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AUGUST 2023 #227

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On the Cover: Photographer Ed Fox captured this air-cooled 1965 Volkswagen Karmann Ghia prowling pavement in the California desert.

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This watch doesn't do dainty. And neither do I. I want my boots to be leather, my tires to be deep-tread monsters, and my steak thick and rare. Inspiration for a watch should come from things like fast cars, firefighters and power tools. And if you want to talk beauty, then let's discuss a 428 cubic inch V8.

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Matthew Litwin

After the Fox



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"I was
thinking
about my
first car
and what
happened
to it,"
—Julie
Litwin

AFTER A RECENT

week of rain, my wife, Julie, and I were anxious to begin the annual task of refreshing the landscaping for what remained of the spring season—you'll understand what I mean if you spend time in the upper regions of New England—and the summer to come. As always, it necessitated a trip to the local, family-run garden center for things like hanging annuals, some perennials, and nutrient-rich soil to rejuvenate the raised vegetable garden boxes. I admit it: I have a green thumb when my hands aren't covered in old 10W-something motor oil. I thought we'd discuss what crops to plant while on our way there; however, Julie instead surprised me with an automotive question.

"Is there a way you can search for a car by the VIN?"

Well, that threw me for a loop. Usually, she asks what the next cover story is going to be in this magazine, or what show I'm going to next. But this was something completely different. I offered, "It's kind of easy if the car is, say, a rare 1971 Plymouth Hemi 'Cuda that's bounced from one public auction to the next. The same for serial numbers found on Duesenbergs, where recent decades of sale information have been permanently etched into digital cyberspace. Details beyond that are much harder to come by; it's not as easy as it used to be. Why?"

"I was thinking about my first car and what happened to it," Julie replied.

Full disclosure: I've made it obvious that I love station wagons, particularly a mid-Sixties Buick Sportwagon with the "Skyview" roof—the only GM equivalent to Oldsmobile's Vista Cruiser. When I bring up the notion of buying one, even if it's something from another brand built in the Seventies, I get that look we car types are familiar with: "Why?" In defense of Julie's questioning, she knows me well enough to understand that I also yearn for a sporty two-seat convertible—anything that she says will better suit me. Whenever we get into the conversation, I laugh to myself knowing the basic story of her first car: a late-Eighties Volkswagen Fox three-door hatch (station wagon), which was plucked from the used car lot for a song. It was the kind of basic transportation that may or may not get one through college years.



Julie's Fox was exactly that type of previously well-used transportation, which had already seen a fair share of Vermont winters by the time her four-season commutes began. She couldn't remember exactly when, but

soon after securing the VW's title the driver's door locked itself shut permanently, forcing daily access through the passenger door. Taking it in stride, she soon discovered the heater controls were not going to release their grip from "full blast furnace" setting; it was windows down all the time during the summer. As an added malady, the radio didn't work; however, the cassette deck functioned perfectly—the ancient precursor to Spotify.

As one could guess, the list of operational issues grew from there, including the horn. One day, the simple, electrically controlled device in the Fox alerted everyone in town that Julie had left her apartment and was taking a very loud and unscheduled detour to the local mechanic to alleviate said cacophony. She was met with laughter, and soon enough the wire was unceremoniously severed. So, too, was a brake line, though that was the fault of rust. Julie was an hour's distance away from the safety of home. Initially urged to continue driving with a dubious, "You'll be fine," Julie's inner voice of reason prevailed, and she left it. It was the only time the Volkswagen left her stranded.

Her experience with the Fox has become entertaining in hindsight. It made me reflect on my own exploits at the helm of my first car, and countless others who have kindly shared their "Reminiscing" tales, whether it be a cobbled-together first car, or something deemed suitable for a cross-country trek, like what was managed by reader David Kerr in 1976, found on pages 10-11 in this issue.

"What would you do if you found your first car?" Julie asked.

I would drive it one more time as it was, and remember the ownership lessons of responsibility and maintenance it taught so subliminally well. Restore it back to new. Or, perhaps, do what so many others did on "Day Two"—personalize it with period accessories. Maybe, as so many owners have done previously, give it far more, such as character and power, as found in this month's cover feature.

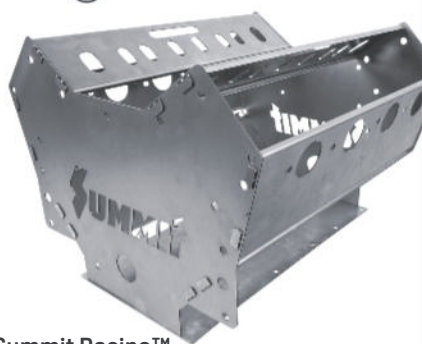
"I wonder what happened to mine," she asked, staring out the window on a warm spring day. 🚗



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Functional Conservation

This 1912 Hupmobile Model 20 can't be restored

ERASING THE HISTORY

a car has earned can be a disservice to posterity.

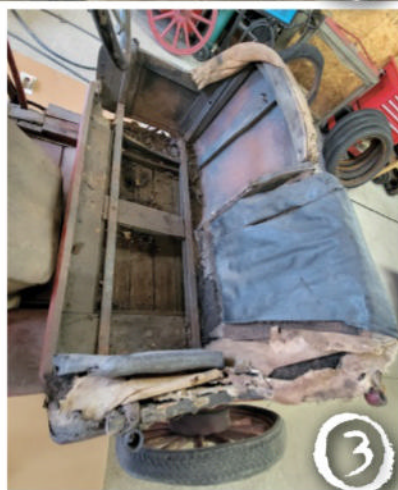
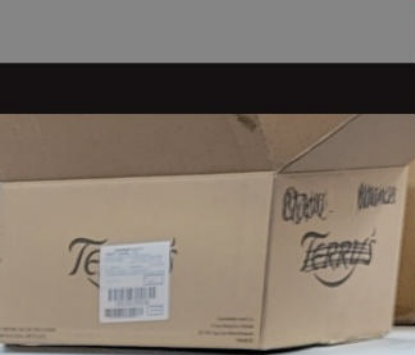
When new, a 1912 Hupmobile Model 20 like this one would have made a brisk-driving road car, much akin to the Ford Model T—though a Hupp runabout was \$160 more than a 1912 Ford (equivalent to a \$5,000 price difference today). But someone, after it was new (probably in the 1920s), cut down the

body on this one and discarded the fenders and running boards to build an instant speedster of the simplest type.

Co-owner Derek Moore is the Curator of Collections at the Lane Motor Museum in Nashville, Tennessee. His partner in the car is his dad, Kevin Moore, who runs Born Again Classics, a restoration shop in St. Charles, Michigan. Derek says that why this speedsterization was done is almost equally cloudy as exactly

when and by whom, but there is photo evidence that other Model 20 chassis saw some popularity on the dirt tracks of the 1920s. The 86-inch wheelbase and three-spring configuration were already similar to many a cut-down, dirt-track Ford Model T.

The car as it sits is a lesson in amateur race car building in the early 1920s. Beyond the cut-down body, the frame has added steel and there are friction shocks



What's Inside:

1. The Hupp, as acquired, in a Detroit warehouse in May 2022. It was all there, a time capsule, but too degraded to drive. Getting it running was the easy part.
2. Some history is known; some must be inferred. That's why this patinated Hupmobile has got to stay looking the way it has (plus 87 years shelf wear) since this photo was taken in the late 1930s, when it was last on the road as a part of a collection used for advertising by Eagle Bus Lines in Greenville, South Carolina.
3. Typical for the era, everything is wood-framed—Hupmobile's work in oak and the speedster builder's in pine. Where the old wood is rotten, fresh will be scarfed in and then oxidized to match with vinegar. Some use flame!
4. The modifications to the body, hidden under the ancient red paint (probably enamel, most consumer paints were in the era), were carried out with scrap including galvanized steel—it's all staying as evidence of period art. Someone since the 1930s ground off much of the lettering, but Derek says he believes they can remove the spray paint to reveal where some remains.
5. The only real "speed" modification aside from the lightweight bodywork that Derek and Kevin have discovered is the installation of a later-model Holley carburetor. A replacement inner portion had to be removed from the donor carburetor with heat and then cold-shrunk for installation into the Hupp's.

installed, which are correct for a Hupp Model 20 coupe, but aren't typically seen on the open cars. A final noteworthy modification is the adaptation of Ford Model T wood spokes (felloes) and non-demountable rims to the Hupmobile hubs, a frequent change done in-period when many obsolete early tire sizes became unavailable. Derek also notes that the Ford pieces are a strength upgrade compared with the Hupmobile originals.

All these changes will remain, along with the original paint, which can be saved with the careful application of heat and synthetic resin. Even replacement Model T wood spokes, necessary for safety given the dilapidated condition of the originals, are new old replacement stock (NORS) pieces from the '20s or '30s. The result will be a car that never loses its barn-find look but can still be used like you're a speed demon in 1923. 🚗

Bicentennial Tour of America

Memories of a 9,000-mile odyssey with a 1950 Ford F-3 and a 27-foot travel trailer



HOW MANY OF US WISH

we had quit our job, packed our bags, and toured the lower 48 states when we were younger? That's exactly what I did back in 1976.

In 1975, I was 33 years old, single, and making good money working behind the parts counter at a Ford dealership in Los Angeles. Very early in the year I decided it would be a good idea to celebrate the upcoming 200th anniversary of our country's independence by taking off and seeing the United States of America, and so I spent the next twelve months preparing for my big trip.

Cars have always been a big part of my life. After being discharged from the Army in 1966, I purchased a new Austin-Healey that I could not afford. From there things went downhill, fast. After selling the Austin-Healey—at a loss—my second big mistake was picking up a 1958 Chevy Impala that also put me into the poor-house, though I admit it was a gorgeous automobile.

In 1970, I leapt into the California hot rod scene by procuring a 1932 Ford roadster. I'd purchased the roadster as a complete basket case without a floor, which indicated to me that it had probably been channeled in the past. To get it back on the road, I purchased a same-year Ford five-window coupe parts car that had an acceptable floor. To help complete the transformation of my Ford, a "HiPo" 289-cu.in. V-8, C4 automatic transmission, and 9-inch differential were installed, along with a set of wire wheels and new tires. I painted it yellow—my recurring car color theme—and enjoyed it until 1975 when I sold the Ford to Andy Cohen, who was part owner of Beverly Hills Car Cover.

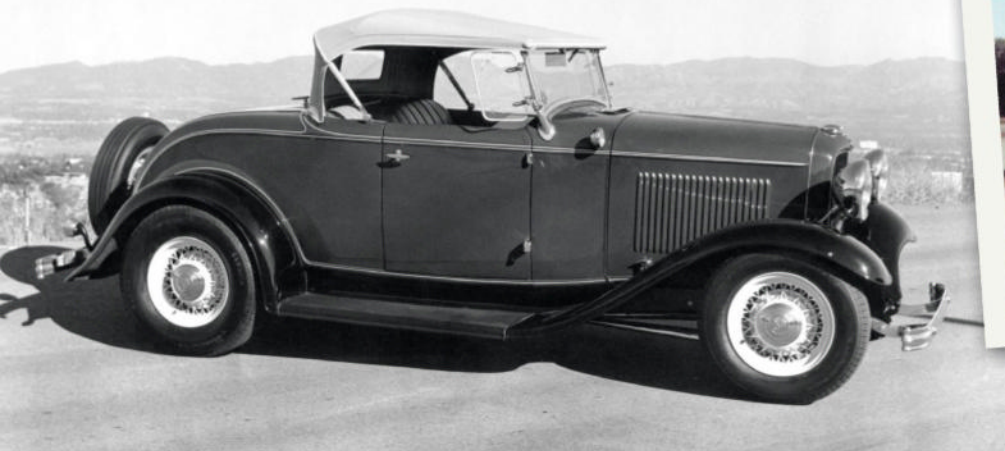
During 1972, I added a black-and-gold '66 Shelby Hertz G.T. 350 (serial number 6S2111) to my now-growing collection in exchange for a '63 Ford Ranchero and \$1,000. The Shelby's original owner was a woman who apparently got in a fight with her boyfriend. Shortly thereafter, the boyfriend broke all her windows with a

golf club. She later sold the car to the guy that made necessary repairs, and he's the person who sold it to me. I didn't want to take my Shelby on my cross-country trek, or my 1950 Ford coupe (of which I am the second owner), so I purchased a '50 Ford F-3 one-ton truck and 27-foot travel trailer.

The truck had a straight-six engine, which obviously wasn't adequate to haul my camper, so I purchased a totaled '68 Ford Thunderbird and transplanted the low mileage 429-cu.in. engine and C6 automatic transmission into the F-3 truck. Aside from transplanting the power team, new upholstery was installed, as well as power steering and brakes, air conditioning, and an auxiliary gas tank. Naturally, I also had the one-ton truck painted yellow, at which point we were all set. Except that there was only one hitch: The drive shaft was a hair too short. Oh well, after one trip around the block as a shakedown run, my girlfriend and I took off the following day.

We primarily stayed in campgrounds throughout the odyssey, and we hit just about all the lower 48 states except for a few in the central mid-West. The coastline





from Maine down to the Florida Keys was particularly interesting, though I have to say Utah was probably my favorite state to sightsee. To be honest, every state we went through had something interesting to visit. One city that really impressed me was Fort Smith, Arkansas, in the Ozarks. I'd always dreamed of owning a two-story Victorian home, and there were plenty there, at prices shockingly less than those in California.

We only had one problem on our nine-month, 9,000-mile odyssey across America: The drive shaft came loose, twice, early on. We were near a junkyard in Arizona after the second failure, and wouldn't you know it, I located a drive shaft that was the perfect length and with the correct yokes. My problem was solved. I should have kept a diary, for it could have made for a best-selling book.

The houses in Fort Smith, Arkansas, left an indelible impression like no other. Two years after our trek, I sold my home in Burbank, California, for a tidy profit and hauled my '66 Shelby, '50 Ford coupe, and F-3 truck to my new abode: a two-story 1895 Victorian. My girlfriend opted out of the move, but things happen for a reason. Since then, I've married, have restored the '50 Ford coupe a second time, and parted with the Shelby and the '50 Ford F-3. I still happily live in Fort Smith, but it would not have been possible were it not for my Bicentennial Tour of America. 🚗



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Recaps Letters

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I JUST RECEIVED MY APRIL 2023 issue of *Classic Car* and was confused for a moment. I did not recognize this slick, beautiful magazine with a killer cover. Wow! Your “Cosmetic Restoration” is a concours winner. The cover shot is perfection, and the photos and interior layout are outstanding. Your magazine has always had great articles and features, and I have never found fault with a thing. But, with your redo, you have achieved a new level. Being a retired graphic designer I am always critical of others’ work. But your new-age *Classic Car* magazine is amazing. Congratulations to you and your production staff for a job well done. By the way, I had just renewed my subscription—how’s that for good timing on my part?

JOHN MCLEOD

Belmont, North Carolina

I’VE JUST RECEIVED YOUR April issue and am shocked at the expertise of those who’ve designed and created the “new look.” I had thrown away my recent subscription renewal request as I’d become bored and dissatisfied with the old format. I’m so amazed and pleased with your new format. The two-page picture of that beautiful 1961 Chevrolet took me aback with delight. The writings and pictures starting on pages 28 through 34 were fascinating because I study the step-by-step information on restoring cars—involving, this time, the Elan Sprint. Then, not to be outdone, you wowed me with “Gow Jobs Revealed” in a *coup de grace*. Additional information and pictures of that beautiful Chevy followed, and then it got even better, for I got to read about the Crosley. My high school friend was given a new Crosley for his senior year. He and I, and several friends, drove that

Crosley everywhere; however, it was so underpowered a few of us would have to get out and together push the Crosley up the steeper hills. I’m thrilled to still see Jim Richardson’s column, too, because he and I are kindred spirits with the ideas and experiences that coincide. I’m 90 and really love vehicles I can repair. I started losing interest in cars in the late Seventies and today don’t care about any of the “newer” models.

Thanks to all the talented personnel who collaborated to create the “new” *Classic Car* magazine for April, in which I read cover-to-cover in one sitting. I will surely renew again.

THOMAS SLOTHOWER

Sterling, Illinois

I WANTED TO DROP A SHORT note to thank Matthew and his staff for the April issue of *Hemmings Classic Car*. Having been born in early 1940 and grown up in a middle-class area of California, the pictures of the old roadsters, along with David Conwill’s well-written articles, brought back some really fond memories that probably cannot be replicated in my life. To me, that is a big part of what “Classic” stands for and, again, I really appreciated the effort and reporting. Of course, I also want to say that Jim Donnelly’s excellent writing about the 1959 Ford Thunderbird had a real story in itself. Their competing against the Corvettes for sales represents another great example of free competition in America.

GARY WRIGHT

Orange, California

AS A FORMER OWNER OF A 1948 Crosley station wagon, I had to respond to your terrific article in the April issue of *Classic Car*. The 724-cc engine was rated for 26.5 horsepower, not 25. That extra 1.5 hp

makes all the difference. You also didn’t mention a unique characteristic of the Crosley engine and the probable reason the owner didn’t tear the engine apart further: The head and the cylinder block are one piece. To do a valve job, you have to pull the engine apart to get at the valves from the bottom. The ‘48 Crosley wagon was my first car, back when I was 15. I learned to drive in it, first around my parents’ backyard. My dad had a Crosley Hot Shot back in the Fifties. He ran it in H-Modified racing after fabricating an aluminum body for it. With some Braje racing parts on the engine and the aluminum body, it could do 100 mph. And with stock Crosley four-wheel disc brakes, it could out-brake everything on the track.

Keep up the great work.

ERNIE KNIGHT

Plainfield, Illinois

FIRST, I HAVE TO TELL YOU how much I like the new cover page format. At first, I thought I had been sent a new magazine by mistake but then realized this was my *Hemmings Classic Car* with a new cover. Very well done.

Secondly, I certainly enjoyed the article on the 1961 Impala convertible. I’m one of the many car owners you described that sold one of their beloved vehicles and then later regretted it. One correction in the story I would like to add was the listing of the transmissions available that year. In addition to the three- and four-speed manual transmissions and the Powerglide automatic transmission, a Turboglide automatic was also available. I know this because I owned a

1961 Impala convertible with a 250-horsepower, 348-cu. in. engine and a Turboglide automatic. I think this was the last year the Turboglide was available since they were not very popular.

Pictured here in 1963 is my 1961 Impala; it was black with a red interior. I had bought it used and the previous owner had nosed and decked it, for some reason, and I changed the reverse lamps to tail and brake lamps so that all six worked together. I loved this car and was always sorry to have sold it. Thanks again for a great magazine.

ED FULMOR

Newtown, Pennsylvania

WOW! THE APRIL 2023 edition is a knockout. When I opened my mailbox and saw that low-slung 1925 Model T staring at me, I went straight inside and read the magazine cover to cover. The “Gow Job” reporting was phenomenal! Then, you followed it with the jaw-dropping beauty of a 1961 Impala. I was taken aback because I have a 1925 Ford T roadster and a 1961 Bel Air. If you had also done articles on a 1948 Willys CJ-2A and a 1964 Buick Skylark you would have rounded all the bases on the cars I own. My copy of the magazine is now going to my friend Jim; he owns a 1916 Ford Model T Speedster with a Frontenac engine and wire wheels. A true rocketship of its time. Good job fellow gearheads!

DAN ROSE

Traverse City, Michigan



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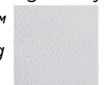
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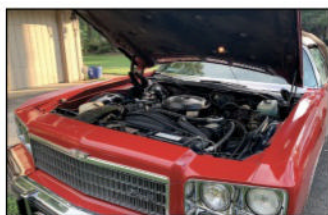
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1975 CHEVROLET CAPRICE CLASSIC



Chevrolet's last full-size convertible, the 1975 Caprice Classic, was a coveted collectible the moment it left the factory. This largely original example was believed to have fewer than 22,000 genuine miles on its odometer, with the optional 400-inch V-8 underhood thought to be correct. Two walkaround videos and ample detailed photography showed the car to be in excellent condition, with only failed bumper filler panels of note outside (unpainted replacements were included) and a couple of intermittently working components inside. The white vinyl upholstery and top were fully intact. Old tires needed replacement, but numerous original documents added value. The final price was healthy.

Reserve: \$36,000
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1960 AUSTIN-HEALEY 3000



Listening to the purring 3-liter straight-six in the video of this BT7-chassis Austin-Healey 3000's listing, it wasn't difficult to picture yourself behind the wheel. The restored 2+2 roadster was coming out of long-term ownership, and it ticked all the boxes with contrasting cove paint, a factory hardtop, overdrive, and more. The paint was called "next to flawless" and nicely complemented the navy leather seating that was improved with three-point front seatbelts. An original steering wheel went with the car, should the wood-rimmed Moto-Lita not appeal. That engine was issue-free after 40,000 post-rebuild miles, although a transmission fluid leak was noted. This beautiful Brit sold well.

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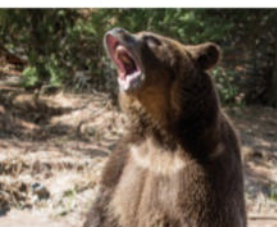
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It was a perfect late autumn day in the Northern Rockies. Not a cloud in the sky, and just enough cool in the air to stir up nostalgic memories of my trip into the backwoods. This year, though, was different. I was going it solo. My two buddies, pleading work responsibilities, backed out at the last minute. So, armed with my trusty knife, I set out for adventure.

Well, what I found was a whole lot of trouble. As in 8 feet and 800-pounds of trouble in the form of a grizzly bear. Seems this grumpy fella was out looking for some adventure too. Mr. Grizzly saw me, stood up to his entire 8 feet of ferocity and let out a roar that made my blood turn to ice and my hair stand up. Unsnapping my leather sheath, I felt for my hefty, trusty knife and felt emboldened. I then showed the massive grizzly over 6 inches of 420 surgical grade stainless steel, raised my hands and yelled, "Whoa bear! Whoa bear!" I must have made my point, as he gave me an almost admiring grunt before turning tail and heading back into the woods.

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I was pretty shaken, but otherwise fine. Once the adrenaline high subsided, I decided I had some work to do back home too. That was more than enough adventure for one day.

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Karmann Carrera

BY JIM DONNELLY
PHOTOGRAPHY BY ED FOX

Volkswagens, particularly the tricked-out variety, have been coexisting like curds and whey with car enthusiasts in Southern California, almost since the bombed-out Wolfsburg plant slowly came back to life. Volkswagens in California took all forms, from dead stock to surfboard-toting Sambas, to the first dune buggies, to end-chopped Baja specials with towering stinger exhausts, down through the decades. Other fans turned Volkswagens into diminutive Gassers for the drag strips. If you're of a certain age, you may have even built the glue kit by Revell—which started out in Hollywood—that built up into an EMPI-equipped performance Beetle.

More than 50 years later, EMPI is still very much in business. And people from around California, and especially the Los Angeles metro area, are still heart-throbbing with joy over air-cooled Volkswagens, especially the built-up kind. What we're talking about here is embodied by this faithfully authentic, yet enthusiastically modified, 1965 Volkswagen Karmann Ghia, the delightful Type-1 (Beetle)-based sport



A second crack at transforming Volkswagen's coupe involved advanced technology



When completed, the Karmann Ghia's profile offered a sporty rake, changing the attitude of Ghia's otherwise stock styling.



coupe. It's the product of one technically savvy owner's mental picture of what a Volkswagen that was fit for both go-fast moves and street cruising could logically be. The owner of this Karmann Ghia took an interrupted buildup and made it his very own, using techniques practiced at his workplace, which produces very sophisticated fuel-injection systems for a variety of modern vehicles.

This is a long, long way from an exercise in bolting on parts extracted from cardboard boxes. Instead, Danny Foerster, who rescued this Karmann Ghia from possible oblivion, hand-crafted an advanced fuel-injection system using a pair of drive-by-wire throttles that now reside behind a pair of oversized performance air filters. In its history, Volkswagen never produced a true performance version of the Karmann Ghia. Danny's work and thought processes have transformed this one into something that could have been analogous to a canyon-carving Porsche product except it was pieced together outside Los Angeles, not in Stuttgart.

"I believe that my Karmann Ghia is the only one in the world with twin throttle-by-wire throttles, at least as far as I know," Danny says.

Built as a coupe and then a convertible shortly thereafter, the original Karmann Ghia remained in Volkswagen's lineup from 1955 through 1974, until it was succeeded, first by the mid-engine Porsche 914 and ultimately, by the water-cooled Volkswagen Scirocco. Essentially, it used a Type 1 platform, and was assembled under contract by the German coachbuilding firm Karmann at its plant in Osnabrück, Germany. It's been a

misconception for a long time that "Ghia," in this case, referred to the Volkswagen's body style. Instead, it refers to Carrozzeria Ghia of Turin, the design house whose owner, Luigi Segre, came into contact with Wilhelm Karmann and surreptitiously restyled a Beetle at Karmann's suggestion. Segre showed his prototype to Karmann in 1953, who decided to build it.

The first Karmann Ghia, dubbed the Type 14, debuted in Paris in 1953 before being approved for production. That's the first generation of the car, recognizable at once by its low-mounted headlamps. In 1961, Volkswagen undertook a restyling of the Karmann Ghia, its largely hand-built body now having higher-positioned headlamps, along with wider front grilles located inboard, plus larger taillamps. It was this configuration that lasted to the end, and which represents the raw material for Danny's project. The car is based on an uncut, unmodified body shell and platform that was already being transformed when he got involved.

"My buddy Felix Barela was building the car. He had the car painted and then he needed someplace to store it," Danny recalls. "It came to my shop as a shell, and I ended up buying it from him for what it had cost him to paint it. When I first built it, I didn't put a lot of money into it—I just got it running with a stock engine, no customized interior or anything. Then after about a year of driving it, I decided to make it really, really nice, and to put some money into it, and to put a lot of time into it. That's how I ended up with what it is now."

That process began some 10 years ago at Danny's shop in Huntington Beach,





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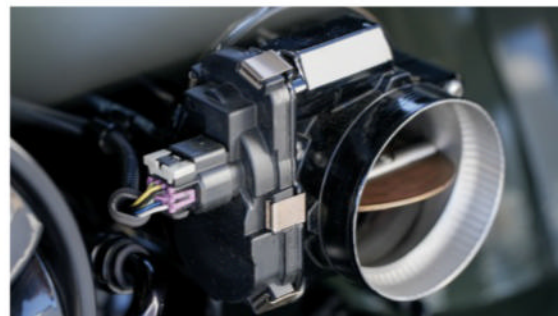
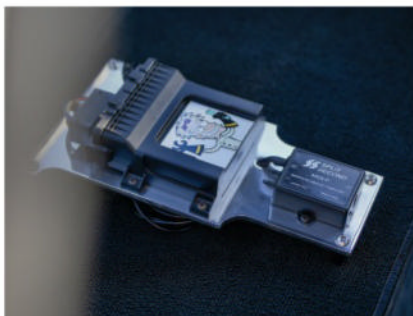
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One of the unique aspects of this Karmann Ghia is the dual wire-controlled throttle controls managed by an injector controller by Split Second.

down in Orange County. It all started out when the Karmann Ghia's transmission started to leak. A lifelong Beetle fan, Danny was quickly reminded how easily these cars' powertrains can be disassembled. "I pulled the engine and transmission and after that, everything just came apart. I got everything powder coated, stuff like that," he says. "First, I had the transmission redone. Then I completely rebuilt the engine. I designed custom fuel injection for it. Then I designed a custom throttle-by-wire setup."

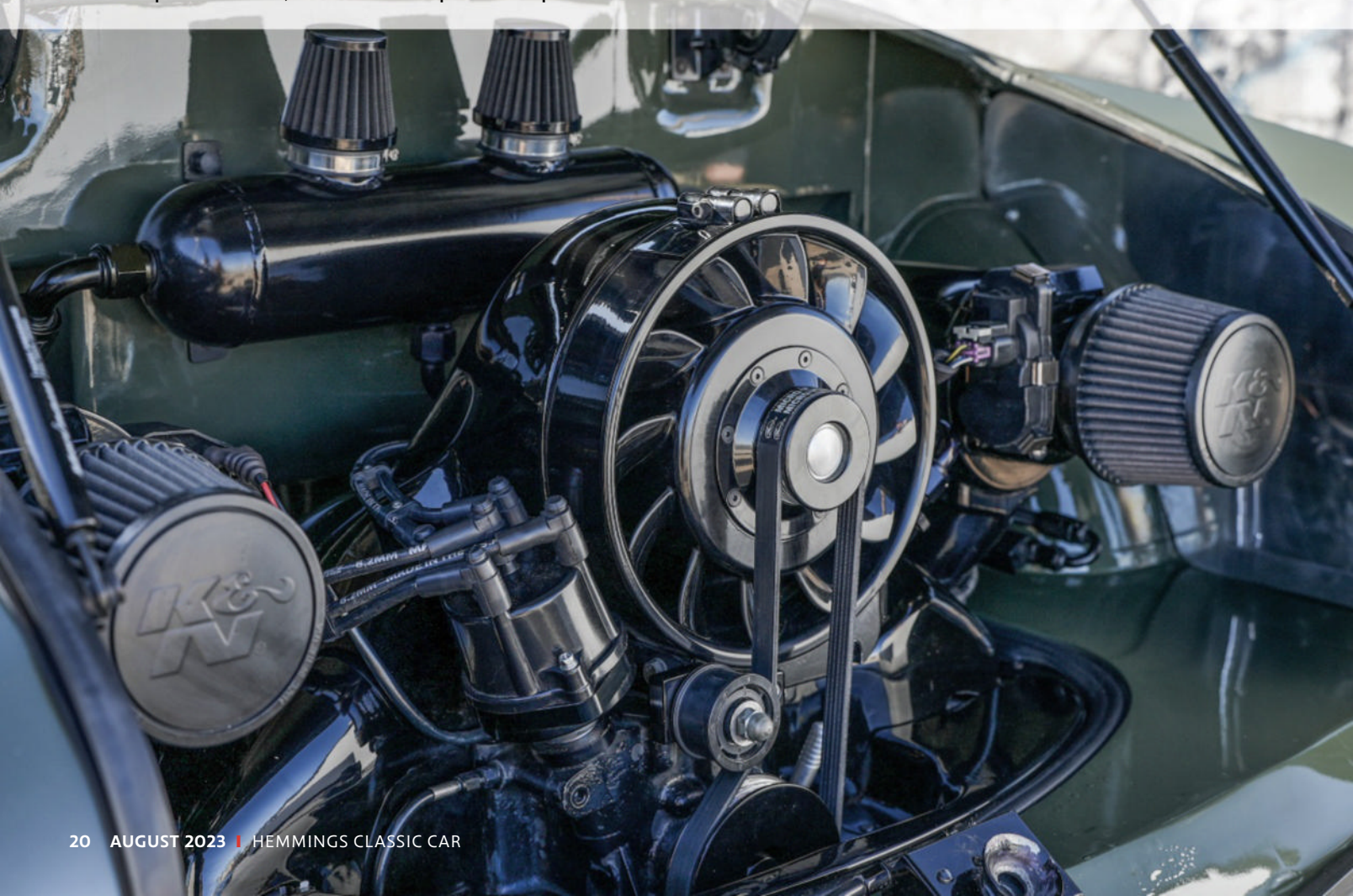
Danny is a technical pro at Split

Second of Santa Ana, which builds complete fuel-injection systems and related gear for aftermarket applications. Before deciding on the fuel system, he started out on the engine build with his late friend, Gary Larsen. Most of the internal components that transformed the engine were sourced from CB Performance Products of Farmersville, California, a specialist in hot Volkswagens. Danny specified a stroker crankshaft with 84-mm connecting rods and 94-mm pistons, which brought the flat-four's total displacement to 2,332-cc, compared to 1,493-cc stock. The engine has CB

Performance cylinder heads with larger valves, divided by a Berg Enterprises intake manifold.

The engine is naturally aspirated, but its unique fuel-injection system, which Danny designed himself at Split Second, does a star turn in the buildup. The setup uses dual Jet Performance electronically controlled throttles, one per side, fully customized and managed by a Split Second computer. The throttles were originally designed for a Chevrolet LS3 small-block V-8. As Danny explains, "It has twin plenums because it has two throttle bodies. It runs one injector per

Volkswagen never offered a performance version of the Karmann Ghia; however, creative engineering boosted this air-cooled engine's displacement to 2,332-cc and its output to 190 hp.





Owner's View

"The goal here was to make it as nice and customized as I can, which started with the engine. It's very out of the ordinary for a Volkswagen. That was the goal, to do something different with the car. The Karmann Ghia wasn't there for me at first, because I've always been a Volkswagen Bug guy. I'd never had a Karmann Ghia and when I got this one, I just fell in love with it. It's the first one I've ever owned, and the first one I've ever built. I did just about everything with it, from putting all the windows in to making adjustments to the door gaps, everything like that. I did the bulk of the work myself. I'm happy with it."

—Danny Foerster

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cylinder, and there are actually two computers that control the fuel injection. Our product is designed to go on late-model cars, and I just adapted it to work on the Volkswagen engine. It piggybacks off the system that's already in the car. It allows you to control the injector pulse width. We have an input of throttle position and rpm, and that gives us the manifold absolute pressure (MAP) table to control the pulse width. It has some other inputs like air temperature and head temperature, which have their own MAP tables and can compensate by adjusting the fuel."

As Danny puts it, "I like to say that I hang out with smart people who help me with my crazy ideas," referring to his Split Second coworkers. He built the rest of the fuel system himself, hand-fabricating the fuel rails. His friend, Erik Hernandez, detailed and painted the engine bay. Another friend, who goes by "Pushrod Chuck," custom-made the breather box. As Danny says, remembering the dyno sheet, the rebuilt air-cooled engine

now produces 190 horsepower, about 150 better than stock. The Pro Street transmission was rebuilt by Danny's cousin, Volkswagen drag racer Jack Sachette, with welded gears, a lightened flywheel, and Stage II clutch from CB Performance. A low-restriction EMPI exhaust system completes the package.

EMPI, the legendary purveyor of Volkswagen speed goodies based in Orange County, is responsible for most of the chassis components. The Karmann Ghia's ride height has been dropped by an estimated 2 inches, using EMPI adjustable lowered spring plates. The car has KYB gas shock absorbers at all corners. Pushrod Chuck also got the call to narrow the EMPI front beam, from which the spindles are hung. Narrowing it keeps the front tires from binding inside the wheelwells when the Karmann Ghia's cornering. Those eye-grabbing wheels are imitation Fuchs units—there's the Porsche analogue again—supplied by EMPI. Lefty's Pinstriping of Yucaipa, California, detailed

the wheels in black and finished the center caps. The Karmann Ghia has CB Performance disc brakes at every wheel, which are shod with 165-width Kumho radials and the rear, and 135-width Nankang units up front.

Like the body, the interior is uncut. The dash is dominated by a custom round gauge, built by Speedhut of Utah, which combines the speedometer with cylinder-head temperature, voltage, oil pressure, and fuel-level functions. The power seats are sourced from an E46 3-series BMW and retain power adjustability. There's a custom pedal assembly from Coolrydes Customs of Chula Vista, and a custom shifter from legendary Volkswagen modifier Gene Berg of Orange, topped with a knob engraved with the logo of a friend of Danny's who runs a Volkswagen dealership in Japan. The main color is Apache Green, a BMW hue.

Danny figures he drives the Karmann Ghia maybe 300 miles a year, preferring runs down the Pacific Coast Highway. The rumbling little German elicits a strong response. "It's always 100 percent positive, especially when I show them the engine," he says. "Is it a Porsche? Is it turbocharged? I have to tell them otherwise." 🚗



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BY DANIEL STROHL
PHOTOGRAPHY BY JEFF KOCH AND FROM FORD

1955, '56, and '57 Chevrolets



What to Consider When Shopping for a 1955, 1956, or 1957 Chevrolet

The so-called Tri-Fives don't seem to be waning in popularity at all

It's easy to pick on the 1955 to 1957 Chevrolet passenger cars—known to many as Tri-Five Chevrolets—as ubiquitous and basic collector cars.

They sold in such vast quantities that it seemed like everybody at one point owned one, knew somebody who owned one, or wanted to own one. As a result, they've almost lost their mystique over the years. But it's also worth remembering two things: There was a reason the cars became popular and remained so in the first place, to the point where they're now considered pop culture icons, and there's always a younger generation coming along intrigued by the cars and all they represent, but not yet studied in their ways. So, what should anybody new to Tri-Fives consider when looking to buy one?

WHAT MAKES TRI-FIVES ICONIC?

Even mid-Fifties Ford fans will admit that although Ford's passenger cars handily outsold Chevrolet's in 1957, the latter has gone on to become the darling of the collector-car world and the poster child for post-war American optimism and culture.

Did Chevrolet somehow capture the chrome-and-glitz zeitgeist better than Ford? Was it the new Chevrolet small-block V-8 that captured hot-rodders' attention and made bold horsepower claims? Or was it the fact that Chevrolet found a formula for a modern car that set the tone for its output for the next few decades?

After all, here was a thoroughly redesigned car that ditched its predecessors' torque tube and vestiges of pre-envelope styling. It introduced to the Chevrolet lineup ball-joint independent front suspension, suspended brake and clutch pedals, 12-volt electrical systems, and tubeless tires. What's more, it brought jet-age futuristic styling in the form of tailfins, wraparound windshields, and trim packages that evoked high-speed travel.

Ford may have presented itself as the more affordable of the two, but did that really matter in terms of legacy when America's middle class had gobs of purchasing power at the time and a desire for futuristic, auto-show-inspired cars in its driveways?

While mid-Fifties Fords have their fan base, the Tri-Five Chevrolet appeals across wide swaths of the collector-car hobby. As a result, it's a car that's readily available no matter where you are in pretty much every configuration one can imagine, from project car to stock restored to extensively modified.

HOW TO IDENTIFY A TRI-FIVE CHEVROLET

Over its three-year run, the Tri-Five Chevrolet was offered in three basic trim levels, at least eight different nameplates, and at least 21 different body styles, with significant styling changes from year to year. Telling them all apart, however, isn't too difficult.

Let's begin with model years. The 1955 Chevrolets all had fairly square eggcrate grilles flanked by semi-oval front marker lamps with triangular taillamps mounted to the tops of the rear quarter panels. The '55s are also the only Tri-Fives to feature a fuel filler door mounted on the quarter panels. The following year, Chevrolet hid the it behind the left taillamp, widened the grille to encompass rectangular front marker lamps, and shrank the taillamps to small round lenses in a larger chrome bezel in roughly the same location. Then, for 1957, the grilles became more sculptured, with the front bumpers wrapping up at the ends to nearly encapsulate them. The hood ornament of the prior two years gave way to bombsights set into the leading edge of the hood, the headlamp bezels were opened up and fitted with mesh to permit fresh air intake, and the leading section of the fenders was scored with hashmarks. Around back, the '57s featured pointier fins, the fuel filler door behind a piece of chrome trim on the fin, and taillamps mounted at the base of the fin.



Bel Air convertibles from 1955, '56, and '57 are pictured here from top-to-bottom, making it easy to identify distinguishing year-to-year trim updates.



Trim on the 1957 Chevy One-Fifty (above) was minimal compared to the Bel Air (below).



To distinguish the three trim levels, look primarily to the chrome spears mounted to the sides of the cars. The base 150 (One-Fifty per Chevrolet) came with no side trim in its first year, a single spear extending from just behind the headlamps to a piece dropping down from the post-B-pillar notch in 1956, and a single spear extending rearward from the same notch in 1957. The mid-level 210 (Two-Ten per Chevrolet) had a side spear similar to the 1957 150's, though mounted a little lower, followed by a full-length spear that swooped downward at the rear in 1956, and a branching version of the downward swooping spear in 1957. The top-of-the-line Bel Air always used some variation on the same year 210's side trim: In 1955, it added a simple spear extending rearward from the headlamps; in 1956, it added a second horizontal piece paralleling the main one from the headlamps back to the notch; and in 1957, the Bel Air added a stainless steel panel between the two side trim branches.

Note too that certain body styles only exist in certain trim levels during the Tri-Five Chevrolet's run. No two-door or four-door hardtops were ever available in the 150, convertibles could only be had as Bel Airs, and business coupes ("utility sedans," in Chevrolet parlance) were only available as 150s.

Station wagons had their own nomenclature depending on the trim level. The 150 series had the Handyman, available only as a two-door; the 210 and the Bel Air had the Townsman, available only as a six-passenger four-door; and the Bel Air had the nine-passenger three-row Beauville. And let's not forget the Nomad, the sporty two-door station wagon from the Bel Air series that took its name and greenhouse from the Corvette Nomad Motorama show car.

While all the above applies regardless of the number of cylinders under the hood, Chevrolet did add trim to differentiate the V-8 cars from the six-cylinder ones: a small emblem under the taillamps on 1955 models and a vee-shaped piece of trim on the hood for 1956 and 1957 models.

TRI-FIVE CHEVROLET RUST CONCERNS, LOCATIONS, AND REPLACEMENT PARTS

The very first place one should look for rust on Tri-Fives, according to Ian Bowman, is the body bracing that attaches the floorpans to the inner rockers. Ian, the National Sales and Marketing Manager for Tri-Five supplier Woody's Hot Rodz and a Tri-Five



Because of the Tri-Five Chevy's popularity, entire floorpans and body shells/panels are continually reproduced.

enthusiast who has restored several of the cars, said the rest of the underside is also susceptible to rust, but those C-channel braces are critical to body integrity and often rot from the inside out because their shape traps moisture and debris.

"The one under the A-pillar can be replaced with the body on the chassis," Ian says. "But some of the others, including the long center brace just ahead of the rear wheels, requires taking the body off the chassis to fix."

Bowman said the most straightforward way to repair the braces and the rest of the floor is by using a Golden Star one-piece

reproduction floorpan that includes all of the braces as well as the inner rockers already welded in place.

And if one isn't prepared or equipped to perform a body-off restoration, any potential project car with rusted-out and inaccessible braces should get a pass.

Beyond that, according to Vintage Chevrolet Club of America Tri-Five expert Jim Jack, the 1955 and 1956 models were prone to rusting in the headlamp areas, and all Tri-Fives often rusted ahead of the rear wheel openings and along the bottom of the front fenders near the area where the body bolts to the frame.

Restorer Gary Stone recommends closely inspecting the original cable-operated windshield wiper system, which is prone to stretching and causing havoc with the wipers.

Fortunately, the popularity of Tri-Five Chevrolets means that reproduction pieces are readily available, particularly for two-door sedans, two-door hardtops, and convertibles. In fact, complete bodies for select two-door models are available through Woody's, with more reproduction panels and bodies on the way. Some trim pieces, like the convertible A-pillar set and the hardtop "flipper" mechanism, have yet to be reproduced, but more are becoming available all the time.

Four-doors and wagons are not entirely supported by the reproduction aftermarket, Ian says, though they do use many two-door sedan panels, including floors, and two-door sedan inner quarter panels can be made to work on four-doors and wagons.

The exception, Ian noted, is the Nomad two-door station wagon. Many parts are still not available for that body style despite its popularity. "If you see a Nomad with rotted drip rails, you'd better be handy with an English wheel," he says.

Interiors, on the other hand, are fully supported for every Tri-Five model year, body style, and trim level by companies like CARS Inc., Ian says.

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Chevrolet's small-block V-8 provided subtle visual and mechanical updates during the Tri-Five era.

TRI-FIVE ENGINE AND TRANSMISSION OPTIONS

These days, the small-block Chevrolet V-8 has become so ubiquitous and well known, it's hardly worth mentioning. At the time, however, it was a big deal—a compact overhead-valve engine in the vein of Cadillac's 331 and Oldsmobile's Rocket—and, as *Hemmings Motor News* editor, Mike McNessor, wrote, included several innovations, including green-sand casting, lightweight stamped-steel rocker arms, a single-piece intake manifold, and more efficient wedge-shaped combustion chambers.

Chevrolet dubbed that first 265-cu.in. small-block the Turbo-Fire and initially offered it in just two configurations for the Tri-Fives: a 162-hp two-barrel and a "Power Pack" 180-hp four-barrel. The following year saw a power bump to the Power Pack to 205 horsepower thanks to an increased compression ratio and in 1957 the 283-cu.in. small-block debuted in several variations: 185-hp two-barrel, 220-hp four-barrel, 245-hp dual quad, and 283-hp solid-lifter with mechanical fuel injection. In 1957, to visually distinguish between 265s and 283s, Chevrolet painted the former yellow and the latter orange.

While small-blocks easily interchange with later engines and are widely supported by the performance aftermarket, Ian says period-correct mechanical rebuild parts are getting scarcer. Anybody considering the purchase of a car with a Rochester fuel-injected engine should probably first develop a relationship with one of the handful of noted experts on those units and should not attempt DIY restoration, repair, or tuning.

Though the small-block received the lion's share of attention during the Tri-Five's run, the Blue Flame 235-cu.in. six-cylinder still served as the base engine. Similar to the four-main-bearing six-cylinder that Chevrolet introduced in 1937 (and the Stovebolt six-cylinder that dates back to 1929), the 235 had by this time benefited from insert bearings and full-pressure oiling. With a single-barrel carburetor, the Blue Flame was good for 123 horsepower in 1955 and 140 horsepower in 1956 and 1957.

To determine whether a car originally came with a straight-six or V-8, look to the serial number, located on the left front door hinge pillar. If it starts with an A, B, or C, it's a six-cylinder 150, 210, or Bel Air, respectively. If any of those letters are preceded by a V, the car came from the factory with a V-8.

For a transmission, buyers could choose from the Saginaw-built Synchro-Mesh three-speed manual with column shifter or a cast-iron two-speed Powerglide automatic, with an optional "Touch-Down" overdrive unit for the three-speed. The basic three-speed got a 3.55:1 rear axle ratio, the overdrive mandated a change to 4.11 gearing, and the Powerglide got 3.36 gearing. In 1957, Chevrolet introduced another option, the Turboglide automatic that promised an "unbroken flow of smooth power, from standstill to cruising speed."

As Ian pointed out, service parts for the Turboglide "are unheard of—it has zero aftermarket support whatsoever," and the cast-iron Powerglide is nearly as bad. "There was a small window in time before the aluminum Powerglide and the Turbo 350 came along," he says. "The cast-iron Powerglide and Turboglide were obsolete by the early Sixties." However, it is a simple matter to convert any Tri-Five with those transmissions to more modern equipment.

As for the persistent rumors that Chevrolet snuck some four-speed manual transmissions into some later Tri-Fives, both Ian and Jim note that absolutely no proof exists to back up those assertions.



TRI-FIVE CHASSIS AND BRAKES

With its body-on-frame configuration, Glide-Ride coil-sprung ball-joint independent front suspension, and parallel leaf-spring solid-axle rear suspension, the Tri-Five chassis should offer few surprises to anybody familiar with American passenger cars of that era. The chassis also changed little during the Tri-Five's run, with only the addition of boxed front frame horns in 1957 to support that year's larger front bumper. Convertibles added a large X-shaped crossmember in the center of the chassis for added rigidity while hardtops had two extra body mounts.

Rust-through can be found around the front leaf-spring hangers, which are L-shaped and tend to hold dirt and moisture, Ian said. Less typically, the frames can rust around the pickup at the rear, a common spot for mice to build nests.

Ian also noted that the front frame horns can display damage or evidence of repair; typically, they fold in and get pushed out in front-end collisions due to inadequate bracing. Rear frame sections, with plenty of bracing, tend not to show damage. Full replacement frames, in stock or modified specifications, are readily available from the aftermarket.

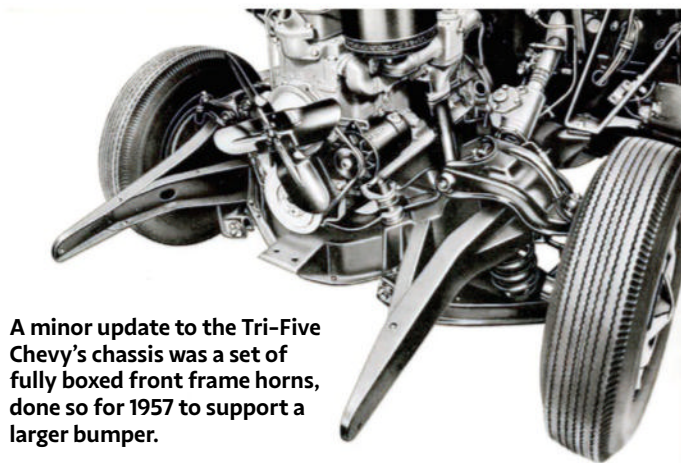
Front suspensions should be checked for wear in the typical areas: upper and lower ball joints, tie-rod ends, and A-arm bushings.

Perhaps one contributing reason to the front frame horn damage is the four-wheel drum brake specification. While drums might have been enough to stop the cars when new (shipping weights ranged from 3,085 pounds for the 150 business coupe to north of 3,500 pounds for the Beauville station wagon), the widespread adoption of disc brakes and increased highway speeds in the Sixties meant the Tri-Fives had a harder time avoiding the rear bumpers of the cars in front of them. Chevrolet did offer vacuum-assisted power brakes as an option on the Tri-Fives, and the aftermarket nowadays offers complete front and rear disc brake kits.

WHAT TO PAY FOR A TRI-FIVE CHEVROLET

The sheer numbers of the Tri-Five Chevrolet, combined with the cars' enduring popularity with collectors, makes pricing the cars fairly standard. Variations in price do exist among the various model years, trim levels, and body styles; be prepared, for instance, to pay significantly more for the 1957 convertibles and the Nomads of any year.

That said, according to Classic.com's tracking of tri-five sale prices over the years, 150s average out at \$62,000, 210s average out at \$50,000, and Bel Airs average out at \$69,000.



A minor update to the Tri-Five Chevy's chassis was a set of fully boxed front frame horns, done so for 1957 to support a larger bumper.

Current inventory on Hemmings.com shows 150s varying in price from \$15,000 to more than \$115,000, with most falling in the \$45,000 to \$90,000 range. The 210s vary from less than \$5,000 to more than \$200,000, with the majority falling in the \$15,000 to \$80,000 range. The Bel Airs vary from \$16,000 to \$250,000, with most falling in the \$30,000 to \$90,000 range.

Such a wide range is generally due to condition—many unrestored and long-neglected Tri-Fives are still hiding in barns and back forties—to impeccably restored examples, to hot-rodded cars built in the Sixties and Seventies, and to modified cars built to compete at the highest level of nationwide hot rod and custom shows. 🚗



ADDITIONAL TRI-FIVE CHEVROLET RESTORATION RESOURCES:

Vintage Chevrolet Club of America

P.O. Box 41238
Tucson, Arizona 85717
708-455-8222
vcca.org

Chevrolet Nomad Association

1720 Laurie Drive
Haw River, North Carolina 27258
919-368-3506
chevynomadclub.org

American Tri-Five Association

23950 Salt Fork Road
Lawrenceburg, Indiana 47025
855-567-1957
americantrifive.com



Pat Foster

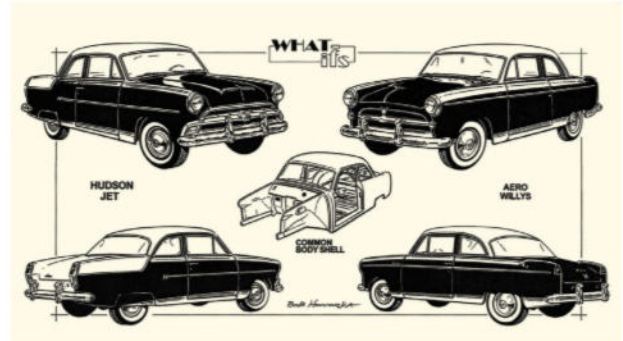
The Hudson-Willys Merger

"A Hudson-Willys merger makes a lot more sense than one would first think. It never happened."

AS NEAR AS I CAN TELL, the principal managements of both Willys-Overland Corporation and the Hudson Motor Car Company never actively discussed merging the two independent automakers together. In the post-World War II era, Hudson was a traditional, conservative automobile builder located in Detroit, while Willys-Overland was primarily a commercial vehicle builder situated down in Toledo. There aren't many miles from Detroit to Toledo, but in terms of products, they were a great distance apart from each other.

Hudson built medium- and upper medium-priced cars while Willys built work vehicles and, beginning in 1953, a line of compact sedans and hardtops. Indeed, if I hadn't had my brain cells stimulated by a design idea submitted by artist (and reader) Bob Hovorka, I never would have even thought of the idea of a Hudson-Willys merger. But now that I've had time to think it over, I can see that it makes sense in many ways. Consider these nine points:

1. Willys' vehicle line complemented Hudson's, in that Willys didn't offer anything to compete with Hudson except in the compact market, starting in 1953.
2. The two brands' compact models could have shared a common body shell. Rather than invest its limited product development capital in producing the lackluster Jet, Hudson could have had Willys produce a version of its Aero Willys compact as the Jet. This would have resulted in a better-looking, more sales-worthy Jet—as you can see in the drawing shown here—while generating millions of dollars in savings on tooling and better per-car amortization of development funds. That would have left Hudson with sufficient money to redesign their big-car lines.
3. Hudson dealers would have had a full line of commercial vehicles to sell alongside their passenger cars, earning more profits and strengthening the Hudson dealer network.
4. It's even possible, though admittedly unlikely, that Willys could have fielded a version of the Hudson Wasp as a full-size Willys car.
5. Both companies had fairly weak dealer networks. But, if Hudson dealers had added Willys products to their showrooms, and Willys dealers began selling the Hudson line, both brands would have increased their networks by a good amount, likely spurring a significant increase in sales volume. The size of the "Hudson-Willys" dealer body could have been significant.



6. Hudson, which had limited export sales, would have also had access to Willys' considerable export network, thus adding important overseas sales volume.
7. Eventually, the two companies could have consolidated their engine and transmission lineups for further savings, increasing factory efficiency. In the meantime, Willys' larger Jeep vehicles could have benefited by using one of the powerful Hudson engines as an option.
8. Reductions in white-collar worker count, especially in upper management, would have yielded good savings. After all, as a combined company they could have eliminated one of the accounting departments, and consolidated sales, service, and parts departments for more savings. The number of vice presidents could have been reduced as well.
9. Lastly, Hudson would have benefited from Willys' experience selling to government entities, which could have helped them sell more fleet cars.

This is not to mention the energizing effect a corporate marriage can have on companies. Doubling a company's assets virtually overnight can greatly reinvigorate a business, as can the advantage of sloughing off dead wood and streamlining a company.

A Hudson-Willys merger makes a lot more sense than one would first think. It never happened; apparently it wasn't even considered with any degree of seriousness. That was partly because brash Henry J. Kaiser made merger overtures to Willys-Overland well before anyone else even thought to do so. In greater trouble than Hudson, Nash, or Packard, Henry had more incentive to make the move. Once he realized that Willys held the key to the survival of Kaiser-Frazer Corporation, he moved heaven and earth to close the deal. Jeep, nearly always profitable, thus saved Kaiser's company, though not its passenger car lines, and it would later go on to save American Motors, Chrysler, and Fiat. Who knows? It might have saved Hudson. 🚗

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WORDS AND PHOTOGRAPHY
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**An unusual
call leads to the
purchase and
restoration of a
rare 1915 Pierce-
Arrow Model 38-C
Landaulet
Town Car**

Picture yourself working on one of the vintage vehicles in your garage when your smartphone jumps to life. A quick glance at the screen alerts you to who is attempting to reach out: a family member, a close friend, some random number that looks familiar, or a caller identified simply as “Potential Spam.” Hearing from friends and family is one thing—even when your hands are tinted a burnt-oil hue and parts are scattered across a workbench—but calls about suspect extended warranties and the like are untimely annoyances. So, imagine the range of emotions that raced through Brian White’s mind when, in 2016, the caller was the local undertaker.

“You can bet I answered with trepidation, but when I confirmed he was talking to the right person he asked me if I still collect old cars,” Brian, a resident of Apex, North Carolina, says. Brian has a penchant for rare and/or unique collector cars, and his collection includes a trio of Stutz Bearcats, just for starters.

“I told the undertaker that I did, and he said, ‘I may have one or two you’d be interested in.’ It turns out that a gentleman in Cary—just a few miles away from me—had passed away and the family was looking for someone who might be interested in buying the two old cars he had in his garage. The undertaker said he would give my name and number to the family,” Brian says.

A relative of the deceased soon reached out with more details and an asking price. According to Brian, “All they really knew was that one of the cars was a 1925 Peerless sedan and the other was a 1915 Pierce-Arrow, and they were offered to me as a package deal for a really reasonable price. Of the two, I knew the Pierce-Arrow was rarer, and it was the car I was keenly interested in, but the catch was that the Pierce-Arrow was in pieces in his garage.”

Already a veteran of several restorations and countless Antique Automobile Club of America (AACA) and concours events, Brian’s experience, and specifically his truck and trailer, nullified any notion of transport concerns, especially consider-



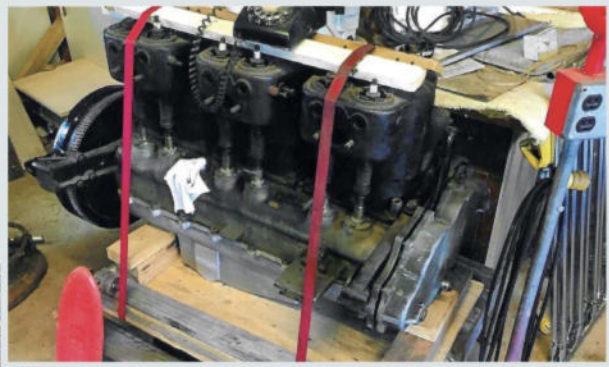
The 1915 Pierce-Arrow was in pieces when Brian cast eyes on it for the first time.

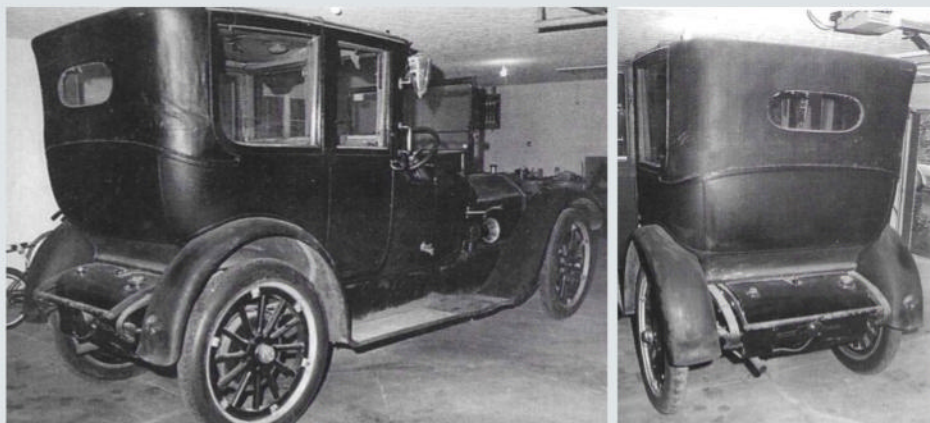
ing both cars were located fewer than five miles away. A bigger concern was getting the purchase approved by his wife, Patricia.

“She told me that we didn’t have room for any more cars. I said, ‘Well, it’s not really a car, it’s in pieces.’ She said that I couldn’t have it if it was a full car, but since it was in pieces it was okay... or maybe I just interpreted it that way,” Brian says with a chuckle. “She has a good sense of humor about it—she loves cars as much as I do.”

Thus, a package price was quickly negotiated, and Brian arrived with proper transport to begin the extraction of both the Peerless and the Pierce-Arrow. The setting was far different than what Brian expected, however, and the story began to unfold as soon as his feet hit the ground.

“From our conversations, I knew the man’s name was Robert Arnold, and he was a retired





The Pierce-Arrow was a complete car when it was sold at a Kruse auction on June 11, 1977.



One of the interesting mechanical features of the Pierce-Arrow engine is its twin ignition system (below).



IBM employee who lived in an affluent area of Cary. Over the years I must have driven past his house 500 times, and I had no idea either car was in his possession—or that they had been stowed in a second garage hidden behind his residence. The family had paperwork and photos they found pertaining to the Pierce-Arrow that said Robert had bought it at a Kruse auction in Indiana back on June 11, 1977, for \$12,000. At the time, he was living in Warren, Ohio, but soon after that IBM relocated him to Cary, and we can only assume he started the car's restoration right after the move. The family wasn't kidding; it was all in pieces. The engine was sitting on a pallet, the body had been removed from the chassis, and there were boxes of parts all over the place. We had to move miscellaneous stuff off the chassis just so we could get it out of the garage. It was clearly a stalled project that had been sitting a long time," Brian recalls.

"We were able to load up everything and get both cars back to my place without any real issues—except that as soon as I got the Pierce-Arrow situated in my garage, I went ahead and dug into it because I was so excited. I didn't have enough sense to wait a bit and assess what I really had. I knew it was rare but didn't yet know how rare it really was. Or anything about its history."

Let's start with the car. It's no secret

that by 1915 Pierce-Arrow had built a reputation for mechanical prowess, luxury accoutrements and ride comfort, and quality control that was virtually unmatched. During the year, the Buffalo-based company eclipsed the 12,000-unit mark since the company's founding—no small feat in an era when market competition came from almost every direction. Part of the prestige of Pierce-Arrow ownership could have been attributed to its renowned dual-ignition series of six-cylinder engines that ranked among the most powerful in the domestic industry, most notably, the 60-hp versions installed in the top-of-the-line Model 66-A series. Offered in 13 body styles, the series was exclusively priced from \$5,900 to \$7,200.

More affordable alternatives, yet no less luxurious, were the mid-range Model 48-B (motivated by a 48.6-hp six-cylinder) and the entry-level 38.4-hp Model 38-C. The latter offered discerning buyers 11 superbly crafted body styles ranging in price from \$4,300 to \$5,350, including a Landaulet Town Car—the same coachwork that was now secured in Brian's home shop. Communication with the Pierce-Arrow Society, the national club for such enthusiasts, provided Brian with additional, eye-opening information.

"According to the club, from 1914-'16 about 1,650 Model 38-C-3 cars were built, of which only 13 are known

to exist. Most of the total production were either Landaulets or Town Cars, but only a fraction of them were Landaulet Town Cars. And I was told that mine is the only known survivor. That was a bit shocking to me. What was interesting was that the Society knew about this car, because Robert had been a member. The problem was nobody had seen it since 1977; it had been in Robert's garage so long that everybody kind of forgot about it."

As Brian organized the piles of parts to make sense of how complete the only extant Landaulet Town Car was, more of its history emerged. One of the first artifacts reaffirmed a supposed timeline for the initial start of the restoration while under Robert's ownership: letters to and from the person who cast a new oil pan for the Pierce-Arrow's engine, as Brian explained.

"The original oil pan had been damaged, and Robert had sent it to a guy in the late Seventies to have a new one cast. Both pans were among the parts, but the new pan was still in its rough form; none of the finishing machine work had been completed. The exchange of comments in the letters were, well, rough, which explains why that job wasn't finished. Later, I was moving the seats and tucked in one of them was an old New York registration card dating from 1925. How that survived when Robert removed the seats, I have no idea."

The registration was abnormal, for the owner's name—Helen F. Campbell—listed her address as 34 Rue Marbeuf in Paris, France. Brian and Patricia's subsequent research revealed Helen was the only daughter of New York banker Harris C. Fahnestock, who had not only been financial advisor to President Abraham Lincoln, but also one of the co-founders of First National Bank of New York, one of the predecessors to Citigroup. When her father died in 1914, his estate had a net value of \$16.6 million; each of his six children, including Helen, was bequeathed nearly \$3 million in the same year she purchased the Pierce-Arrow.



Brian's wife, Patricia, helped install the car's original six-cylinder engine (below, left) during the restoration. A friend's crane expedited the installation of the finished coachwork (right).





(Nearly another \$1 million was bequeathed to several charitable organizations and associates).

Meanwhile, Helen had married physician Clarence G. Campbell in 1896 and together the couple began traveling to and from Europe. Sometime in 1924 or '25, Helen divorced Clarence and maintained both a New York City and a Paris address, and during a trip to Bermuda in '28 she met and later married International Banking Corporation lawyer and treasurer John Hubbard.

Hardly flaunting her wealth, Helen founded, built, and equipped the Manhattan School of Music in 1929 (which she later upgraded), served as the director of the Travelers Aid Society, and was a mem-

ber of the Society of Women Geographers, the National Institute of Social Sciences, and the French Institute, to name a few. When she died in August 1955 at age 83 in Paris, her return home for burial was her 100th Atlantic crossing, all the while maintaining ownership of the Pierce-Arrow.

"We haven't found records of shipping documents suggesting the car left New York. After her death, the car went to the (long defunct) Long Island Automotive Museum, where it remained until it was sold at the Kruse auction, and then taken apart. Considering Helen likely never drove very far, there's a probability the 7,700 miles on the odometer when I purchased the car may be original. The

gentleman who rebuilt the engine said the internals had almost no wear, but he repoured new babbitt bearings nonetheless," Brian says.

It was one aspect of the restoration that went surprisingly smoothly. Another was the lack of metal fatigue that would have otherwise necessitated fabrication work. Though unusable, the original upholstery was used as a pattern for new material, and the only parts missing were the interior dome lamp and a proper magneto. The former was in a box of Peerless parts—conveniently located just prior to Brian's sale of that car—while a replacement magneto was found at the 2016 AACA Hershey Meet in Pennsylvania.






Because of its completeness and decades of dry storage, Brian, with the help of friends and family, was able to complete the Landauet Town Car's restoration in time for the 2019 AACA Southeastern Spring National Meet, where it earned the first of many accolades.

"It was a fun project that was full of surprises. We've just come back from the 2023 Southeastern Spring Meet at Charlotte, North Carolina, where it maintained its Repeat Preservation recognition. Even better was that I was able to share its story with others and drive it around. That's what's in store—more driving, and experiencing how these were engineered for power, comfort, and handling. I keep telling people, 'You don't get many calls from an undertaker that make you rejoice.' This was certainly one of them." 🚗

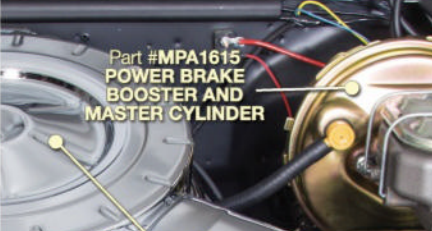





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BY MATTHEW LITWIN • PHOTOGRAPHY BY MATTHEW LITWIN & DAVID CONWILL

Timing is everything, especially when it coincides with the well-earned acquisition of a freshly minted driver's license while in high school. It's a joyous moment, liberated from a slog to and from class in a crowded bus, or a long walk no matter weather conditions, yet it's also a celebration tempered by the need for transport for which said license quickly earns its value. Options at this stage in life are typically few. Do you accept the offer of a dowdy hand-me-down sedan the parents drove to within an inch of its

usable mechanical life, or save an extra year's part-time job income to help defer the cost of a cool decade-old hardtop coupe from the used-car lot? Then there's a rare third option that can materialize when one least expects it, something far better.

"Uncle Wally was a Ford man. My earliest memory of his cars was a 1957 model he drove until he bought a brand-new Galaxie Sunliner in 1960. It was painted Orchid Gray; Aunt Connie referred to it as her 'purple car.' They didn't travel a lot—though they did visit Cuba during the revolution—so it always

**Only one family has held
the title to this low-mileage
1969 Ford XL convertible**

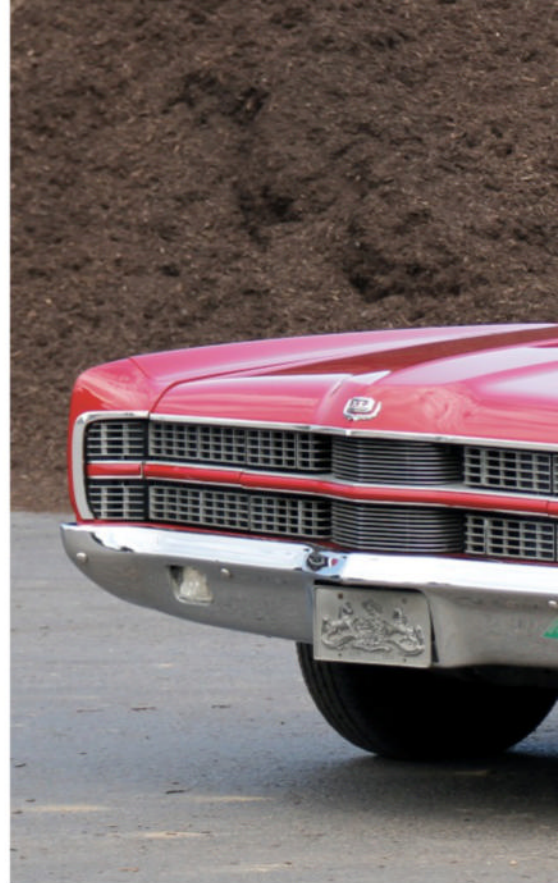


looked really nice, even after they took it to Florida and back one year. By early 1969, though, my Aunt Connie wanted a new car, and if they found something they liked they were then going to sell me their Sunliner for \$1," Coatesville, Pennsylvania, resident Frank Root says.

Being the good "Ford Man" Wally Leighton was, he made the short trek from his Coatesville abode to Ford dealer Sloan Motors in Downingtown, and approached a salesman with a short list of mandatory requirements. Their new car had to be a

full-size convertible, and Connie requested it be painted green. Fortunately, Wally was provided options: Both the Galaxie 500 and the XL model offered convertible body styles and there were no fewer than three different green hues available. Ultimately, Wally and Connie chose the Ford XL, and specified it be delivered in Lime Gold over black vinyl upholstery, in addition to a black top. And with that, not only were the Leightons happy, Frank's first car—the Sunliner—became his.

When introduced during the 1962 season, the XL was



Since the XL was no longer a Galaxie trim level, it wore its own upscale emblems. Hidden headlamp doors are one of the few temperamental features.

designed as an upscale trim level built upon the Galaxie 500 subseries. Despite the existing full-size foundation the new trim level utilized, the two-letter emblem did not stand for “extra-large,” but rather “extra lively,” as stated right in the factory literature. Whether that’s accurate or not, it was hard to argue against, for the Galaxie 500/XL skipped right past the economy six-cylinder lineup and stipulated the Galaxie’s base V-8 as standard equipment. Further proving Ford’s insistence that it was the “sporty” Galaxie, other standard features included front bucket seats, “bucket-styled” rear seats, a “Thunderbird-styled command console,” full wheel covers that mimicked knock-off wheels, and extra trim throughout. Options included an automatic or four-speed manual transmission, and one of the four then-available Thunderbird V-8 engines. Only two body styles were offered: a two-door convertible or hardtop. Just under 41,600 combined units raced to eager owners in the first year of production.

In the ensuing years, the Galaxie 500/XL both welcomed and discharged additional body styles—including a four-door hardtop—and evolved stylistically and mechanically. Its core remained true to the original design intent, even after the LTD supplanted it as the top-of-the-line model in 1965. Just two years later, the XL finally shed itself of the Galaxie 500 subseries moniker, though in a strange twist, it was still part of the Galaxie

family of cars. By now, the original two-door hardtop and convertible lineup were all that remained and production began its rebound from 23,335 combined units during ’67 to 61,595 in ’69; 7,402 of those were convertibles.

The numbers strongly suggest that while Detroit’s factory muscle cars were garnering road testers’ attention, and LTD sales eclipsed the 417,000 unit mark, sophisticated types still yearned for a sporty image machine. Or, in the case of the Leightons, a convertible they could be proud to drive. Aside from the color combination, theirs was delivered with a now-standard bench seat, it and had been modestly optioned with a two-barrel, 220-hp version of the 302-cu.in. V-8, along with a column-shifted “Select-Shift” Cruise-O-Matic transmission, power steering, radio, and power front disc brakes.

“My aunt worked at the Coatesville Hospital, which was about three blocks from where they lived, and my uncle worked a couple blocks away from the house, so neither ever drove to work. They also didn’t do a lot of traveling by that time. They would drive the Ford about five miles to my parents’ house and go to the grocery store, stuff like that, but they didn’t go anywhere further than that,” Frank says.

In the early 2000’s, Wally died, at which point Frank’s father, Frank, purchased the XL convertible from Connie. Though he



"Ford really knew what they were doing when they engineered this. It's a very enjoyable car."

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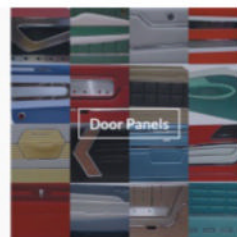
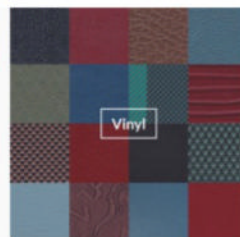
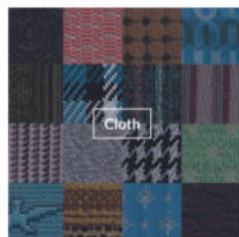
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The Ford XL's standard V-8 engine for 1916 was the corporate two-barrel 302-cu.in. engine.

didn't revere Dearborn's vehicles like Wally did, the elder Frank drove the Ford in the same spirit—minimally—while maintaining its care both in presentation and mechanical maintenance, though not without incident.

According to young Frank, "My dad was on his way to the grocery store one day and he was sideswiped. Fortunately, it wasn't all that bad; the only real damage were scratches along the side, and the pot-metal side marker bezel ahead of the front wheel broke. It was a minor enough collision that my dad didn't pursue restitution. It turned out to be a young girl who had her baby with her, and she wasn't even the owner of the car. The owner didn't have insurance, and even though he offered to pay for any damages my dad told him not to bother, since it was cosmetic. Dad drove it like that until he couldn't drive anymore.

That was in October 2008, and he basically gave me the Ford XL and his 1984 AMC Eagle wagon.

"When I brought the XL home, my wife looked at it and casually mentioned that she disliked the color, so I told her we could fix that by having it painted. She suggested red and we agreed that if she didn't like the car after it had been repainted I'd sell it. We went with Ford's Candy Apple Red, which was an available color for the '69 models. Someone we know nearby was commissioned to do the job, which also required two tiny patch panels in front of each rear wheel opening. I mean tiny—that was the only rot on the car, simply because it wasn't driven much. Unfortunately, it took the guy a while to get the job done, and after some nudging and nearly four years, it was back in my hands. My wife looked at it and said she loved it, so obviously



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I had to keep it. Other than paint, the two patch panels, and a new side bezel, the car is all original.”

In 2012, Frank was finally able to take his uncle’s Ford XL to its first car show: the AACA Eastern Fall Nationals at Hershey, Pennsylvania, where he had to fend off persistent offers to buy it. He’s since joined the Ford Galaxie Club of America and has continued to display the convertible at several local and regional events. And like his predecessors, Frank has managed to keep the mileage low. At the time of our visit in late 2022, the XL’s odometer read a scant 28,646 miles. It begs two questions: What kind of maintenance is required, and what’s it like to drive an essentially original, low-mileage 1969 Ford XL?

MAINTENANCE

According to Frank, “I had to fix the carburetor this past winter because it was leaking, so I went to my local auto parts store and got a kit to fix it. That’s the beautiful thing about this car: It’s not complicated. Mechanically it’s all Ford, and it uses almost all the same components every other Ford used during the era—and they built a lot of Fords in 1969. If you can’t find something at the local parts store, odds are good that you can find it online,

and the support network through the Galaxie Club is amazing. They know all the subtle details and the right people to talk to if you run into some sort of issue.

“Things like body parts and trim are different. It can be hard to find some of the specific trim, for instance, because they only built 7,402 convertibles and 54,557 fastback coupes; the XL was not a high-production model like the LTD. Again, this is where the Galaxie Club’s network really serves car owners well.”

DRIVING

Frank reports that driving his family’s Ford XL convertible is a comfortable experience. Even with the 220-hp 302-cu.in. small-block engine managing nearly 4,000 pounds of metal and material, it provides plenty of pep when needed and runs very smoothly when properly maintained. Not unusual considering the V-8 has been a near bulletproof, reliable Ford staple since its introduction.

“I don’t drive the convertible super fast, but it will easily cruise at 60 mph without any trouble. I know it will go a lot faster; it’s more than capable of maintaining speed in today’s highway conditions if you don’t want to take the slow route somewhere. The Ford XL doesn’t wander all over the road, either. It probably helps to have radial equivalents mounted, but even with bias-ply it tracked nicely. The disc brakes up front provide just a little more stopping reassurance, and because of the chassis wide stance and a capable suspension system it doesn’t wallow while cornering at a reasonable speed. Ford really knew what they were doing when they engineered this. It’s a very enjoyable car.

“I asked my dad why he bought this XL from my uncle, and he said, ‘I bought it for you. I know you like to collect cars.’ I think he knew I’d appreciate this one.” 🚗

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BY TOM COMERRO



FEATURED CLASSES AT PEBBLE BEACH ANNOUNCED

The Pebble Beach Concours d'Elegance prepares for its 72nd edition with an eye towards old race cars, milestones, and 1950s dream cars that were never put into series production. Among this year's featured classes is Vanderbilt Cup Era Race Cars: vehicles that participated in William K. Vanderbilt's races that took place on New York's Long Island, in Georgia, and in Wisconsin from 1910 to 1916. Actual participants and other race cars from that era will be a part of the show, highlighting the earliest racers that helped kick off a century of motorsports.

Several milestones will be highlighted, beginning with Porsche's 75th anniversary in a dedicated class spotlighting models, racers, and prototypes from 1948-'73. Lamborghini's 60th anniversary will also be honored with a class featuring examples from the Miura to the LP500. Rounding out the special classes will be American Dream Cars of the 1950s, which will feature one-off and limited production cars that were bold, unique, and personal to the automakers of that era. The Concours d'Elegance will take place August 20 at the Pebble Beach Golf Links. Visit pebblebeachconcours.net for more details.



CORVAIR MUSEUM EXPANSION UNDERWAY

Plans and fundraising are underway for a new facility dedicated to the Chevrolet Corvair that will be located in the heart of the country. The Corvair Museum of America was incorporated and formalized last year in Hastings, Nebraska, with plans to erect an 18,222-square-foot facility dedicated to the groundbreaking air-cooled car. The goal is to preserve the legacy of the Corvair with educational and entertaining exhibits for people of all ages. Some of the planned features and highlights include stationary and interactive exhibits such as the Yenko Stinger Experience. It will include a replica of the original Yenko Chevrolet dealership from Cannonsburg, Pennsylvania; a Yenko Stinger driving simulator programed with a closed course; a tribute to Donna Mae Mims; and a '60s diner. Of course, there will be several Corvairs on display from all different eras including a concours-restored Yenko Stinger (YS076).

"We believe we have a unique vision to create an experience that celebrates the pioneering innovations represented in the Corvair," museum president Chris Shade says, "but this can't happen without your support." The Apex 2025 capital campaign for the museum has set its sights on a 2025 groundbreaking. Visit corvairmuseum.org if you wish to see a virtual tour of the planned facility or donate cash and/or artifacts. In the meantime, if you are in Hastings, you can see some of the upcoming featured museum cars at Shade's Classic Corvair showroom, located next to the planned site.

ACD REPAIRS AND UPGRADES

The Auburn Cord Duesenberg Automobile Museum announced the launch of the public phase of its campaign to update and preserve the historic building located in Auburn, Indiana. The landmark building is approaching the century mark and it houses more than 120 significant vehicles from the 1920s and 1930s. A full calendar of events and exhibits is underway for the museum, but the facility is in need of some restoration.

"While the museum has maintained this building to the highest degree of professionalism, the issues we are facing are to be expected of a building this age and size," says Brandon J. Anderson, Executive Director and CEO of the museum. "We can't do this work alone and without the public's support, as it is beyond our cyclical maintenance capability."

Roof repairs began in April 2023 with funding supplied by generous donors from all over the country. The museum has reached half of its goal and looks to raise another \$2.5 million to handle window restorations, brick and masonry repair, and a new HVAC system among other things. The fundraiser is taking place in conjunction with the 50th anniversary of the purchase of the building, which was nearly demolished in 1973 before the museum stepped in and bought it. If you would like to help and keep the building looking its best for future generations, visit automobilemuseum.org/support/capital-campaign.



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BY TOM COMERRO

CITROËN COMPENSATION?



An interesting listing came into our Hemmings dealer showroom: what is thought to be one of the last 200 Citroën 2CVs built, up for sale at a dealership in the Netherlands. The final model year for the popular French car was 1990 and this one was said to be #53 of the final batch of 200, that were built in Portugal. The last 200 cars were allegedly given as a parting gift to Citroën workers and staff. The last 2CV was given to the plant manager in July of 1990, which is a typical gesture when closing the book on a long-running model. The 2CV was only built for two years in Portugal, so it seems odd that this many would be given to staff and factory workers. If that is true, Citroën would have been a great place to work. Look closely and you can see



this one has a “53” etched into the firewall. There seems to be minimal chatter about these generous parting gifts and more than three decades later, this is the first we’ve heard about it. If you know more about the final 2CV, or any other motorized severance packages that may have made their way to the public, drop us a message.

“SILVERADO” SOLVED

Terry Burns emailed us regarding the Monte Carlo “Silverado” that was featured in the April 2023 issue (“Executive Decision?”) of HCC. “As soon as I turned the page to Lost & Found, I said to myself, ‘My goodness, that is a Fencil-Tufo Primo.’” Terry explains that they were made by a customizer in conjunction with a popular Chicago-area Chevrolet dealer, Fencil-Tufo (also known by the locals as “Chevy City and Monster Dealer”) out of Glendale Heights, Illinois. Working at the time at a competing dealer, Celozzi-Ettleson Chevrolet in

Elmhurst, Terry recalls the Primos were made between 1976 and 1979 with a wide chrome grille surround, custom padded roof, and a Continental-style wheel cap on the trunk lid. The newspaper clipping he provided us illustrates the new 1978 version of the Primo. We’d love to know more about the mid-’70s conversions. If you see one or had one, let us know about it.



Recently discovered a unique or noteworthy classic car or vehicle? 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 tcomerro@hemmings.com.

New Blood Flow Breakthrough Helps Men Enjoy Strong, Long-Lasting Intimacy – At Any Age

Men across America are raving about a newly enhanced potency supplement that helps achieve healthy blood flow on demand

After age 40, it's common knowledge that performance begins to decline in many men. However, a new, performance empowering pill is showing that any relatively healthy man can now enjoy long-lasting, and frequent intimacy – at any age.

This doctor-designed formula, created by leading anti-aging expert Dr. Al Sears, has already helped men overcome low and sinking libido -- and has recently undergone a potency-enhancing update -- with remarkable new results.

When the first pill -- **Primal Max Black** -- was first released, it quickly became a top-selling men's performance helper, promoting intimacy across America.

It worked by supporting healthy testosterone levels. However, Dr. Sears soon realized that this isn't the only challenge men face with performance. That's when he turned his attention to blood flow.

And this became **Primal Max Red**.

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Using this landmark Nobel Prize as its basis, **Primal Max Red** enhanced healthy blood flow for untold millions of men around the world with the use of strong nitric oxide boosters.

While **Primal Max Black** helped maintain optimal testosterone, **Primal Max Red** tackles a lesser-known challenge.

Director, Al Sears MD, who has authored over 500 scientific papers and has appeared on more than 50 media outlets including ABC News, CNN, ESPN, Discovery, Lifetime, and many more say, *"Less than optimal blood flow can be part of a huge problem that affects a lot of men. And it needed to be addressed once and for all, so men would not dwell on it. Then, once we optimized it and had a great deal of success, we set out to see if we could do even better."*

The former formula had excellent results. However, new research showed that for even faster, anytime, anywhere results, increasing the dose of a key compound was needed.

So, one of the three nitric oxide boosters in the new **Primal Max Red**, L-Citrulline, was clinically boosted to 9000 mg, and the results were astounding. Which is no surprise considering that 5000 mg is considered a "normal amount" -- giving the new version nearly doubled the blood flow boosting power.

Men who had previously been unsure about their power and stamina were overjoyed to be back to their old selves and to get and maintain a healthy bloodflow when they needed it.



A new discovery that increases nitric oxide availability was recently proven to boost blood flow 275% - resulting in improved performance.

BETTER BLOOD FLOW, STRONGER RESULTS

The best way to promote healthy blood flow throughout the body is with the use of **Primal Max Red**. By using it, when exciting signals leave the brain, blood flows much faster like it used to.

This critical action is how men across the country are enjoying full and satisfying performance at any age. No need to bother with testosterone-boosting shots, blue pills, or shady capsules that have no effect.

Primal Max Red can effectively promote healthy blood flow that most men can use for maximum intimacy. This is leading to more greater capacity and satisfaction, coupled with long-lasting performance.

"There was a time when men had little control when it came to boosting their blood flow," Dr. Sears said. "But science has come a long way in recent years. And now, with the creation of nitric oxide-boosting **Primal Max Red**, men can perform better than ever, and enjoy intimacy at

any age."

Now for men across America, it's much easier to stay at their performance peak as they get older.

HOW TO GET PRIMAL MAX RED (AND FREE PRIMAL MAX BLACK):

To secure free bottles of **Primal Max Black** and get the hot, new **Primal Max Red** formula, buyers should contact the Sears Health Hotline at **1-800-424-7039** TODAY. "It's not available in retail stores yet," says Dr. Sears. "The Hotline allows us to ship directly to the customer." Dr. Sears feels so strongly about **Primal Max**, all orders are backed by a 100% money-back guarantee. "Just send me back the bottle and any unused product within 90 days from purchase date, and I'll send you all your money back."

Call NOW at **1-800-424-7039** to secure your supply of **Primal Max Red** and free bottles of **Primal Max Black**. Use Promo Code **HMMPMX523** when you call. Lines are frequently busy, but all calls will be answered!

AGILITY and ELEGANCE



This 1931 Chrysler Imperial CG dual-cowl phaeton by Le Baron could be the poster child for classic cars

BY DAVID CONWILL

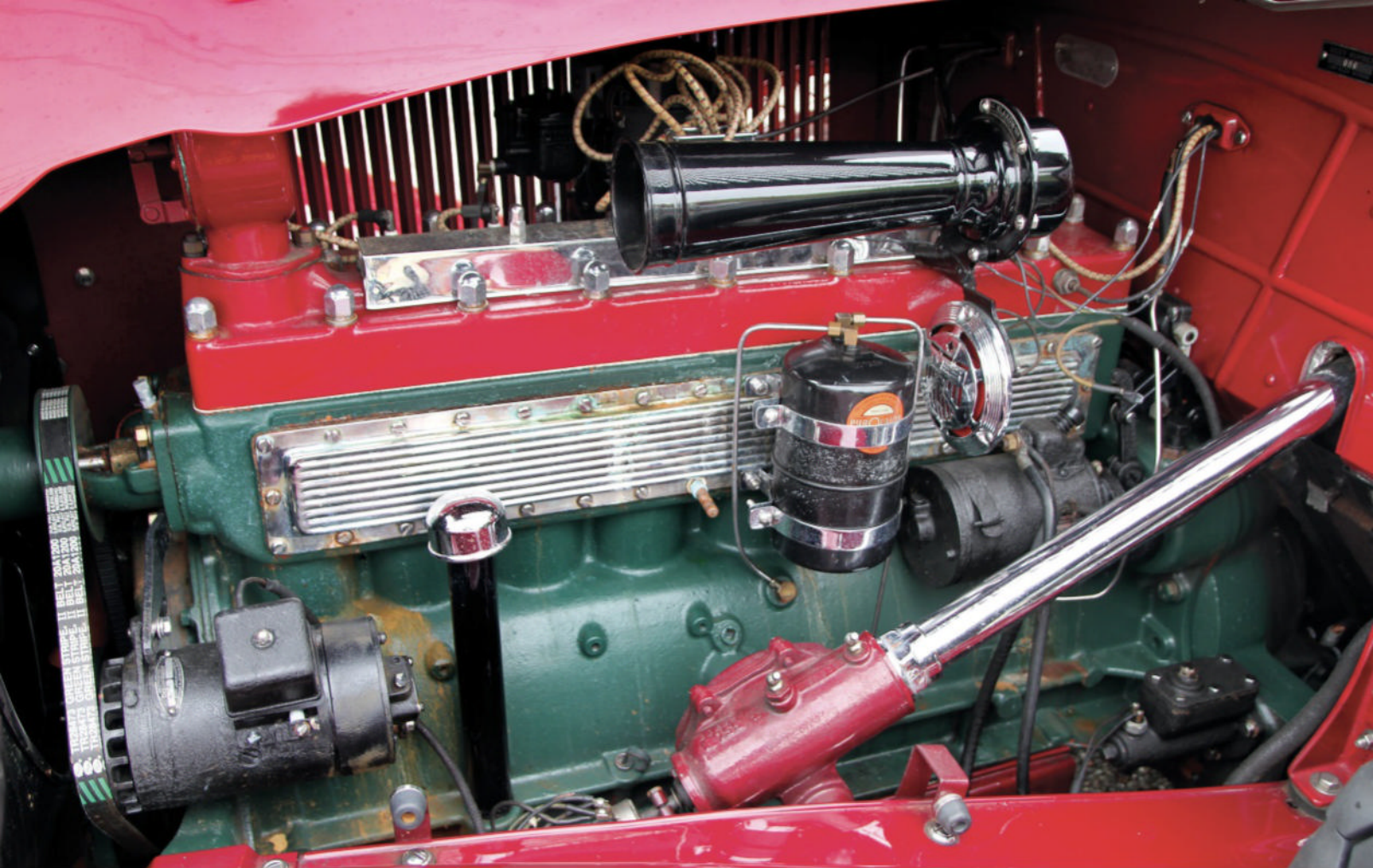
PHOTOGRAPHY BY MATTHEW LITWIN

There are classic cars and then there are Classic cars. The capitalization means that a Classic—also known as “full” or “big-C” Classic in spoken English—isn’t just any neat old car, but something special. The Classic Car Club of America (CCCA) will recognize as a Classic only “a ‘Fine’ or ‘Distinctive’ automobile... produced...between 1915 and 1948.” It goes on to clarify that fineness and distinction are recognizable from factors including high price when new, top-end status within its brand, and limited production quantities (in fact, mass-produced cars built on assembly lines are expressly excluded from the definition). Other factors may additionally weigh in favor of Classic status, including large-displacement engines, custom coachwork (preferably bespoke—made expressly for the owner rather than something from a catalog), and mechanical features not found on lesser cars such as power assists and automatic lubrication.

Our feature car, a 1931 Chrysler Imperial CG dual-cowl phaeton by Le Baron, is recognized along with almost all of its 1931-'33 Imperial siblings, as a Classic by the CCCA. That might almost be surprising, as the LeBaron coachwork was not bespoke, but rather semi-custom. LeBaron Studios was but a styling arm of Chrysler's body supplier, Briggs. Nevertheless, the build quality and technological merits, not to mention the scarcity, of the Imperial CG make up the difference when considering it to be a fine and distinctive automobile. Take that impressively long hood, for example.

It covers Chrysler's new-for-1931 L-head straight-eight engine, rated at 125 horsepower. Previous Chryslers, even Imperials, had all been sixes.





New to the 1931 Imperials was Chrysler's 384.5-cu.in. Le-head straight-eight engine, which boasted 125 hp.

THE CHRYSLER IMPERIAL STRAIGHT-EIGHT VERSUS THE COMPETITION

By 1931, a flathead eight was not revolutionary in itself and this eight was a clear evolution of the Chrysler six-cylinder. It boasted neither the overhead-valve technology nor the vee'd, multi-cylinder construction of its luxury-priced competitors. Yet Chrysler's 384.5-cu. in. engine was high-compression for the time (5.2:1), used a Stromberg down-draft carburetor, and licensed the latest combustion-chamber technology from

Englishman Sir Harry Ricardo.

In the same model year, Cadillac boasted both an OHV V-12 at \$4,045 and V-16 power at \$6,500. More in line with the \$3,575 original price of the Imperial, Cadillac also offered V-8 power in a Fleetwood body at \$3,495. Marmon's V-16 was theoretically available in the range between Cadillac's V-12 and V-16 while Marmon straight-eights sold for far less—a little over \$2,000. Packard's second-generation V-12 was still a two years away, but its \$3,490 Deluxe Eight used a 120-hp, nine-bearing, 384.8-cu. in. flathead straight-eight that sounds suspiciously like it might have been Chrysler's benchmark.

(Editor's note: All prices cited in this article are based on a phaeton body, where applicable. To establish a baseline, the familiar 1931 Ford Model A Deluxe phaeton sold for \$580 and the 1932 Chevrolet BA Confederate Deluxe for about \$560. The U.S. dollar in 1931 had approximately the same buying power as \$19.78 in 2022.)

A LONG-LIVED ENGINE

The basic design of the Chrysler straight-eight made it an extremely fine engine,

which would not be surpassed until it was replaced by the 1951 Firepower Hemi V-8 two decades later. The smooth idle of the eight meant that Chrysler didn't even bother in 1931 to install its newly developed Floating Power rubber engine mounts in the Imperial. Those were instead limited to the \$595 Plymouth, with a 196-cu.in. four-cylinder to compensate for the vibration of such a large-displacement four without a balance shaft. Floating Power would finally come to the Imperial in 1932, adding just that much more refinement to the Imperial chassis.

Although the straight-eight, redesigned periodically but essentially the same engine, lasted a long time in Chrysler service, a more short-lived technical innovation is perhaps the CG Imperial's best-known feature. That's the four-speed transmission, which is an unusual find in an interwar American car but was in vogue for 1929 to '33.

THE CHRYSLER IMPERIAL FOUR-SPEED

Europe, where engine displacement was taxed and thus smaller engines were favored, was transitioning to multi-speed transmissions with great success in the





1930s, but most domestic auto engineers knew clutch-and-shifter work wasn't what drivers preferred when instead ample torque was available. This was especially true in the late 1920s and early 1930s when the gear synchronizer was just coming into common use. Synchromesh, a GM trademark, first appeared on 1928 Cadillacs—Chrysler wouldn't get synchronizers until 1932, relying instead on freewheeling to de-couple the transmission from the driveshaft and achieve a similar effect.

Big, powerful cars like the Chrysler needed a four-speed far less than something like an American Austin, but the complexity and cost involved in additional drive gears meant only the most expensive cars could justify the expense. The idea has been attributed more to marketing than true need, but since the rear-axle gear ratio was no different than it would have been on a three-speed car, the benefit at least in a Chrysler would have been seen mostly in town, where driving around in the 1.41:1-ratio third gear would provide quicker acceleration (the standard 3.82 gears giving a 5.39:1 final-drive ratio) while also being quiet due to the construction of third gear, using internal teeth.

Chrysler, along with all the other American luxury makers, dropped four-speeds after 1933. Chrysler was a key player in development of the Borg-Warner planetary overdrive, which replaced the tail of a conventional three-speed. The overdrive would provide a similar experience to the "dual-high" effect in the four-speed, the newer three-speed would have a quiet second and it would reduce the final-drive ratio for higher cruising speeds.



DRIVING IT

The 3.39:1 first gear and 2.35:1 second are both spur gears and resultingly durable but somewhat noisy. The deep ratio on second (same as first in a later T-85 three-speed) encourages one to start there and drive

the transmission like a three-speed, says Charlie Hind, owner of our feature car. He also advises rev matching, rather than double clutching, when shifts are required. At 4,645 pounds, the relatively lightweight phaeton body on our feature car doesn't





**“Most assume that it will drive like a truck. It really doesn’t. It’s agile, very safe, and really dependable. It’s never broke down.”
— Charlie Hand**

warrant use of first, though perhaps it was somewhat useful getting the factory’s 4,915-pound, eight-passenger limousine rolling in certain conditions.

On the open road, shifting into 1:1-gear fourth at 58 mph would drop the engine from its 3,200-rpm horsepower peak down to 2,270 rpm. Getting back to 3,200 rpm on the 32.8-inch, 7.50-18 Firestones would involve doing 74-plus mph. Charlie says the car is at its most pleasant around 35 to 45 mph in cool weather, though it’s certainly capable of much more speed if you wished to push the limits of essentially peak-1920s tire, suspension, and brake technology. It’s really not a bad system—Charlie describes it as “agile and easy to drive.” The 92-year-old car would seemingly be capable in all but the heaviest of modern traffic.

RACE CAR HERITAGE

Chrysler’s early ’30s four-speed may have been more like a 1950s truck transmission than a ’60s muscle car transmission, but it does have a race history. Both a CG and a CD-series Eight appeared at the 1931 24 Hours of Le Mans and other Grand Prix races in Europe that year.

Immediately on their appearance

in the 1920s, Chryslers as a whole had earned a reputation in the UK as being much like a Bentley—big, robust, and powerful—at a fraction of the cost. No less than Sir Malcom Campbell had constructed one of his Blue Bird race cars on a Chrysler chassis in 1925, the year after the brand had appeared.

A COMPETENT CAR IN ANY DECADE

Charlie compares stopping power to a 1932 Packard Light Eight he used to own. That was the first “cheap” Packard built in response to the Great Depression, selling for no more than \$1,940, but still nice enough to warrant Classic status with the CCCA. Charlie says that despite 15-inch drums, the Light Eight’s mechanically actuated brakes took “a quarter mile to stop” while the Imperial’s 14-inch hydraulic drums are far more responsive.

Charlie likewise backs up the usability of Chrysler’s four-speed in its original context and the overall balance and poise of the Imperial chassis. “It’s a big car,” he says, “without power steering, but it’s got a big wheel. Most assume that it will drive like a truck. It really doesn’t. It’s agile, very safe, and really dependable. It’s never broke down.”

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A TOURING VETERAN WITH "THE L-29 LOOK"

Charlie's Imperial has had ample opportunity to break down. He's owned it since 1990 and restored it in 1999-2000. Subsequently, he's run it regularly from his home in Connecticut up into Vermont, a 520-mile round trip, attending the Vermont Automobile Enthusiasts' Antique and Classic Car Meet formerly held in Stowe, now in Waterbury, each summer. In fact, it was on the way to Stowe when Charlie first got an antique of his own (a 1948 Oldsmobile convertible that he still has) and where he first spotted a Chrysler Imperial CG like this one.

"I thought it was a Duesenberg," he says. Understandable, as the 1931 Chrysler eight-cylinder cars were styled with heavy input by Alan Leamy, who certainly also penned the \$2,500-ish Cord L-29, the \$1,545 Auburn 8-98, and whose hand is seen by some in the front-end styling of the Duesenberg Model J, which came otherwise only as a bare chassis for use by coachbuilders at an eye-popping \$8,500. In other words, the styling of the Imperial and its CD-series Chrysler Eight stablemate was so good that Chrysler even introduced a restyled six-cylinder line, the CM-series, later in the year. With its 145-inch wheelbase, however, the Imperial certainly wears the so-called "L-29 look" to full effect.

CORD STYLING ON A CHRYSLER CHASSIS

Chrysler's styling is particularly impressive, too, when you consider that while Cord was using brand-new front-wheel-drive technology to eliminate the transmission and driveshaft as obstacles

to lowering the body, Chrysler engineers were still using parallel leaf springs and solid axles front and rear. Imperials have especially good road-handling manners as they used Houde (Houdaille) shock absorbers rather than the cheaper Lovejoy units of less-expensive models.

Once again, the Imperial invites comparison with 1920s and early '30s Bentley products as masterful road cars (both then and since at the hands of enthusiast drivers), though CG-series Imperials are even less frequently encountered, it seems, than Bentleys of those early Cricklewood years.

A RARE MODEL YOU CAN STILL SEE ON THE ROAD

Chrysler recorded the manufacture of only 85 LeBaron dual-cowl phaetons like Charlie's (among 3,228 CG's of all types), and a mere 11 are thought by the Imperial Club to still exist. Since Charlie purchased this one as a project, missing interior, top, and a few other parts, that complicated the restoration somewhat. Thankfully, despite slow sales, Chrysler kept similar Imperials, sharing many CG-style parts, in production until 1934 when the Imperial Airflow debuted. One of the few 1931-only parts that nearly eluded Charlie was the clock.

As for the future, Charlie says it may hold a set of whitewall tires or metal covers for the side-mounted spares, and it definitely holds more driving. Charlie's collection (he just acquired a 1949 Dodge Wayfarer roadster, too) makes regular appearances both at Waterbury and at shows in Connecticut. If you're in its vicinity, you'll know it. There's no way to miss a car like this. 🚗



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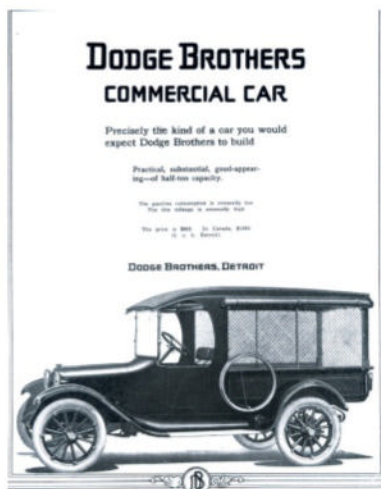




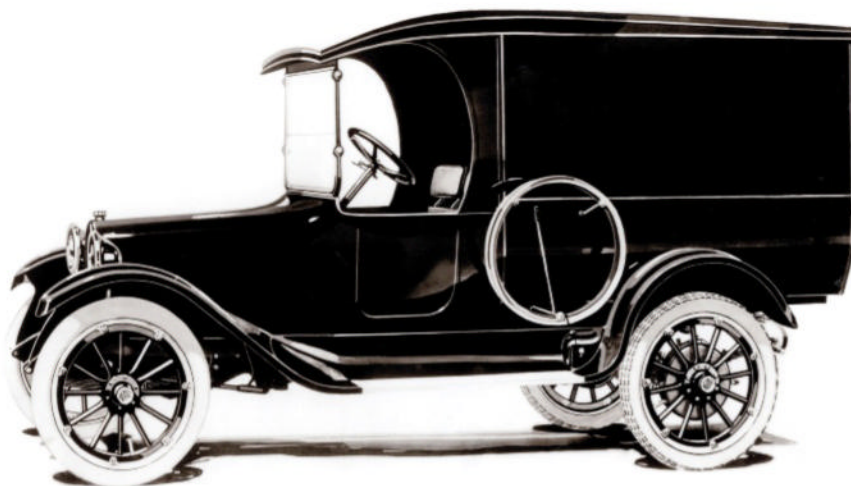
The Graham Connection

Recounting how Dodge segued into the fledgling truck market





Dodge's first venture into commercial vehicles consisted of light truck-type delivery bodies mounted on slightly modified Dodge passenger car chassis. The resulting vehicles were referred to as Commercial Cars, not trucks. Shown is a 1917 screen-side delivery.



Another popular Dodge commercial car was this 1918 Express wagon with a fully enclosed cargo compartment, but open cab sides. Plastic curtains could be fitted to protect the driver from the elements.



Dodge dealers began selling Graham trucks in 1921. Shown is a 1924 model with flare-board sides and roll-down enclosures.

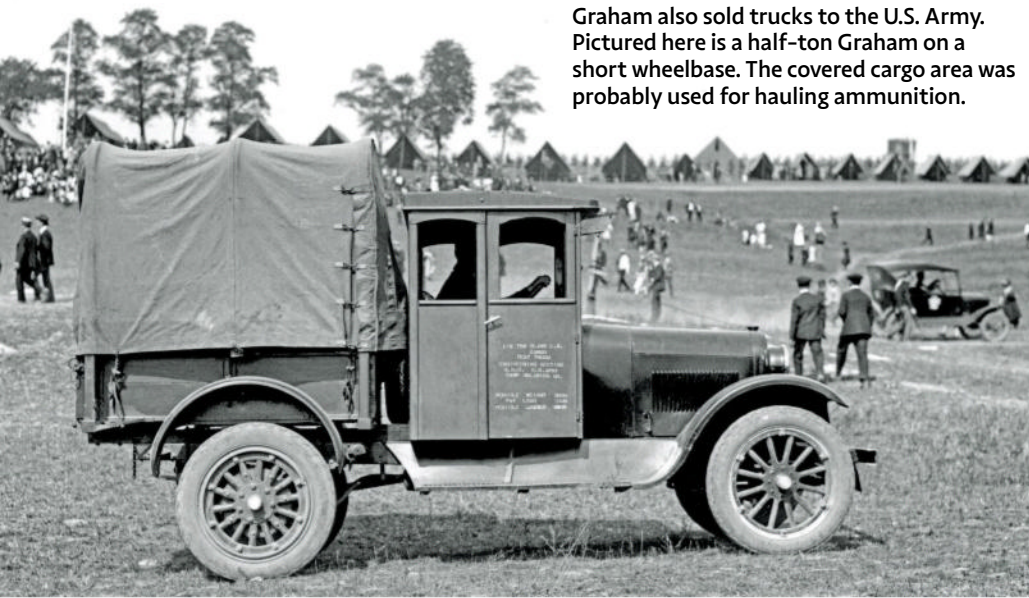
IF YOU HAVE A DODGE or Ram pickup in your driveway you should know this: There's a Graham in its past. And we're not talking about crackers.

Chrysler's Dodge Truck Division (now known as Ram) came into existence in a somewhat convoluted way. Years before Dodge had a truck division—in fact, years before there was a Chrysler Corporation—there was an independent automobile company called Dodge Brothers. The two founders were brothers John and Horace Dodge, redheaded mechanics who got their start in the automobile business with a machine shop they set up in Detroit. Established in 1900, their shop specialized in manufacturing parts for the many small automakers that were being opened in and around Detroit.

In 1903, Henry Ford, cranking up production for his third try at becoming a successful automaker, asked the brothers to supply him with chassis for his new car. This they did, while also investing in Ford's company to the tune of ten percent ownership. Business was soon booming, and the Dodge boys began making money hand over fist. However, the Dodge/Ford relationship was always a stormy one, and in 1914, the Dodges gave notice that they were terminating their contract with Ford in order to go into business with their own car. They sold their Ford stock, which provided the needed capital.

The new Dodge automobile was in many ways an improved version of the Ford, with a stronger, more powerful engine, an updated three-speed sliding gear transmission, and an overall sturdier design. Targeted to sell a step or so above

Graham also sold trucks to the U.S. Army. Pictured here is a half-ton Graham on a short wheelbase. The covered cargo area was probably used for hauling ammunition.



Ford's budget Model T while offering better performance and quality, the Dodge Brothers automobile was an instant success. They couldn't build enough cars to meet demand, so trucks weren't initially offered. However, bowing to popular demand, for 1917 the company did introduce a screen-side "commercial car," a

light-duty delivery truck body mounted on a slightly modified passenger car chassis.

A year later, when America entered the First World War, the U.S. Army ordered hundreds of Dodge touring cars for service overseas. Dodge built beefed-up versions of its civilian cars, along with ambulances and screen-side delivery

vehicles, on the commercial car chassis. Having thus gotten a taste of how profitable commercial vehicles could be, the Dodges added a second model to their domestic offerings: a panel-side Express Delivery with an enclosed body and a 2,600-pound load capacity. Management began to consider other truck models to add to the lineup.

Meanwhile, over in Indiana, another set of brothers was building a line of high-quality trucks. The Graham brothers—Joseph, Robert, and Ray—started out as owners of a successful glass bottle manufactory. In 1916 they received a buy-out offer from the Owens Bottle Company of Toledo, Ohio. The youngest brother, Ray, had recently developed a rear axle and frame combination that could be spliced onto Ford cars to convert them into one-ton trucks, so the three men decided to sell the glass holdings and go into business building truck bodies and conversion kits. The new enterprise proved successful, and by 1920, Graham was producing complete trucks and buses; prospects for the future were excellent. The brothers used a variety of engines to power their trucks, including the sturdy Dodge four-cylinder.

This 1924 Graham Stake Body truck has handsome lines. The small quarter window was a feature of Graham's famed Vestibule Cab.





Dodge continued to produce its passenger-car-based commercial vehicles. The three 1925 models seen here were part of a fleet owned by the George J. Cross Jr. Plumbing and Heating company.

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Meanwhile, Graham built heavy-duty trucks for Dodge dealers, which had exclusive rights to sell them. This 1925 Graham dairy truck is particularly handsome. Note the open C-cab.

Sadly, the Dodge brothers both died of influenza in 1920, and management of the company was turned over to Frederick Haynes, an astute executive who saw in the Graham venture a way to add a broad line of trucks to his own firm's offerings. In 1921, a deal was struck, with the Graham men agreeing that from then on, they would offer their trucks exclusively through the Dodge dealer network. Although they were powered by Dodge engines and offered solely by Dodge dealers, the trucks would still be badged as Grahams. A new company, Graham Brothers Inc., was set up to produce the volume of trucks Dodge's large and aggressive retail sales network would require.

Graham trucks were quite attractive, with their C-type and enclosed cabs offering a bit more style and solidity than many of their competitors. The trucks were produced in 1-ton and 1-½ ton versions, and buyers could purchase just the base chassis-n-cabs or equipped with a wide variety of commercial bodies from Hoover Body Company, Babcock, Keystone, Stratton-Bliss, or any one of dozens of other body manufacturers. In addition to the usual Delivery and Express models, Grahams were ordered as oil

This 1925 Graham Express truck, seen in Washington, D.C., was owned and operated by the U.S. government's General Accounting Office.





Another Graham owned by the U.S. government was this 1927 Graham heavy-duty delivery truck operated by the Treasury Department. Note the famed Vestibule Cab.

trucks, stake and platform trucks, a variety of open and closed buses, and steel-bodied panel trucks.

The styling of the Graham cabs was distinctive. Popular open C-cabs could be ordered with glass in the side quarter sections for better visibility, while most of the closed models boasted a Vestibule Cab, with stylish pane glass quarter windows.

Business was excellent right from the start. The Graham name was well-established, and the Dodge dealer network was large and strong. Before long, additional plants had to be erected to boost production as demand outstripped plant capacity. Output grew from about 12,000 combined Dodge and Graham trucks built in 1921 to more than 42,000 trucks in 1924—an exceptionally good volume in those days. In fact, combined sales of Dodge and Graham commercial vehicles were greater than every other truck brand but Ford.

In 1925, a group of New York investors, headed up by the investment firm Dillon, Read, and Company, purchased Dodge Brothers for \$146 million. It was the largest cash transaction in the nation's history to that point. Then, to have a more

secure hold on Graham's truck business, Dodge purchased 51 percent of Graham Brothers Inc. in 1926 for \$3 million. The Graham brothers became high-level Dodge executives, but left the company less than six months later, selling their remaining 49 percent ownership of Graham Brothers to Dodge. The reason behind their abrupt departure isn't clear.

It didn't take long for Dillon, Read, and Company to decide they didn't want to be in the car and truck business after all, so they sold the entire Dodge organization to Walter Chrysler's Chrysler Corporation in 1928. The following year the Graham Truck nameplate was retired by the company, ending its short but very successful run. By that point the Graham brothers had acquired the old Paige Motor Company and launched a new car under the Graham-Paige name. This avoided the potential confusion of having Graham trucks and Graham cars being built simultaneously by two different firms.

Although the Dodge nameplate had been used on commercial vehicles for more than a decade, the company had yet to offer a factory-built light-duty pickup truck to the public. Earlier commercial

cars were usually fitted with Express Delivery (sort of a pickup with a fixed roof, sometimes with roll-down sides) or Screen Side Delivery (when fitted with screened side panels), Business Car (with panel sides), or any of the special-purpose bodies available on the aftermarket. Some pickup bodies had also been fitted, but not by the factory, at least not on a light-truck chassis. And of course, thousands of commercial vehicles had been purchased by the U.S. Army during the Great War. The first true factory-built Dodge pickup didn't actually debut until 1929. However, when the company finally did jump into the light-duty pickup market, it did so with gusto—the Dodge ½-ton was as handsome a pickup as anyone could want. Called the Merchants Express, it initially utilized the Graham-designed Vestibule Cab that had been used on the Graham Enclosed Cab Pickup, which featured very stylish quarter windows along with a rooftop visor lip.

This proved a short-lived thing. Within about a year, the Graham-type Vestibule Cab was replaced by a more conventional closed cab, ending the last Graham-influenced Dodge styling feature. 🚚

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BY DAVID CONWILL



Crosley Series CC

A stripped body with an interesting history and endless potential

TALK ABOUT TEMPTING. This 1946, '47 or '48 (I didn't check the body serial number) Crosley Series CC sedan or Sport Utility body, with an asking price of just \$650, looked like it would be so easy to put back together. That's especially true if you know about Crosleys and just how inexpensive they are to own and enjoy. They've got a dedicated group of enthusiasts around them, so parts and knowledge abound.

TO RESTORE OR TO MODIFY?

Which is not to say that reassembling any car from a bare shell is easy, per se. It's a lot of parts finding, diagram studying, and typically far more expense than simply buying a running, driving car to enjoy. You'd have to be after the sheer sense of accomplishment that comes with building a car from the ground up. It seems likely that when this body sees the road again, it will be in some modified form. Even a purist would probably include some upgrades from the Crosley parts bin if resurrecting this clean body in something close to factory trim.

CROSLEY RACE CARS

Because Crosleys were among the smallest and lightest cars of their era, they enjoyed being in vogue as race-car bodies in the '60s and are thus in some demand among those seeking to relive those days with tribute builds. At the 2023 Charlotte AutoFair, where I spotted this one, it was surrounded by 1950s and '60s V-8 parts and four-speed transmissions. Also, nobody is allowed to write about Crosley cars without noting that even Crosley-powered Crosleys had technical, if not sales, success as

an American version of a British sports car, with a 1949 Hotshot winning the first race at Sebring (hmn.com/crosleysebring).

CROSLEY ECONOMY CARS

As-built, Crosley cars were intended to be extremely thrifty and inexpensive: 30 to 50 mpg was reported in the mid-'40s. Their size made them perfect as a kind of in-town runabout to utilize as a second car or in addition to the train, bus, and trolley. Before World War II, the earliest Crosley cars used air-cooled, two-cylinder engines. Postwar cars used a series of liquid-cooled four-cylinder engines, first of copper-brazed sheetmetal construction and later (1949-'52) in cast-iron form. The best-selling era for Crosley was immediately after the war, when bigger cars had long waiting lists, and many of these '46-'48 cars had the iron engines retrofit when nearly new. The spartan nature of the Crosley passenger cars meant steadily diminishing sales as the economy heated up in the '50s.

CROSLEYS TODAY

Though forgotten by most non-enthusiasts, a stock Crosley comes off as very cute and even kitschy today, meaning they're occasionally taken as alternatives to things like an original Fiat 500. The Jeep-esque Crosley Farm-O-Road could easily be mistaken for a 1960s Mini Moke. Wagons are the most desired of the conventional cars, with the Hotshot and Super Sports roadster models being the top of the heap. Even a sedan like this, though, would have enormous presence anywhere it went.

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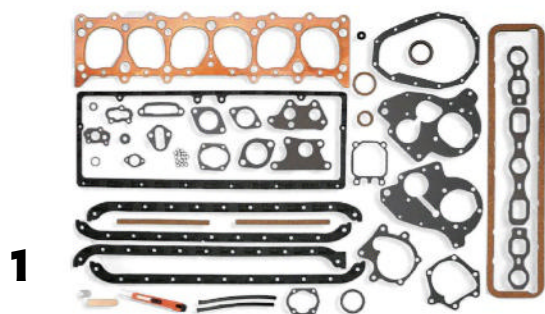


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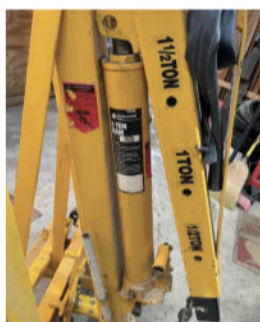
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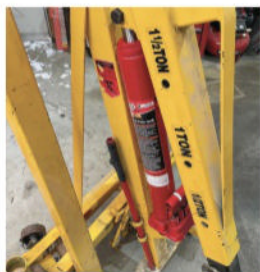
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A decade and a half ago, I thought I had it all figured out. I had a garage of my own for the first time in my life, and I had started to accumulate tools to work on cars, including an engine hoist. It was a basic Performance Tools two-ton hoist with an eight-ton ram that I'd bought at the corner parts store. Even with the foldable legs, it took up two tons of space in my garage, but I could now pull engines for rebuilds and swaps, like the one I had planned for my 1979 AMC AMX.

And then, when I pulled up to Lou Vignogna's shop to drop off an engine for machine work, I realized I was just a babe in the woods. Here was Lou, and his son Jimmy, with an engine hoist about as old as time with double-piston operation. Unlike the single-piston ram on my hoist, which exerted pressure only on the down stroke, this one exerted pressure on both the up and down strokes, halving

the time it took to lift the hoist. Jimmy watched as such a simple thing that he'd probably used for years blew my mind. I needed one.

I'd just dropped a lot of dough on the garage, the tools, the hoist, and the project, though, so I deferred buying a double-piston jack. I told myself I'd wait until the single-piston jack on my hoist gave up the ghost, then I'd splurge. Yet that single-piston jack kept working just fine until this winter, when I rolled it out to prep it for handling the battery stacks for the Chenoweth. It had developed a little rust on the ram, and all I really needed to get it working again was a simple bleed procedure, but I jumped on the opportunity to buy that double-piston jack I'd waited 15 years to get.

Although there are a few auto parts supply stores in town, I did a little research and settled on a double-piston 8-ton long ram jack made by Big Red Jacks. I found one available from Amazon for \$88.36. It's pretty much identical to the original single-piston jack on my engine hoist in every way except the color and the second piston. All the mounts are the same, the length is the same, the 8-ton weight rating is the same. No drama swapping the single-piston jack out and the double-piston one in. The handle that came with it is a few inches longer than the one that came with the hoist too, which was nice.

With it all buttoned up, it worked exactly as expected, lifting to the same height as before in half the time. The motion was just as smooth as the single-piston pump, though I'll have to modify the pumping rhythm I've developed over the last 15 years. Does every hand-pumped hydraulic ram need double-piston pumping action? I think perhaps they do now. While I haven't really put it through its paces yet, it's already proved its worth in the time it's saved me. Maybe I shouldn't have waited those 15 years to get one. 🛠️



BIG RED JACKS' DOUBLE-PISTON 8-TON LONG RAM JACK

Price:	\$88.36 (amazon.com)
Where to get it:	amazon.com
What we liked:	Easy to install and the time saved.
What could be better:	A comfort grip on the handle.
Overall rating:	★★★★☆

[Editor's note: Hemmings occasionally receives products from manufacturers for the purpose of product reviews. In this case we bought this item with our own money.]

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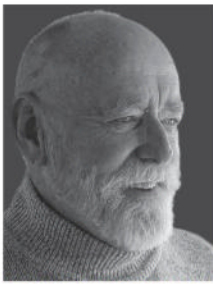
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on the
weekends."

IN 1961, I WAS attending the local junior college and kept myself in Smithys and teardrop knobs for my 1949 Chevrolet by working nights as a gas station pump jockey, and now and then as a gopher at an auction house. The auction owner accrued his inventory by cleaning out garages and then auctioning off his finds once a month in a big barn.

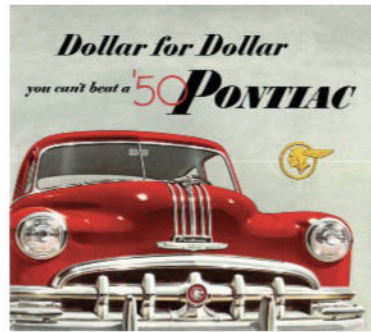
My pal Rodney and I were young and strong, so we lugged items out of the auctioneer's barn and hauled them onto the stage for him to sell. One rainy weekend, however, things didn't go well. Only a handful of people showed up, and nobody seemed to want second-hand washing machines, wagon wheel maple furniture, or war souvenirs. Sales were so poor that Mr. Smoot, the auctioneer, didn't even try to sell the dull-gray derelict Pontiac convertible sitting outside, because its top was gone, and its interior was soggy.

Because Smoot had done badly that day, he didn't have money to pay us, so he offered us the Pontiac instead. Rodney needed a car, so we accepted. Turns out it was a 1950 Chieftain De Luxe Eight, and it ran—sort of. Rod and I got it to his house, but it had a very insistent knock, and trailed blue smoke. A Studebaker mechanic we knew told us it had a bad rod bearing, so we borrowed a *MoToR's* manual from him and went to work on the Chieftain in Rod's driveway.

We drained the oil, pulled the pan, and loosened the rod and main bearings. Thankfully Pontiac had switched to thin-shell insert bearings by that time. We went to a nearby auto supply and picked up a new set. We didn't have a torque wrench and had no idea if the crankshaft was out of round or damaged. But upon inspection, we saw that the old bearings had worm tracks from acid in the oil, and one had disintegrated.

We put in new bearings, coated the old pan gasket with grease, and buttoned it up. We then poured in the requisite amount of reclaimed oil, and started the old flathead. It fired after a bit of grumbling and hesitation. The blue smoke was still all around us, but there was no knock. We fixed it!

After a few sunny days the interior dried out, though it still stank of mildew and engine fumes.



We didn't care. We had a convertible. The top only consisted of a few vestigial cloth remnants attached to the frame bows, so we just drove it alfresco, and turned the heater on full blast to keep warm.

The paint on the old Pontiac had worn to the primer on the tops of the fenders, and the car

sagged to one side due to a failing rear spring, but its 268-cu.in. inline-eight was pretty smooth, and its Hydra-Matic shifted well. Besides, our Chieftain De Luxe had a radio, heater, whitewall tires, and a tissue dispenser. We had to put an OZ4 tube in the radio, and the tires were bald, but they never failed us. And our girlfriends loved it because we could cruise and be seen at local drive-ins.

Summer came and the old Pontiac ran hot, so we drove with the heater on then, too. In the end, the Pontiac wound up being Rodney's because I had my 1949 Chevy to get around in. We later did a ring and valve on the old Pontiac in Rodney's driveway, but that's another story.

I learned to work on cars from a *MoToR's* manual. I knew that if I wanted to keep my old beaters running, I had to be able to fix them. In those days, you could make do with a set of combination wrenches, Vise Grips, and a couple of screwdrivers. We washed parts in gasoline, and our hands with Lava soap.

I was lucky, because I grew up when cars were simple, as was I, and you could pick up a beater for as little as \$25. That's what I paid for my '49 Chevy—though I had to spring for a princely \$30 for a junk '39 Oldsmobile later. And I still enjoy working on old American cars.

Some men prefer golf or tennis, and I say have fun. Me? I haven't progressed since adolescence. I still listen to doo-wop music and roll around under old Chevys on the weekends. I gave up the Marlboros, but I still use bad language and throw my hat on the ground and stomp it once in a while. In the end, though, I resurrect old cars, and that makes it all worthwhile.

Besides, if I can't figure things out, I call my car buddies and they cruise by, drink my coffee, and stand around in my garage talking cars. For me, it doesn't get any better than that, even though we are now as bald as the tires on Rodney's Pontiac. We have a good time, and keep the old classics on the road. 🚗



Jim Richardson has been traveling. This month's column was originally published in the April 2020 issue of *Hemmings Classic Car*.



**#1
VINTAGE RALLY!**

2023 GREAT RACE ROUTE

St. Augustine, FL to Colorado Springs, CO

June 24-
July 2, 2023

SATURDAY, JUNE 24

START: Francis Field, St. Augustine, FL - 8 a.m. to 1 p.m.
OVERNIGHT: Main Street, Tifton, GA - 4:45 p.m.

SUNDAY, JUNE 25

LUNCH: Toomer's Corner, Auburn, AL - 12:15 p.m.
OVERNIGHT: Uptown at Protective Stadium, Birmingham, AL - 4:30 p.m.

MONDAY, JUNE 26

LUNCH: Veterans Park, Tupelo, MS - Noon
OVERNIGHT: Guesthouse at Graceland, Memphis, TN - 5 p.m.

TUESDAY, JUNE 27

LUNCH: Argenta, Downtown, North Little Rock, AR - 11:45 a.m.
OVERNIGHT: Russellville Depot, Russellville, AR - 4:30 p.m.

WEDNESDAY, JUNE 28

LUNCH: BW Inn Of The Ozarks, Eureka Springs, AR - Noon
OVERNIGHT: Main Street downtown, Joplin, MO - 5 p.m.

THURSDAY, JUNE 29

LUNCH: Lyon County Fairgrounds, Emporia, KS - 1 p.m.
OVERNIGHT: Riverfront Stadium, Wichita, KS - 4:45 p.m.

FRIDAY, JUNE 30

LUNCH: Brit Spagh Park & Zoo, Great Bend, KS - 12:30
OVERNIGHT: Main St./Stevens Park, Garden City, KS - 5 p.m.

SATURDAY, JULY 1

LUNCH: Colorado Welcome Center, Lamar, CO - 11:00 a.m.
OVERNIGHT: Pueblo Union Depot, Pueblo, CO - 4 p.m.

SUNDAY, JULY 2

FINISH: Tejon Street, Colorado Springs, CO - 1 p.m.





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