Automotive survived that early Civic entry into the American automobile scene. That car was cheap both in price and quality. It was underpowered and undersized and rode poorly on 12-inch tires. It was not a classic despite the good gas mileage.

One of our friends bought one new because he didn't have much money and it was affordable, but it didn't last long. It was like driving an enclosed golf cart. You make a reference to Honda having a rust issue, which is an understatement. These cars were rust buckets in just three to four years from purchase. As you note, few survived the 1970s, mainly for that reason.

Lots of credit to Honda for its perseverance to improve and stay in the market, earning the position it's in today. But a 1977 Honda Civic in HCC doesn't fit as classic.

John Russo

North Huntingdon, Pennsylvania

it, the early Honda Civic is a part of the fabric of motoring history in America. The Civic was the car that showed Americans that Honda was serious about making automobiles for the segment of our market that desired inexpensive, economical transportation, with an approach that was more evolved than the then-mainstay VW Beetle. Early Civics were once common on our roads, but now they're mostly a memory. For these reasons, we felt the model was worthy of being highlighted, and its story told.

STARTING ON PAGE 36 OF THE MAY issue was an excellent article on AMC's designer interiors of the 1970s. In that article, it was stated that the Levi's interior was also included in the Jeep CJ series. It was also available on full-size J-series Jeep pickups, as well as Cherokees.

I had a junked-out Cherokee Chief two-door with a four-speed that had that interior. I currently own a few of the special cars noted in that article, such as a 1976 Jeep J10 short-box that was loaded with factory options in addition to the Levi's interior, including factory white-spoke wheels, 401-cu.in. V-8 with dual exhaust, automatic transmission, power steering and brakes, cruise control, A/C, tilt wheel, deluxe cab trim, and sliding rear window. I also have a 1974 AMC Matador Oleg Cassini Coupe with the 401 engine, dual exhaust, column-shift automatic, and many other factory options in addition to the Cassini features: split front bench reclining seats, copper carpets and vinyl roof, and so on. This car is completely original with low mileage, never restored, and in excellent (though not concours) condition. I also have a white 1975 Oleg Cassini Matador that I parted out. And for Levi's interior

We've gotten varied feedback on our Honda Civic feature in the May issue ("Keeping it Simple," HCC #212), with some people fondly recalling the early models and others feeling that they were, as you have said, cheap cars that left something to be desired. Our stance is, like it or hate

Gremlins, I have a 1974 AMC Gremlin X Levi's edition with the 304 V-8, floor shift automatic, front disc brakes, and reclining front bucket seats. Also, just about everything you can think of has been chromed, including the brake pedal arm, the complete parking brake assembly, the windshield wiper motor plate and cover, the hood hinges and latches, the mounts for the bumper and grille, the fuel line, pulleys, and more. This car was built for BFGoodrich, intended to be a pace car and a show car for the company, and also has fixed quarter windows, welded-on fender flares, wide BFG tires (still the originals from 1974!), four-link coilover shock rear suspension instead of leaf springs, a Ford 9-inch rear axle, and more. The Gremlin currently has around 9,000 actual miles and is unrestored, but was repainted back to original graphics at one time. The interior is like new other than one small tear on the driver's seat, and one missing door map pocket.

Thank you for the nice article; it will go well with my vehicles when I put them in car shows.

Dan Caswell

Minot, North Dakota

I AM A LITTLE LATE IN RESPONDING

to Jim Richardson's December column on his likes for old cars ("Ragtops Versus Wagons," HCC #207), but here goes. I worked at a Pontiac dealership in my teens and thought them the best cars on the road. I owned a '68 Catalina that I dearly loved, but as I got older, I discovered I preferred Ford products. I had a '64 Thunderbird for its good looks as well as a '57 T-Bird for its classiness, and a '59 "retractable" for its mechanical genius. I also owned a '66 Continental coupe for its style and a '57 Mark II for its rarity and prestige. I had a '67 Grand Prix convertible for nostalgia. I am 70 years old, and I think the cars advertised during my youth left the biggest impression on me.

I always enjoy Jim Richardson's columns as our mindsets are akin.

Daryl Erdman

Via email

HAVING AT ONE TIME TAUGHT, I

wonder if the caption on page 42 of the April '22 issue is using the wrong homonym? The writer talks of the charcoal lower-body paint on the T-Bird Turbo Coupe as being "complimentary." My brochure collection doesn't encompass

the 1980s, so I can't verify this, but complimentary means at no charge, whereas the correct word, I believe, should be "complementary," which means goes well together. Of course, it could mean both, as the charcoal tone would highlight most any color with which it was paired, and the two-tone effect could have been built into the price of a turbo T-Bird, with the "compliments of the Ford Motor Company."

I continue to enjoy the inclusion of imported cars, as this matches the motor-ing scene of my childhood memories in Canada, although I have never seen a Cisitalia (as showcased in April) in real life. Wayne Janzen,
New Westminster, B.C., Canada

You're probably right in thinking that should have read "complementary," but I'm told the two-tone was a no-charge feature, so maybe we can hide behind the alternate meaning. In any case, good catch.

A FEW YEARS AGO, I COULDN'T TAKE it anymore. I decided to find a car to drive during the winter months or on rainy summer days. In Akron, Ohio, we have lots of both. I set out to find something with patina, even preferring a four-door. My goal was something between 1958 and



1963. I was lucky enough to find "Eunice," a '63 Buick LeSabre with a gorgeous interior and less than 40,000 miles. I don't drive her in the snow or slush, but I slather her with Fluid Film to protect against the dried salt that stays on the road. It was a great decision. I love this car year-round, but she makes winter a lot easier to take.

James Cunningham
Via email

FIRST, LET ME START BY SAYING THAT I must be approximately 10 years older than editor Terry McGean. Unlike him, I was never into muscle cars, even back in their heyday. I always drooled over vehicles such as the 1969-'72 Pontiac Grand Prix, 1966-'70 Buick Riviera and Oldsmobile Toronado, and the 1967-'70 Cadillac Eldorado.

I once owned a tired 1969 Buick Riviera and had a friend who owned an


equally tired 1969 Pontiac GTO. One day we decided to hold a race and see who had the faster car. My car had about 80,000 miles of use and abuse, and I was very surprised that my old Riviera left the GTO in the dust. The prize was a night of partying paid for by the loser. I was all of 19 at the time and oh boy, what a horrible hangover I had the next day. I surely couldn't handle that at 65!

Dave Cook
Via email

I REALLY ENJOYED THE APRIL ISSUE.

What a great story on the Cisitalia 202D Competizione: A boat motor in a car in 1952! I recently watched a one-hour show, *Two Guys Garage*, where they took a boat motor—a GM LS series—and installed it in a car. The Thunderbird story by Jeff Koch was great, too. It made me want to sell my 1968 Mustang convertible and buy a Thunderbird; 1968 is my year. Keep up the good work!

John Sanchez
Hanford, California

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

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cars and

trucks that

are overdue

for some

recognition...



How About Canadian Brands?

With all due respect to the professional drivers who keep our country's commerce in motion, six hours is a long time on the highway. Associate Editor David Conwill and I were reminded of this when we made the trek from our Vermont office to Hershey, Pennsylvania, to conduct several photo shoots for upcoming features in Hemmings' publications.

One subject was a 1974 International Model 100 pickup truck purchased by its current owner in 1980. As you'll read in a future issue, the pickup – powered by an optional V-8 engine – was a daily driver until the tailgate fell off en route to Gettysburg; it would prove to be the beginning of a battle against rust during a decades-long restoration. Another vehicle we spent time with was a 1953 Mercury Monterey station wagon, thrust into the current owner's hands by his pastor in 1983. Though a Chevrolet enthusiast, the owner squirreled away the Mercury for 30 years before it was given a sympathetic restoration.

In both cases, there was a lot more to their respective stories, and the finer details left David and I with something to discuss on the long trek home a few days later. Each of those vehicles is a comparatively rare sight today, with the pickup overcoming the ravages of rust and the Mercury escaping the "rat rod" movement unscathed. As we drove, the Monterey spurred other rarity discussions, such as the Canada-only Mercury Meteor.

The Meteor brand had been a strategic creation, blending Ford cars with Mercury trim and giving Canadian Mercury dealers a low-priced car line to sell. Similarly, Canadian Ford dealers received the upscale, Mercury-based Monarch. Both brands enjoyed varying degrees of success north of the border thanks in part to trim-level models within their ranks, such as the Montcalm (a name taken directly from military commander Louis-Joseph de Montcalm) and the Rideau, which was offered in at least three body styles through much of the Fifties. For the record, Rideau is French for "curtain" and is the name of a canal that connects Ottawa, the Canadian capital, to Lake Ontario.

Ford's Canada-only names within the Meteor and Monarch lines also included LeMoyné – a top-of-the line car from 1968-'70 named after "New France" settler Charles le Moyné de Longueuil et de Châteauguay – and the Richelieu, built from 1955-'61; its name derived from a 17th-century French cardinal, and was also bestowed upon a



tributary of the Saint Lawrence River. While they may not be the best remembered models here in the Lower 48, some will surely remember the one-year-only Frontenac, which was based on Ford's Falcon, or the Ford F-Series-based Mercury M-Series pickups.

Perhaps the best-known Canada-only makes were GM's Acadian and Beaumont, sold through the country's Pontiac dealers. The blend of Pontiac and Chevrolet influences have left a lot of confusion as to the true lineage of each of these car lines, at least among casual enthusiasts. Both could have been furnished with options that would create factory street terrors, able to perform at level on par with our domestic muscle cars.

Others from GM of Canada included the Parisienne, one of the few nameplates that made the successful leap across borders to American dealerships in the early Eighties; there was also the Laurentian and the Canso, the latter part of the Acadian series. Add to that list the prewar McLaughlin Buicks: Mechanically the same as their stateside brethren, McLaughlin's refined styling set his Buicks apart, providing more elegance to an already classy vehicle.

Far less known are the "Plodges" of Chrysler Canada. Unlike the competition, which often favored names tied to patriotism or national heritage, Chrysler recalled shelved names from its past no longer in use, examples of which included Chrysler Windsor (1962-'66), Plymouth Savoy ('65), and Polara 440 and 880 (1965-'66). Of course, Chrysler had some Canada-only names as well: Dodge Crusader, Regent, and Mayfair were built and sold through the Fifties, and were stylistic blends of Plymouths with Dodge trim. Lest we forget, there were also the Dodge Kingsway and Fargo truck.

Canadian tariffs prior to the 1965 Auto Pact trade agreement were among the driving forces behind these unique models we rarely saw in the States. David and I are betting a number from each make have survived, most with stories – such as the International 100 and Mercury Monterey you'll be reading about shortly. These are cars and trucks that are overdue for some recognition in this great hobby. Drop us a line, eh? 🐾

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By the

spring of 1900,

four White

Model A

steam cars

had been

constructed...



White Steam Cars

My mother had an old White sewing machine when I was growing up, a big model mounted on its own table; she operated it with a foot treadle. A few blocks away from us, a guy owned an old White steam car. About 25 years later I learned that the two products were related.

I won't bore you with details about the sewing machine. Let's talk about White automobiles.

Thomas H. White originally produced sewing machines in Massachusetts, but after the Civil War, he moved to Cleveland, Ohio, where he established the White Sewing Machine

Company. It was a profitable venture and in time his three sons, Windsor, Rollin, and Walter, joined the firm. At the turn of the century, these men—like many young men of that time—became enamored with the automobile and began to design a car of their own. They decided on steam propulsion for their new car; it was a known technology offering lots of power. Rollin developed an innovative semi-flash boiler for a prototype built in 1899. By the spring of 1900, four White Model A steam cars had been constructed, and later in the year a White truck was built. From there, production grew to nearly 200 vehicles for 1901. The first cars were all of the popular Stanhope type: small two-seat vehicles with just a folding top for shelter from the elements. Their steam engines were mounted under the body. Like many other cars of the day, they featured chain drive, tiller steering, and wire wheels. The following year a condenser was added to recycle the exhaust steam. In 1902, the factory price for the improved Model B was \$1,200.

For 1903, the company moved upmarket, adding a \$2,000 four-passenger Model C Tonneau to its offerings. The following year the Stanhope model was dropped, and a Model D Canopy Top Touring car added to the line. The Model D was a more advanced design, with the engine up front under a hood, shaft drive, and wood-spoke wheels. For \$2,275, it had 10 hp and an 80-inch wheelbase.

White cars were known for reliability and performance—in 1905, a special racing version nicknamed “Whistling Billy” set a record of

73.75 mph at Morris Park Track in New York. That spurred a nice sales increase, and the firm produced 1,015 cars in 1905 and 1,534 in 1906, the year Teddy Roosevelt became the first president to use a car, a White steamer, in his motorcade. However, 1906 ended up being White's peak production year for steam cars. The ongoing debate between which would be the volume-selling motive power in America—gasoline, steam,

or electric—was just about decided. The majority of motorists preferred gas cars.

Still, White motored on. Until 1906, the automobile business had simply been part of the White Sewing Machine firm, but that year the company separated the auto business from the sewing machine business because automotive had grown so much. The new White

Company moved production into a brand-new factory, still in Cleveland. By 1909, President Howard Taft's White House fleet included an elegant White Model M seven-passenger touring car, which he used frequently, probably enjoying it all the more because it came from his home state of Ohio. Other prominent White owners included Buffalo Bill Cody and John D. Rockefeller.

Sales of White trucks continued to grow as car sales lagged. Management realized steam cars were becoming outmoded, so in 1910 they added two new series of gasoline-powered automobiles: Models G-A and G-B. That year the company produced about 2,400 cars, split almost equally between gas and steam. Then, in January 1911, the last White steam car was produced. In addition to its trucks, for 1912 the company offered a full range of gasoline cars: Models Thirty, Forty, and Sixty, priced from \$2,250 for a Model Thirty 30-hp touring car to \$6,500 for the luxurious Model Sixty 60-hp Berline Limousine, which even offered a two-way radio set.

But car production continued to waver, while sales of White trucks continued to grow. In 1916, the company underwent a reorganization, but two years later management conceded to reality and ended passenger-car production. In all, White had built some 9,122 steam cars and 8,927 gasoline cars.

That decision saved White, which built commercial trucks through 1980 before closing its doors for good. Volvo Truck acquired White's U.S. assets in 1981. 🐾



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Approaching Burano Island off of northern Venice was like being swept away in a dream. Known for its brightly-painted fisherman houses that line the canals, I was greeted with every color of the rainbow. Since before the Venetian Republic, Burano was home to fishermen and legend says that the houses were painted in bright hues so they could see their way home when fog blanketed the lagoon.

Inspiration struck. I wanted to capture this historical beauty in the centuries old art form of Murano. Still regarded as being the finest form craftsmanship in the world, Murano has evolved into modern day fashion statements.

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A Handcrafted Tribute

This 1946 MG TC “S-type” special is a boat-tail salute to prewar motorsport

BY DAVID CONWILL • PHOTOGRAPHY BY DAVID CONWILL AND MATTHEW LITWIN

“There is no passenger comfort to speak of,” says owner Jack Smittle of his hand-crafted MG TC boat-tail special. “Special,” being midcentury Britspeak for the modified cars that, had they been born as American Fords instead of British MGs and such, would have been called “hot rods.”

That lack of comfort is by design, as this car is a tribute to the racing machines produced by the MG factory’s “Insomnia Crew” back in the 1930s. Race cars, as a rule, are built to win races — not to provide grand-tourer luxury over long distances. In the 1930s, racing was a test of both driver and machine.

That’s not to say that this isn’t a *fun* little speedster. It is that entirely, from its design and conception to the admittedly tiring experience of open-air motoring. This MG has all the appeal of a motorcycle but without the sense that buy-in was as simple as opening a line of credit. That level of personalization — to create, essentially from scratch, a tribute to history that you can drive on the public road is what’s at the heart of a project like this.

Ohio is undeniably modified-car country. From the Ford Model T-based speedsters of the 1910s and ’20s through the Willys gassers of the 1960s and ’70s and so on into the present, something leads Ohioans to put their own stamp on the automobile. Maybe it goes back to James Packard, who founded his (second) eponymous company because he dared make suggestions for improvements to Alexander Winton, regarding a Winton car that Packard had purchased. Winton’s response was to recommend Packard build his own — so he did, in 1899, and the marque long outlived Winton’s.

Of course, a couple of bicycle makers from Dayton took

vehicle customization to much greater heights just a few years later, but nearer to our story, thousands more residents of the Buckeye State since then have personalized the mass-produced automobile on a smaller scale. Jack Bittle, of Ada, Ohio, grew up in the thick of all of this. He spotted his first MG TC back in the late 1940s, when it was still a new car and he was riding public transportation to and from high school in Steubenville.

“I always managed to sit on the right-hand side of the bus and enjoyed driving past the service station where the son of a prominent veterinarian took his MG TC. That was back when they still serviced, checked your oil, and cleaned your windshield. I said to myself ‘Jack, someday you’re going to have a car like that!’”

“It only took you 20 more years,” quips Jack’s son, David, who came along just a couple years after Jack saw that first MG. Jack got his first MG, a TD that he still has, in 1969, right about the time David reached driving age. The Abingdon-built cars forged a lifelong bond between dad and son, and that type of banter is a hallmark of the relationship. David and Jack belong to seven MG clubs altogether, and David is an officer in a couple of them. He and wife Kim (herself owner/driver of a 1958 MG Midget) are now the caretakers of the “S-type,” as the TC special has been dubbed.

“They still let me play around with it,” Jack says. “We like to attend events. The car is unique, and we have a lot of fun with it when we take it to shows. ‘What is it?’ is a common question; we also get asked if the Brooklands exhaust system is a vacuum-cleaner hose.”

In fact, that’s the genuine article, brought home along with





A reproduction 1946 tax disc is a subtle nod to the model year. The S-type badge is off a late-model Jaguar and references the Q- and R-type race cars that inspired Jack. The fishtail tip on the Brooklands exhaust causes much hilarity with the uninitiated.

beaucoup parts harvested, with the help of friends, from the Beaulieu swap meet in a large fiberglass suitcase Jack had left over from pharmacy college. That's right, though a lot of people assume Jack must come from an engineering background to have constructed this tribute to prewar British racing technology, he delights in revealing "No, I'm a retired pharmacist: Practiced 50 years!"

It almost gives you the feeling that you, too, could accomplish such clean work, though it undoubtedly helped that Jack spent most of that time also maintaining his and David's stock MG fleet, which currently encompasses not only that original 1953 TD, this car, and Kim's Magnette, but David's 1947 TC, Jack's 1949 TC, "and, over the years," Jack says, "a TF, MGA coupe, and an MGC/GT automatic."

Suffice it to say, then, that Jack knew what he was about when he was building this special. He took advantage of years of interchangeability and similarity between MG models to create the ultimate what-if. In the immediate post-World War II years, British industry was fighting for its life in a domestic economy characterized as "export or die." In those years, T-types went all over the world, not only to the U.S. but to Australia, South Africa, and any other place where export quotas could be met to ensure raw-material supplies. There weren't any chassis left for after-hours projects, even had the Insomnia Crew been able to reunite — not all of them had returned after six years of global war.

Before the war, which for Britain had begun in the late summer of 1939, things had been different. Racing success meant sales success for a builder of sports cars, and that meant racing in the British Isles and on the Continent. The U.S. market was a side show at the time, mostly in the hands of importers of used models. Americans didn't even race on road courses in the '20s and '30s, aside from some eccentric college kids in New England and a couple one-off stock-car events in the Midwest.

If you were paying attention at the time or dug in the history later (like Jack and David), there were some extremely inspiring race models built in the 1930s for European consumption, namely the 1934 Q-type and the single-seat, independently sprung R-type of 1935. An S-type might have followed on naturally, had events not intervened. Tuned production models were also raced extensively and with considerable success in period. They, rather than the specialized racers, would herald the way forward for MG.

After the war, in the United States, tuned T-types formed the backbone of the newly minted American road-racing scene. The sudden interest of Americans in handling is typically attributed to U.S. servicemen encountering European-type sports cars while serving overseas. Whatever the cause, it likely saved several British automakers by creating a ready and tolerant market for what were arguably obsolete (solid front and rear axles, mounted to leaf springs, were by 1949 a formula found in domestic makes only under trucks) yet eminently tossable.





The bucket seats adjust for driver and passenger comfort, and are from either a 1960s Austin-Healey Sprite or an MG Midget. Jack installed the red-vinyl upholstery himself. The engine-turned dash is an owner-crafted touch.



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Jack can attest to the driving manners of the TC chassis, as underpins this car. "I have driven a TC quite extensively and quite vigorously in Southeast Ohio and even on some roads that we probably drifted a little bit. There's an MG TC here, owned by another old fellow — 95 in fact — we were on another tour and the MGAs and Bs couldn't keep up with us — especially through the corners.

"The chassis on a TC is more firm or stable, but the steering can be awful sloppy unless you set it up right. That's one of the things that I've learned over the years. It's not rack-and-pinion steering, it's basically a box with a cam-type of arrangement through the box that drives an idling rod from one front wheel to the other. It's very mechanical."

Mechanicalness, to use an awkward term, is a big part of the charm of owning or operating a car like this, but it's not for everybody.

"Some people don't find it," Jack says of the knack for operating a TC, "but I like driving it better than the MGA we had."

"If you get your toe-in set right with those 19-inch wheels," David says, "the TC will track really straight and it's a real pleasure to drive."

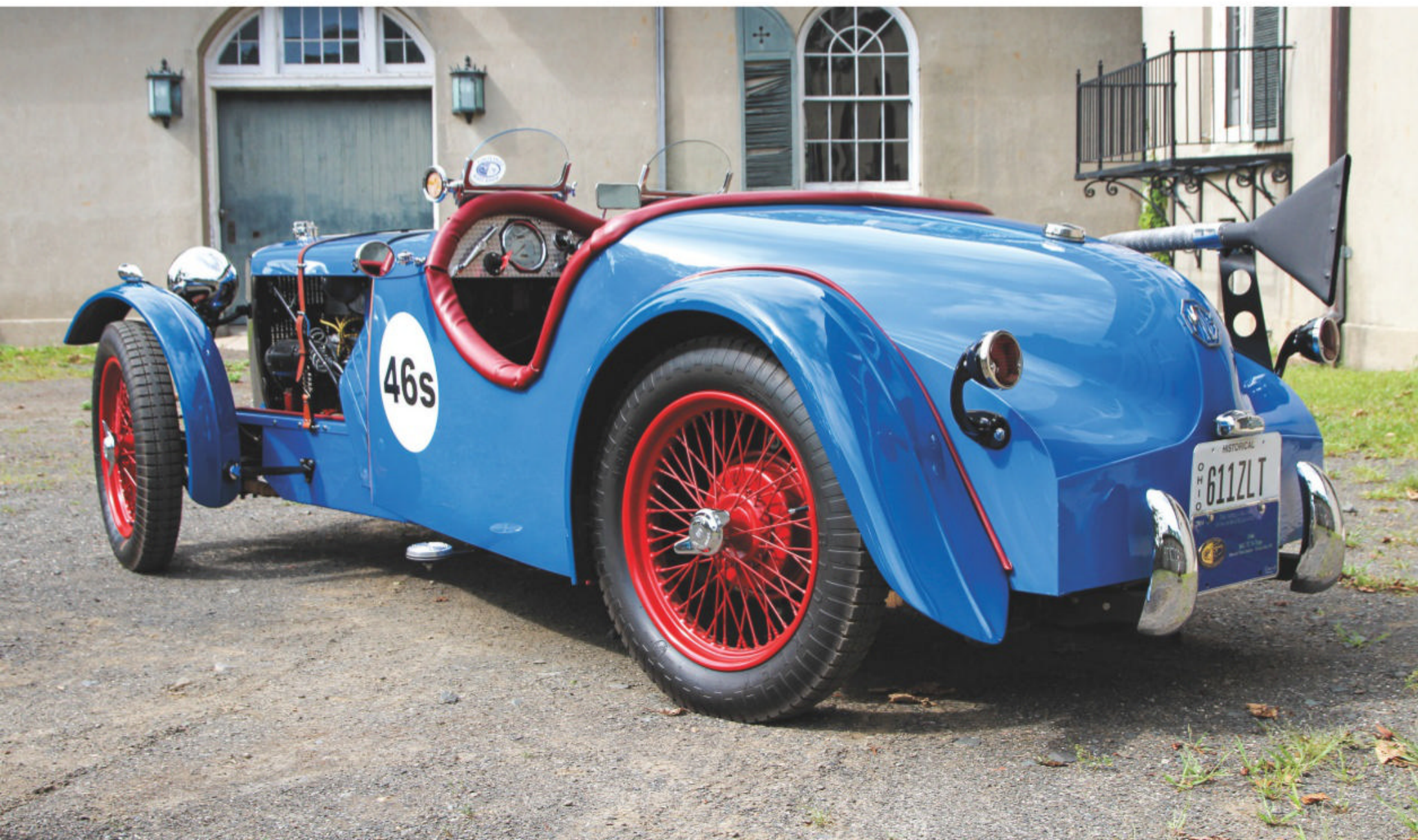
The downside, if you can call it that, is really in terms of the aerodynamics/passenger comfort trade-off. Those tiny, hinged windshields, like the exhaust setup, take their name from a famed British racetrack. Noise ordinances in the area mandated that cars running there maintain some type of exhaust suppression, but it's clearly nominal once the S-type roars to life.

"It has a very minimal muffler, which has no innards," Jack says. "It's actually straight through. We curved it up and put a fishtail on it." Hence the vacuum-cleaner comparisons.

Brooklands windscreens, as the windshields are called, are equally minimalist. You look over them and at best they direct some of the air blast (along with any moisture, bugs, etc.) over your head rather than directly into your teeth. As with motorcycles and biplanes, a helmet and goggles are required attire.



The 76-cu.in. XPAG OHV four-cylinder was introduced with the MG TB in 1939 and lasted through the earliest TF's in 1953. Jack based his engine on a TD block outfitted with TC external pieces.



Leather or cloth fits the bill in a '30s roadster—crash protection is provided by good driving and a pair of lap belts that help hold you in the bucket seat during spirited cornering (a good-driving aide, if you will).

Good driving is also abetted by the Moto-Lita steering wheel Jack selected for the project and a really trick accelerator that turns out to be entirely stock. The accelerator is a pedal rod with a roller on it, allowing a driver to come at it from any angle. That throttle was factory equipment in the TC as well as its predecessors, the 1936-'38 TA and the 1939-'40 TB. The TC is essentially the same car but enlarged somewhat.

Of course, this TC doesn't share much bodywork with its brethren. It came to Jack from a suburb of Indianapolis as a parts car in "deplorable, thoroughly picked-over" condition, missing "pretty much everything except for a cracked frame; a chopped, damaged firewall; scuttle; and four mis-matched wire wheels." Perfect, in other words, as the basis to build a special.

The frame number indicates it belonged to a car assembled in the spring of 1946, less than a year after V-J Day. Restoring it back to stock was the first order of business, along with some slight tweaks, because the goal was to get a car that "handles like a stock TC." Mission accomplished.

To stiffen things up, not only were the cracks welded, but so were all of the joints between frame and outrigger cross-members. Since this car sports cycle fenders on the front wheels rather than a TC's typical full fenders and running boards, Jack fabricated steps for entry from MG XPAG-engine connecting rods and Ford Model A rumble-seat pads.

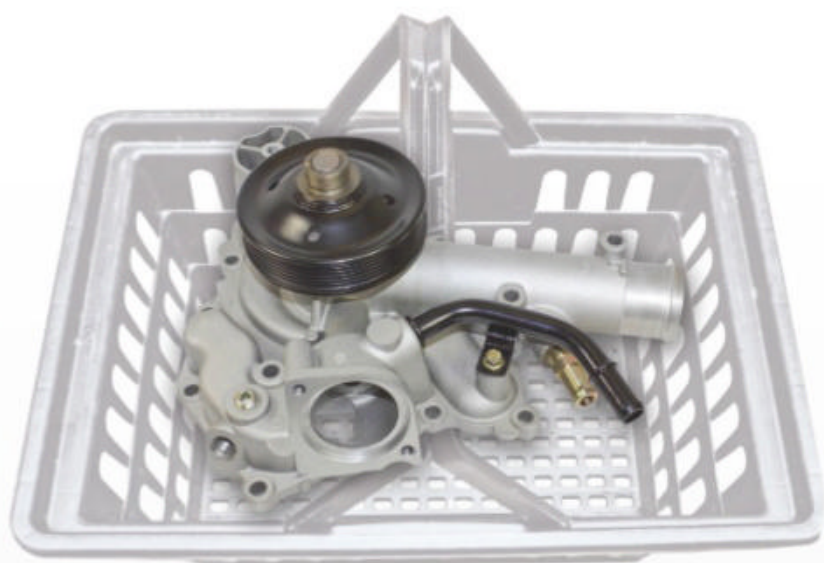
The XPAG engine is one of those bits of commonality through the T-series. It's an OHV four-cylinder engine that came out in 1938, making its way into the T-series at the debut of the

TB in the spring of 1939. Displacing 1,250 cc and wearing a pair of SU side-draft carburetors, it lasted through 1953, seeing service in the TB, the TC, the TD, and the earliest TFs. The hottest factory XPAG made 57.5 horsepower, but Jack only claims the stock 54.5 of his TD-built-with-TC-parts engine. It's plenty in a car this light with nine-inch drum brakes. Top speed is 70 mph (downhill), but that's not the point, of course.

The point is the driving experience, wherein that almost-55-horsepower is backed up by an unrebuilt TC four-speed transmission: highly noteworthy to the driving experience on this car (as with all TC's) is the fact that it is right-hand drive, meaning gear changes are accomplished with the left hand, and first gear is non-synchromesh. That's some serious unlearning if you're coming from American-style four-on-the-floor shifting, but that is also the point. It's these differences that make a car like this because it's about the experience of a properly set up 1930s chassis doing what it does, at its carefully tuned limits, not wringing every ounce of performance from some theoretical ideal of an automobile.

Chassis work on the early frame was rounded out with proper 19-inch wire wheels, two of which were part of the mis-matched set that came with the car. They were shod in Blockley bias-ply tires, which are the tire of choice for most vintage racing events using cars of this era—providing just the right amount of grip for a chassis like this. Radials are available, but they change the experience.

The custom body is also part of that experience—bugs in the teeth and everything. A regular TC roadster is already pretty open, with cut-down doors and a foldable windshield. On the boattail, meanwhile, visibility is unparalleled, as you'd want in a race car for very similar reasons to why you wanted it in a 1930s



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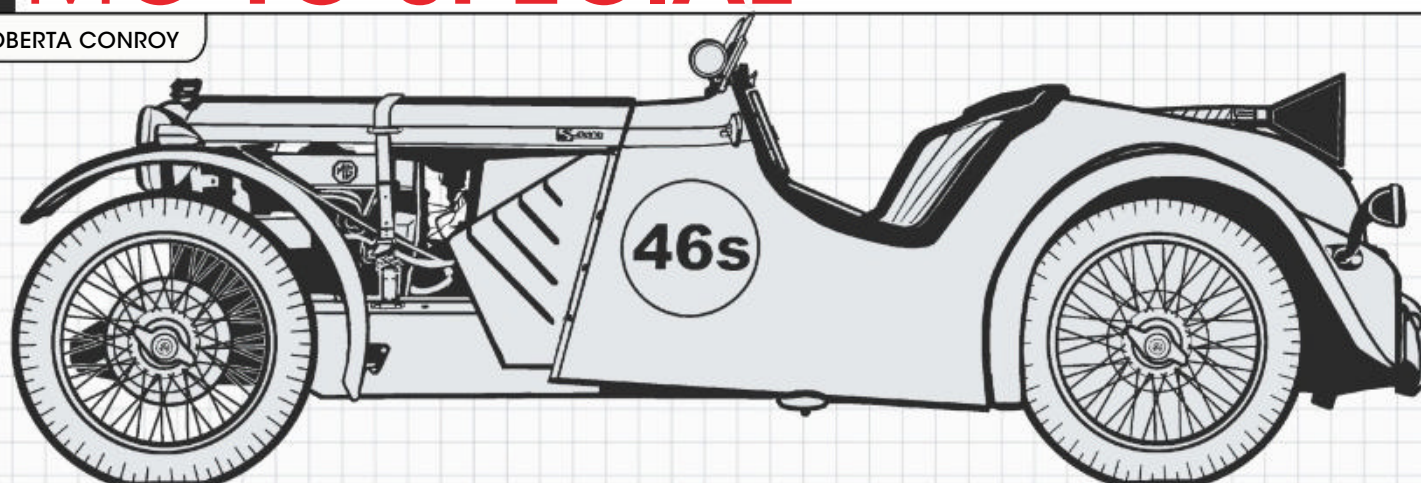
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ILLUSTRATION BY ROBERTA CONROY



SPECIFICATIONS

WHAT TO PAY*

LOW	\$13,000 - \$25,000
AVERAGE	\$26,000 - \$38,000
HIGH	\$39,000 - \$51,000

*Values for a stock 1946 MG TC roadster.

PRICE

BASE PRICE	\$1,975 (stock 1946 MG TC roadster)
OPTIONS	Brooklands windscreens; two-piece, top-only hood secured with leather strap; cycle fenders; engine-turned dash; MG TC instruments plus oil/water combination gauge; no top or doors; boattail fabricated from 1958 Morris Minor bonnet enclosing fuel tank with exposed cap; Ford Model A taillamps; MGA bumper overrides (owner modifications)

ENGINE

TYPE	Morris XPAG overhead-valve straight-four; cast-iron block and cylinder head
DISPLACEMENT	1,250 cc (76.3 cubic inches)
BORE X STROKE	66.5 x 90 mm (2.62 x 3.54 inches)
COMPRESSION RATIO	7.4:1
HORSEPOWER @ RPM	54.5 @ 5,200
TORQUE @ RPM	64 lb-ft @ 2,600
VALVETRAIN	Mechanical lifters
MAIN BEARINGS	Three
FUEL SYSTEM	Twin SU side-draft carburetors; electric pump
LUBRICATION SYSTEM	Full pressure
ELECTRICAL SYSTEM	Lucas 12-volt, positive ground
EXHAUST SYSTEM	Single manifold and pipe; Brooklands silencer and fishtail outlet

TRANSMISSION

TYPE	Four-speed manual, non-synchro first gear
RATIOS	1st/3.38:1 2nd/1.95:1 3rd/1.36:1 4th/1.00:1 Reverse/3.38:1

DIFFERENTIAL

TYPE	Hotchkiss drive, ¾ floating axles
GEAR RATIO	5.125:1

STEERING

TYPE	Bishop-cam steering box, no power assist
RATIO	5.25:1
TURNING CIRCLE	37 feet

BRAKES

TYPE	Lockheed hydraulic four-wheel drum, no power assist
FRONT/REAR	9 x 1.5-inch cast-iron drum

CHASSIS & BODY

CONSTRUCTION	Body-on-frame construction
BODY STYLE	One-off, hand-built boattail speedster
LAYOUT	Front engine, rear-wheel drive

SUSPENSION

FRONT	Solid axle; parallel leaf springs, Girling lever-action hydraulic shock absorbers
REAR	Live axle; underslung parallel leaf springs, Girling lever-action hydraulic shock absorbers

WHEELS & TIRES

WHEELS	Steel-wire spoke
FRONT/REAR	19 x 2.5-inch
TIRES	Bias ply
FRONT	Blockley Black 4.50 x 19
REAR	Dunlop B5 4.50 x 19

WEIGHTS & MEASURES

WHEELBASE	94 inches
OVERALL LENGTH	140 inches
OVERALL WIDTH	56 inches
OVERALL HEIGHT	53 inches
FRONT TRACK	45 inches
REAR TRACK	45 inches
SHIPPING WEIGHT	1,735 pounds

CAPACITIES

CRANKCASE	5.4 quarts
FUEL TANK	7.5 gallons
TRANSMISSION	1.8 pints

CALCULATED DATA

BHP PER CU.IN.	0.72
WEIGHT PER BHP	31.8 pounds
WEIGHT PER CU.IN.	22.8 pounds

PRODUCTION

Total TC production for calendar-year 1946 was 1,675 units, of which 20 were exported new. All were two-seat roadsters.

PERFORMANCE

0-60 MPH*	21 seconds
¼-MILE*	78.9 mph (no time recorded)
FUEL ECONOMY**	25 mpg

*Result from a road test of a 1945 MG TC roadster, published in the October 10, 1945, issue of *The Motor*.

**Owner report.



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The distinctive shape of this car began with the hacked-up shell that came with the frame but was completed with the bonnet (hood) of a 1958 Morris Minor—appropriate, given that “MG” initially stood for “Morris Garages”—and a lot of custom work. The bodywork was informed by inspecting two very special cars belonging to friends: an original R-type and a Q-type replica crafted in the UK by prewar MG supplier Andy King. The paint, by Rob Meier, of Johnstown, Ohio, may be the only thing Jack didn't do himself. He selected the two-tone blue as a tribute to the Evans' racing family's Bellevue Garage, adjacent to Brooklands.

Help from friends is a constant refrain from both Jack and David when they talk about the boattail. A car like this would be impossible without the lifelong friendships they've made in the MG community, which includes everything from help wrangling an engine hoist to those aforementioned inspections of the rare-and-valuable MG's that inspired this build. The car continues to make friends and new MG enthusiasts, as the Smittles never hesitate to invite interested spectators to climb in and enjoy the view from behind the wheel. 🏎️



The Smittles: Kim, David, Maxine, and Jack all appreciate the style and driving experience of the classic British machines. In cooler weather, period coveralls typically join the helmets.



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The Olds Man's Olds

*This 1957 Golden Rocket 88 Holiday Sedan inspired its owner
to collect three-dozen Oldsmobiles*

BY THOMAS A. DeMAURO • PHOTOGRAPHY BY JEFF KOCH







Musicians and movie stars are typically asked about their influences, so why not pose the question to car collectors? Jim Schultz of Chino Valley, Arizona, first credits his father, Fred, and mother, Margaret, for instilling an Oldsmobile obsession in him that, thus far, has resulted in a 36-car collection. Known as the “Rocket Ranch,” the “barn,” a 6,000-square foot building that Jim built on his property, houses his 1940 to 1989 models (several featured in Hemmings publications) along with his Oldsmobilia.

Next, he points to this 1957 Golden Rocket 88 Holiday Sedan as the car that started it all. Jim’s connection to the Alcan White and Banff Blue four-door began with his father, an Oldsmobile line mechanic, who performed the new car service on this vehicle at Valley Motors in Endicott, New York, back in 1957.

Oldsmobiles of that era offered an upscale driving experience, as the division was above Chevrolet and Pontiac in GM’s price hierarchy. The redesigned ’57 was particularly striking with its wide-mouth grille, “Hi-Lo” bumper, forward-projecting hooded and chromed headlight bezels, and “Span-A-Ramic” windshield. Its new side trim swept rearward, and “Sky-line”

beading traversed the roof through the “Twin-Strut” backlite and ran down the decklid. Oval taillamps wrapped in brightwork, an outward-jutting bumper, and an integrated fuel-filler door highlighted the rear.

The Golden Rocket 88 was the base series under the Super 88 and the Starfire 98, but this Holiday sedan was still above the post sedan in the Golden Rocket line. “Holiday” denotes the hard-top design that omitted the pillar between the side windows, resulting in a sleeker look and improved visibility.

Oldsmobile’s 371-cu.in. V-8 produced 277 hp and 400 lb-ft of torque, earning it the “Rocket T-400” name from marketing. That was 47 cubic inches, 37 hp, and 50 lb-ft of torque more than the 1956 four-barrel engine, not to mention that year’s two-barrel offering. (During the 1957 model year, the 300-hp, triple-two-barrel-carburetor J-2 Rocket option was also offered.)

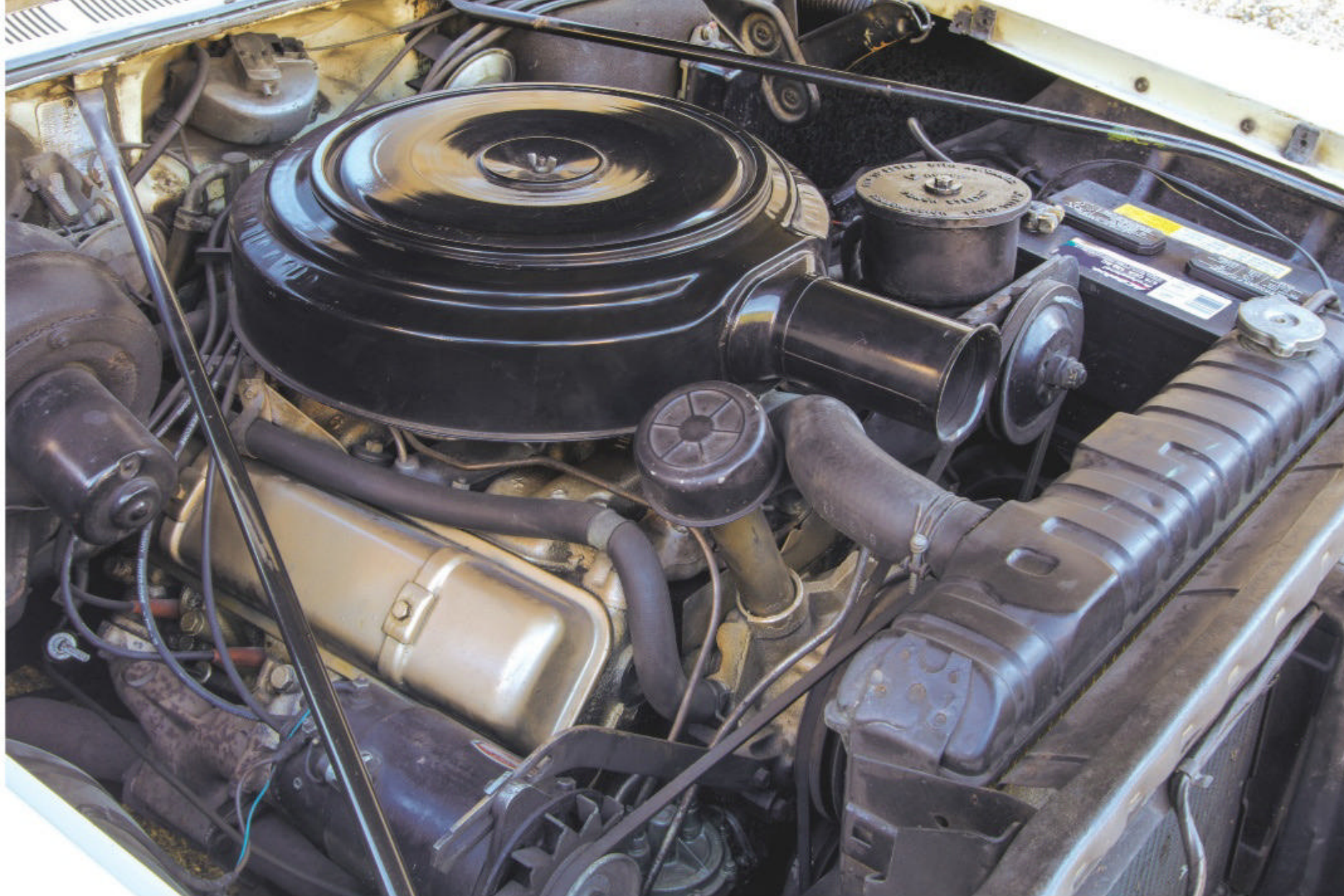
The 1957 four-barrel V-8 featured a revised carburetor, intake manifold, and exhaust system; improved combustion chambers and larger valves in the cylinder heads; an updated hydraulic camshaft; “Thermic-type” aluminum pistons; heavier-duty crankshaft; larger bearings; and a higher 9.5:1 compression ratio. This

car is equipped with the optional four-speed Jetaway Hydra-Matic with two fluid couplings to smooth the transfer of power rearward to the 3.08:1-geared Hotchkiss-style axle.

The foundation of the “Wide-Stance” chassis was a new “extra-wide” frame that retained the perimeter with an X-center-member design. “Pivot Poise” short/long-arm front suspension with coil springs, shocks, and an anti-roll bar was paired with a leaf spring rear layout and outboard-mounted shocks. “Super-Hydraulic” four-wheel drum brakes resided behind 14-inch wheels and tires. “Safety” power-assisted steering, “Pedal-Ease” power brakes, and a De Luxe radio were factory options with which this 88 was equipped.

Said engineered-in attributes weren’t lost on Fred, who meticulously wrenched on these models daily and owned many Oldsmobiles. His dedication to his profession was noticed by customers, several of whom followed him to his new business in 1960—a full-service Sunoco station in Vestal, New York. Floyd Williams, the original owner of this 88, was among the faithful.

“After two years of running the station, Dad sold out,” Jim says. “Following a brief stint at Singer-Link in Binghamton,



Oldsmobile increased displacement to 371 cu.in. for 1957 and boosted output to 277 hp and 400 lb-ft of torque. This “Rocket T-400,” as Olds referred to it, has never been rebuilt and was only detailed for a national meet about 15 years ago. The work included having the intake manifold’s finish touched up.

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The “Tech-Style” interior is all-original from the Golden Rocket 88’s headliner and instrument panel brightwork right down to the carpet. Its owner laments that, just recently, the upholstery of the “Fashion Firm” front seat developed a split on the driver’s side.

he bought out R.C. Neild Garage in Vestal, [and renamed it Vestal Service Center]. My brother Jerry is still running the business today, in its 59th year, and has since added ‘Schultz’s’ to the name.”

In 1966, Fred got a dealer license and he and his three sons (John being the third) frequented auto auctions, bought cars, fixed them up, and sold them. Jim had started working for his dad at 12 years old, after school and during the summers. He began developing auto mechanic’s skills early on, saying, “I remember tuning up this 88 when I was 15 years old. I thought it was remarkable how clean Floyd kept that Oldsmobile.”

Floyd considered trading in his pristine, decade-old, 44,000-mile 88 for a new 1967 Cutlass, but when Valley Motors showed little interest (in the form of a lowball offer) he went to see Fred. Coincidentally, Floyd’s daughter’s Nova needed work, so the Holiday sedan joined the Schultz family in trade for services rendered; about \$400 worth, according to Jim.

Held in high esteem, the Golden Rocket 88 wasn’t a daily driver, but Jim enjoyed periodically taking it to high school. “The car was in such great condition that we were always very careful when driving it,” he says. “It didn’t get rained on for years, and we liked to take it to car shows. In 1974, I joined the

Oldsmobile Club of America because of the 88 and began taking it to the annual spring dust-off in Long Island.”

It was his dad’s car, but it became Mom’s when Fred passed away in 1981 at just 56 years old. He adored his 1957 Olds so much that the family “had an image of it carved into his headstone,” Jim says. He also notes that his mother always “loved the styling and the big trunks Oldsmobiles had, which she could load up for family trips to the lake.”

Decades of strenuous work and long hours at the service center had taken a toll on Jim by the 1980s, so his wife Trudi convinced him to move to Arizona in 1982. His mother still enjoyed riding in the 88 when Jim came back to visit, but it ultimately became a fixture in the New York showroom, where it resided for 35 years.

In 2019, prior to their mother’s passing, the family decided to send the 88 to Jim in Arizona to be maintained in his collection. He was pleased to care for the Oldsmobile that had sparked his interest in the marque, but admits, “It was a weird day when it arrived. When it rolled off the trailer I was in tears. It was an emotional moment for me given my family’s history with this car.”

Soon thereafter he got to work. “I cleaned body shop dust and grime out of the paint,” he says. “It was difficult to get the old, yellowed wax off it. This



Note the license plate surround from the original selling dealer.



The fuel-filler cap is concealed behind a door that's part of the brightwork under the driver's side taillamp.



In this mid-'80s photo are (L to R) Jim's brother Jerry Schultz, sister-in-law Chris Clark-Schultz, daughter Angela Dana, Jim's mother Margaret, nephew A.J. Schultz, brother John Schultz, Jim, his late wife Trudi, niece Cassie Ryan, sister Chris Schultz-Ryan and brother-in-law Fred Ryan.

project taught me a lot about caring for an original-paint car. I wanted to remove the wax and dirt without taking off some of the finish with it, so I didn't buff it. I used a clay bar, which worked well. Then I applied Meguiar's wax to seal it."

Jim also performed typical maintenance on the Olds and replaced a headlight. He'd already done the required mechanical work to keep the car driveable in previous years during

visits to New York. He'd "gone through hydraulics of the braking system" but decided to retain the vintage shoes. "I believe that the old asbestos linings will still stop the car better than the new material will because it's too hard," Jim explains. He does disclose that he's had good luck with NAPA Premium linings on his other cars, however. The Bendix Treadle Vac power-assist was also rebuilt, and he repaired the rear shock mount.

Jim installed ethanol-friendly components in the fuel pump and added an electric booster pump to thwart vapor lock on hot days.

The rest of the Oldsmobile remains largely original to this day, except for the tires that had already been replaced in 2017 with reproduction BFGoodrich 8.50 x 14 bias-plies from Coker. This 88 has never required any major powertrain overhauls, or suspension, interior, or body

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work, and its exterior bright trim still sparkles like new.

In fact, the 88's incredible condition has made it a darling of the "unrestored" class at shows. It has earned many trophies over the years, and an article was published in the *Wall Street Journal* in 2017. "It's been a great wedding car, as well," Jim reveals. "It's been in a lot of them, including mine. There's bird seed and rice in it that I still can't get out."

This 65-year-old classic still performs. Jim reports, "I've always appreciated the high-quality engineering and assembly of Oldsmobiles and their torquey engines. When you put your foot

into this one, since it's equipped with the Jetaway, the nose of the car rises in third gear, and levels off in fourth but it just keeps gathering speed. You can really feel it in the seat."

His "sickness," as he refers to it, also led to him joining the National Antique Olds Club in 1986, where he has since served as vice-president and president. "I'm the example of how bad the car collecting bug can get for the wives," he jokes. "But in my case, I wouldn't have my collection if it wasn't for my late wife, Trudi. By getting me out to Arizona when she did, she likely saved my life. It's a car collector's utopia out here."

With the 88 in his collection, life is even better. He concludes, "This car has never been serviced by anyone outside of my family, and it's a wonderful reminder of my dad and the legacy of Oldsmobile line mechanics." Jim plans to keep it in the family by passing it on to his grandson. Maybe someday, he can regale a writer with the tale of who jumpstarted his appreciation for Oldsmobiles. 



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TOP 10 TECH TIPS in 20 Words or Less:

1. If you know HOW it works you can fix it, 'cuz you'll know what's broke. *~Al Amato*

2. If you are having a problem, never assume a system has not been modified by a previous owner or mechanic. *~Wade Karhan*

3. Problem with car: frustration, ale, research forums, purchase parts from Moss, fix car, drive car, smile, enjoy life. *~Eric Alley*

4. Take a moment to think about the most recent things done with the car, no matter how simple. Then evaluate. *~Kim Wroblewski*

5. Many electrical problems can be attributed to bad grounds. Clean your grounding points and protect with a corrosion inhibitor. *~Jack Collins*

6. When removing frozen fasteners DO NOT use force. Soak it in penetrant and work back and forth with increasing torque. *~Tom Moors*

7. Hard starting? Runs rough? No power? 80% of suspected fuel problems are electrical! Check spark then fuel delivery. *~Chip Krout*

8. Get a test light and learn how to use it. Digital meters are often confusing and slow to react. *~Rick Patton*

9. Installation is the reverse of removal. Sometimes. *~Ben Grabow*

10. When installing rubber parts that tend to move around use a drop of super glue to locate them.

~Richard Carr

HONORABLE MENTIONS:

Join a British car club and follow their tech advice. Trust me, don't go it alone! *~Matt McKenzie*

No matter what anyone says about British car reliability... we look better fixing ours than they do driving theirs. *~Jeff Hartman*

It's common for British Cars to leak a little, check fluid levels often and before a trip. *~Charles Green*

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The Connoisseur's Conveyance

The 1952 Riley RMF blended prewar style with postwar performance

BY MARK J. McCOURT • PHOTOGRAPHY BY DAVID LACHANCE



The upwardly mobile professional seeking a fine British motorcar was spoiled for choice in the early 1950s, as one didn't require aristocrat-level means to purchase a high-quality, stylish, and genuinely innovative automobile. The last Riley to bear this venerable marque's respected performance engineering and design language fit that brief: the ultimate RM series flagship four-door, the 1952-'53 2½ Litre RMF, was a saloon (sedan, in

U.S. English) that could be considered the British Motor Corporation's Bentley, built in Abingdon by the M.G. Car Company. To this day, the refined RMF remains a distinctive yet capable choice for the driving enthusiast.

If you're understandably not familiar with Riley, it was a family firm that built its first four-wheeled vehicles in 1898 and reached its greatest acclaim in the 1920s and 1930s with sporting models bearing innovative features. Riley

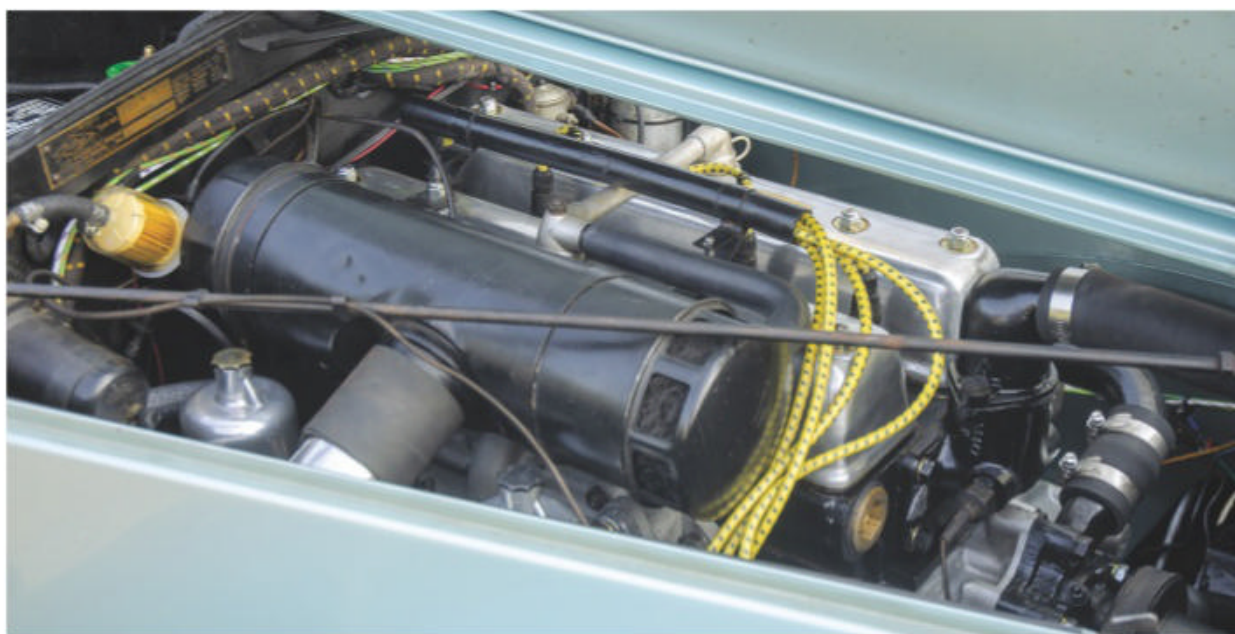
succumbed to bankruptcy in 1938, was purchased by Morris Motors principal William Morris, and was folded into in the Nuffield Group that included Morris, M.G., and Wolseley. While the last car to bear the Riley nameplate—a 1969 1300 saloon—would be a badge-engineered BMC 1100, the early postwar RM series were the final models retaining the brand's prewar ethos and the last designed before the Nuffield/Austin corporate merger that birthed BMC.



To an American's eyes in the early 1950s, the new, large Riley may have looked quaint. As we were growing accustomed to streamlined Nash Airflytes and step-down Hudsons, not to mention tail-finned Cadillacs, this car exhibited 1930s themes like separate fenders, center-hinged doors, and a tall, narrow radiator grille. Granted, the design was up-to-date in the RMF's home market, but that impression undersold the car's technical advancements, which were a Riley hallmark. That the RMF was nearer in price to a Cadillac 62 than it was to a Buick Roadmaster spoke of its position in our market, and explained why it's believed fewer than 300 Rileys of all types and styles were sold in the U.S. between 1951 and 1953.

What did discerning buyers find in their 2½ Litre saloons, drophead coupés, and 2/3-seat Sport Roadsters? The 1952 RMF on these pages—for the last decade in the care of Robert B. "Bob" Mitchell, proprietor of Candia, New Hampshire-based Historic Motor Sports—is a sterling example. Under its silvery blue-green painted steel skin, the 186-inch-long four-door uses components that reflect Riley's lauded prewar racing pedigree, a far cry from what was typical in luxury sedans of the day. Balancing its dynamic abilities are comfortable accommodations with luxurious trimmings of leather and wood.

The 119-inch wheelbase of the RMF stretches 6.5-inches longer than that of the contemporary 1½ Litre saloon, the extra 7 inches of the fabric-capped four-lite body evident in its impressively



Above: This RMF wears a non-standard radiator mascot that complements its streamlined form. The 100-hp twin-cam four-cylinder sports hemispherical combustion chambers and pushrod-activated valves. Right: Hidden LED brake lighting adds safety in modern traffic.

lengthy hoodline, which began with Riley's traditional chromed widow's-peak grille. Its general styling, which originated on the firm's first postwar model, the 1946 1½ Litre RMA, is the primary characteristic that attracted Bob. "It's such a striking car, with a beautiful profile—the lines grab people immediately," he explains. "I've never driven into a place where people who haven't seen it before don't stand there with their jaws dropped. Part of the appeal is the unique paint color, which is unlike that on any RM I've seen; it shows off the lines and I feel it was a very artful choice."

Under the center-hinged bonnet rests a 2,443-cc (149-cu.in.) four-cylinder that traces its roots back to 1926, where it debuted in 1,087-cc form in the world-record-setting, grand prix-winning Riley Nine. The earlier unit was very sophisticated for a production engine of the day, including hemispherical combustion chambers and the two block-mounted camshafts that led to the cheeky

nickname, "dual overhead-cam." Those characteristics are retained in the three-main-bearing engine powering Bob's saloon, which achieves its namesake 2.5-liter displacement through an 80.5 x 120-mm (3.169 x 4.725-in.) bore and stroke. The pair of camshafts, located roughly halfway up the block, actuate large, 45-degree-canted overhead valves via short pushrods. The fuel-air mixture fed by twin SU H4 carburetors is combusted at a 6.8:1 compression ratio, and exhaust gasses escape on the opposite side of the crossflow head. The resulting 100 hp at 4,500 rpm and 134 lb-ft of torque at 3,000 rpm are impressive for an engine of this size and vintage, proving capable of propelling the 3,220-pound car to 60 mph in around 16 seconds, and on to better than 90 mph.

In proper Riley fashion, the RMF's transmission, suspension, steering, and brakes are more than capable of handling the speed its engine can produce. Most of



these components, again, were first seen in the 1½ Litre, a model that remained concurrently available with our feature car. The sole gearbox was a floor-shifted four-speed manual with synchromesh on second through top gears; seeking to enhance this saloon's touring ability, Bob fitted a Laycock de Normanville-style electric overdrive from Gear Vendors behind the transmission. "The Riley was built in a day where the highest road speed limit in England was 50 miles an hour, so that's what it was geared for.

Doing 65 mph, it would turn 4,000 rpm, but I don't like spinning long-stroke engines that fast. With overdrive, I'm not white-knuckled when I do 70-75 mph—it will do that all day, at the engine's 3,000-rpm sweet spot."

That overdrive did require modifying the tubular bracing of the rigid, box-section frame, but the chassis' bolt-on front subframe was not affected. This subframe supports the rack-and-pinion steering system that was a generation ahead of many competitors. It also mounts the "Torsionic" independent front suspension that was a major differentiator for Riley. That term referenced the longitudinally mounted torsion bar springing that supports unequal-length upper and lower A-arms and kingpins, their motion damped by telescopic struts, mounted diagonally. This complements the solid-axle rear suspension that supports the Hotchkiss-style differential and torque-tube drive with underslung half-elliptic leaf springs and Lucas-Girling lever-arm shocks linked by a torsion bar. Behind 16-inch wheels mounting Diamond Back

radial tires—6.00 x 16 bias-ply were fitted from new—are fully hydraulic, unassisted four-wheel drums.

These notably sporty components add yet another layer of appeal to its owner, who believes the top-quality restoration by an unknown specialist was completed some 20 years ago. "Before I bought the Riley, I purchased a 1960 Jaguar Mark IX to be my highway cruiser. I wanted a comfortable British classic we could hop in and drive to Bar Harbor for a weekend getaway. I was in the process of doing the mechanical restoration and fitting 3.54 gearing in the Jaguar when I found the RMF, and I learned I liked the Riley a lot more," Bob admits, smiling. "The Mark IX is certainly a bigger, heavier, and more powerful car, which has some advantage on the highway. But the Riley rides well, drives very nicely, and goes down the road more or less like a new car."

Bob continues: "I owned a 1952 MG TD, and when I drove that car, I stuck to back roads and avoided the interstates. It might take me twice as long to get

somewhere in the MG, considering stop signs, traffic lights, and 40-mph roads, as driving a modern car. And that meant I didn't go places that take time to reach. I really liked the TD, but for me, that was a big drawback. In the Riley, I can take the faster roads. I am aware that it is 70 years old, though, as it's noisy inside. There's just not the level of sound insulation that we're accustomed to today, so you hear the noise of the flat-tappet engine, as well as the transmission and differential gear whine. My lady Joyce complained once that there's no radio, but I told her, 'We wouldn't be able to hear it anyway,'" he says with a laugh.

While it offers more aural stimulation than modern drivers expect, the cabin of the 2½ Litre is a delightful space. It's admittedly cozy-narrow compared to the wider Jaguar, which comfortably seats six; here, four adults are accommodated by individually adjustable front bucket seats and a rear bench with a folding center armrest and finely carpeted deep footwells. Swiveling ashtrays and walnut cappings accent the doors, while the attractively symmetrical wooden dashboard contains comprehensive Smiths instrumentation that includes amperage, oil pressure, and a clock that Bob had converted to function as a tachometer. The leather-gaitered shift lever is an easy reach from the banjo-spoke steering wheel.

"It feels so much more agile than the Mark IX," he tells us. "The Jaguar has recirculating ball steering, while the Riley's rack and pinion feels similar to the TD. While it has no power assist, it's lighter to turn, and provides a sportier feel. I'm not slalom-racing this car, but its handling is predictable. Shifting the transmission isn't particularly crisp, though—the gearchange is a bit sloppy, and that's even after retired Ford transmission engineer Terry Haines rebuilt it; we need to remember the car's age and how they were designed to work, compared to today." Bob makes the same caveat when discussing the drum brakes, saying they'll certainly stop the RMF, but in a panic, they can require strong legs and both feet.

Hopefully he'll never need to experience the outer edges of the Riley's performance envelope, because while this race-bred classic luxury-sports saloon is very capable, it's more dignified acting as a grand tourer. Regardless, this 2½ Litre remains a rare sight, one of around 25 RMs Bob knows of in the U.S., since he maintains email communications with a group of American owners. "There were only 1,050 of the RMF model built, and with that small a number, it will be no

surprise that I had some concern about the availability of parts," he recalls. "It was very helpful to learn that there is a Riley RM Club in the U.K. [website rileymclub.org.uk] that even maintains its own parts store. They are dedicated to supporting the marque and, if their parts catalogue is to be believed, virtually all 'normal wear' parts are available."

This is a reassurance for our RMF owner, although we have a hunch, he'd find some way to maintain and regularly enjoy his beautiful, prize-winning Brit even if it was the only one extant. "It really is a joy to drive," Bob says, "And even more so, to be seen driving." 🏁





Wood, leather, and plush carpeting give the four-place cabin a traditional British luxury ambiance; it also carries sporting touches like full instrumentation and a floor-shifted four-speed manual. A Gear Vendors overdrive improves this RMF's highway performance.





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Finders Keepers

A chance encounter at a car corral led to the purchase of a 1925 Nash Advanced Six roadster

BY MATTHEW LITWIN • PHOTOGRAPHY BY MATTHEW LITWIN AND EMMA DENNIS

Despite our collective diversity, one could argue vintage vehicle enthusiasts fall into one of two general categories: Those who spend an inordinate amount of time trying to locate a car on their wish list, and those who fall into a find thanks only to luck. Consider Judd Gregory a card-carrying member of the latter.

Judd, who maintains a residence in Manchester, Vermont, has a fortuitous,

uncanny knack for discovering rare and/or unusual early prewar cars, a segment of the hobby that has always appealed to him. As evidence, we cite the 1927 Stearns-Knight Model F sedan he found offered for sale on social media one evening, which we profiled in this magazine (*HCC* 193, October 2020). Bookending the discovery of the Stearns was a 1959 Mercedes-Benz 220 S cabriolet and 1940 La Salle convertible. Those cars became

members of Judd's evolving collection in similar fashion—the Mercedes fell into his lap from a local resident, while the La Salle was brought to his attention by a friend. We can now add another to Judd's portfolio of finds: this 1925 Nash roadster.

"I decided to go to Carlisle's spring swap meet in April 2021, thinking I might find something interesting. Even though it began as an event aimed primarily at performance-car enthusiasts, it's evolved



July 1916, when former Buick boss (and later General Motors president) Charles Nash purchased the Thomas B. Jeffery Company for a reported \$9 million. The Kenosha, Wisconsin, based company had welcomed a respectable growth spurt in its first decade of existence. Production had jumped from 22,344 automobiles in 1917 to 53,626 units in 1924.

In the midst of this growth, Nash, the company president, purchased shares in the Seaman Body Corporation (based in Milwaukee) in 1919. That firm was already building closed bodies for Nash, the company, and during the same year, the former GM boss was instrumental in forming Nash's first quasi-independent subsidiary, LaFayette Motors. Designed as a luxury marque, LaFayette debuted in 1920, though the first full model year of production occurred a year later. Unfortunately for LaFayette, and a handful of its sales and engineering staff who had come from Cadillac, its first year of existence proved to be a high-water mark, with sales culminating at just 685 units. By 1924, the last vehicle had rolled from the assembly line, and the company's total four-year run numbered fewer than 1,900 cars.

Despite the setback, believed to cost Nash roughly \$2 million, he immediately picked up the financial rubble and turned his attention towards the economy market, introducing the Ajax Six for the 1925 model year, priced at \$865-\$995 versus LaFayette's \$5,000-\$6,700 range a year prior. The Ajax was built in the former Mitchell Motors Company plant in Racine, and the car—available as a sedan or touring car on a 108-inch wheelbase chassis—employed some leftover parts from the defunct LaFayette. Compared to the former effort, Ajax sales were far better (10,683 units in its first year), yet it still paled in comparison to the parent company's 85,428-unit output.

Halfway through the '26 model year, the Ajax was fully absorbed by Nash and renamed the Light Six. The move gave Nash a three-tier series of cars—the Light Six joining the Special Six and upscale Advanced Six—though the foundation, it could be argued, was already in place for its customer base in 1925. It was into this nameplate fracas in which the roadster Judd had purchased was built; its data plate, mounted to the front side of the firewall, confirmed the car originated from the Advanced Six line, also known as the Series 160.

The roadster, starting at \$1,375 and one of seven available body styles within

since, and there's no telling what you can find from one year to the next. Sure enough, I was walking through the car corral, and I stumbled upon this Nash," recalls Judd.

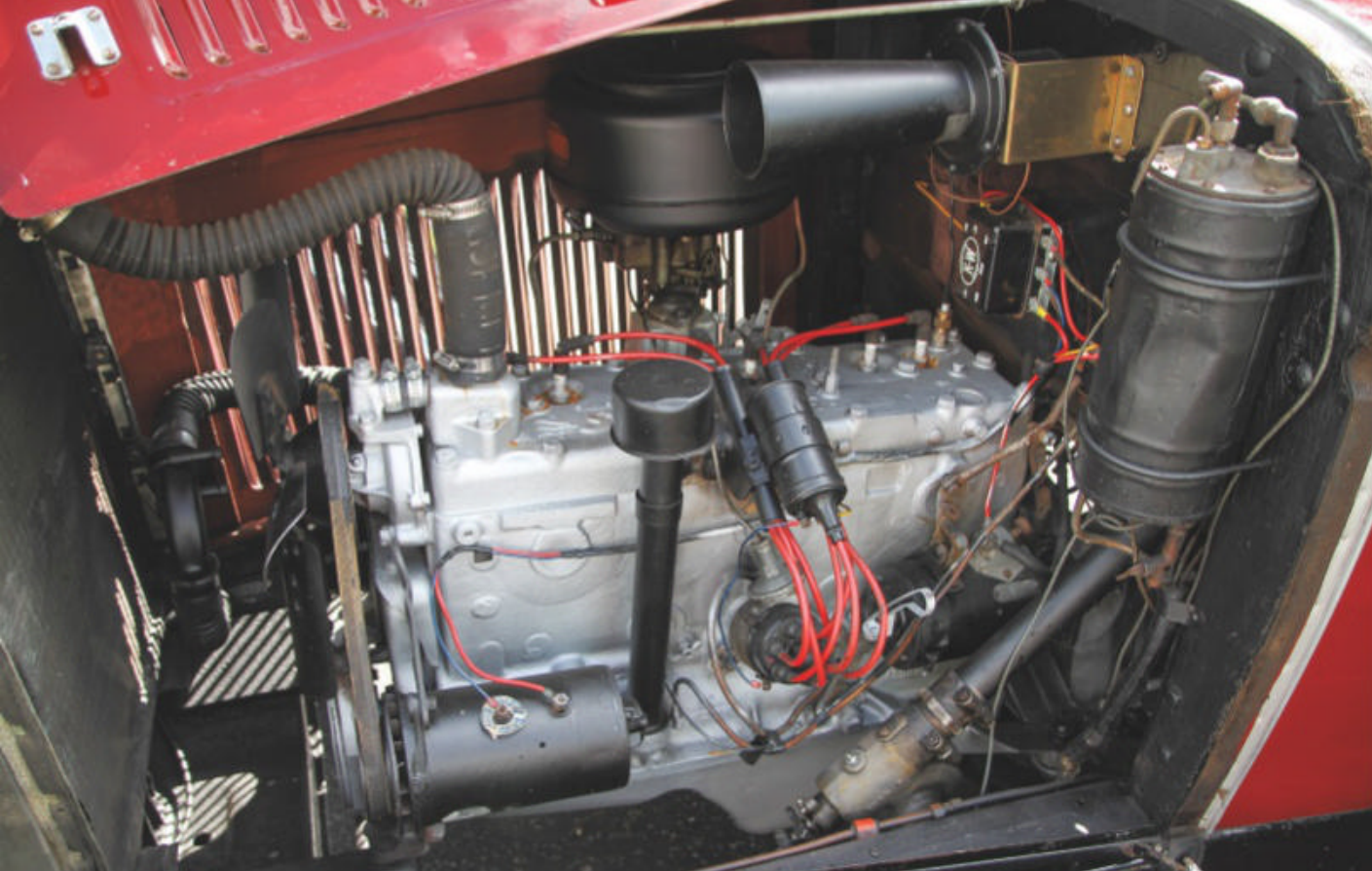
Most of Judd's collection today consists of bona fide barn finds; however, the Nash was neither a forgotten relic nor a pristine concours trophy winner as it sat at Carlisle, warranting further examination.

"It looked really nice, visually, as though it had some restoration work performed on it within the last decade or so. The red paint, complemented by white pinstriping and maroon wheels, was even and didn't really show any harsh blemishes; it was an eye-catching combination right from the start," Judd says. "Then I looked at the roadster's tan leather interior and that appeared newer, too. I asked to see under the hood, and I was surprised to find that the straight-six wasn't covered

with decades of road grime, oil drips, and water stains. *[Editor's note: The engine powering this Nash is originally from a 1946-'54 Chrysler.]*

"As I continued to look over the Nash, I was doing the math in my head, wondering what kind of a deal I could get. At one point I was thinking, 'I can't believe what I'm seeing here.' That's not to say there weren't things that it needed—some of the original instruments were missing, and aftermarket auxiliary gauges were mounted to a bracket on the bottom lip of the panel—but it was an honest, relatively rare car that nobody had purchased yet. So, I did. We settled on a number that made us both happy pretty quickly. Later that night I started digging into what, exactly, I had just purchased."

Judd had solid reason to do so, for the 1925 model year was pivotal in many ways for Nash Motors. It was founded in



The original OHV, dual-ignition six-cylinder was high-tech for 1925, but in decades between then and the advent of *Hemmings Motor News*, parts became scarce. Some dedicated later owner swapped in a Chrysler Spitfire flathead straight-six to keep the car on the road.



employ a 248.9-cu.in. straight-six engine, featuring the same basic valve-in-head design mastered earlier by Buick. The Nash six dated to the company's inception; however, for 1925 the 3.25 x 5-inch bore and stroke powerplant received a welcomed bump in output, to 60 hp at 2,400 rpm versus 55. It may seem moot today but, touted in conjunction with the "new" brake system, it was another proud selling point for the company. The engine, it should be noted, was accompanied by the same sliding-gear three-speed transmission used in previous top-of-the-line Nash incarnations.

Styling changes were minimal for 1925 Nash cars. With the exception of open-top models, a long visor was added to the header to help reduce glare. Updating the coachwork further was a change in hood louver design to long, thin, vertical cutouts, and a nickel-plated radiator shell was an impactful update.

As mentioned, the roadster Judd purchased was one of a record-setting 85,000-plus cars built during the year,



the line, rode on a comfortable 121-inch wheelbase chassis that had first been engineered for the 1922-'24 Nash Six, the Advance Six's predecessor by name. Although the basic architecture (semi-elliptic leaf springs front and rear, worm and gear steering system, semi-floating axles within the rear differential) was carried over, a pair of key improvements had been administered for the model year. Visually, larger 33 x 6 "balloon" tires were mounted to 21-inch diameter wood-spoke wheels, or optional Budd solid discs, to help increase traction. Hidden behind were four-wheel mechanical brakes working in unison with roughly 16-inch drums, a first for Nash-branded cars.

The Advanced Six series continued to



though the number of known survivors is obviously far fewer. As is often the case with vintage-car owners, Judd pondered the history of the example he'd acquired, but unfortunately, the details seem to have been lost to time.

"I asked the seller, but he couldn't offer anything. All I really knew was that the car had a current Pennsylvania registration at the time, and it was in excellent running condition. I was a little disappointed because I like to know the story behind everything I purchase: who owned it, what did they do with it, those sorts of details. It didn't sway my decision to purchase it, but it would have been nice to have," Judd says.

"When I brought it home, I went through the car mechanically from top to bottom. After putting in a fresh battery, it proved to be a strong-running car. I've had no difficulty in starting it, the transmission is flawless, and the engine handles throttle response efficiently. I enjoy cruising around in it so much during the summer and fall, I never put the top up."



Instrument panel mounts an amps/fuel/oil-pressure gauge on the left, ignition and light switches at center and a speedometer/trip odometer/clock on the right. A few missing or replacement pieces, "L&N," and pirate flag are cryptic hints at the car's lost history.



...the transmission is flawless, and the engine handles throttle response efficiently. I enjoy cruising around in it so much during the summer and fall, I never put the top up.





spotlight
british sports cars



1971-1974 Jaguar **E-type V-12 Series III**

*50 years on, the V-12-powered Series 3 Open Two-Seater
and 2+2 remain fine buys*

BY MARK J. McCOURT • PHOTOGRAPHY FROM THE HEMMINGS ARCHIVES



Twelve cylinders. In the automotive numbers game, that's very nearly top of the pops, a Classic-era throwback that blends smoothness, performance, and prestige in equal measures. Jaguar had long been famed for its sophisticated XK twin-cam straight-six engines, but as the 1970s approached with new emissions regulations, the limitations of that cast-iron unit prompted the automaker's engineers to create something entirely new. The aluminum Jaguar V-12 would effortlessly make as much power as the race-spec six while weighing just 80 pounds more and fitting into the same space. The E-type would be its first, and most sporting, home.

The third series of this model—still called “XKE” by the company's U.S. marketing arm—represented a sea change for its maker. At its most basic level, it was a beautiful container for the jewel-like V-12 under its long hood. That engine not only kept the E-type competitive in the face of ever-increasing pollution controls, it gave Jaguar a cylinder count matched only by Ferrari and Lamborghini, and would power the automaker's forthcoming flagship luxury sedan, the XJ12.

A Borg-Warner Model 12 automatic was available for the first time in the E-type Open Two-Seater (OTS, aka roadster), and power steering was standard, for a special reason: It now shared the 2+2's 9-inch-longer wheelbase, and the traditional two-seat Fixed-Head Coupe was no longer available. The roadster and 2+2 featured tracks 4¼ inches wider in front and nearly 3 inches wider in the rear. In addition to the longer sills and doors that the roadster received, both it and the 2+2 got lower floorpans that improved legroom.

Setting the 1971 Series III apart from earlier E-types were a larger front air intake capped with an egg-crate grille, a steeper windshield with two wipers, demure fender arch flares over 15 x 6-inch chromed steel or available 72-spoke wire wheels, ventilation grilles in the 2+2's hatch and the roadster's optional fiberglass hardtop, and four exhaust tips making a dramatic exit in the rear. The slender bumpers sported chrome overriders with small rubber tips. Inside, a smaller 15-inch steering wheel added thigh room, and seats were upholstered in perforated leather, with Ambla vinyl side and back trim. Air conditioning was a pricey option at \$482, but prospective owners were spoiled for choice with between 12 and 15 paint colors on offer, and up to 13 interior colors.

The 2+2 was built in 10 times the volume of the roadster for 1971: 3,406 to 340. But production was more equal for 1972 (1,994 to 1,711), when running changes included redesigned heater and choke controls, new fresh air vents, a

seatbelt warning system, and a thermal vacuum system for emissions control; 2+2s received fixed rear seatbacks.

For '73, a revised rack-and-pinion steering system debuted, along with an updated version of the automatic transmission, and rear brake air scoops; hoop-style metal front overriders with collapsible rubber inserts were added.

Changing emissions demands led to a drop in compression ratio from 9.1:1 to 7.8:1. OTS production outstripped the 2+2 at 3,165 to 1,521, and this would be the solid-roof E-type's last model year.

January 1974 marked the highest E-type production month ever, with 480 roadsters built. All wore large, reinforced hydrocarbon rubber front and rear bumper overriders, but with this modification came two fewer exhaust tips. Ensuring the car went out with a bang, the Group 44 and Huffaker racing teams drove British Leyland-sponsored V-12 roadsters to divisional championships in SCCA B Production racing.

Total production of the Series III amounted to 15,917 units, with 11,931 being left-hand drive. The last Open Two-Seater was assembled in September 1974 and given to the Jaguar-Daimler Heritage Trust Museum in Coventry. More than 70-percent of the V-12 E-types built were sold in America, which embraced the car's new, refined grand-touring character and could better accept its 14 to 18 average mile-per-gallon thirst. Our market loves this British automaker's wares, as the populous Jaguar Clubs of North America (jcna.com) organization and multiple parts vendors and specialist repair/restoration shops confirm. There are many E-type experts who can help you evaluate, purchase, maintain, and enjoy a Series III of your own.

While V-12 E-types have traditionally lagged behind the early 3.8- and 4.2-liter cars in desirability and value, they're no longer inexpensive. That said, the Series III still represents a major bargain compared to other 12-cylinder sports and GT cars.





Contemporary American car magazines focused on the bargain this new mechanical package made the E-type. *Car and Driver* wrote, "Jaguar draws ever closer to its goal of a Ferrari for half the price," while *Road & Track* printed, "Figure it this way, for the price of any other overhead camshaft V-12 made anywhere in the world, you can buy a stick-shift convertible Jaguar V-12 for fun, plus a 2+2 Jaguar V-12 with automatic transmission for transportation, plus a left-over six-cylinder E-type for the kids. That's a hard deal to beat!"

BODY

The solid-roof 2+2 was the sole Series III whose monocoque structure was largely carried over, outside of the reinforced bulkhead and new, heavier-duty front subframe required to support the V-12. The Open Two-Seater now used the same long-wheelbase platform, increasing occupant space and making entry/exit easier through longer doors. Corrosion and crash damage can require complex and expensive repairs in a late E-type, although patch and full repair panels are available, as are complete new body tubs and hoods.

WHAT TO LOOK FOR

The rear wheelwells have two corrosion points: in the front, a wad of cotton stuffed between panels as a sound deadener holds moisture, and in roadsters, wet floors may rust into the front of

ROAD TESTS

In its January 1972 issue, the U.K. publication *Motor Sport* wrote: "There is no question about twelve-cylinder Jaguar motoring being travel of a most effortless kind. You lower yourself down into the driving seat over the customary sill, start up, and the engine wafts the car along with turbine-like smoothness and quite an audible "jet-plane" sound. Acceleration is extremely impressive and effortless, and is available from a crawl or from a high cruising speed with impunity.... The E-type feels, and is, a beautifully balanced car, although now 22% heavier than the 1961 version.... Compared to the six-cylinder Jaguar, the V-12 engine has upped performance by 20 mph or, expressed another way, is 1,000 rpm less stressed."

WHAT TO PAY

	Low	Average	High
OTS	\$57,000	\$104,000	\$186,000
2+2	\$32,000	\$55,000	\$91,000

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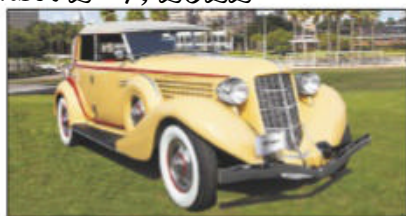
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the rear wheel arch. Roadsters and 2+2s can both have rusted lower front valances, where water draining from the headlamp scoops can collect. An issue specific to roadsters is the leaded seam between the B-post and rocker panel, which inevitably cracks due to body flexing. That damage is cosmetic and can be rebuilt and reinforced to eliminate its return. Check that the structurally important transmission tunnel has not been cut or damaged while affecting a prior repair.

INTERIOR

Series III V-12s share their older siblings' good interior parts availability, and their relative simplicity means that they're easy to restore. Replacing old upholstery is simple thanks to the kits available from numerous vendors and installing a new soft top with a non-stock zip-down rear window can notably improve comfort in OTS variants. The optional factory air-conditioning system, which used a GM-style Frigidaire compressor, is surprisingly effective.

ENGINE

The new 60-degree, all-aluminum SOHC V-12 had its roots in the planned mid-1960s DOHC racing engine that powered the stillborn XJ13. The production version used a 90 x 70-mm bore and stroke and displaced 5,343-cc/326-cu.in. It had a forged-steel three-plane crankshaft with seven main bearings and wet cylinder liners, and in original form, a 9.1:1 compression ratio. Four emissions-ready one-barrel Zenith-Stromberg 175 CD 2SE carburetors supplied the copious amount of fuel demanded, and its new Lucas OPUS electronic ignition system was derived from Formula 1 racing practice. Output was a DIN-rated 272 hp (net, 244 hp) at 5,850 rpm and 304-lb-ft (283-lb-ft) of torque at 3,600 rpm.



Interior trimmings and replacement parts availability for the Series III E-type remain very good. Almost half of V-12 examples were built with the Borg-Warner three-speed automatic transmission, which is known to have reparable leaks; both that and the fully synchronized four-speed manual are notably durable.





PARTS PRICES

Brake master cylinder	\$260
Carburetor rebuild kit	\$39
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WHAT TO LOOK FOR

Jaguar V-12 specialists laud the proven durability of this semi-exotic engine while noting its ancillaries, primarily the cooling and ignition systems, were known problem areas. In E-types intended to be regularly driven, the standard four-row radiator should be replaced with a high-efficiency aluminum unit, and fans and thermostats upgraded to suit. The Lucas ignition control module is very heat sensitive and can be relocated, or an improved aftermarket component can be substituted. While people tend to replace the pollution-controlled stock Zenith-Stromberg carburetors, experts can modify them to work properly.

TRANSMISSIONS

The Series III used either a fully synchronized four-speed manual gearbox with an enlarged 10.5-inch Borg & Beck clutch, or an optional three-speed automatic. It's estimated that little under half of all Series IIIs received the automatic.

WHAT TO LOOK FOR

Both transmissions are considered durable units, and they're easily rebuilt by specialists if needed. The automatic has a known tendency to leak and will invariably require resealing. If a prospective E-type doesn't have the transmission you prefer, it's possible to swap the two factory gearboxes, or to replace both with a modern five-speed overdrive transmission like the Tremec T5, which is sold in kit form. Doing so allows the use of an aluminum flywheel and gear reduction starter for improved performance.

CHASSIS COMPONENTS

All final-series E-types used four-wheel disc brakes with servo assist, the 11.18-inch fronts ventilated, and the solid 10.8-inch rear discs mounted inboard and cooled with new dealer-installed metal scoops underneath the cars. Suspension was fully independent: the front featured new anti-dive geometry, transverse upper and lower wishbones, torsion bars, Girling Monotube shocks, and an anti-roll bar. The rear used lower wishbones, radius arms, dual-universal joint driveshafts, and



The 5.3-liter (326 cu.in.) V-12 was well-engineered, but problems arise in cooling, ignition, and fuel delivery. Specialists suggest upgrading the radiator and fans, replacing ignition components, and modifying carburetors.

two coilover tube shocks per side; the formerly standard rear anti-roll bar was no longer available. The Salisbury hypoid rear end had a Powr-Lok limited-slip differential that was overbuilt to withstand the V-12's torque, and it rarely requires attention outside of normal service. The rear-axle ratio in automatic cars was 3.31:1, while manual cars used that or 3.54:1.

WHAT TO LOOK FOR

To restore earlier-series handling to a V-12 car, a rear anti-roll bar can be added to the chassis. Braking performance can be upgraded with larger front rotors and ventilated rear discs; the size of the rears are ultimately limited by the suspension cage. Using modern tires on original wire wheels requires use of heavy-duty tubes, while swapping to Dayton wire wheels — available in different diameters and width and featuring a sealed inner surface — allows the use of tubeless tires. 🏆



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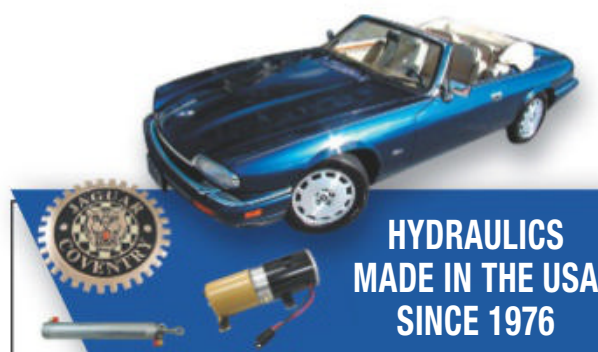
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A Tall Order

It took heavy lifting to restore this 2-ton, 1950 Chevrolet cab over engine

BY MIKE McNESSOR • PHOTOGRAPHY BY JEFF KOCH • RESTORATION PHOTOGRAPHY BY KENT ZIMMERMAN

If you're drawn to the occasional truck features in this magazine, you might recall seeing Kent Zimmerman's 1947 Diamond T 509 flatbed in the November 2017 issue, or his '37 Chevrolet ½-ton pickup back in March. Kent is the sort of old-truck owner that fellow old-truck owners can appreciate: his haulers don't play second fiddle to an elegant Full Classic or an exotic sports car. It's just old trucks for the sake of old trucks. Kent buys them wherever he can find them, hauls them home on his open trailer, and proceeds to tackle the

restoration work himself, with assists from friends and pros for paint and body or upholstery work. When he's finished, he uses his trucks—to haul brush, tote stuff to the transfer station, or bring home purchases from the lumber yard. Of course, he also finds time to show them off.

This '50 Chevrolet cab over engine that Kent restored, as a four-year project, casts a long shadow on show fields and has earned honors at national events as well as at local shows. Guys, in particular, seem drawn to the driver's seat in its high-riding



delight in acceleration and road handling. You cannot drive that truck without a smile on your face."

Kent spent two years searching for the right cab-over candidate to restore and finally found this example in 2008 through an ad posted in *Vintage Truck* magazine. It was a worn, well-used but intact Model 5700 Chevrolet, built new as a cab and chassis with the long 158-inch wheelbase. Later it was equipped with a 14-foot-long Load King grain body that dumps via a Lundell hoist. The truck was located in Minnesota, not far from Fargo, North Dakota, when Kent found it, more than 1,600 miles from his home in Arizona. Undaunted, he set out with his truck and trailer to claim the retired farm rig.

The cab-over turned out to be mostly as described but wasn't running due to a faulty fuel pump. The seller pushed the truck up on Kent's trailer with a skid-steer loader, but Kent was concerned about unloading it once home, as well as moving the truck around.

"I called my wife and had her order a fuel pump from Jim Carter so I could get it off the trailer," he says. "I changed the fuel pump on the trailer, but it still wouldn't start."

Kent traced the problem down to the truck's battery cables being connected incorrectly, reversing the battery's polarity. "Once hooked up correctly, the truck started," he said.

With the cab-over off the trailer, Kent discovered a new problem: It wouldn't fit in his garage.

"I had checked factory literature to see how tall the cab was, because my shop has two doors that are 12 feet wide and 8 feet high. I should've had an inch of clearance but, when I finally got the truck running and off the trailer, it wouldn't fit. I'd forgotten about the cab lights sticking up 2 inches. So, I called my

friend who built my shop and asked him to raise the height of one of the doors 6 inches. It was a major project because we had to put braces under the trusses and raise the header."

With the cab-over indoors, Kent began tearing the truck down: pulling out the drivetrain, lifting off the cab with an engine hoist, and removing the axles. The 235-cu.in. six-cylinder in the truck turned out to be a newer engine that appeared to have been purchased from a commercial remanufacturer.

Owner/restorer Kent Zimmerman hooked up his open trailer and made a 2,000-plus mile roundtrip journey from Arizona to Minnesota, near Fargo, North Dakota, to collect this 1950 Chevrolet Model 5700 cab over engine.



Advance Design series cab. Even guys, it seems, with penchants for sports cars.

"A college friend of mine and his son were leading a group of Corvette club members on a road trip, and they came through town," Kent says. "Another friend, who happened to be in town, also owns Corvettes. I had these fellows over to my shop and decided they needed to drive my cab-over, so I took each on a short drive with me coaching from the passenger seat."

As Kent describes it—and as anyone who has piloted a cab-over knows—these

trucks offer an observation-deck-like view of the road ahead. It can be a little disconcerting at first too, sitting up so high and not having a hood and fenders out there between you and your destiny.

"You cannot see any part of the truck beyond the lower windshield frame and wipers, as the hood drops away abruptly—you have a front row seat to where the truck is going," Kent says. "I was astonished that each guy said, 'Whoa!' within 20 feet of letting out the clutch and beginning to roll forward. This coming from guys who



Once the garage door was modified to drive the truck inside, Kent began the teardown process. He was able to liberate the cab from the chassis using an engine crane and the flatbed was removed here too, revealing 50-plus years of accumulated crud on the chassis.



The engine was a 235-cu.in. six-cylinder, but it was actually a later-vintage unit that had been installed in place of the original. The old-style Stovebolt rocker cover was adapted to fit because a later cover with an oil filler wouldn't clear the cab.



The good news was that the engine appeared to have been purchased from a well-known remanufacturer and, despite outward appearances, an inspection proved it had very few running hours. Kent decided to clean it up, replace gaskets, and give it a fresh coat of paint.



Once stripped of the suspension, axles, plumbing, and so on, the truck's frame was sent out to be media blasted and powder coated in black.



The axles were painted, the rear rebuilt, and new brakes were installed all around. The wheel cylinders were sleeved and rebuilt, the brake drums were turned, and the brake linings were arced to match.



Once the chassis was rebuilt and the refinished engine reinstalled, Kent built a platform with a milk crate fastened to it so he could test drive the truck without the cab.



A commercial-grade cockpit, circa-1950, looks minimalist today, but this would've been considered well-appointed, sporting both a radio and a heater. The transmission is a four speed assisted by a two-speed rear axle, which is vacuum activated using the knob below the speedometer.



"The engine was covered in oil-soaked dirt and looked terrible, but I have a friend who rebuilds engines—he checked the main bearing clearances and they were on the upper end of spec," Kent says. "So, I just buttoned it up and cleaned it. It doesn't smoke and I've put 3,000 miles on it."

The front and rear axles meanwhile showed signs of less-than-stellar care. There was a mangled backing plate up front and a rear-axle-bearing retaining nut that looked to have been driven on with a punch or chisel. In both cases, Kent sought assistance from friends who provided the parts and guidance he needed to get the axles repaired and rebuilt.

"The left front brake backing plate was sheared off and it appeared that the wheel had come off while the truck was driving down the road," Kent says. "A friend had an old truck axle with a good backing plate, so we replaced it. The left rear axle spindle was egg shaped. It's got a lock nut that sets the bearing pressure in the rear. Someone must have used a punch to install it, but a friend fixed the nut, so it

...You cannot drive that truck without a smile on your face.

could be turned on and off by hand."

To refinish the springs and axles, Kent stripped and primed them, then painted them with black enamel. The frame rails he sent out to be sandblasted and powder coated black.

Kent decided to sideline the original split rims in favor of a set of modern tubeless wheels, modified to fit the '50s spindles, and he had them shod with 9R22.5 Goodyear radials.

"They (the rims) preserve the vintage look and they're safe," Kent says. "The radial tires immediately improved the ride and handling."

The truck's cab was mostly rust-free, needing repair to only one cab corner. The front fenders weren't rusted, but they were dented and needed metal work, so Kent used that as an opportunity to improve his sheetmetal-shaping skills.

"Most of the damage was in the fenders," Kent says. "I went to Yavapai Community College and took Autobody 105 for a semester. My two fenders were my project. The left fender had been damaged by a chain that broke while someone was trying to tow the truck—I had to cut it and shrink it and weld it."

Once the metal was complete, Kent sent the cab and fenders to a neighbor who was handy at paint and body work for refinishing in single-stage urethane.

"The truck was originally black, but I decided I didn't want a huge, black truck, so I decided on Mariner Blue," Kent says.

The truck's interior was sprayed with the original champagne hue, then the soft parts were reupholstered in a match for the original reddish-brown vinyl.

"The interior is painted like it should be from the factory and I had a shop



The cab, painted a match for Mariner Blue instead of the original black, was lowered back on the chassis once the running gear was checked out and working properly. You can see here how difficult it is to access the engine.



The body as it looked without the sides and prior to a complete makeover. The steel band around the outside and the hoist were the only major parts that would be reused.



The outside and inside of the truck are taking shape here, with the grille slats and bumper painted and installed, front marker lights working, and the seat bolted in.



A friend of Kent's milled all of the wood out of repurposed material. The lower crossmembers were cut out of poplar while the deck boards were made out of fir. While the originals were tongue and groove, Kent opted for a ship-lapped joint.



Rolling on new wheels, modified to fit the truck and shod with new radial tires, the cab and chassis looks much like the way it left the factory. The restoration work on the grain body would need to be tackled next.



The frame of the body had been twisted at some point while dumping so Kent had a new frame fabricated from C-channel. The length of tubing on the side of the frame is a custom touch that folds down and acts as a safety support so Kent can raise the body at shows or work under it without fear of the body lowering unexpectedly.

owner's view



This project was fun for me and there was a real sense of satisfaction when I finished. It was my first restoration and even today I'm amazed that I did all of the work. I had a lot of help and guidance along the way, but I was pretty much the wrench turner.

When it's parked at a show you cannot ignore this truck. I use it too, and you can go anywhere with this truck, but you just have to be patient. You have eight forward speeds with the two-speed rear axle and you can always find the right gear. Plus, the engine that's in it has 10-15 more horsepower than what the truck came with.

—Kent Zimmerman



The truck's Load King grain body looks new and is fully functional. The pinstripes were a custom touch to add some detail to the sides. Those sides, built out of 1 x 6-inch pine, are a little lower than they were originally, making it easier to see out of the back window when driving.

recover the seat with fabric matched to the upholstery that was left," Kent says. "The choke and throttle cables I replaced, the door handles are reproduction, the emergency brake handle is original, and so is the two-speed axle's high-low range switch. The steering wheel is a replacement because the original was torn up — you tend to grab that steering wheel to pull yourself into the cab and over time it wears on them."

One of the more time-consuming aspects of this truck's restoration was the grain body (for those outside of farm country, it's a flatbed that dumps, boxed in with wood sides.) Most of what you see today was custom made using the original pieces as patterns.

"When I got the cab and chassis done, I started working on the bed. The only part that's original now is the metal rim around the outside," Kent says. "The frame had been twisted at some point and wasn't usable, so I found a fabricator to build a new frame. A friend of mine has a sawmill and made the bed boards out of old telephone poles. The originals were tongue and groove, but we made ship-lapped joints using a table saw. We made the crossmembers out of 2-inch-thick poplar."

Kent purchased 1 x 6-inch pine boards to make new sides for the body, painted them barn red, and then hired a professional pinstriper to add the white detailing. The hoist for the box received some additional detail too: After repacking and painting it, Kent had a local sign shop recreate the Lundell logo on the hoist.

Today the cab-over remains at the ready for the occasional show or any

hauling tasks that might come up.

"I tell people the heaviest load I ever hauled was my two sons and 25 of their friends in the back — which is legal in Arizona — to the rodeo on July 4th weekend in downtown Prescott. I then went back at 2:30 a.m. and brought them all home. That would've been about 4,000-5,000 pounds but well within the GVWR of that truck." 🐾



Stop Making Sense

The 1977 Lincoln Continental Town Coupé was bigger and cheaper than the Mk V, but at least it didn't sell more



BY JEFF KOCH • PHOTOGRAPHY BY MATT LITWIN AND DAVID CONWILL

Nothing about this cream-and-gold 1977 Lincoln Continental Town Coupé makes any sense.

By rights, it should have been given the heave-ho right around the time of the first OPEC crisis, roughly when the Mark IV arrived at dealerships. We're not even talking about its suddenly-out-of-fashion appearance in the face of "OPEC II: Return of the Jeddah" in '79. It was for-real on its way out of production then, so while it felt out-of-step in its own time, with hindsight we can see that plans were afoot, and that Lincoln was just playing out the string.

Consider: Over its lifetime, Lincoln's Continental Coupé sold just okay, but not gangbusters. It was less expensive than another model that was sold in the same showroom and built in the same plant (Wixom Assembly in Michigan) by the same workers. The Coupé had essentially the same stuff both inside the cabin and under the hood as the Mark IV. Surely even Lincoln sensed that it seemed redundant, right?

For most of the '70s, until the Versailles arrived in 1977, Lincoln had three models in its line, and two of them were coupes that were more or less the same size. The Mark IV and V that



lasted throughout the Coupé's production life were half a foot shorter in wheelbase and overall length. When the smaller of these measures 120 inches between the wheel centers, and each weighs in right around the two-and-a-half-ton mark, is the difference *really* that great?

Even in slow sales seasons in the '70s, the Mark more than doubled the Coupé's numbers. Consider: 7,318 Continental Coupés versus 57,316 Mk IVs in 1974, first year for big bumpers on both ends of the body. For 1975, the Continental Coupés sold 21,185 copies against 47,145 Marks. The Bicentennial season

saw 24,663 hardtop coupes against 56,110 Mark IVs. For 1977, and the debut of the Mark V, Lincoln sold 27,440 Continental Coupés—that generation's sales peak, and the model year of the example seen on these pages—against a whopping 80,321 of the new Mk Vs. (We suspect that the one-two punch of the new Mark and the new Versailles helped put a little wind in the sales of the Conti Coupé that year, as a rising tide floats all boats.) Mark production stayed strong at 72,602 while Continental Coupé production fell to 20,997 units in 1978; the divide was greater still in 1979, when just 16,142 coupes sold against 75,939 Mark Vs.



Ford's mighty 460-cu.in. V-8, seen here with the optional four-barrel carb, put out just 208 horsepower. But for a car of this one's size and status, it's that long-stroke, big-block torque that matters.



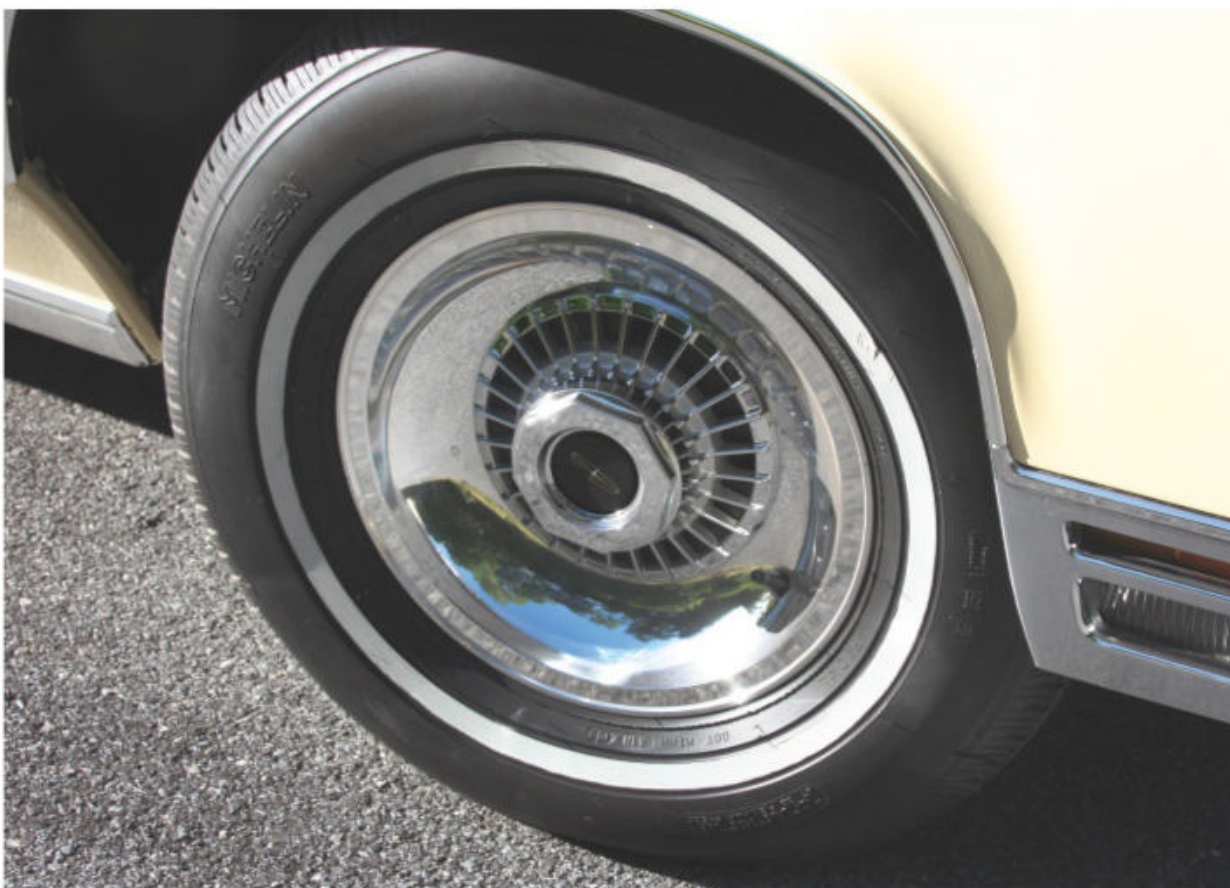
Lincoln continued to sell steadily through both fuel crises, suggesting that single-digit-mileage thirst and odd/even fuel rationing wasn't that big a deal to someone who could swing the payment for a ride from the top rung of FoMoCo's ladder. Or maybe something else was at play? It was well-known in their day that

the 1980 Lincolns would be significantly downsized, and at least some of these sales—admittedly probably more with the Mark than the Continental Coupé—were from people who felt they needed to own one of the last of the big ones, a representative from the end of an era, and all of that.

How many Continental Coupé buyers would have bought a more-expensive Mark V (with its roughly 20 percent price difference across the years)? Asked another way, if you're paying \$9,474 in 1977 for a Lincoln Continental Coupé, in an era when (for example) a Ford LTD

sedan started a little north of five grand, would it have been that big a stretch to pay \$11,396 for a Mark? Would Lincoln have lost sales if the Conti Coupé was axed, and customers were directed to the Mark V (or plumped the extra \$200 for a set of rear doors)? Would the efficiencies of scale offset the upset customers who didn't want a Mark? Did Lincoln just have the processes in place and opt to ride out the generation's end in 1979, deciding that the image hit of eliminating a model would look worse than letting it limp home to the finish line?





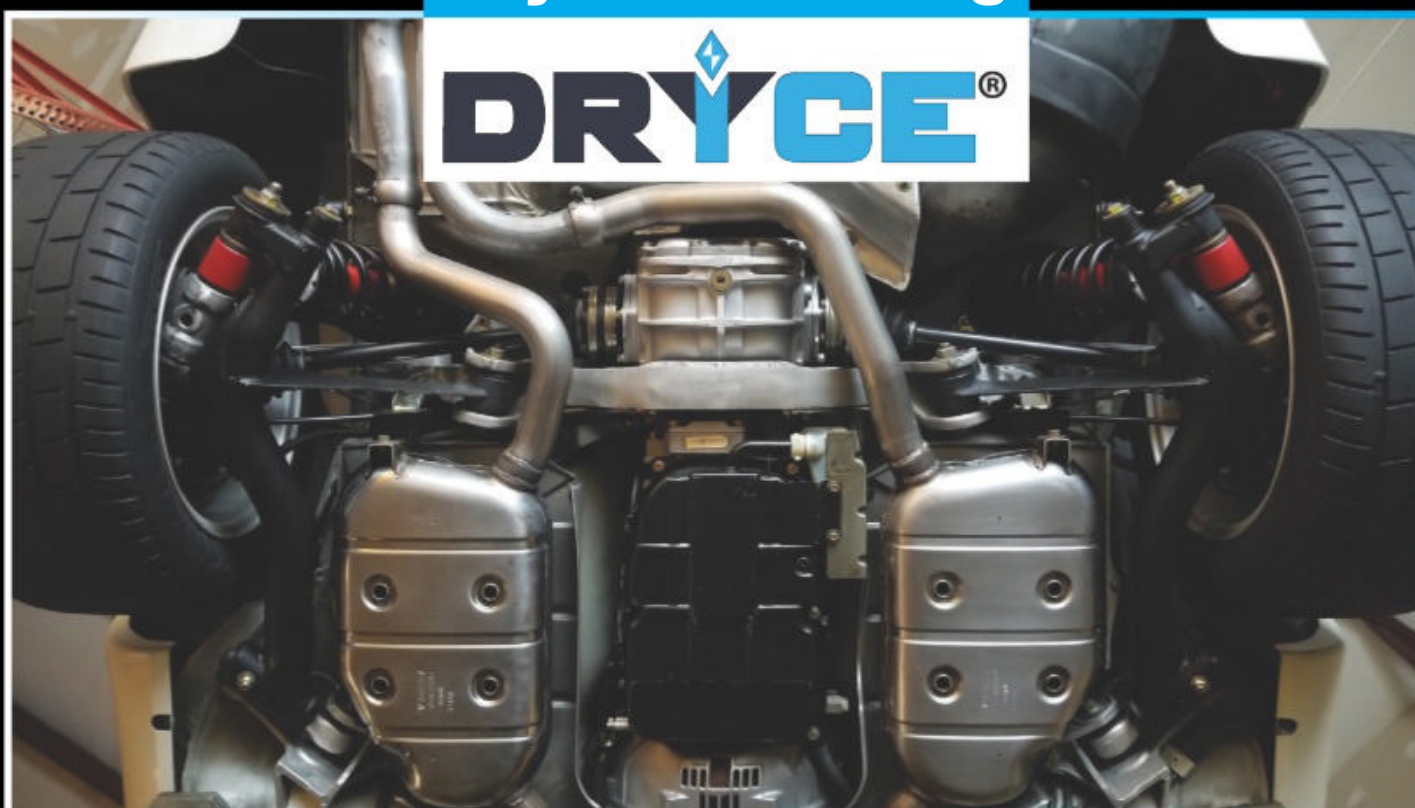
Operating principles here have a whiff of “Well, Cadillac has a Coupe de Ville and an Eldorado, and they sell two and a half times what we do annually, so we need direct competitors,” while conveniently forgetting that Coupe de Villes and Eldos offered a very different feel from each other. (Once the Mk V came online,

Cadillac only sold double what Lincoln did.) While building direct competitors for the guys across town, Lincoln’s decision makers forgot to check that they weren’t building direct competitors to their own products.

We mentioned pricing above. The Continental Coupé was the least expensive

Lincoln across its lifetime. That’s not to say it was cheap—it was just less expensive than anything else Lincoln offered. When the Versailles arrived for 1977, Lincoln took a trick from the Cadillac Seville playbook and made it the most expensive model in the lineup, charging Mark V money. And coupes are generally cheaper

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than sedans, right? Fewer door stampings, hinge mechanisms and such to pay for. So, the Continental Coupé ended up being... well, it's hard to call any Lincoln a loss-leader, but certainly it was the least-expensive entree on Lincoln's menu.

The truth is, much of the Continental Coupé's uncomfortable placement during its lifetime wasn't its fault. It continued

on as it always had, while the world (and Lincoln's lineup) changed around it. A Continental Coupé made sense once, and Lincoln offered a two-door Continental for years. When the Continental was redesigned for 1970, it was given the properly grandiose proportions that it had been accustomed to in previous generations, plus a coupe and sedan body with which

to present its new face to the world. The popular and highly regarded personal-luxury Mk III coupe was a considerably smaller car, so there was differentiation between it and the Conti Coupé. Cost-cutting forced the new Mk IV to share its bones with the Thunderbird, a model that had been matching Liz Taylor's diet plan, growing ever larger and moving steadily



By nature, Lincolns did not come stripped. However, today it's a bit of a surprise to see velour in place of leather. Tilt wheel and an AM/FM/Quadrasonic 8-track stereo were among the options to bring this example's MSRP north of \$11,000.



closer to the luxury sector year by year, generation by generation. By 1972, the personal-luxury Mark grew to essentially the same size as the Continental Coupé. And thus, the Continental Coupé stopped making sense. The Mark outsold it every year they were together, yet the Conti Coupé couldn't be killed if for no other reason than crosstown competition... or the tooling hadn't been paid for yet.


Another thing we always find hard to wrap our heads around: Why would someone buy a new car and not drive it? A Lincoln was not an inconsiderable purchase in 1977: This car's original owner, Mr. Kotuba of Beaver Falls, Pennsylvania, bought his Town Coupé new from B&R Motors, located on Neal Street in nearby

New Castle, for \$11,109.14 out the door, inclusive of taxes and having it Ziebarted to combat harsh rustbelt winters.

The Town Coupé was a step up from the standard, plenty-plush Continental Coupé and included power vent windows, Twin Comfort Lounge seats with six-way power for driver and passenger, coach lamps, specific badges, and more. Mr. Kotuba's ride sported a 460-cu.in. V-8 with 208 horsepower, thanks to the available four-barrel carburetor. Major options for the cream-and-gold coupe include the Valino coach (half) vinyl roof, turbine-style cast-aluminum wheels, the AM/FM/Quadrasonic 8-track stereo, right-hand remote mirror, tilt wheel, various bodyside moldings, interval wipers, rear defroster, cruise control, and more. It has accumulated fewer than 2,000 miles in its 45 years since manufacture, for an average of less than 45 miles a year since new.

In the years since, the new owner—Bob Greene of Orwigsburg, Pennsylvania, with his trusted mechanic Tom Zitkus—

may have uncovered how this came to be. "In the carburetor, there's a spring that holds a check valve in a pocket. Push the throttle and the accelerator pump squirts gas," Tom describes. "Well, the spring to hold the check ball in place was missing. It's a low-mileage car and it doesn't look like it had ever been pulled apart, but it never would have run right. Get in it and it would just lay over." You'd think that the owner would just take it back to the dealership to get sorted, but all these years later, who knows. Now it's at least drivable, if still not regularly driven, despite a host of fluid changes (including full fuel tank replacement) since Bob took possession.

So, no. It didn't make sense that Lincoln would have a Continental Town Coupé for sale at the same time as Marks IV and V. It didn't make sense that the bigger car (this one) represented a 20 percent cost savings over its showroom siblings yet sold half as many copies. It didn't make sense that the original owner didn't bother to return it to the dealership to sort its mechanical maladies so he could enjoy driving only the sort of car that Lincoln was building at that point. Nothing about this 1979 Lincoln Continental Town Coupé makes any sense. And you know what? It doesn't have to. Today, it's all the more glorious for it. 



RM Sotheby's Scottsdale Sale

Full-fledged return to Arizona yields a \$43.3 million result

RM SOTHEBY'S RETURNED TO SCOTTSDALE THIS YEAR, HOSTING ITS annual sale at its traditional location, the Arizona Biltmore, on January 27. The only departure from pre-pandemic sales was the change from a two-night sale to a one-night affair, thanks partially to a smaller catalog of 78 outstanding automobiles. When the sale commenced at 5 p.m., the facility was filled to standing-room-only capacity with bidders: Spectators were excluded from entry, a decision made in response to conditions entering auction week.

Within the first 90 minutes of the opening salvo, nearly a half-dozen lots had broken into seven-figure sales, leading onlookers

to wonder just how many would surpass that monetary milestone.

The answer proved to be an even dozen, among them a 1955 Mercedes-Benz 300 SL alloy gullwing that captured the top rung of the sales ladder with a price of \$6,825,000 (all listed prices include a buyer's premium). Right behind it was a 1931 Duesenberg Model J Tourster featuring coachwork by Derham, which realized \$3,415,000. A handful of British sports cars were also offered, a trio of which we present here. All combined to help RM/Sotheby's gross \$43.3 million, with a 95-percent sell-through rate. For complete results, and a comprehensive list of upcoming sales, visit rmsothebys.com.



1957 AUSTIN-HEALEY 100-6

Reserve: None
Sale Price: \$81,200

Avg. Market Range:
 \$46,000 - \$90,000

The 100-6 and the models that followed are known as "the big Healeys" and have long been respected thanks to their well-proportioned chassis, finely engineered suspensions, and of course, their six-cylinder engines. This BN4 variant (denoting the addition of a rear seat) was originally fitted with a 102-hp, 2,639-cc inline-six and four-speed manual and had been optioned with overdrive. Finished in Healey Blue and Ivory White over a blue interior at the factory, per its British Motor Industries Heritage Trust certificate, this U.S.-spec 100-6 was restored "in a lovely wine color," with work completed in 2003 by RM Auto Restorations. Displayed brightly, it sold well within market range.



1956 JAGUAR XK140

Reserve: None
Selling Price: \$168,000

Avg. Market Range:
 \$140,000 - \$210,000

The XK140 was designed to replace the XK120, and this example boasted its original engine block, cylinder head, and body, according to Jaguar Heritage Trust records. Even better, it was a desirable "MC" Jaguar, which meant it received a C-type cylinder head with larger SU carburetors that bumped output to 210 hp, plus a dual-exhaust system, wire wheels, and Lucas fog lamps. It was restored for the "intention of running the Mille Miglia," which means there were modifications such as period bucket seats, four-wheel disc brakes, Borrani wire wheels, and a custom-fabricated tonneau cover, while the front bumper was removed.



1969 JAGUAR E-TYPE

Reserve: None
Selling Price: \$190,400

Avg. Market Range:
 \$125,000 - \$180,000

Jaguar's E-type has been an auction staple for several years, most often presented to bidders in visually exquisite condition. This Series 2 roadster from 1969 — a U.S.-spec example — was another example of that, boasting of an extensive restoration that was completed in 2018. The work replicated the original exterior color of Cream, as confirmed by Jaguar Daimler Heritage Trust records, but the red leather interior was replaced with brown leather at that time. That had no bearing on the outcome, as this Series 2 E-type, with its more powerful 246-hp 4.2-liter engine, sold above market range and the high presale estimate of \$180,000.

LEGEND

Reserve: Minimum price owner will accept

Selling Price: What the vehicle sold for (including the buyer's premium)

Average Market Range: Values coincide with current market trends for vehicles rated from condition #2- to #1, respectively

Mecum Houston

MECUM WRAPPED ITS HOUSTON AUCTION WITH TOTAL SALES OF MORE THAN \$34.5 MILLION

and an 86 percent sell-through rate. The Triple J Ranch Auto Collection boasted many driveable-dream-condition vehicles from all eras, reaching as far back as 1916. The no-reserve collection accounted for \$7.37 million in total sales, with 170 cars selling. Among them was a 1929 REO Flying Cloud Master sedan, finished in burgundy and complemented with black fenders, roof, and moldings. It was powered by a 268-cu.in. six-cylinder engine mated to a three-speed manual transmission, and it rode on painted wire wheels and wide-whitewall tires. Inside, the red interior featured patterned upholstery and the instrument panel was woodgrain, while optional comforts included rear window pull-down curtains and a sun visor. Some TLC was needed for this Flying Cloud, as a little rust was evident on the engine block and the chrome bumpers had taken a beating, but when the final bid was made, the REO sold for \$11,000.

Also in the collection was a 1947 Lincoln Continental, with a 125-hp V-12 engine and a three-speed transmission. The black Lincoln featured a red and tan leather interior. Other appointments included a bench seat, AM radio, amber fog lamps, fender skirts, bumper guards, and Firestone Deluxe Champion wide-whitewall tires. The leather was a bit cracked, the engine components needed some sprucing up, and the whitewalls were a bit stained, but the solid Lincoln was a great example of an affordable Full Classic. When the bidding finished, the Continental changed hands for \$17,600. Full results from Mecum's Houston auction are now available at mecum.com.

Florida Findings

RM SOTHEBY'S ANNOUNCED THE RESULTS FROM ITS 19TH-ANNUAL FORT LAUDERDALE AUCTION,

where total sales eclipsed \$16.9 million. Diving deeper into the numbers, American classics accounted for more than \$2 million in total sales, with the top-seller being a 1960 Cadillac Eldorado Biarritz convertible. Thought to be one of 1,285 built for the model year, it was a well-preserved example that had only been driven 30 miles after it was fully restored. Underhood, the Biarritz was powered by a 390-cu.in. V-8 that breathed via triple Rochester two-barrel carburetors, and the engine was paired with an automatic transmission. The Sienna Rose Caddy matched inside and out and sported a powered white soft top. Other features included power steering, brakes, windows, door locks, and driver's seat; air conditioning; Autronic Eye; cruise control; and a push-button radio. The award-winning car took a 2017 AACA First National Prize and a 2019 AACA Grand National Prize, and the sale included the original build sheet, factory manual, and an NOS period compass. The Biarritz rolled away for \$236,500.

Another convertible to sell was a 1952 Chrysler New Yorker, thought to be one of just 2,200 built for that year. Its engine was the 331-cu.in. "FirePower" V-8, with hemispherical combustion chambers, mated to a Fluid-Torque Drive semi-automatic transmission. Painted in Tuscon Ivory with green leather upholstery, it boasted its Hemi V-8 power to the world with its "V" hood emblem. It was fitted with 15-inch steel wheels and polished caps with wide-whitewall tires. Also included were power steering, power windows and convertible top, heater, push-button radio, and an underdash tissue dispenser. The early Hemi sold for \$27,000. Complete results from the Fort Lauderdale auction are now available at rmsothebys.com.



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7-9 • **Mecum Auctions**

Orlando, Florida

262-275-5050 • mecum.com

14-16 • **Central PA Auto Auction**

Lock Haven, Pennsylvania

800-248-8026 • cpaautoauction.com

21-23 • **GAA Classic Cars**

Greensboro, North Carolina

855-862-2257 • gaaclassiccars.com

27-30 • **Mecum Auctions**

Harrisburg, Pennsylvania

262-275-5050 • mecum.com

29-30 • **Vicari Auction**

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504-264-2277 • vicariauction.com

Please note that these events are active as of press time despite the ongoing COVID-19 pandemic. We recommend you verify the status before making plans to attend.



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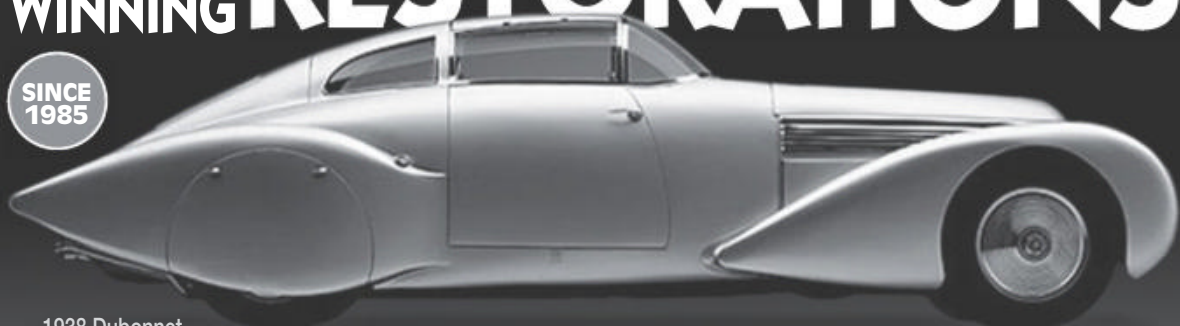
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BY MARK J. McCOURT AND MIKE AUSTIN
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the seller pays only a \$99.95 listing fee. The winning bidder is responsible for a 5-percent fee on all completed auctions. The following are examples of auctions that transpired during the month leading up to press time. If you have questions, comments, or suggestions, email Director of Auction Operations Terry Shea: terryshea@hemmings.com.



1932 CHRYSLER SERIES CP8

Reserve: \$29,000
Selling Price: \$55,650

Recent Market Range:
\$52,140-\$75,520

Twelve examples of the rumble-seat-equipped CP8 convertible coupe are known to survive out of the 396 the company built for 1932, according to the seller of this one. The odometer's low mileage was thought to be accurate, and the Chrysler was cosmetically refreshed sometime around 1979. Subsequent use left some wear in the paint, but the top was promised to be fully intact and weatherproof, and the matching green interior looked very nice. The brakes were noted to pull lightly to one side and tires were around 20 years old, but the straight-eight engine and four-speed gearbox were said to work well and weep just a bit of oil. The trunk contained fitted luggage. This beautiful classic was a good buy.



1948 WILLYS-OVERLAND JEEP PICKUP

Reserve: \$22,000
Selling Price: \$27,353

Recent Market Range:
\$20,150-\$30,440

This early postwar Jeep pickup caught the attention and desire of many Hemmings Auctions participants, as the seller fielded a steady stream of comments and complements over the course of the listing. Said to have been restored in 2006 to a largely factory-correct standard, its only exceptions were safety items like seatbelts and indicators. The cheery paint scheme was correct, with only minor blemishes noted. The interior looked great too, and all instruments were promised to function. The "Go-Devil" four-cylinder had a small oil leak, but the 4WD system worked and an overdrive allowed for 55-mph cruising. The video showing the truck driving put bidders in the mood for a good sale.



1966 DODGE CHARGER

Reserve: \$10,000
Selling Price: \$26,565

Recent Market Range:
\$8,120-\$13,340

The first-generation Dodge Charger was a stunning design with uniquely appealing detailing outside and in. This example presented honestly with some cosmetic and electrical needs. Rust repairs were carried out before the car's current "amateur" silver finish was applied, but blemishes were noted, some seals were in perished condition, and the headlamp doors didn't rotate. The blue vinyl-upholstered interior was a mix of replacement and original, with non-functional primary instrumentation backed up by after-market under-dash gauges. The correct four-barrel-topped 383 V-8 and TorqueFlite automatic were said to operate correctly with slight leaks. This bold fastback brought more than 2.5 times its reserve.

LEGEND

Reserve: Minimum price owner will accept

Selling Price*: What the vehicle sold for, inclusive of buyer's 5-percent fee
(*sold as a Make Offer listing following the live auction)

Recent Market Range: The low-to-high value range for the vehicle based on published results of similar vehicles sold at auction over the previous 18 months



1952 CHEVROLET SUBURBAN

Reserve: \$50,000

Recent Market Range: N/A

Selling Price: \$56,175

With merely a handful more than 500 miles on the odometer after a body-off restoration in 2017, this two-tone, three-row Suburban lived up to the seller's "museum quality" claim in the listing, with a variety of photos showing ample evidence of this wagon's excellent condition. A Canadian Pontiac 261-cu.in. inline-six mated to a four-speed manual transmission stood in place of the original 216-cu.in. engine. That update, along with a 12-volt electrical system and an aluminum radiator, made this classic hauler ready for modern roads, especially with the matching trailer (listed below) attached to the trailer hitch.



1948 PALACE ROYALE TRAVEL TRAILER

Reserve: \$42,500

Selling Price: \$69,300

Recent Market Range: N/A

The matching green-and-cream paint scheme is no coincidence: This all-metal Palace Royale travel trailer and the Suburban were a matched set. Helping sell the trailer were functional updates that improved comfort and convenience, including air conditioning, hot water, and 12-volt electrics operating a water pump and LED lighting. The first time this pair went up for sale, the bidding fell short of the reserve, but the new combined total eclipsed the result of that original auction. What's more, the same bidder won both lots, thereby keeping this duo intact and no doubt leaving both buyer and seller happy.



1968 OLDSMOBILE CUTLASS S

Reserve: \$24,000

Selling Price: \$33,600

Recent Market Range: \$21,440-\$32,100

The appeal of a triple-white Oldsmobile with the mighty 455-cubic-inch V-8 is strong, as this above-average result demonstrates. The seller bought the car as a project, which sat for nine years under the previous owner's tenure. The Oldsmobile was completed with a number of supplied parts, plus a new convertible top and interior. The listing stated the original engine ran well, but a "very minor" oil weep was noted. With the vast majority of the work completed, this A-body was ready for the next owner to enjoy it on the road.

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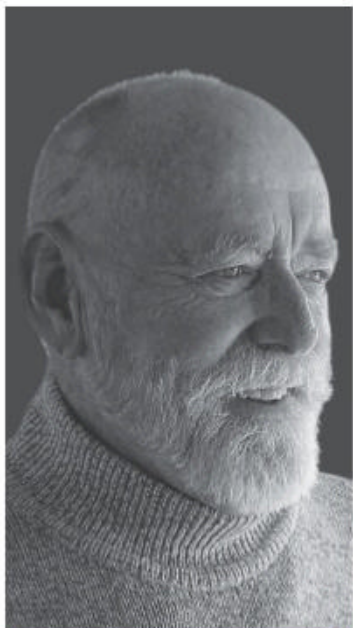
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Rolling up

to the gas

pump is an

expensive

proposition

these days.



Fueling Expectations

Rolling up to the gas pump is an expensive proposition these days. In fact, it might soon be cheaper to run your classic on Chanel No. 5. Gasoline is so expensive that there are a few people who are taking matters into their own hands and going for alternate fuels. The idea isn't new, but there is a growing sense of urgency now. Gasoline is only one of many fuels that have been used in internal combustion engines over the last 100-plus years. Historically, cars have been powered by alcohol, hydrogen, natural gas, charcoal, wood, french-fry grease, and even, uh... dung.

Alcohol has been used for fuel since the earliest days. It is still big with drag and IndyCar racers for several reasons, though perhaps not for those you might expect. The main reason for its use in IndyCars is safety. In the 1964 Indianapolis 500, two drivers were killed on the second lap of the race. Dave McDonald spun in front of Eddie Sachs, both of whom were carrying 20 gallons of gasoline, and it ended tragically.

After that, methanol was mandated because it was less volatile, and alcohol fires can be extinguished with water. *[Editor's note: Today, IndyCars run a blend of 85 percent ethanol and 15 percent gasoline.]* That little splash you see after refueling, just as the drivers leave the pits, is water. Another big advantage to running joy juice is that it has a higher burning point, so you can run the engine compression up to as high as 14:1 without detonation. But one downside of alcohol is that it is hygroscopic, meaning that it absorbs water, making it corrosive. Also, you can expect your mileage to drop by 40 percent on alcohol. IndyCars only get about 1.9 miles to the gallon out of their tiny 2.2-liter turbocharged engines.

Another fuel that is ubiquitous throughout the world is used vegetable oil. Yes, it needs to be filtered, but it burns surprisingly well in diesel-powered cars. In fact, Rudolph Diesel ran his first diesel engine on peanut oil. And then there is even a fellow named Pete Bethune in New Zealand who, back in 2008, built a 78-foot-long diesel-powered speedboat called *Earthrace*, and set a world record circumnavigating the globe in 60 days, 23 hours, and 49 minutes using nothing but old cooking oil. Well, almost nothing. He and the crew had

themselves liposuctioned at one point and managed to get 8 miles on that!

Another renewable resource with which you can power your classic is wood. In fact, wood and charcoal became almost common fuels in Germany in World War II, due to the lack of gasoline. Wood gasifiers go back to 1910, and a few years ago a

fellow named Bill Dixon in Placerville, California, built one out of household junk and used it to power his 1913 Ford Model T. It takes a while to fire it up and get going, but it works, because heat extracts hydrogen from wood.

An even-cheaper, more-abundant fuel in many parts of the world is bovine excreta. That's



no bull. Cars are actually being powered by it as we speak. If you live in Texas, you need never worry about fuel again. Both Toyota and BMW are working on cow-pie-powered vehicles. BMW and the California Organic Dairy Farm in Northern California are cooperating to make manure the fuel of the future, and have built working prototypes of droppings-driven Bimmers.

It's nothing new. Pioneers and peasants used ruminant refuse for years to heat their homes, and the Plains Indians had been using buffalo chips for such purposes for eons. But Toyota is ahead of the curve, because it already has a poo-powered concept car called the Mirai that looks great, and does everything a car is supposed to do.

On YouTube, there is a video of a hippie back in the '70s who powered his old Ford Galaxie with cow dung. He mounted a big storage tank on top of his car, and in the video he is motoring along nicely. I don't know what *he* was smoking, but we know what was powering his car. He may have been ahead of his time. I wonder if he has restored that Galaxie?

My only reservation about all of this is, I wonder what it would be like to be stuck behind some of these vehicles burning fuel from off the beaten path? I suppose I could abide a car in front of me that wafted a McDonald's french-fry fragrance in my direction, and I wouldn't mind the bouquet of pine or cedar trees in the air, but I am pretty sure I would not like to be downwind from a classic poo-powered Plymouth or Pontiac. Not with my windows down on a hot day, anyway. Meanwhile, I'll keep cooking with gas for a while longer. My old LaSalle runs great on it. 🐮



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