

HEMMINGS

# CLASSIC CAR

AMERICA'S COLLECTOR-CAR OWNERSHIP MAGAZINE

JULY 2024 #238

## **E/PRODUCTION OUTLAW**

1957 PORSCHE 356A COUPE



### **ROAD READY**

- RETURN TO THE ROAD: 1931 FORD MODEL A COUPE
- RESTORATION PROFILE: 1966 PONTIAC TEMPEST CUSTOM

### **BARN FIND**

1929 LA SALLE MODEL 8590 COUPE

### **LOW PRICED LUXURY**

1960 DODGE DART D-500 CONVERTIBLE





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A close-up photograph of the front left corner of a red 1957 Porsche 356A coupe. The car's body is a vibrant red with a glossy finish, reflecting the surrounding environment. A prominent chrome headlight is visible on the left, and a chrome grille with vertical slats is partially seen at the bottom left. The car is parked on a dark surface, and the background is slightly blurred, showing some greenery and a building.

**On the Cover:** West Coast photographer Luke Munnell traveled to the San Francisco Bay area to capture this 1957 Porsche 356A coupe, a former SCCA E/Production race car its current owners reconfigured as an open-road “Outlaw in sheep’s clothing.”



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Matthew Litwin

# Ready for the Road



Write to our Editor at [mlitwin@hemmings.com](mailto:mlitwin@hemmings.com) and follow him on Instagram @[matt.litwin.hemmings](https://www.instagram.com/matt.litwin.hemmings).

"The somewhat comedic scene that would have had safety engineers cringing went without a hitch..."

**THE PAST MONTH** has been an exciting one for your *HCC* staff. As you'll read in this issue, a relatively local subscriber and longtime friend of Hemmings reached out to offer us a Chevy 292-cu.in. straight-six he had stashed away in his barn years ago, provided we had not already found another worth pursuing. Between late-season snowstorms, we were able to retrieve the engine with the aid of an ancient beam in the barn, a cable come-along of questionable load capacity, brute determination, and our recently revived 1965 Dodge A100 cab-over pickup. The somewhat comedic scene that would have had safety engineers cringing went without a hitch, and within a couple days our master mechanic Junior Nevison had the long-ignored engine ready for its pallet test. Spoiler alert: The six was purring long enough to confirm it was *the* engine for our project.

In a region of the Lower 48 where winter's icy grip can last as long as six months, the spark that ignited the fuel/air mixture in the Chevy's combustion chambers also sparked a fresh wave of enthusiasm within us. Just like that, returning the Hemmings 1936 Chevrolet panel truck to the road took a giant step closer to reality, no longer an ambitious dream left hanging on a wing and a prayer. As regular readers are aware, our plans for the panel truck beyond simple functionality are grand: Spring and fall swap meets; summer shows and photo sessions with future feature vehicles; and more than a few road trips. The kind of adventures that easily chase away winter blues.

A critical aspect to making it all a long-term reality, beyond the engine of course, are the mechanical aftermarket and safety upgrades that are next on our team's to-do list, also discussed in detail prior. At one time, such thinking was a foreign concept to me. When I first purchased my 1952 Buick Roadmaster, I adored the car for what it was—factory-stock, early Fifties technology that, comparatively speaking, was easy to maintain and repair if necessary. Experiencing the feel of the road through the steering wheel, and what the big straight-eight in front of me was saying through the accelerator, was unlike anything I had felt prior. I

quickly understood the appeal of driving a vintage vehicle, an element long removed from today's gadget-encrusted commuting cruisers. Yet it was also a car I wasn't quite comfortable driving on 500-plus-mile excursions.

For that, I needed another car, and I found it in a 1972 Buick Skylark Custom convertible, roughly about the time I was selling my 1964 Buick LeSabre. I discovered the convertible quite by accident when—after a challenging day at my prior job—I took a longer route home to decompress. It being summer, I almost missed the green-over-green GM A-body backed against roadside shrubs, were it not for a Day-Glo sign with a hand-scribed \$4,000 asking price placed to the windshield. Locking up the brakes in my generic commuter was a snap, and within moments I was admiring the 350-cu.in.-powered, bench-seat beauty in all its factory-original glory.

Within a week, the Skylark was registered in my name, and in the garage with the hood up. The Buick small-block had been running as if it was fuel starved. Lo and behold, the seller had cobbled together a two-barrel that lasted long enough to shuffle the car to the sold column in his ledger. Securing a proper unit solved that issue, and while I was at it, I opted to do a full tune-up to play it safe. The Buick ran like a darling thereafter, even making the trek to Vermont from Connecticut on more than one occasion.

I was smitten with its fuel-sipping economy and factory looks, boring full wheel covers and all, until one day someone suggested I swap out the steelies for a racy-looking set of 15-inch Buick five-spokes. Upgrades began to mushroom from there: meaty radial tires; a new stereo system; LED headlamps; and the swap to a more traffic-negotiating-friendly four-barrel carburetor and intake system. The Skylark already had factory front disc brakes, but perhaps I could upgrade the calipers and install beefier rotors. Each idea brought me closer to the reality of long-distance touring, and forever changed my opinion about road-ready upgrades. Driving, after all, is the icing on the vintage vehicle ownership cake. 🚗



# 1920s Style for a 1920s Price

It was a warm summer afternoon and my wife and I were mingling with the best of them. The occasion was a 1920s-themed party, and everyone was dressed to the nines. Parked on the manse's circular driveway was a beautiful classic convertible. It was here that I got the idea for our new 1920s Retrograde Watch.

Never ones to miss an opportunity, we carefully steadied our glasses of bubbly and climbed into the car's long front seat. Among the many opulent features on display was a series of dashboard dials that accentuated the car's lavish aura. One of those dials inspired our 1920s Retrograde Watch, a genuinely unique timepiece that marries timeless style with modern technology.

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# Memories of My Triumphs



**MOST OF MY** high school years, living in Montana, were spent driving a customized 1948 Chrysler. That ended in 1960 when I graduated, enlisted in the Army, and soon thereafter, was stationed in Germany. My first knowledge of Triumph sports cars developed there in 1963 when my good Army friend purchased a new Triumph TR4. It was painted red, had a black interior and top, and I remember it having an overdrive transmission. My friend had really wanted a TR3, but couldn't get one due to Triumph transitioning to the new TR4 design. Regardless, what fun it was when we piled in his new Triumph and took off to visit small country towns or travel the roads along the Rhine River.

Upon completing my three years of service, I returned to Montana and worked with my father on a ranch. Then in 1964, thinking it would only be temporary, I ventured out to Southern California, found a job soon after I arrived, and then made the state my home, only returning to Montana for vacations and family visits. I married and eventually enrolled at Santa Ana Junior College. Coincidentally, I also needed to buy an inexpensive car to drive to school and use as transportation for my new part-time job at a construction company, where my primary duty was driving

to various city offices to obtain building permits for the company projects.

The enjoyment I had riding with my friend in his TR4 in Germany never left my mind. Although I had limited funds, I pictured how much I would enjoy owning either a TR3 or a TR4. So, I set my goal to try to find one that I could afford. Imagine my surprise when I found a 1956 TR3 for sale for \$250. It's hard to believe the Triumph was little more than just a 10-year-old used car, and not worth very much money.

My TR3 had been repainted by a previous owner in silver with metal flake, a fairly common process at the time. There were quite a few cracks in the clearcoat, but I still felt proud to be driving around in my own sports car. Its front bumper had been removed but the attractive mesh grille was still in place. The TR3 needed tires, so I bought white-sidewall recaps, and made sure the rear tires were larger than the front pair to give it the "California Rake." My only complaint was that the black convertible top and side curtains were far from weatherproof, so I would often have wet seat cushions and carpet when it rained.

The TR3 always ran well, and I loved the sound of the exhaust. Although I had



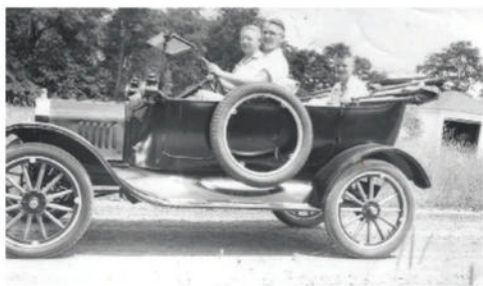
never owned a car with dual carburetors, I learned how to synchronize the SUs with some precision. My Triumph was able to maintain freeway speeds with little effort, and gas pedal to spare. Eventually it did develop a starter problem, and I always had to park on a slope so I could start rolling and pop the clutch to fire the engine.

It was a fun car to drive, and it served my needs very well. One day, after finishing my college classes, I was returning home down 17th Street in Santa Ana when a driver decided to exit too soon from a side street and collided into the side of my car. I lost control upon impact and stopped when the front end hit a cement curb 12 inches high. No one was seriously injured; just some stitches in my forehead from hitting the rearview mirror. Due to substantial body and frame damage to my TR3 though, it was not repaired and joined other great cars of the era in the wrecking yard.

I continued to attend my classes after my brother-in-law gifted me his 1955 Oldsmobile. I was awarded my associate degree in 1968; then I transferred to Cal State Fullerton to complete my bachelor's degree and started a new career in 1970.

Triumphs did not enter the picture again until 1976 when I purchased a 1959 TR3 that had been stored in an apartment parking garage for many years, covered with layers of dust and grime. My infatuation with the brand continued for the next 40 years, which included owning another TR3, several TR4s, and most recently, a TR6. All my cars were obtained in need of total restoration, or at minimum, some refurbishment. When completed, several were displayed in classic car shows; some received awards. The cars have since gone to new owners to enjoy, but what a rewarding pastime it has been.





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# My Fascination with Fords

**ALTHOUGH I WAS BORN** in 1927, I remember becoming a car enthusiast as early as 1930 or 1931 years old. My maternal grandparents lived in Chicago, Illinois, just a short walk from the Miller Sesler Ford dealership that we passed quite often on family trips to the department stores in our area. I loved stopping to look at whatever new Ford was sitting on the showroom floor. The real bug set in not long after.

Recall that 1933-'34 were the years in which Chicago hosted the World's Fair. My grandparents' neighbors offered to drive us to the fair, and I made sure I didn't miss out on the opportunity. One of the displays that captivated me was Ford Motor Company's final assembly line that we could tour. It wasn't long after that tour when a friend of the family purchased an off-the-line, brand new 1934 Ford in which I had my first ride in a truly new car. It was quite a thrill.

Years later, I may have been among the first subscribers to Ernest Hemmings' new *Motor News* publication; I've included his first reply to my query for Model T parts. My fascination with Fords was still strong, because at the time I had purchased a 1915 model from an Iowa farmer who lived near my in-laws. As you can see in the accompanying photo, it needed a restoration (the other photo was taken just after completing the Ford's restoration). Well, I did just that, and enjoyed that special car for a long time. When it was done, I took my 8-year-old son to a Model T meet in the Chicago area and received a trophy for "the car in worst shape." Why? We had driven it the furthest distance to the meet under its own power and didn't clean it before driving onto the show field. My son, now age 70, still has that trophy, and at age 95, I still have two cars in the garage I enjoy driving. 🚗



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**THE FEATURE ABOUT** Frank and Cathy Stubbs' 1957 Ford Country Sedan wagon in the March issue brought back fond memories. My father was not a car guy and was very frugal. He had three children and needed a station wagon, so he went to the local Ford dealership to look at the new 1958 models, but was instead shown a still-new, leftover '57 wagon still on the lot. Suffice it to say, he purchased the car. It was the same color combination as the Stubbs', and the only mechanical difference in my mind was that ours didn't have the supercharger. That wagon created many great memories as a youngster.

—TIM FORD

*Nipomo, California*

**AS A RETIRED OFFICER**, I really enjoyed the great story in the April issue about the restored 1958 Mercury California Highway Patrol car, as well as any story on two-door police cars. Here is a CHP photo from the actual testing of vehicles in 1958. Keep up the great work!

—DAVID NIEBUR

*Joplin, Missouri*

just old enough to start seeing cars as machines with style and personality, not just things to ride around in. My folks lived on the Massachusetts coast and my grandparents lived in a small rural town in Westchester County, New York. My grandfather was the chief of police. In summers, I got to spend a month with them, playing in the woods instead of on the beach. As we pulled up to their house in the summer of 1957, I saw a new police car parked in the driveway. It took my breath away—a beautiful turquoise and white Mercury. My grandfather said it was a Turnpike Cruiser.

The front end looked ferocious, like it would chew up and spit out any car that tried to run from it. The rear fenders and taillamps made it look like a rocket. I don't know if it had a police package suspension, but I'm sure it had the biggest engine Mercury made that year. My grandfather said it was fast, and that was all I needed to know. It had the town seal and "POLICE" painted on the doors, a gumball on the roof, and a hand-controlled spotlight. Unlike modern

on/off switch and one marked "squelch," which I didn't really understand until I became a cop a bunch of years later.

My grandfather, who retired in 1961, was a big, powerful man and an old-time cop. He wore his uniform pants tucked into black, calf-high, lace-up boots, and a Sam Brown shoulder strap attached to his duty belt. He and that Mercury were both larger than life. When he'd say, "Hey, let's go for a ride," I was the King of the World.

—JIM McCHRISTAL

*Brigham City, Utah*

**HAVING KNOWN MANY** of the original two-door SUVs when they were new, I enjoyed the features on the Blazer and Bronco in the April issue; however, I found the article on the 1967 Jeep Super Wagoneer of particular interest. Astute readers may notice the example is fitted with what appear to be 1965 Corvette wheel covers, which are quite attractive when paired with the reproduction bias-ply whitewall tires. Well, as I learned by talking to the original owner of a beautiful '67 Super Wagoneer in the parking field while attending Fall Hershey in 1979, those wheel covers are not from a Corvette (with Jeep centers) but were in fact original to the Jeep and are actually featured in the factory brochures. There is no doubt that the stampings and spinner castings are identical to those of a '65 Corvette but the details of why they were used by Kaiser Jeep is unclear. It is details like this that make automotive history such an interesting and enjoyable pursuit. Thank you for producing a fine publication that continues to hold my interest.

—JOE RICHARDSON

*Gilbertsville, Pennsylvania*

**BILL ROTHERMEL'S** statement about the first 4x4 wagon with

independent front suspension had question marks going off in my head. I was just a lad of 14 when the Jeep Super Wagoneer was first offered in 1963 (and only for five model years). I must apologize for my selective memory since I was mostly thinking about pony cars and Corvettes during that period. It's amazing that Jeep could do that back then and wait so long to bring the IFS back to us. Thanks for all the good reading.

—BEN BECKLEY

*Via email*

**AS ALWAYS**, the latest magazine was well done, but what really caught my eye was the article concerning the Jeep Super Wagoneer and, more specifically, the color choices. Indian Ceramic was the name of a coral shade that was used on the 1950 (and maybe the 1949) Frazer Manhattan four-door convertible. The name "Indian Ceramic" was also the script that appeared on the front fenders, and the model of the car was often referred to by the same name. Since Jeep was once related to the Kaiser-Frazer family, I thought it interesting that Jeep would revive a color and shade from the old days. I don't recall ever seeing a Super Wagoneer, and certainly not one with a coral "Indian Ceramic" paint finish.

—DAN CORRIGAN

*Ocean Shores, Washington*

**I LOVED** Scotty Lachenauer's story about the 1987 Blazer. It reminded me of my '87 V-10 (yes, that's what they called '86-'87 pickups), which I purchased from Echelon Chevrolet in Voorhees, New Jersey. I traded my '84 Camaro Z28 for it on March 13. It was a Friday. The Chevy had just been delivered to the dealer and had not been prepped; I saw it, bought it, and drove it home 30 miles. The truck was equipped with



**THE ARTICLE ABOUT** the 1958 CHP Mercury police car brought back fond memories. I was 9 years old in 1957,

police cars fitted with multi-channel radios, dash cams, and computers, there was a small Motorola radio with a built-in speaker and two buttons: an





a 305-cu.in. engine, 400THM, quad shocks, and dual fuel tanks, and it proved to be the best truck I ever owned. It went everywhere. After 170,000 miles, I sold it in 2018 only because rust was getting it. If I had a place to restore it, I would have. Interestingly, my wife and I still own the 1987 Cavalier we bought from same dealer one month later, which

shows only 37,000 miles today. I loved driving my truck to work every day; I still miss it.

—STEVE MURRAY  
Broomall, Pennsylvania

**I'VE BEEN A LOYAL** subscriber since 2005 and I look forward to each issue arriving every month. I just received the April issue and, like a few issues

ago, there I see an SUV (also referred to as a truck) on the cover. So, I started doing the quick browse through the pages and I noticed another, and yet one more full article on trucks! Three out of five, more than half, of the main stories are about vehicles other than cars. What's the deal? All I'm saying is take a quick glance at the title of your beloved magazine, and it's called *CLASSIC CAR*... with: America's Collector CAR ownership Magazine underneath. I know a while back there was a combining of foreign car and truck magazines, but really, I'm starting to doubt the direction of this supposed car magazine.

—MARTY RICHARDS  
Via email

**Matthew Litwin replies:**  
*Thank you for reading the last 19 years of Hemmings Classic*

*Car, Marty. In recent years, we've celebrated a variety of makes and/or models in most of the issues—both cars and trucks alike—though in only a few instances has a truck been featured on the cover. The April issue was no different than any other cover theme, which paid tribute to America's SUVs, hence the features about the original owner 1987 Chevy Blazer, the fully restored Jeep Super Wagoneer, and Ford Bronco Buyer's Guide. As you've pointed out, HCC has "car" in the title; however, like the "collector car hobby," the diversity in these pages is vast and not exclusive to cars.*



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

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## 1941 CADILLAC SERIES 62



An unusual beneficiary of the restomod trend was this prewar Cadillac Series 62 coupe, which was repowered by a crate version of the CTS-V's 5.7-liter, LS6 V-8 and paired with a GM 4L60-E four-speed automatic. The seller reported this '41 was built for driving, so its chassis was fitted with a Mustang II-type front suspension, air-ride shocks, four-wheel disc brakes, and 18-inch wheels rolling performance tires. Under chrome-trimmed metallic burgundy paint (a few chips were disclosed), the five-seat interior was heavily customized with two-tone leather upholstery, digital instrumentation, and A/C; the trunk was trimmed to match. It would cost much more to build this car than to buy it as-is.

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**Selling Price: \$78,750**  
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**\$62,000-\$89,000**

## 1929 FORD MODEL A



The jaunty Open-Cab Pickup was a popular commercial Model A body style built on the passenger-car chassis, as seen in this 1929 Ford with its fully removable soft roof. Relatively few of these practical haulers survive, which helps explain why our subject nearly doubled its reserve. Said to have been fully restored 11 years ago, it had only minor paint blemishes and the wood-lined bed appeared very nice in photos. One spot of damage was visible on the black vinyl bench seat, an aftermarket wrap covered the steering wheel rim, and a wood shift knob was fitted. The 40-hp engine was believed rebuilt and ran well, albeit with a small oil weep. A driving video took us along for a fun ride.

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# Sharp- Dressed Outlaw

**A performance-built 1957 Porsche 356A coupe returns to the street from the track**







BY JIM DONNELLY  
PHOTOGRAPHY BY LUKE MUNNELL

**F**rom the days of the prewar Porsche 64 to the present, the heritage of Porsche is brushed boldly in its legacy of competition, ranging from early European hillclimbs to shrieking along the Mulan Straight in a long-tail 917 to the current hybrid-powered victory at Daytona. In its history, owners have adapted Porsche models of all sorts for racing, which captured victories in countless classes before—frequently—bringing crazy money at auctions as classics with competition provenance.

This case is different.

We say as much because this 1957 Porsche 356A coupe, a classic Stuttgart creation, also enjoyed a considerable career in both club and vintage racing. But rather than keep competing, or take a trip to the auction block, this 356A has been returned to street duty, albeit with the same sort of massaged powertrain and chassis that pushed it to the fore on road courses. In the vernacular of the 2020s, this car's underpinnings help to define it as the kind of modified Porsche that's known as an "outlaw," only this one's left its gun belt and spurs at home. With few visual cues to break up the smooth silver surface of its stock coupe bodywork, the 356A is devoid of the trick styling cues, expressive graphics and add-ons that ordinarily typify cars in the outlaw Porsche movement.

If you feel the need to use the outlaw analogy, it's perhaps best to liken this 356A, largely outwardly stock, to the 19th century gambler and gunfighter (and later, sportswriter) Bat Masterson, whose long-barrel revolver was always wrapped in a tailored frock coat. This Porsche is visually clean and sharp. You'd never make its true identity until its snorting, snotty race-prepped engine tells you what time it is.

"It's definitely an outlaw, with all the upgrades and modifications to the car to make it one," explains Ron Stansbury, the 356A's owner, who's responsible for its current transformation. "But I didn't want it to look like an outlaw. I didn't want leather straps on the hood, or nerf bars instead of bumpers, or the gas filler coming up through the hood. I wanted a car that looks beautiful, like this car should look. It just happens to be modified and goes like stink."









trackside services, so I took the car back to W&G in Virginia and had their mechanic, James Cox, do work on the car."

Long story short, Bill was a highly active vintage racer with the 356A, which was still largely in E Production-level trim. He competed at venues as varied as Road America in Wisconsin, Roebling Road in Georgia, Watkins Glen in New York, and the Mid-Ohio Sports Car Course. Bill was eventually named Rookie of the Year by the Sportscar Vintage Racing Association after a top finish at its Sebring event. But like any racer worth his salt, he wanted to go faster.

"The car originally had drum brakes and was very competitive in the drum-brake class, but in 1993, I upgraded to 356B disc brakes to run with the faster vintage group and the car was again very successful," Bill says. "But it wasn't the first-place car it had been in the drum-brake groups so in approximately 1997, I sold the car."

The Porsche initially went to another vintage racer living near Houston who ran the coupe with Make-A-Wish sponsorship for some 10 years, until Bill reached out in an effort to buy the car back. He then had a place in Carmel, California, where he kept another 356A, and as Ron recounts the story, decided to return it to street configuration. The process took about a year.

Bill's first stop was Gunnar Racing in West Palm Beach, Florida, a Porsche specialist who started the 356A conversion by torching out its SCCA-mandated roll cage. The interior had been gutted for lightness, so Gunnar installed new door panels with window cranks and lifts, smoothed over the roll-cage plates, and put in new headlamp buckets. Repainting the car in silver, Gunnar also restored the dashboard, using the 356A's original instruments, and then installed a headliner and a full leather in-



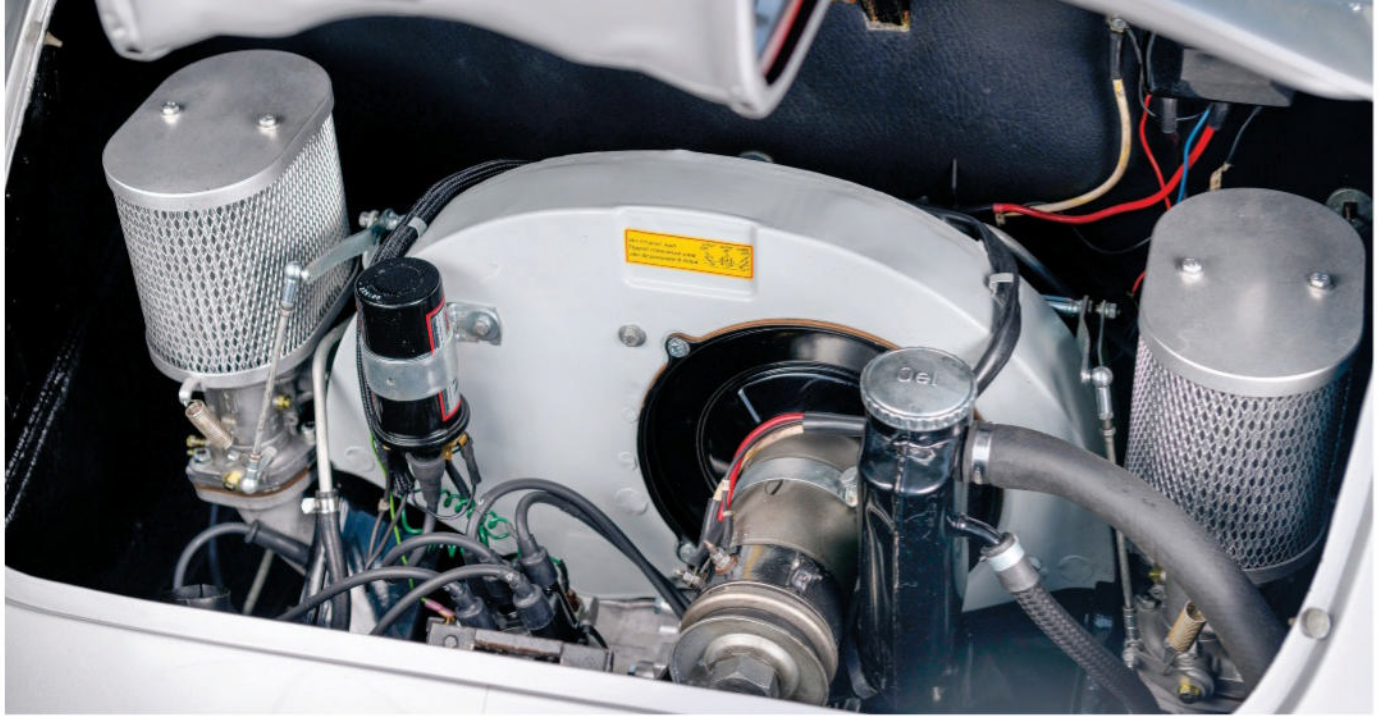
Also unusual among outlaw Porsches is the fact that this 356A experienced a cross-country existence before it got into the hands of Ron and his wife, Charlene, both diehard car enthusiasts who live in Danville, California. The car was purchased new from fabled Brumos Porsche in Jacksonville, Florida, and was first modified for racing by David Craig, also of Jacksonville, configured to run with the Sports Car Club of America in its E Production class. As the story goes, Craig became frustrated and abruptly sold the car to Virginia resident Wheldon Scrogam, who operated a team called

W&G Motorsports. Scrogam continued to race the coupe until 1990, when the next person who comes into this tale, Dr. Bill Hartong, saw it take part in a vintage race outside Kansas City.

"In 1990, I had attended the Follies Grand Prix in Kansas City and decided to go vintage racing," says Bill, a retired gastroenterologist and Kansas resident. "I met a friend, John Moeller, who was racing with W&G and so I contacted Weldon and bought the coupe in 1990. They had already made some upgrades. I moved the car to Kansas City, and immediately realized that I could not provide myself





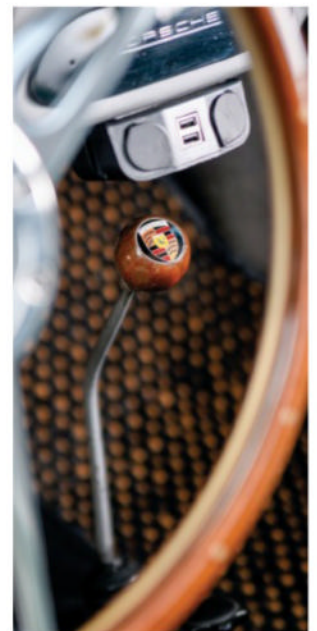


A pair of dual Weber carburetors and a series of internal aftermarket upgrades helps this engine produce approximately 140 hp.

terior with bucket seats. A streetable engine was swapped in—more about this later. Warren Pope of Daytona Beach, Florida, handled the necessary sheetmetal work. After driving the car for several years, Bill sold the now-streetworthy 356A to John Mohr at Mohr Imports in Monterey, California, who resold the car to Ron in 2021. It was complete, but definitely not displaying the level of *outlawry* that he desired.

"It took Bill about a year to refurbish it back to street use," Ron recalls. His wife, who goes by Charlie, also remembered that when they got it, the 356A had a largely stock Volkswagen-based engine out of a later Porsche 912. "It had Solex carbs, and I asked Ron, 'What kind of carbs are these?'" Charlie says. "They're crap. I told him, 'you've got to get some Webers on this.'"

The dual 40mm Weber IDF carburetors were just the opening move in the 356A's engine rejuvenation, whose components came from the shops at Willhoit Auto Restoration in Long Beach, California. A 356 specialist, Willhoit produces the 1925S engine, so named for its displacement in cubic centimeters. "They developed it, incredibly well documented, dozens of hours of research, plus dyno time. It dynos at 138.4 horsepower with the stock crank and rods," Ron says. "I bought all the parts from them, the exact parts used to build the 1925S. I bought the cylinders, the heads, the Mahle pistons. The heads are cast in different metal that doesn't heat sink, and have better cooling fins around the exhaust. They have a semi-hemi design and 73-cc combustion chambers,





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## Owners' Views



"This is my third 356, and I also had a 911, and a Jaguar E-type. Charlene is a car girl. She's had a Porsche, a Corvette, and a 1970 Oldsmobile 4-4-2 W-31. Between us, we've owned at least five Porsches; Charlie had a 1972 911 Targa. I raced B Sedan with Datsuns, D Production Z-cars, and Formula Fords. I'm also a pilot. Charlene has a profound hearing loss, so to ease her stress, we wear a couple of my flying headsets with boom mikes running through an intercom. When we're out in the Porsche, we look like a couple of rally drivers."

—Ron Stansbury



with big valves. The pistons are digitized to match the ports exactly. I used their own camshaft and had them put in a Scat forged crankshaft and Carrillo rods.

"If you're going to do it, do it correctly and don't cheap out, because it costs more to tear the engine apart again," Ron continues. "The only thing that remains stock are each of the lifters. Even the pushrods are modified. With the new crank and rods, the engine must be somewhere around 140 in terms of horsepower."

Kirk Patterson of Deutsche Motor Sport in Concord, California, a former IndyCar

"I like that it goes. It has some guts to it. It does very well on roads and curves up in the mountains. Ron does a really good job driving, and when he doesn't, he says, 'Well, that wasn't too good.' He likes to go fast. He flies airplanes, so he likes speed. This 356A sets us apart from a lot of the other cars. There is some notoriety to it, but most people just seem to really like the car."

—Charlene "Charlie" Stansbury







Chris Coddington, the son of the late hot rod legend Boyd Coddington, crafted the 15 x 5.5 wheels with billet aluminum rims that perfectly augment the four P195/65-15 Michelin radials. "Each rim costs \$4,800," Ron says. "They're beautifully made, just really great."

The final stop in the transformation was Frazini Brothers in San Rafael, California, upholstery mavens known for concours-level work on vintage Ferraris. As Charlie recalls it, the 356A's previous seats were steel-framed Recaro imitations with poor support that rocked the occupants from side to side "like a couple of bobbleheads. This had to get fixed." The brothers came up with an elegant solution of deep green leather seating surfaces with vertical pleats that are "just as comfortable as can be. Now, we can go all day."

Ron and Charlie run the revitalized 356A regularly, heading to the beach or just ambling down the spectacular Northern California coastline. With its ample muscle and restrained looks, this outlaw's turned out like few others, and clearly lacks for nothing in terms of street cred.

"As you move along the spec sheet for this car," Ron says proudly, "you'll find out that this is a lot faster than any E Production race car today." 🏎️

technician, handled the powertrain build, adding a beefier Porsche 741 four-speed gearbox out of a late 356C. For the chassis work, the 356A—the Stansburys affectionately call it 'the Speedboat'—went back to Willhoit, which first installed a faster-ratio steering box. An intermediate torsion bar (25 mm) from Elephant Racing in Santa Clara, California, was installed. So were a set of its quick-change spring-plate adapters, which, using notched knobs, allow the ride height to be set independently of the front-end alignment. Willhoit also installed a slightly softer 17.5mm

front anti-roll bar, which mitigated 'the speedboat's' understeer. Willhoit also installed Spax shock absorbers out of the U.K., which have 21 adjustment points and a 60/40 rebound/compression ratio. The entire chassis can thus be tuned in about four minutes, with Ron adding that "They're not cheap, but they beat the Konis. The handling now is night-and-day different. It's more controllable, not as bumpy, and I don't get as many complaints from the right seat anymore."

The 356A rides on wheels that mimic Porsche originals but are considerably brighter and more exclusive.

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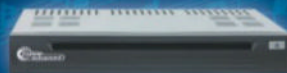
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# It Was A Duesie

## THE SLANG TERM

"It's a 'doozy'" is supposedly related to Duesenberg automobiles, though some etymologists disagree, citing earlier instances of its usage. Whatever the case, Duesenbergs are simply magnificent, the best cars of their era, and in my opinion the greatest automobiles of all time. For years I avoided writing about them because I wasn't sure I could supply prose sufficiently soaring enough to describe them. Duesenbergs were more than merely great; they were so far advanced from their contemporaries it seemed as if the engineers had gotten a glimpse of the future.

Brothers Fred and Augie Duesenberg founded the company that bore their surname in 1913 primarily as an engine firm. The first Duesenberg-designed car raced in the 1914 Indianapolis 500, with driver Eddie Rickenbacker, and placed 10th. During World War I the brothers produced aircraft engines in Elizabeth, New Jersey. In 1919, one of their cars set a land speed record of 156 mph, powered by a pair of straight-eight engines.

In 1920 the brothers moved operations to Indianapolis, Indiana, and in doing so founded Duesenberg Automobiles and Motors Company, and then launched the Duesenberg Model A, a luxury car fitted with a potent 260-cubic-inch straight-eight engine that boasted 88 hp. Priced at \$6,500—a Ford Model T could be had for as little as \$395—it was a landmark achievement. The Duesenberg 'A' boasted the largest engine offered in a production car, and the first with four-wheel hydraulic brakes.

For the next few years, Duesenberg Motors built both street and racing cars. A Duesenberg straight-eight-powered racer won the 1921 Gran Prix in France, the first American car to do so. Duesenberg race cars also won the Indianapolis 500 in 1922, '24, '25, and '27.

Entrepreneur Errett Lobban Cord bought the company in 1926 and ordered the brothers to design a new car that would outclass every other automobile in the world—a rather tall order. In 1929 they introduced a masterpiece, the Model J, powered by a Duesenberg-designed, Lycoming-



built, 420-cu.in. straight-eight rated for a then-astonishing 265 hp, more than twice the power of the next most-powerful car. Arguments about its actual output continue but most authorities say if the engine didn't produce exactly 265 hp, it was darn close.

Naysayers point out that the engine was basically a Lycoming unit, without mentioning the modifications that Fred Duesenberg engineered. In an era of side-valve flathead eights, when overhead valves were considered high technology, the "Duesie" had twin overhead camshafts operating four valves per cylinder.

They were big cars—huge, really—but because of careful engineering, they were relatively easy to steer and handle, and they rode supremely well. Fast? In an era where 70 mph was considered pretty good going, a standard Model J could do 116 mph.

For those drivers requiring more power, the supercharged Model SJ belted out a stunning 320 hp; that was more than some airplanes of the time. Three SJ's fitted with special manifolds and dual carburetors banded out 400 hp, power almost beyond belief back then. In all, only about 36 SJ's were produced, making them even more special. Duesenbergs were, in fact, the fastest prewar road cars in the world. Naturally, instrumentation was complete: tachometer, speedometer, oil and water gauges, ammeter, altimeter/barometer, split-second stopwatch—you get the idea.

Bodies, which were a separate purchase, were supplied by the best coachbuilders of the time, and offered in an incredible range of styles including roadster, Berline sedan, convertible, limousine, Torpedo Phaeton, Dual-Cowl Phaeton, and more. One particularly handsome, and expensive, sedan was nicknamed the "Twenty Grand" because of its price. That was more than many houses cost. The rarest J-series models are the SSJ, a pair of beautiful short-wheelbase SJ roadsters built for movie stars Clark Gable and Gary Cooper.

Duesenbergs still set records. In 2018 Gary Cooper's SSJ sold at auction for \$22 million—still the highest price ever paid for an American car at public auction. But after all, it's a Duesie. 🚗

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**E**ver wonder when the earliest antique car show in the States was formally held? According to multiple sources, it could very well have been the First Antique Automobile Derby, which was organized by the Philadelphia Automobile Trade Association as the then-new 1931 models were about to be unveiled. The gathering of “early” automobiles, all of which had to be a minimum of 25 years old, was met with enthusiasm, and became an annual highlight of the Philadelphia Automobile Show for the next four years.

That Derby also served as the cornerstone for the later-organized Antique Automobile Club of America. It’s an interesting story remembered by many, but what about the vehicles themselves? What kind of stories do they have to tell? Not the googleable particulars, such as assembly plants, designers, and production numbers, but the tales found in odometer miles amassed by past owners?

Consider: Hundreds of millions of cars have been built, driven, traded, resold, abandoned, repaired, wrecked, and restored since that 1931 Derby alone. Of all the now-collectible vehicles that have survived to 2024 in one form or fashion, odds are an infinitely small percentage—especially those abandoned for generations—can boast either significant or entirely complete ownership provenance. One of the comparative lucky few is this 1929 La Salle coupe, now recognized as a bona fide Full Classic by the Classic Car Club of America, owned by Matt Menges of Wichita, Kansas.

“I have always been into 1920s-era cars, as I was basically raised on the rumble seat of a ’29 Ford Model A roadster. My parents were members of a local Model A club, and in the 1970s we drove all over the nation in that car, my parents in the front, my sister and I in the rumble seat,” Matt says. His love for interwar automotive icons never waned, as evident by both his humble collection and his business, Kansas Body Works.

Matt monitors collector car classifieds, even if he isn’t in the market for a specific vehicle. Such was the case when he spotted the online listing for this needy La Salle coupe in 2023 and curiosity got the best of him. “The ad said that the car was all original, and I thought it looked cool in the preview photo, so I clicked on the link for more information. One of the first things I noticed was a shot of the rear of the car. I was captivated by the styling and that basically sold me on it right then and there. I had to message the seller,” Matt states.

After a brief chat, followed by more photos from the seller, Frank Deloma of Shelton, Connecticut, Matt decided to take the plunge and struck a deal for the Cadillac companion car. Matt lives in Kansas, so the forlorn coupe was not a quick drive away, but he arranged for a friend to store it until it could be retrieved later. When that time came, the La Salle’s entire story was disclosed.

It began in New York City prior to the turn of the century, when multifaceted entrepreneur



Inglis M. Uppercu decided to further diversify his portfolio by selling Cadillacs (he later saw a need for air freight, which spurred the purchase of planes and the creation of an aviation company based in Keyport, New Jersey. Uppercu was a pioneer of the budding transportation industry). By the 1920s, Uppercu financed the construction of a 14-story building in midtown Manhattan in which to relocate



**LEFT: The 14-story Inglis M. Uppercu edifice on Columbus Avenue in midtown Manhattan**

**BELOW: An encounter with a fierce winter storm during the trek from Connecticut to Kansas partially encrusted the La Salle in snow and ice.**







Two decades of regular driving and eight decades of barn storage was unkind to this La Salle's wooden body framing and exterior fabric roof, and much of the metal was compromised by rust. Buffalo wire wheels, dual side-mount spares, and a rear luggage rack were uncommon options.

his holdings, including the Cadillac dealership. The building still located at 70 Columbus Avenue, right in the heart of what was called "Automobile Row," near where Lincoln Center stands today. When La Salle was introduced for 1927, the marque was included in his prosperous dealership.

Two years later, this La Salle was purchased new off the showroom floor by a wealthy Connecticut family that was in the diamond and precious gems industry. It's easy to understand why. For 1929, Fisher and Fleetwood stylists

under Harley Earl updated the marque visually, while engineers provided more power by enlarging the V-8 engine to 328-cu.in. thereby increasing power to 85 hp. The bump in displacement was, in turn, reflected in the new "Series 328" nomenclature. There were other updates, too, all of which found favor among buyers. La Salle outsold Cadillac during the model year 22,950 units to 18,103 (according to the Cadillac/La Salle Club). Among them was Matt's newly acquired Model 8590 two-passenger coupe built atop the longer

134-inch wheelbase chassis. The car's base price was \$2,495, or \$45,279 in 2024 currency.

"Apparently, the car was driven until World War II. Sometime in late 1942 or early '43, it was parked in the barn on their farm, along with their 1933 Packard, after which the barn doors and windows were boarded up to prevent either car from being scooped up in the war effort scrap drives," Matt says.

As sometimes happens, the cars were then ignored, or forgotten, and sat for nearly eight decades, until both were







**This coupe's pedigree is indisputable, thanks in part to this brass Inglis M. Uppercu dealership plate attached to the fuel tank shield.**



rediscovered by a local resident named Rusty during a recent estate cleanout. Of the two, the Packard quickly became the darling among prospective buyers; nobody was anxious to cast an eye towards the La Salle. Rusty removed the coupe from the barn regardless and shortly thereafter sold it to Frank Deloma, who managed to get the car running, and even revived the mechanical brakes just enough to provide some semblance of stopping ability before

posting the car for sale.

In late 2023, Matt was finally able to retrieve the barn find, though the trek back to Kansas was not uneventful. He encountered a fierce snowstorm that encapsulated portions of the coupe in snow and ice. Once the La Salle was safely secured in his garage, Matt was finally able to completely evaluate the coupe.

"Judging by the ample grease and gunk all over the underside of the car, and the bald tires, it seems like the original owners drove the literal wheels off this. Unfortunately, even though Frank revived the engine, the car—which weighs around 4,300 pounds—is not technically drivable due to some major wood rot around the roof, so it's not safe now. The sad thing

about a lot of cars from this era is that they used wood for the body framing with metal panels nailed and bolted to that frame. I'm going to say about 50 percent of the coupe's wood is either really soft or completely rotted," Matt says. He also noted that the worst part of the body frame damage is along the length of the left A-pillar, which has deteriorated to such a degree that the left door can't be fully opened. Matt is also quick to point out there is a lot of good news, too.

"This car has the optional Buffalo wire wheels, dual side-mount spares, and rear luggage rack; most '29 models had wood artillery wheels and a rear-mounted spare. All the steel is good, even though there's some minor rust here and there.







The new-for-1929 La Salle 328-cu.in. V-8 was a capable 85-hp engine that featured unmistakable identifying script. Though it doesn't look like it here, this unit was mechanically revived.

Inside the car, I found all the original floorboards, all the hardware for the green glass visor—which I have already had re-glassed—the golf bag door, the hubcap removal wrench, and the engine hand crank. It even came with a good 'LaS' front headlamp bar. More recently, I found and bought a nice rust-free pair of running boards to replace the originals that rotted away, along with dual side-mount front fenders, splash aprons, and rear fenders. The front and rear bumpers were missing, too, but I also located those for sale in Ohio. Best of all, this La Salle still has

its Inglis Uppercu dealership plate pinned to the gas tank shield, showing its true pedigree. There is an Inglis Uppercu-sold, all-original 1917 Cadillac in the National Historic Vehicle Register. It was used in World War I and it also has the brass dealer plate on it."

So, what does the future hold for Matt's coupe?

"I plan to redo the wood and leave as much of the car original as possible, including the interior and paint. I will go through the mechanical systems to make sure they're as reliable as possible, and

then get a new set of 6.50-19 tires, new exhaust, and drive it as-is. After seeing this for sale I felt it was an affordable entry-level buy into upmarket 1920's cars, and something I could afford compared to a Packard, Pierce-Arrow, Auburn, Lincoln, or the like. The La Salle is also different than another typical Ford Model A, Dodge, or Chevy of the same period, even though they are cool cars, too. I've never seen another '29 La Salle coupe in person, so I had to have it. I bet out of the 1,500 made there is just a handful left in any condition." 🚗



The La Salle's golf bag door was removed from the body decades prior but was stowed in the two-passenger cabin.







The original mohair fabric upholstery has borne the brunt of time and elements, though there is enough left that could serve as patterns. Also, much of the original trim and hardware remains.



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**S**uddenly it was 1960...again. Chrysler had leapfrogged its own styling for the 1957 model year with the tagline "Suddenly it's 1960." Chrysler cars were still wearing that styling in 1960, although a controversial change of aesthetic direction, displayed in the new Valiant compact, was on the horizon. The big change at Chrysler Corporation (Imperial excluded) was a shift from body-on-frame construction to complete unit-body construction. It made for a much roomier and quieter car that was billed as being stouter and more corrosion resistant, thanks to a seven-step, dip-and-

spray process. All these claims were critical, as Chrysler Corporation's reputation for build quality had taken a big hit for 1957 from which the company was still reeling.

The Dodge Dart was part of an industry-wide downsizing trend for 1960 spurred on by the recession of 1958, which had in turn led to Rambler sales successes that model year and uncovered a heretofore unnoticed desire in the American public for smaller cars. Studebaker was the first to grab onto that trend, lopping the overhangs off its full-size car to create the very successful Lark compact for 1959. For '60, Ford, General Motors,





## The Chrysler Letter Cars are great, but the **1960 Dodge Dart D-500** might give them a run for the money

BY DAVID CONWILL  
PHOTOGRAPHY BY SCOTTY LACHENAUER

and Chrysler Corporation all offered a variety of reduced-size models alongside their traditionally longer, lower, and wider full-size offerings: the Comet and Ford Falcon from FoMoCo; the Chevrolet Corvair from GM; and the Valiant and Dodge Dart.

The 1960 Dart was a revelation for Dodge dealers and probably the beginning of the decline of the Plymouth brand. Traditionally, Dodges were bigger than Plymouths, but shared drivetrain technology. Dodges were typically heavier, but then they sometimes got larger-displacement and more-powerful versions of the shared engine design. Model-year 1960 was an

exception, where the Dodge and Plymouths offered essentially the same engines rated for the same power output.

At Chrysler, the Valiant was sold through Plymouth dealers and Dodge dealers were given the Dart, which was “compact” in the sense that it was smaller than the larger (122-inch-wheelbase) Polara and Matador models but was in fact the same size as a full-size Plymouth car. To wit, a 1960 Plymouth Fury convertible is 209.4 inches long, rides a 118-inch wheelbase, and had a shipping weight of 3,630 pounds. A Dodge Dart Phoenix convertible like the one on these pages is  $\frac{4}{5}$ -inch shorter, rides





the same wheelbase, and had a shipping weight just 30 pounds heavier than the Plymouth when both were equipped with the base 318-cu.in. V-8. Moreover, the Fury had a factory price of \$2,932 (under \$30,700 adjusted for inflation), while the Dart Phoenix listed for just \$56 more (a little over \$580 today).

Plymouths should have been, by default, a touch faster than Dodges in 1960, but the Dart meant that Dodge offered the same potential performance plus added Dodge prestige and luxury for virtually the same cost as Chrysler's "entry level" brand. The fact that the Dart wore a more conventional styling theme than the Plymouth cars that year meant it was a big sales success for Dodge dealers. For 1961, the Valiant officially became a Plymouth model, and Dodge received a badge-engineered Valiant model called Lancer, but the Dart persisted, thanks to its popularity in 1960. The name was even appropriated for the newly introduced Sweptline series of Dodge pickup trucks.

Given that history, any first-year Dodge Dart is a pretty significant find in itself. The base models hosted a new Slant Six engine, created for the low hoodline of the Valiant, though it was used across the corporation over the next decade. It replaced the outgoing 230-cu.in. flathead six-cylinder in full-size cars and was the sole engine offered in the new Valiant. The Valiant received a 170-cu.in. version, while the 230 was replaced by a tall-deck, 225-cu.in. version. The base V-8 was the 255-hp, 318-cu.in. A-series, with polyspherical combustion chambers derived from the "Poly" heads on non-hemi Mopar V-8 engines of the mid-1950s, but the real treats were the optional B-series V-8 engines displacing 361- and 383 cubic inches.

For those who just wanted additional torque, maybe for towing a boat or camper, the two-barrel, 295-hp Super Red Ram 361 was the quotidian version of the B. The top offerings in both displacements wore "ram induction"—the vaunted dual-four-



barrel setup using long, tuned-length cross-ram runners to boost torque right in the driving range. The cross-ram 361 was rated at 320 hp, while the 383 in D-500 form, as installed in this car, was rated at 340 hp and 460 lb-ft of torque.

Rene "Monsieur Hemi" Delisle, of Thetford Mines, Quebec, owner of this Dart, knows all about that torque and isn't afraid to show it off a bit, spinning the 750 x 14 Goodyear whitewalls as a demonstration while driving around the streets of Carlisle, Pennsylvania, where we encountered his car at the Chryslers at Carlisle event. We were immediately taken by Rene's Vermillion convertible and sicced photographer Scotty Lachenauer on it to



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grab these images. While Rene loves to drive the Dart, Thetford Mines is a bit of a haul, so he had trailered it down and we weren't sure when we'd get to see it again.

Despite now living in Canada, this Dart is one of the 70,000-or-so produced for the domestic market for the 1960 model year. Rene found the car in Chicago some nine years before we encountered it this past July and was impressed then by the rust-free condition of its body. He credits that survival to its residence in California for most of its life. He took it home and subjected it to a restoration. Since then, he's put over 1,250 miles on it.

The Dart was an appropriate restoration subject for Rene, as his infatuation with automobiles dates to 1960. He's a retired mechanic and a longtime Mopar enthusiast, having purchased a Hemi-powered 1970 Dodge Charger R/T in 1971 with only 18,000 miles on the odometer and kept it into the 21st century. Chrysler Corporation was between the hemi eras in 1960, but the interim 383-, 413-, and 440-cu.in. "wedge" engines, as the B- and tall-deck RB-series big-blocks were known, built a performance legend of their own.

One aspect of that legend is the further-downsized Plymouth and Dodge cars of 1962-'63. Those Valiant-inspired, angular designs proved highly polarizing with the buying public, but were an amazing home for the powerful big-blocks. It's probably a 1962 Dodge Dart that Mike Love is singing about racing in his fuel-injected Corvette Sting Ray in the Beach Boys' 1963 hit "Shut Down." The other end of the legend are the Chrysler Letter Series cars of 1958-'65. The 1960 Dodge Dart makes an interesting comparison with its contemporary, the Chrysler 300F.

*Motor Trend* tested a 1960 Chrysler 300F two-door hardtop with a single-four-barrel, 375-hp, 413-cu.in. engine in its February issue, and *Motor Life* tested a D-500 cross-ram 340-hp, 383-powered Dodge Dart Phoenix four-door sedan that same year. Both cars used Torqueflite 727 three-speed automatic transmissions controlled with dashboard push-button gear selectors and 3.31:1 final drive ratios. The 300F accelerated from 0 to 60 mph in 7.1 seconds, while the Dart made the same dash in 7.8 seconds. With the 300F's 413 rated at 11.39 lb/hp and 10.34 lb/cu.in. versus the Dart 383's 10.62 lb/hp and 9.43 lb/cu.in. in a four-door sedan and 10.60 lb/hp and 9.41 lb/cu.in. in a two-door hardtop, it would seem that the performance figures are essentially equivalent, with variations attributable largely to the disproportionately heavy sedan body used





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Such performance credentials mesh well with the Dart's striking styling. All the Forward Look cars are handsome, but by 1960 it seems all the kinks had been worked out, leading to outstanding midcentury details throughout what is supposed to be one of the entry-level Dodge products. Note, for example, those complex wheel covers that extend so far out as to cover the rim itself and not just the wheel center; the Space Age D-500 badge on the tail panel and the hidden fuel filler in the bumper both suggest the burgeoning American fascination with the Space Race, which had begun with the one-two punches of Sputnik and then Telstar in 1957 and '58; and the squared-off steering wheel which, along with the swing-out, high-backed driver's seat, was praised by owners and period road testers for greatly improving ease of ingress and egress. Once you're seated, exotic high-tech pieces of futures now passed are everywhere: the power-steering logo in the center of the wheel, the "Astrophonic" radio (which

displays Cold War CONELRAD markings—a reminder of how the shadow of a Soviet attack hung over the daily lives of Americans in the mid-20th century), and especially that exotic clock directly in front of the driver, with a dot-shaped second hand orbiting it like a tiny satellite.

Today, it's interesting to compare the relative values of the 1960 Plymouth Fury, 1960 Dodge Dart Phoenix, and 1960 Chrysler 300F convertibles. As of this writing, purchasing a car like the one on these pages will take in the neighborhood of \$50,000. Remarkably, a Fury convertible will seemingly be a pricier buy today, requiring \$60,000 or more. The 300F, meanwhile, remains the top of the heap, with an average value of convertibles at nearly \$130,000.

So, if you want Beach Boys-era performance, midcentury glamour, and a relative bargain, consider cross-shopping the Dodge Dart Phoenix against that 300F you've been dreaming of. After all, as Rene says, this car is a lot of fun to drive. 🚗

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LUKE MUNNELL

# Hits and Misses from Scottsdale

## We examine the performance of five cars from Arizona's January 2024 auction week

**IN LATE JANUARY**, a crew of us from Hemmings headed out West and joined one of our colleagues local to the area to spend some up close and personal time with the approximately 2,500 auction cars that crossed the block at five separate auctions in the greater Phoenix/Scottsdale area. We published a list of cars online beforehand that I was paying particularly close attention to, given their status as market-leading models.

Now that the results are in, we take a closer look at how well some of those cars did and what it might mean for the 2024 collector car market, following what had been a changing—and sometimes challenging—market in 2023. We also include an alternative lot for each that was clearly an option for the bidders from the examples we chose to highlight. In the cases of lots we chose that didn't sell, the alternative cars show what did sell in that category.

Please note that all listed sales prices include a buyer's premium, which varies by auction house.

From the mid-1950s until well into the 1960s, Ferrari made a variety of 250 GT models with the famed Colombo 3.0-liter V-12. From sports cars to race cars to GTs, like this 1958 Ferrari 250 GT Coupe, the model proliferated in design and purpose over the years. This 250 GT was originally delivered to the U.S. and features bodywork by Carrozzeria Ellena, one of around 130 or so such coupes made. Recently restored from the ground up, it was also the subject of a feature story in the July 2023 issue of this magazine, won several event awards, and had previously been sold by Bonhams in Monterey in August 2023 for \$1,080,000.

In Arizona, the Ferrari had the sort of paint that, up close and personal, looked so perfect that you felt like you could dive in and go for a swim. Exceptionally well done, it bid to \$870,000, which is a drop from its aforementioned Monterey sale. The high bid seemed within striking distance of the going market rate, though 250 GT Boano and Ellena coupes trade hands fairly infrequently in a public venue.

## THE ALTERNATE: 1963 FERRARI 250 GT/L BERLINETTA LUSSO

Lot 127

Sold for \$1,352,000

**RM Sotheby's**



LUKE MUNNELL

A later closed car from the long-running 250 series, this 250 GT Lusso boasted of nearly four decades of ownership by the consignor before RM Sotheby's successfully sold it at what appeared to be a strong, if market-correct, price in Phoenix.



## 1933 PACKARD TWELVE CONVERTIBLE VICTORIA

Lot 167

Not sold on a high bid of \$400,000



LUKE MUNNELL

Open prewar Classics have been the stars of auctions and prestigious car shows since the dawn of the hobby. This 1933 Packard Twelve Convertible Victoria is exactly the sort of car that ignites the passions of bidders by ticking nearly all the boxes. It's rare as one of just six remaining Convertible Victorias built on the 1005 chassis. The bodywork is by renowned coachbuilder Raymond Dietrich. It has the provenance of being originally owned by a celebrity when new; Maurice Chevalier in this case. It is powered by Packard's legendary 160-horsepower, 445.5-cu.in. V-12. And it boasts of a restoration that resulted in a class award at the Pebble Beach Concours d'Elegance in 2023. Further, this Tenth Series Packard was listed with all its major components possessing numbers indicating they were all part of the original factory assembly in 1933. With a high bid of \$400,000 against a pre-auction estimate of \$450,000 to \$550,000, this one had to be close.

## THE ALTERNATE: 1934 PACKARD 1107 TWELVE COUPE ROADSTER

Lot 120

Sold for \$417,500



LUKE MUNNELL

Earlier the same evening that the '33 Packard Convertible Victoria crossed the block at the Arizona Biltmore, RM Sotheby's sold this 1934 Packard 1107 Twelve Coupe Roadster from the automaker's beloved Eleventh Series. Its restoration was older than the Convertible Victoria, but it still cut a rather striking presence, and it found a new home for a net sale price of \$417,500.

## 1961 MERCEDES-BENZ 300 SL ROADSTER

Lot 62

Sold for \$1,215,000



Between 1957 and 1963, Mercedes-Benz produced just 1,858 300 SL Roadsters, its follow-up model to the 300SL "gullwing" Coupe. While the gullwing models tend to garner more headlines and trade for slightly higher values, the 300 SL Roadster remains a solid, seven-figure, blue-chip collectible. This 1961 Mercedes-Benz 300 SL Roadster offered by Worldwide Auctioneers is noted to include its complete numbers-matching drivetrain, extensive documentation, and a "desirable" black exterior over a red leather interior. It previously failed to sell nearly three years ago in an online auction with a high bid of \$1,090,000.

Boldly offered at no reserve, the 300 SL Roadster was easily Worldwide's best-selling vehicle in Arizona. It was presented in nearly flawless condition and sold correctly within the recent market range. Though off a high from approximately eight or nine years ago, these magnificent Mercedes-Benz sports cars still command seven-figure prices at auction.



LUKE MUNNELL

## THE ALTERNATE: 1961 MERCEDES-BENZ 300 SL ROADSTER

Lot F160

Sold for \$1,402,500



MECUM AUCTIONS

At its Kissimmee, Florida, auction, Mecum listed two other 300 SL Roadsters that did not meet reserve, each with a \$1,200,000 high bid, but this restored '61 300 SL Roadster sold for \$1,402,500, which was also within the going market range.



## 1963 CHEVROLET CORVETTE STING RAY SPORT COUPE

Lot 24

Sold for \$98,560

**Bonhams**  
International Auctioneers and Appraisers

Second-gen Corvettes remain a staple of the old-car hobby, with every auction in Arizona offering at least one. While later big-block C2s score the biggest with bidders, among the small-block cars, the one-year-only split-window coupes like this 1963 Chevrolet Corvette Sport Coupe are the biggest draw. Offered by Bonhams at no reserve, this split-window coupe boasted of not only its numbers-matching 327-cu.in. V-8 engine but also a host of options, such as power windows, Delco AM/FM radio, and air conditioning. Though listed as not having been started and categorized as “may require recommissioning,” it still carried a strong, but rather wide, \$80,000 to \$140,000 pre-auction estimate. Even though it sold below the going market average for a 300-horsepower, split-window coupe, we’d call the net sale price of \$98,560 a solid success as this car had not actually been started while in Bonhams’ possession.



TERRY SHEA

## THE ALTERNATE: 1961 CHEVROLET CORVETTE

Lot 60

Sold for \$96,320

**Bonhams**  
International Auctioneers and Appraisers

This fuel-injected '61 Corvette was listed in the catalog as having just three owners, with the middle one of them owning it for 57 years and having it restored in the mid-1980s. That redo looked to be holding up exceptionally well. Offered at no reserve, this 'Vette sold for a strong \$96,320.



TERRY SHEA

## 1973 DINO 246 GTS

Lot 128

Not sold

on a high bid of \$550,000

**RM** | Sotheby's

Among the bellwether of vintage Ferraris (even if not technically a Ferrari, though manufactured by Ferrari), the Dino 206 and 246 have seen prices ride a roller coaster over the past few decades, often leading the pack when classic car values are rising and then again when those values retreat. Heading into its annual Arizona Auction, RM Sotheby's had listed this 1973 Dino 246 GTS with an estimated sale price of \$650,000 - \$850,000. In the past few years, we've seen record prices approaching \$1,000,000 for a model that was once considered among the lowest entry points for a vintage Ferrari. This particular Dino has the rare and desirable “chairs and flares” options, so called for its integration of Daytona-style seats and widened wheel arches. Records show less than 150 Dinosaurs were so equipped. Granted, this *Giallo Fly* example is in excellent condition overall, but the reserve was simply too high here. The run up in Dino 246 GTS prices over the past decade has taken a pause in the past 12 months or so.



LUKE MUNNELL

## THE ALTERNATE: 1973 DINO 246 GTS

Lot 44

Sold for \$431,250

**Bonhams**  
International Auctioneers and Appraisers

This black-over-tan 246 GTS included history with details of a prior owner that participated in long-distance rallies, and it showed more than 66,000 miles on its odometer at the time of its cataloging. That history also included detailed maintenance and an expensive refinish of the exterior paint in 2015. The sale price here was more in line with the going Dino market, though this was not a “chairs and flares” example.



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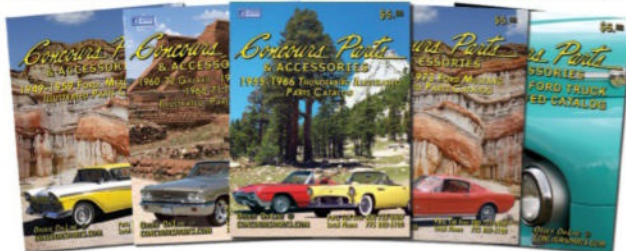


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DavidConwill

# My Gang of Outlaws



Write to our Editor at [wconwill@hemmings.com](mailto:wconwill@hemmings.com) and follow on Instagram @hemmings.classic.car.

"The idea is to sensitively update an old car so it can still perform its original mission on modern roads, without sacrificing its personality as an old car."

**IF YOU'VE READ THIS** month's cover story, you've got a good handle on what it means to own an "outlaw" build. We call that same kind of thing "Road Ready" when extended out generally to driving enjoyment. The idea is to sensitively update an old car so it can still perform its original mission on modern roads, without sacrificing its personality as an old car.

Some old cars can be readily appreciated unmodified, and some cars beg to be modified in a way that is uncompromisingly true to an earlier era, but there are a few that can really benefit from the judicious incorporation of newer parts. Here are five I've thought about recently.

## 1948 Crosley Sports-Utility:

By name, at least, the 1948 Crosley Sports-Utility was the first SUV. Really, though, it was just a de-contented version of the panel truck, using canvas for roof and doors. It could be a real sport utility with a 1940s Willys Jeep feeling if re-equipped with the narrow front and rear axles from a 1986-'95 Suzuki Samurai (which had approximately the same dimensions). Conveniently, the Samurai used the same 5-on-5.5-inch bolt pattern as 1940s Jeep wheels. Fit up some period-style knobby bias-ply tires to complete the look. The Samurai's 63-hp, 79.2-cu.in. G13 SOHC four-cylinder engine even makes a sensible replacement for the original 44-cu.in. COBRA SOHC four-cylinder with "up to 26.5" hp.



## 1950-'52 International L110 pickup:

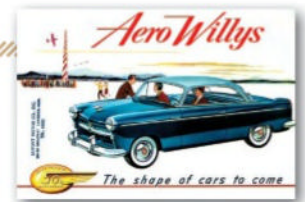
The midcentury industrial styling of the L-series trucks is outstanding, but parts availability for '50s Internationals isn't the best. Thankfully, there's a huge aftermarket out there centered on a few standardized designs for truck parts. Since the International chassis uses a solid front axle on parallel leaf springs, it is easy to imagine performing a NAPCO- or Marmon-Herrington-style 4x4 conversion starting with aftermarket Dana 44 axles front and rear; Borg-Warner T-150 four-speed (aka the Ford Toploader in Jeep service); Dana-Spicer Model 20 transfer case; knobby tires on painted steel wheels; and a vintage (or reproduction—they're out there!) aluminum camper shell.



PAT FOSTER COLLECTION

## 1953 Willys Aero:

When Kaiser Motors bought Willys-Overland in 1953, a program began immediately to fit the L-head Kaiser 226 in the Willys Aero compact car. That combination was offered for 1954, but another experiment undertaken yet never released to the public was the installation of the supercharged 226 as available in the Kaiser Manhattan. It's a shame, too, as it would have been the fastest thing on the road that year, leaving things like the six-cylinder Corvette, the Hudson Hornet, and the Oldsmobile Rocket 88 in the dust. For a modern version, I'd love to see a '53 fitted with a 226, a centrifugal blower, electronic fuel injection and ignition controls. For nostalgia's sake, put the power through a period-correct, column-shifted Borg-Warner T-85 with R-10 overdrive. An aftermarket Ford 9-inch rear axle would be worry free and allow an endless choice of gear ratios. Front discs would only be sensible with so much power now on tap.



## 1953-'54 Chevrolet sedan:

The 1953 and '54 Chevrolets came with 235-cu.in. six-cylinder engines. Starting in 1954, Chevrolet offered an enlarged 235 in trucks that displaced 261-cu.in. Find one, equip it with two or three one-barrel carburetors on a period accessory manifold, add electronic ignition (and an early valve cover if it's a '53), and back it up with a column-shifted mid-1960s Chevrolet Saginaw three-speed with Borg-Warner R-10; and a Ford 9-inch rear axle for the reasons listed above. This borders on a period-modified build and even with the 261, there's no need to go crazy on brake and suspension modifications. Two things I would add, though, are self-adjusting front brakes and a dual-reservoir master cylinder.



## 1954 Mercury Monterey:

The '54 Mercury is a great piece of Jet Age design and I suspect its stylists and engineers would appreciate my desire to upgrade the original 256-cu.in. Y-block to a later, 292-cu.in. version with a forged crank. Mix in period-style supercharging, computer-controlled spark and fuel management, and a column-shifted AOD transmission, plus air conditioning, Bluetooth stereo, sound deadening, and power disc brakes and you'd have everything you could need in a car that would take you anywhere in style. 🚗





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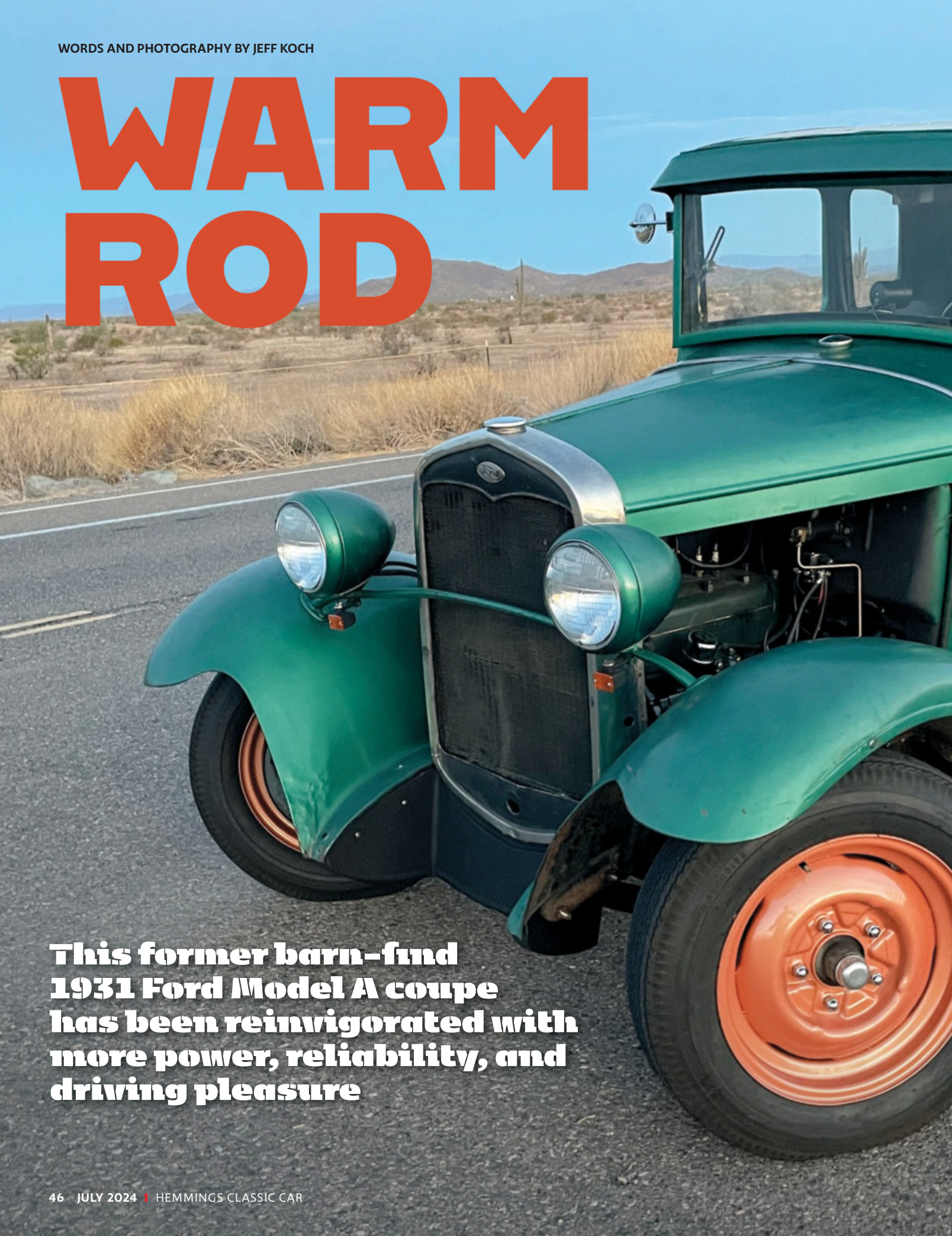


## INVENTORY UPDATED DAILY

 <p><b>1963 Chevrolet Corvette Sting Ray Coupe</b> Sold for <b>\$131,000</b></p>	 <p><b>1949 International Harvester KB-1 Pickup</b> Sold for <b>\$30,000</b></p>	 <p><b>1950 Cadillac Series 62 Coupe deVille</b> Sold for <b>\$56,000</b></p>
 <p><b>1950 Mercury Station Wagon</b> Sold for <b>\$69,500</b></p>	 <p><b>1961 Chevrolet Impala Sport Coupe</b> Sold for <b>\$115,000</b></p>	 <p><b>1973 Datsun 240Z</b> Sold for <b>\$23,200</b></p>



# WARM ROD

A green 1931 Ford Model A coupe is parked on a paved road in a desert landscape. The car features a dark green body, a black grille with a silver hood ornament, and large round headlights. The wheels are painted a vibrant orange. The background shows dry grass, cacti, and distant mountains under a clear blue sky.

**This former barn-find  
1931 Ford Model A coupe  
has been reinvigorated with  
more power, reliability, and  
driving pleasure**





Given to Dick Eller's grandson (left) a dozen years ago, fixing up the A soon lost appeal. Dad (right) to the rescue.

**R**eaders may recall the introduction of my family's late-1931 Ford Model A coupe (Garage Time) in the May 2023 issue. To recap, Douglas Eller accepted it in trade at Eller Motors in Spokane, Washington, in 1969. It was later passed down to his son, Dick, and was then a fixture in various Eller family garages and barns, where your author's wife and her relatives created memories with the Ford, even though it never moved under its own power.

It was also far from stock. The exterior wore "any car, any color, \$29.95" paint from the 1960s that saw body, fenders, and wheels sprayed a medium green metallic whose sheen disappeared decades ago. Also, '39-up hydraulic brakes were installed by a previous owner, and the entire interior was trimmed in a root-beer-colored, textured Naugahyde.

A dozen years ago, the Ford was given to us, and we soon formulated a suitable plan to revive it. The first step was to remove the package shelf and shift the seat back in the name of greater comfort for my stature. Thereafter, it was a matter of how far to take things mechanically. As it was no longer stock, improved drivability was the end goal, yet we didn't want to turn it into a hot rod. Simply put, we wanted to merely improve what was already present without losing its identity.

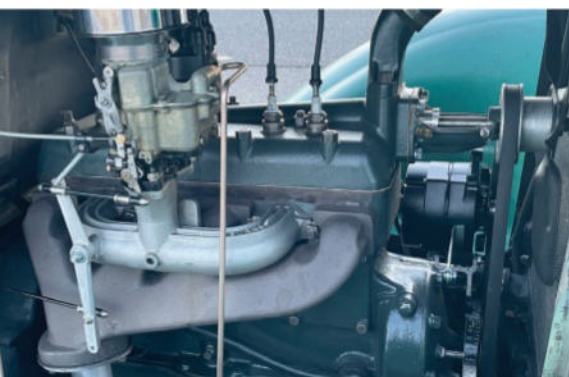
How did we get there?

First, I put my faith in someone who has good word-of-mouth around town. For me, that was Troy Jonas in Phoenix. As the builder of a 120-hp Model A coupe with plenty of time on the dry lakes under its tires, he's been fiddling with A's for about as long as I've been alive. He was recom-





A modified GM 12-volt alternator, electric shutoff, electronic ignition, a downdraft intake, Ford/Holley 94 carburetor, and high-compression 5.5:1-compression cylinder head have all been added for power and reliability.



mended by two people whose opinions I trust, and who didn't know each other. After a chat with fellow Hemmings staff member David Conwill to make sure that what I wanted to do was achievable, Troy and I completed the plan, budget, and timeline, bolstered by some of his own ideas from his own experience.

## ELECTRICS

We started with a 12-volt conversion. It was necessary, as the original, extra-crispy cloth-wrapped wire had been crimped and electrical-taped half to death. A modified GM/Delco alternator replaced the generator. The car already wore period B-L-C sealed-beam headlamp conversion buckets, so a standard set of parts-store 12-volt sealed beams plugged right in.

The new wiring also allowed for low- and high-beam lamps, new turn signal indicators under the de-chromed headlamps, and a Speedway Motors universal turn signal lever that now lives to the left of the steering column. It doesn't self-cancel, and activating the right-turn signal puts the end of the lever beneath the instrument panel, but that's all right.

Next, we removed the spark-control lever and the parts connecting it to the

old distributor, then ditched the old distributor and replaced it with an electronic 12-volt FS Ignitions conversion kit from Pertronix. No more points, no more spark adjustment, no more fretting over whether I'm doing it right. Just turn the key, goose the gas, and press the start button.

We also ditched the ammeter and went with a newer parts-store voltmeter. It appears to be from the same family as the 6,000-rpm tach that's now attached to the top of the dash. I had hoped for the tach to mount to the steering column, but there's really not room to do so, plus it's better placed for visibility.

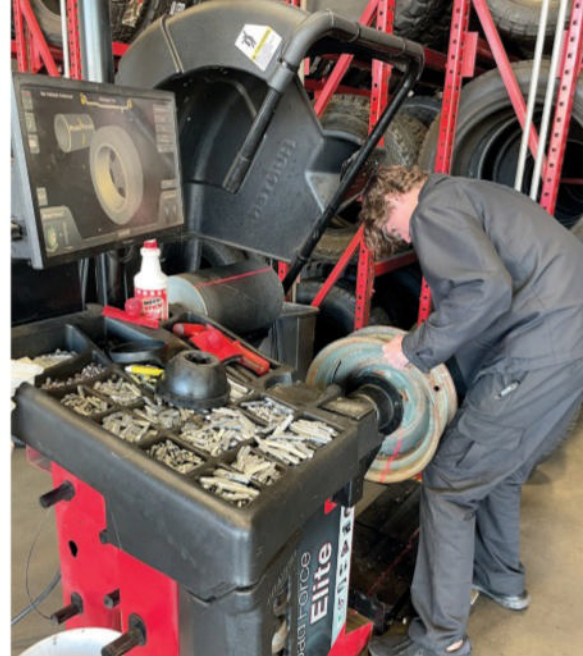
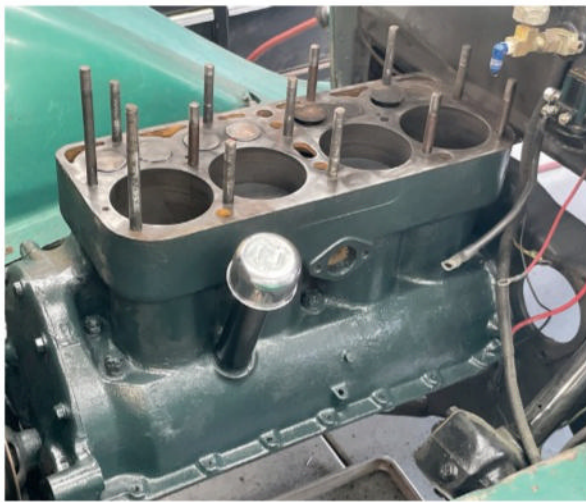
Troy also moved the start button to the left side of the dash for easy reach and to prevent accidentally pressing on it. That's because Ford put the start button on the floor, between the steering column and the cowl, which looks like the accelerator button. The new, small metal button on the dash is unobtrusive.

## ENGINE

The basics of our engine—block, pistons, unbalanced crank—were solid, but everything else on board was altered. Because the block has only three main bearings, they can only take so much power—60-ish







Above Left: A look at the internals suggested that they were clean, and possibly .030 over.  
Above Right: The torque tube was trimmed to accommodate the Borg-Warner T-5.  
Right: Making sure those '40 Ford steelies were straight.

horses is a frequently mentioned figure that won't snap the crank. On the one hand, just 20 more horses than stock? Yes and no. It's also 50 percent more power than stock.

To achieve a bump in compression from stock 4.25:1 to 5.5:1, Troy found a supplier for a Snyder's Antique Auto Parts cylinder head that would serve as the cornerstone of Troy's engine build. You could get higher compression heads,

but top end can come from gearing. We discovered (the hard way) that a batch of heads were warped by .005-inch between the middle two cylinders and blew a head gasket on our test run. Some time at the machine shop perfected the plane (and bumped compression slightly).

A Ford/Holley 94 carburetor atop a Burns intake eliminated updraft carburetion but created an issue—Model A's didn't have

fuel pumps. Fuel was gravity-fed from the cowl tank so the updraft carburetor could receive a steady supply. The downdraft unit saw the fuel line practically parallel with the ground and flirted with starvation, so Troy went with a NAPA-sourced, frame-mounted fuel pump and bent new lines.

I was given an exhaust choice: a stock manifold that would be quiet and cheap but wouldn't help our power quest; a





tubular header that was going to be loud and occasionally need adjustment; or a Snyder's unit that split the difference. It cost about as much as a header but was a quieter choice that still helped power. An OE-style single exhaust sends the spent gasses out the back.

To show off the work, and for cooling purposes here in the desert, I elected to keep the sides of the hood off. The center-hinged two-piece hood tops remain. Troy builds a set of fasteners to keep the hood edges from flapping around, and he installed them on my Ford.

## TRANSMISSION AND REAR

Purists will say the factory three-speed would do the job. I could've installed a period overdrive or perhaps a two-speed Columbia rear instead, but I chose a clean and (relatively) modern solution: an '80s-era all-synchro Borg-Warner T-5 five-speed manual from a four-cylinder GMC S15 4x4 pickup. Eighties' Camaros and Mustangs used the Borg-Warner T-5 too, but their shifters are so far back on the tailshaft that a rumble-seat passenger could manipulate those. The 4x4 pickup's shifter (a short-throw Hurst unit) is forward enough that it lands where it should in the A's cabin. This is the most modern bit of technology on our coupe, even though it's more than 40 years old. A Ford AA truck bellhousing, a '30s V-8 Ford clutch and pressure plate, and a milled billet-aluminum conversion plate were the remaining needed pieces.

The torque tube had to be trimmed, which is where we ran into a surprise. Early Model A torque tubes were tapered, with the narrower end toward the front of the car, while later ('30-'31) units were the same diameter at both ends, which eases conversion jobs. An early torque tube was under our late '31 A, but fortunately Troy had a correct-era piece to section.

First gear in a stock Model A transmission is 3.15:1; the T5 has a 4.03 gear, making 22 percent more off-the-line acceleration. Plus, the stock 3.78 rear becomes an effective 2.72 once you've selected 0.72:1 overdrive fifth gear—a lot less stress on the engine. But a 3.78 final drive ratio means you're revving the engine pretty hard on the move. The popularity of the A, and related driving events, has led to the development of a reproduction "touring gear"—a 3.54 final drive offered through Speedway, Snyder's, and others (It's made in Italy). This means the new transmission and new rear together offer an effective 2.54:1 ratio when cruising in overdrive. That, with the added power as outlined



above, should get us to cruise a steady 65 mph on freeways around Phoenix.

## STEERING

Model A steering gears were straight-cut, making steering feel positively leaden, moving or not. The 1950s-era Ford F-1 pickup used a steering box nearly the same dimensions as the A's, but its gears were helical-cut, making for far lighter feel without resorting to power steering. We've seen ready-made steering columns in the aftermarket, but Troy managed to source an F-1 box plus sort out the column, installation, and bracketry.

## WHEELS AND TIRES

Delivered from my mother-in-law's garage, the car wore factory 19-inch wheels and Allstate tires, a brand name Sears nixed in the mid-'70s. New tires and cleaning up the wire wheels would have been easy; or 16-inch wires that came on later '30s Fords that are popular for touring. But at freeway speeds, I'd like something more solid under me.

A friend located five crusty 16-inch 1940 Ford steel wheels. After Big O Tires ensured the wheels were round, they were stripped and powdercoated at Affordable Powdercoating in Phoenix. I chose a hue off its color chart called Venetian Copper, which I thought would pop against the faded green body. Eventually, a bodyside paint line, like what Deluxe models got, will be applied, either in dark green with copper edges, or copper with dark green edges. I also go back and forth on hubcaps and trim rings.

As for tires, I knew I wanted blackwalls. This A is not, and never was, a whitewall kind of car, and while the Ford was going to be faster than stock, it wasn't going to be so fast that I wanted to sacrifice the bias-ply look for the added security of a radial or a bias-ply-look radial. Troy recommended a 5.00/5.25-16 tire for the front and a 7.00-16 for the back. At the time of my build, tube-type Firestone 7.00-16s were out of stock, but Universal Vintage Tire Company wondered if the Firestone 7.50s they had



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available would fit. I wasn't about to mix brands front to rear, and, while I had concerns about fender clearance, Troy said they'd be fine. He was right. Big O Tire mounted and balanced everything.

## SUSPENSION

After 90 years, our A leaned 5 degrees on the driver's side due to ancient springs and solo missions. Troy rebuilt the transverse leaf springs and reversed and rewelded the spring eyelets that brought things down between 1.5 and 2 inches. Because the springs remained stock, ride quality was meant to be the same. The knee-action shocks had long since departed; Troy used a set of SoCal shocks sourced from Vintage Parts of Arizona. We left the front axle alone.

## THE RESULT

There's a reason these are called Bangers. Get moving off idle, and that aspirated poot out the tailpipe starts to sound like a propellered plane taking off. It's a rough revver, and the higher you go, the more you consider whether it's a smart idea to keep going: north of 3,000 rpm, you initially wonder if it's supposed to sound or feel like that. If anything, the noise is a reminder that you're in a 90-plus-year-old car and that you need to treat it as such. It won't let you forget.

On the road, I worry less about the speedometer and instead cling to the tach. Indeed, it's the engine's life that I'm

more worried about, which is why the 6,000-rpm tach is mounted on the dash. I do as Troy told me: 3,200 is absolute redline, but shifting at 2,500 is advised. Engine speed drops down to about 1,500 rpm and gives room to rev and pile on the speed. The surprise: swapping out the ring-and-pinion to 3.54 touring gears, and even with the tall 7.50-16 tires, first is a crawler gear. Launch at a light and you're shifting before you're underneath the overhanging green; third by the time you cross the intersection. Launching in second is just as easy, and does little to harm forward momentum, or the clutch. Third and fourth are main gears around town.

Overdrive fifth does exactly what I hoped. I can run 65 mph—the speed limit on freeways in the city limits and on par with slow-lane traffic—while taching at just under 2,000 rpm. The bouncing brand-new speedometer suggested I was going 75, but seat-of-the-pants and ambient traffic suggested otherwise.

Previously, the lack of synchros and sloppy shift quality meant grinding gears and more coasting than driving. But with the full-synchro Borg-Warner T-5, selecting gears is natural, smooth, and unimpeded. The short-throw Hurst shifter prevents second from resting in your lap and smashing knuckles into the dash upshifting to third.

And steering? Previously, changing direction was a two-handed affair, whether at road speeds or while parking, and shift-

ing needed to be done quickly. The phrase heard from people who had swapped to a Ford F1 steering box was that “installing it is like installing power steering.” I disagree: power steering is frequently numb, and depending on the application can be a little too fast for tires and chassis to comfortably cope with. This system transmits ample road feel through the wheel, but you won't sweat changing lanes on the trot or making turns. There's still a dead spot in the middle of the wheel's motion—between 11 and 1 on the imaginary steering-wheel clock—so it's not like the change made things twitchy. But it is a magnificent solution.

This A is now a little quicker and faster, but it's very much an A. I don't fret about murky shift quality, spark control, and a manual choke. Removing these anachronisms doesn't make for an anodyne experience; if anything, I'm better able to concentrate on the pleasure of time behind the wheel, and feel what the seat, chassis, steering, and wind noise are all telling me.

Is this A perfect? Of course not. Is it done? Also no. The clutch is a little chattery—I'll need to drive it more and see how it beds in. The baseball-card-size rearview is borderline pointless so I've added a mirror on each door to see who's next to me. The seat is kind of lumpy—a friend in the know suggested that a middle seat from a K-car-era Dodge Caravan is the way to go but I'd rather restuff what's







here. And I may also start saving to convert to a newer Model B block.

I once suggested that, rather than build a hot rod, I was going to build what I deemed a “warm rod”: stay true to what the car is, but with the wick turned up. The goal was to have a moving, drivable machine that could be enjoyed on the road; something that could keep up with traffic rather than be a moving pylon. The bulk of the technology we used was around in the '50s and '60s, if not earlier:

only the ignition and transmission are less than half a century old. It is not the shell of an A on a modern chassis. It very much remains an A.

A stock A, even refreshed with decent tires, was lucky to go 40 mph. In a town where rural 45 mph roads are a license to go 70, I was an impediment, if not a danger to myself and traffic around me. I can now drive without imperiling myself or others. Freeway cruising in this Ford is exactly what I'd hoped for, and

the changes make it feel more controlled and responsive. My wife, whose dad handed the A over to our care, described her first ride in it as “like skateboarding down a cobblestone street.” In other words, rough-and-tumble, but good fun, nonetheless. She's not wrong. As it sits, her family's '31 Ford Model A coupe is not quite what it was. It's far more than that—it is usable, drivable, tactile, and a pleasure to pilot. I think Dick Eller would agree. 🚗

# SMS

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BY TOM COMERRO

KAARC



## SUMMER FUN AT GILMORE

A busy summer lies ahead at the Gilmore Car Museum in Hickory Corners, Michigan, which has scheduled several shows that are sure to appeal to vintage vehicle enthusiasts. The headline event is the Kalamazoo Antique Auto Restorers Club's (KAARC) Red Barns Spectacular. Classic, antique, and special interest cars from all over the country are anticipated to participate in the festivities; more than 1,500 in total will be displayed in two fully judged car shows, in addition to a car corral and swap meet made up of nearly 400 spaces. The Red Barns Spectacular will take place August 3, and admission is free for spectators who are members of the museum. Below is a full event listing taking place at Gilmore's campus this summer. Visit [gilmorecarmuseum.org](http://gilmorecarmuseum.org) for more information.

**July 21:** Best of the Bowties

**July 27:** Mopars at the Red Barns

**August 3:** The Red Barns Spectacular

**September 20-21:** Ford Model A Days



DAVID LaCHANCE

1948 Tucker 48

## FOUNDER'S DAY EVENT TO SHOWCASE UNIQUE CAR COLLECTION

For those of you in the Northeast near the great state of Maine, take note that the 45th annual Paris Founder's Day, organized to support the Hamlin Library and Museum, will take place in Paris, Maine. The highlight of the event will be The Bahre Collection of antique and classic cars, housed at the birthplace of Abraham Lincoln's first vice-president, Hannibal Hamlin. Among the more than fifty cars and vehicles, there is a host of Packards including rare



1963 Studebaker Wagonaire

STUDEBAKER NATIONAL MUSEUM

## LAST CHANCE TO SEE FAMILY HAULERS EXHIBIT

The Studebaker National Museum invites you to see its "Family Haulers, The American Station Wagon" exhibit before it heads off into the sunset. This is a great opportunity to go back in time and recall the array of extra-long, cargo-carrying vehicles



that enabled countless road trips, vacations, team treks to Pee-wee football games, and day-to-day tasks. The display features an eclectic sampling of vintage examples, from the rare prototypes to the everyday steeds, all of which highlight the role station wagons had in shaping family transportation and lifestyle through the 1980s.

"We are excited to present this unique exhibition that celebrates the station wagon, a vehicle that holds a special place in the hearts of many Americans," said Kyle Sater, curator at the Studebaker National Museum. "Through 'Family Haulers,' visitors will gain a deeper appreciation for the station wagon's impact on American culture and its enduring legacy."

In addition to the wagons, there are plenty of images and literature showcasing the wagon's cultural impact, plus special talks about the wagons as part of the museum's "Studebaker Speaker Series." The exhibit will end soon, so if you're in the South Bend area, make sure to visit before the wagons pack up and head out. "Family Haulers, The American Station Wagon" will be on display until July 28. Visit [studebakermuseum.org](http://studebakermuseum.org) for more details.



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BY TOM COMERRO



around in an original 1940s pickup. I'm guessing he had a connection with Bellingham, and they saved the two-headed Hudson. As you can see in the lineup next to the Hudson, he has some interesting relics. I can only imagine what he has behind his property where the Mustang farm used to be."

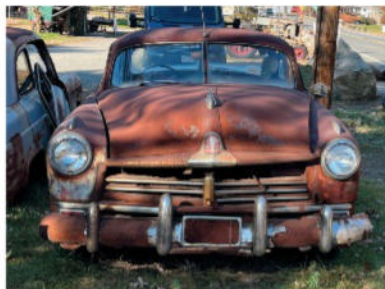
Reader Paul Powell from Attleboro, Massachusetts, also confirmed the car is there, so if you find yourself in Wrentham, beep the horn for the two-headed Hudson.



## BELLINGHAM UPDATES

We've touched on the oddball cars that were a big part of Bellingham Auto Sales in Massachusetts, specifically the two-headed Hudson (HCC 230 & 232) that was a popular part of the now defunct Hudson dealership. Michael McGill, from nearby Wrentham, spotted it in his hometown and has pinpointed its location. Michael writes:

"It's located at a place called Topsy's Mustang Farm. Back in the day if you needed a Mustang part, he had it. The yard was strictly dedicated to Mustangs and was operated up to the 2000s. Most of the cars were towed out of there because they were just Swiss cheese with no parts left. The owner, John Topsy, is definitely a car lover and he still drives



## SIR VIVAL SPURRED THE HUDSON

Another popular car at Bellingham was the Sir Vival safety car, and our piece on the "Massachusetts Mystery Car" featured in L&F 230 (which has yet to be identified) jogged the memory of reader Phil "Doc" Twitchell who contacted us via email. Phil writes:

"Wow! Here is a blast from the past. This was my experience with Ed Moore and the 'two-way' Hudson. I met Ed in the mid-1980s. A friend and I were looking for a 440 Magnum engine for my 1973 Plymouth Barracuda to upgrade my gutless 318. At a party I met one of Ed's relatives. They told me to stop by the dealership and ask if they had engines. They told me if Mr. Moore [Eddy] didn't have one, he knew where to find one. Born and raised in the surrounding area, my dad and I would drive by the well-known landmark every day.

"I stopped by and was blown away by the cars he was restoring. In the far-left corner was something draped in a tarp with a glass bowl turret on top. I wondered aloud, 'Is that Robby the Robot?' Ed chuckled and said, 'No, that is one of the rarest concept safety cars ever designed.' He called it Sir Vival and pulled the tarps off to show me something

I had never seen prior. He let me look inside. It was amazing! Ed said the car had been in major car and world's fair shows. Back then it needed a full restoration. He explained that concept designer Walter Jerome designed it and that they were good friends.

"He then took me outside and showed me one of the weirdest cars I had ever seen: the 'two-way car.' Ed explained Jerome had wanted a Hudson to build the Sir Vival and had shown him a rough sketch of his safety car. Ed agreed to provide a Hudson if Jerome helped him with his idea of a Hudson luxury multi-passenger car. After Jerome received the Hudson, he cut it in half. This may have happened at Ed's dealership, or Jerome then sent the front end back to Ed. Jerome also sent blueprints for Ed's body shop and mechanics to build his concept Hudson. When the two pieces were combined, the vehicle boasted a luxury interior that could seat six to eight passengers comfortably in the rear. It was painted a two-tone red with a cream/white top. It was used for a family wedding, around town, and on vacations. However, according to Ed, the car was prone to breaking down, so he decided to feature it as a promo



in front of his dealership.

"Ed didn't have a 440 Magnum worth saving at his dealership, so he took my friend and me to his private barn about ¼-mile down the road. Still no 440 engines, but his classic car collection was awe-inspiring. He was a wealth of knowledge, and I am grateful to have met him and for the time he shared with us."

The Sir Vival car is currently under restoration and on display at The Lane Motor Museum in Nashville, Tennessee. Does anyone know if Walter Jerome designed or built other interesting concept cars or one-offs? If so, let us know where they are.



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](mailto:tcomerro@hemmings.com).





# 2024 Great Race Route



## Owensboro, KY to Gardiner, ME

Saturday, June 22-Sunday, June 30, 2024

### SATURDAY, JUNE 22

**START:** Veterans Blvd., Owensboro, KY - 8:30 a.m. to 1 p.m.  
**OVERNIGHT:** Walnut Street, Lawrenceburg, IN - 5:15 p.m.

### SUNDAY, JUNE 23

**LUNCH:** South Broad Street, Downtown Lancaster, OH - 12:30 p.m.  
**OVERNIGHT:** Front Street, Historic Downtown Marietta, OH - 4:15 p.m.

### MONDAY, JUNE 24

**LUNCH:** High Street, Downtown Morgantown, WV - 12:15 p.m.  
**OVERNIGHT:** Gunter Hotel, Frostburg, MD - 4:45 p.m.

### TUESDAY, JUNE 25

**LUNCH:** Ken Walsh Farm, Purcellville, VA - 12:15 p.m.  
**OVERNIGHT:** Gateway Gettysburg, Gettysburg, PA - 4:45 p.m.

### WEDNESDAY, JUNE 26

**LUNCH:** Hufnagle Park, Downtown Lewisburg, PA - 12:05 p.m.  
**OVERNIGHT:** Washington Street, Downtown Binghamton, NY - 4:45 p.m.

### THURSDAY, JUNE 27

**LUNCH:** Clinton Street, Downtown Montgomery, NY - 11:20 a.m.  
**OVERNIGHT:** Marriott Hotel, Downtown Providence, RI - 5:30 p.m.

### FRIDAY, JUNE 28

**LUNCH:** New England Racing Museum, Loudon, NH - 11:30 a.m.  
**OVERNIGHT:** Main Street, Historic Downtown Freeport, ME - 4 p.m.

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### SATURDAY, JUNE 29

**LUNCH:** Seal Cove Auto Museum, Seal Cove, ME - 11:35 a.m.  
**OVERNIGHT:** Owls Head Transportation Museum, Owls Head, ME - 4 p.m.

### SUNDAY, JUNE 30

**FINISH:** Water Street, Historic Downtown Gardiner, ME - 1 p.m.





# Family Ties

**This 1966 Pontiac Tempest Custom combines classic good looks with a dash of modern tech**

WORDS AND PHOTOGRAPHY BY JIM BLACK



The Tempest Custom, distinguished by full-length side trim along the upper beltline, was positioned between the entry-level Tempest and upscale Le Mans models.



**T**here may be a sect of enthusiasts who would find it difficult to justify the cost of a high-end, factory-stock restoration of a utilitarian, entry-level car like this Barrier Blue Metallic 1966 Pontiac Tempest. As originally equipped, with a column-shifted three-speed manual transmission and a one-barrel carbureted straight-six engine, this two-door 'post coupe' was as pedestrian as one could

get. Even if it is a slightly upscale Custom trimmed model.

Rather, some would say the Tempest—any second or third-gen Tempest—would better serve as the foundation for a GTO tribute project; that it's where the perceived value of such a lesser GM A-body can be found. To counter, there are more reasons not to create a GTO tribute.

For starters, ordinary cars of yore, once seen in swarms in Anytown, USA,

are now a relatively uncommon sight. Those that remain offer a more affordable means of getting into the old car scene. Then there's the ever-present element of nostalgia. A case study of the latter is this very Tempest. As pedestrian as the Pontiac may be, its title has always been held by a single family, the coupe brimming with new-car memories, tales of life as a high-school cruiser, and the time since.

"My dad purchased it from a Pontiac dealership in Williston, North Dakota, about the time he entered the U.S. Navy," current owner Rick Irgens says. Now a resident of Spencer, Iowa, he adds that the Tempest, "served the family well. It was our family car into the early 1980s—work, shopping, trips; lots of good times. even the move to Maryland."

That kind of personal history is hard to ignore. So, too, is that more than a decade of faithful service could be attributed to Pontiac's engineering. With model-year 1966 as the GM intermediate platform's third season, it could be argued the bugs had been worked out of the second-gen A-body's chassis; that it was primed for the introduction of the division's advanced, overhead-cam straight-six engine.

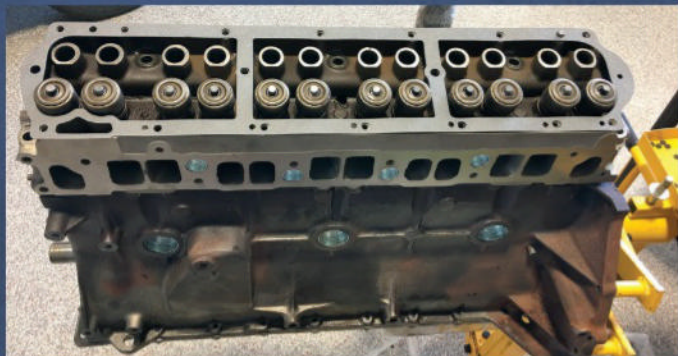
Known simply as the OHC-6, or "Cammer," it displaced 230 cubic inches, courtesy of a bore and stroke of 3.875 x 3.250 inches. Internally, the crankshaft was a cast nodular-iron unit supported by seven main bearings, and the block was extended well below the crank's centerline to provide greater stiffness, improve bearing life, and minimize vibration. Forged-steel connecting rods were standard and attached to cast aluminum flat-top pistons of a slipper skirt design that had deep recesses machined in for the valve heads. No expansion control devices were used in the pistons, which differed from those found in other engines.

The engine's cast-iron cylinder head contained fully machined combustion chambers that allowed for 1.920-inch intake and 1.600-inch exhaust valves. Each valve had separate passages for a true 12-port design, and articulation was by hydraulic lash adjusters via cast iron rocker arms commonly referred to as cam followers. It automatically maintained a zero-valve lash, eliminating adjustments.

The camshaft was mounted directly within a cast aluminum cam cover housing, and rode on seven bearings that were part of the cam cover. It reduced the mass inertia by 27 percent, which yielded greater rpm with virtually no valve float at the high end. Driving the camshaft was

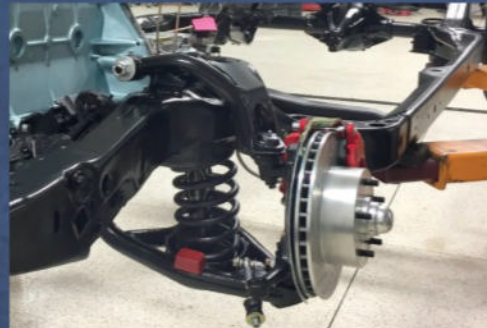






The original OHC-6 engine was carefully torn down and rebuilt to factory specifications, save for a 0.040-in. overbore. Here it awaits a new set of cam followers to be installed. The engine was later painted correct Pontiac Blue Metallic.

New tubular upper and lower A-arms, heavy-duty coil springs, and aluminum shocks are front suspension upgrades, complemented by new drilled and slotted disc brakes.



The original frame was stripped of all its components, taken to bare metal, and refinished in chassis black paint.



More ancillary engine components are added prior to mounting the body back on the frame. Despite all the upgrades, Rick chose to use the original non-powered steering system.



The rebuilt OHC-6 engine, new Tremec five-speed manual transmission, and rebuilt differential have been reunited with the chassis, as have the front and rear suspensions.



Much of the bodywork has been completed. Happily, no replacement panels were needed. Once this stage is done, the body will receive epoxy primer sealer.

a fiberglass-reinforced Gilmer belt that was cogged, like those that drive superchargers. This was a major design deviation from earlier overhead-cam engines that used gear sets and/or chains.

Together with a 9.0:1 compression ratio and a lone single-barrel Rochester carburetor, the base OHC-6 boasted 165 hp at 4,700 rpm and 216 lb-ft of torque at 2,600 rpm. It served as the base engine in Pontiac's Tempest and Le Mans models.

Despite its engineering and years spent shutting the Irgens family through life's smiles and trials, the day came when talk of the old ride intermingled with "trade in." The Tempest was showing its age—the paint less vibrant, bits of trim were missing, and that OHC-6 wasn't exactly in prime condition.

According to Rick, "My parents considered taking it to the dealership and seeing what they could get for it towards a new car. I was in high school by then, and even though it needed work I felt it would be a perfect first car for me. I talked them out of trading it and convinced them to let me keep it; that Dad and I could refurbish it for my use as a reliable driver.

"It became a bonding experience for both of us. We stripped the car to bare metal, had a cheap 'economy' paint job done, and spent time in junkyards scrounging for parts," Rick says. "I always enjoyed searching through the JC Whitney catalog for other parts—some were my personalized upgrades—and we got it up and running like new again. I was able to drive it through





Three coats of PPG urethane matched to the factory Barrier Blue Metallic were applied, followed by four coats of urethane clear.



After sufficient cure time, the clearcoat was wet sanded using progressive grits of 800 to 3000 and then machine compounded for a brilliant show quality finish.



Once the painted body was reunited with the chassis, the transmission tunnel required some modification to fit the new Tremec TKO five-speed conversion.



Final stages of the car's reassembly are taking place with radiator, radiator support, and fenders added. Later the stock radiator is sidelined in favor of a modern aluminum unit with dual electric fans for improved cooling.



A Dynamat insulation kit was installed prior to fitting new carpeting and reupholstered bucket seats.



The finishing touches included freshly replated bumpers, polished trim throughout, and restored taillamps that employ LED bulbs from Dakota Digital.

my last years of high school, and I drove it to my senior prom."

With a budget restoration under the Pontiac's proverbial belt—including bucket seats Rick pulled from a 1966 Le Mans languishing in a Maryland junkyard—and a stint as school wheels, it would stand to reason that it would take on a new life for a college-bound, aspiring young adult and, eventually, guide Rick—degree in fist—toward his first day at a career job. Instead, the Tempest was stored at the family's Maryland abode. For years.

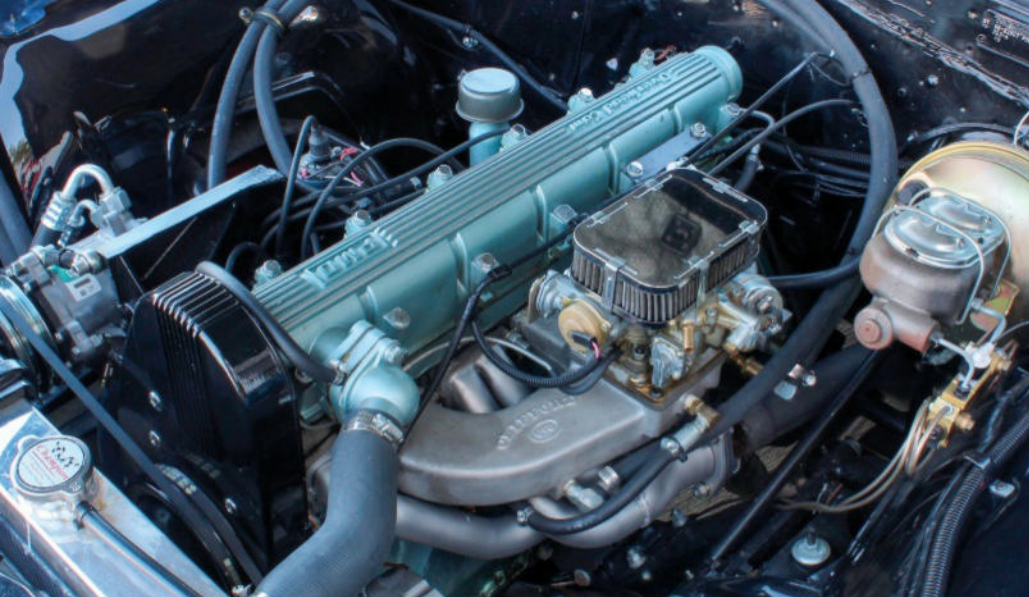
"In 2016 I began flying professionally out of the Midwest. I had just built a garage on a small acreage near my home and coincidentally had some time and resources that permitted me retrieve the car," Rick says.

"Dad got the Tempest into drivable condition by rebuilding the carburetor and installing new tires and a new gas tank; the original had deteriorated due to storage. Not wanting to risk an issue far from home and help, my son and I hooked up the trailer and made the round trip."

After securing the forlorn Pontiac, Rick reassessed its condition and future. Although it was functional where it sat, the budget friendly refurbishment did not inspire him. It deserved to shine as new again, but with a little zip Rick had originally desired.

"In 2017, I had Okoboji Classic Cars (OCC) in West Okoboji, Iowa, begin a body-off restoration that included not only the usual work but many upgrades that I had planned," Rick





Mild modifications include a Clifford aluminum intake with a two-barrel Weber carburetor, and Clifford exhaust headers. Other upgrades include a modern, dual-circuit, powered disc brake system; a Champion aluminum radiator with dual fans; and a Vintage Air climate control system.

says. "I love the originality of this car but envisioned a few more conveniences to make it more roadworthy and pleasurable to drive."

Okoboji Classic Cars started with the disassembly of the Tempest and began the time-consuming body preparation for paint. "Luckily, most of the body didn't require entire panel replacements. There were a few isolated areas that needed some custom fabrication though," body-man Ken Potter reports.

After the sheetmetal was prepped for paint, Ken applied an epoxy primer sealer, then three coats of PPG urethane in the factory Barrier Blue Metallic, followed by four coats of urethane clear. After sufficient cure time, the clearcoat was wet sanded using progressive grits of 800, 1000, 1500, 2000 and 3000, then machine finished with 3M polishing compound.

Meanwhile, the engine was torn down and the block and head were sent to Arnold Motor Supply for machining. After, Rick performed the rebuild with some final assembly assistance from the OCC crew. "The block was bored 0.040 over and a Clifford intake was installed, and along with an exhaust header, I swapped in a Weber two-barrel carburetor for a little more performance," Rick says.

The frame was stripped to bare metal and repainted. All the chassis components, including the suspension, brake, and fuel systems, were either cleaned and repainted, rebuilt, or replaced. Rick chose to install modern front disc brakes from Right Stuff Detailing, while the front suspension received tubular upper and lower A-arms, aluminum shocks, and a stabilizer bar. Rick also installed 14 x 6-inch Rally II wheels fitted with



Terry Irgens, Rick's father, poses beside the 1966 Tempest Custom prior to its relocation to Iowa for the car's body-off restoration.

P205/70R14 Uniroyal Tiger Paw radials.

In time, the body and chassis were reunited; however, a few more changes were seen to prior to final reassembly beginning. "A final modification to the transmission tunnel was made to accommodate a new Tremec TKO five-speed," Rick explains. "We also added a Dynamat insulation kit prior to laying in the new carpet and the bucket seats."

Other interior upgrades included Dakota Digital gauges and cruise control, AM/FM radio with Bluetooth capability by Antique Automobile Radio, upgraded fuse box and wiring harness from American Autowire, a new reproduction console from OPG, Silver Sport SST shifter, and a



"Overhead Cam 6" emblems helped distinguish what lay under the hood of Tempests and Tempest Customs so-equipped.



A dual exhaust system was added to improve performance, even though Pontiac never offered it as an option in conjunction with the OHC-6 engine.



Rick installed a set of 14 x 6-inch Rally II wheels with P205/70R14 Uniroyal Tiger Paw radials. He kept the original steel wheels and deluxe wheel covers that he may change out from time to time.





ABOVE LEFT: The new interior appears stock with its original deluxe steering wheel, but it has been upgraded with Le Mans bucket seats, an AM/FM Bluetooth radio, and a console-shifted Tremec five-speed transmission.

ABOVE RIGHT: A Silver Sport SST shifter controls the new manual transmission.



The factory gauges were replaced with a modern set obtained from Dakota Digital that includes a tach and digital clock.

new climate system from Vintage Air.

Rick's Tempest was finished in early spring of 2018, and he enjoys driving it every other weekend during the summer months and on special occasions. "I'll never regret going the full restoration route on this Pontiac, or making the modifications that I did," Rick says. "Inside and out the car still looks stock, and it handles amazingly well. I also love the connection it provides for me and my dad. It brings back so many great memories." 🚗



## Owner's View

"I have so much history in this car that I couldn't wait to get started on the restoration and I believe my dad was as excited as I was. All the modifications and upgrades that I've done haven't hurt its great looks and I'll be driving and enjoying it more as a result."

—Rick Irgens

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## AIR-COOLED FORD-O-MATIC

**Q:** I recently purchased a 1952 Mercury with a two-speed Ford-O-Matic transmission. Can an external oil cooler be attached to these models, and if so, how would I find which ports to use?

**RAY KENT**  
VIA HEMMINGS.COM

**A:** The air-cooled Ford-O-Matic used a finned torque converter to provide cooling and the only access port we are aware of is on the passenger side front of the case below the first/reverse band adjustment screw. This port was used by technicians for diagnosis as a pressure test connection. Adding a cooler line there might result in insufficient operating pressure inside the valve body, given the additional plumbing and distance the fluid would have to travel out and back. There is a second hole on the rear of the case that simply drains back into the pan, which could technically be used as the location for a return line, but we would not recommend adding a cooler unless you change to a non-finned converter and a valve body from an externally cooled transmission. Another alternative is to locate a Ford truck OE-style external cooler, which is mounted on a bracket attached to the passenger side of the bellhousing in 1955-and-newer truck transmissions. Radiator coolant was plumbed back to this cooler, which was basically an extra loop that ran around the outside of the add-on cooler unit. A picture of the cooler is seen in the 1955 Ford-O-Matic manual on page 5, picture #5344. Dave Edwards at AutoTran could possibly locate one for you.

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## 1964 FALCON RANCHERO POWER STEERING CONVERSION

**Q:** I'm restoring a 1964 Ford Falcon Ranchero. It has a three-on-the-tree with a 200-cu.in. six-cylinder engine (it originally had a 170-cu.in.) and I would like to convert the stock manual steering to power steering. I've searched, but no one

seems to have a conversion kit that avoids the hydraulic ram center link. Would you happen to know of one? Thank you for any help you may provide.

**KEITH LINDSEY**  
VIA HEMMINGS.COM

**A:** Although Borgeson offers a 14:1 "quick-steer" conversion steering gearbox (#800110 for 1960-'65 Falcons/Comets with a 1-inch sector shaft) that would fit your Ranchero with some steering column modifications, there is no accompanying steering linkage kit for the six-cylinder models that would replace the existing control valve/power cylinder-style set-up. Six-cylinder Falcons from 1963-'64 will not accept more changeover components without changing to 1965 V-8 spindles.

The EPAS electric steering-assist system, a computerized motor assist that mounts to the steering column and may solve steering linkage issues, does not work with column-shifters.

One option you might consider is the Unisteer manual rack-and-pinion steering conversion (#8001050-01), but no power rack option is offered. Despite these difficulties, if you endeavor to complete this changeover, consider checking with Falcon Enterprises, which can supply you with all of the 1965 V-8 components necessary, including the disc-brake spindles. A list of these changeover items is available on a dedicated page on their website. Once the front end has been modified, you can then install one of the conversion kits offered for 1965-'66 Falcon/Mustang V-8s from many Mustang and Falcon suppliers, including Summit Racing, Eckler's, and CJ Pony Parts.

**FALCON ENTERPRISES**  
916-339-2818 • [falconparts.com](http://falconparts.com)

**UNISTEER**  
800-338-9080 • [unisteer.com](http://unisteer.com)

**ECKLER'S/MAC'S AUTO PARTS**  
877-305-8966 • [ecklers.com](http://ecklers.com)

**CJ PONY PARTS**  
800-888-6473 • [cjponyparts.com](http://cjponyparts.com)

## BIG BUICK DISC BRAKES?

**Q:** I have a 1969 Buick LeSabre that's in need of a front suspension rebuild and it appears that some of these parts are not readily available. I'm having difficulty finding upper ball joints and tie rods. Would you know if there are any other GM models that have interchangeable suspension parts? Or a parts supplier that still has them? Second question: Do you know of any other GM models that would allow me to convert to front disc brakes? I know there are aftermarket conversion kits available, but I was wondering if there were any common parts with other models from 1969.

**GARY LEE HAPPY**  
VIA HEMMINGS.COM

**A:** Your easiest option for both questions is to locate a "knee assembly," which would include upper and lower control arms and spindles from a 1969 or 1970 full-size Buick or Riviera with factory disc brakes, as these would bolt right to your car and leave you with the correct spindles to use 1969-'70 full-size Buick disc-brake components. Unfortunately, knee assemblies from other full-size GM cars will not interchange. Upper control arms on 1969-'70 Buicks are make-specific and spindles fit only 1967-'70 Buicks. Lower control arms were also specific to 1969 and 1970 Buicks and Rivas. As far as replacement components, Rare Parts sells the upper and lower ball joints and all four tie-rod ends (each one is unique—left, right, inners and outers) as well as shocks and the coil springs.

But even if you can locate the factory disc-brake spindles, there are additional obstacles: The factory front disc-brake rotors for the 1969-'70 full-size Buick and Riviera are not commercially available; calipers are tough to find as well. Only the '70 models used the single-piston sliding calipers. CARS LLC lists replacement brake pad sets and caliper rebuild kits, but does not have rotors. For a conversion, you may need to look to the aftermarket.

**RARE PARTS**  
800-621-2005 • [rareparts.com](http://rareparts.com)

**CARS LLC**  
908-369-3666 • [oldbuickparts.com](http://oldbuickparts.com)



All discussions in this column pertaining to repairs, conversions, part swaps, etc. are offered as suggestions. Performing any such work should be accompanied by thorough research to verify proper parts compatibility and procedures to achieve a safe, functional result.



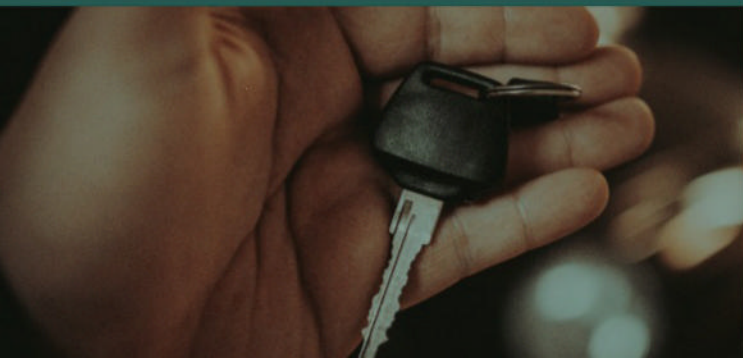


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# Stashed Six-Cylinder 292 to the Rescue

A running start for the *Hemmings Motor News* 1936 Chevy Sedan Delivery

## 1980 CHEVROLET 292-CU.IN. L25 SIX-CYLINDER ENGINE

ASKING PRICE: \$200

FOUND BY: HEMMINGS CLASSIC CAR READER

### ASK AND YE SHALL RECEIVE.

Not long ago (Garage Time, May 2024) we were lamenting in these pages how our 170-hp 1964 Chevrolet 292 wasn't a worthy core. Soon after that issue hit newsstands, a reader in the vicinity e-mailed us noting they were in possession of what we sought. Let that be a lesson for you on the efficacy of a *Hemmings* Want Ad!

Our local benefactor was a retired hot rodder with an affinity for the unusual. Inside his fascinating workshop space (constructed by his grandfather from the ruins of a burned barn) were comingled bits of a few mechanical passions, including International Harvester Scout driveline goodies and a plethora of Chevrolet V-8 ram's horn exhaust manifolds. A Fenton 2x1 intake on the wall made us wish we were pursuing an older stovebolt build for our 1936 Chevrolet panel truck, but the centerpiece was this 292.

The seller said he'd removed it from an early 1980s GM dually pickup truck about 20 years ago. His intent had been to use it in a 1940s Chevy, and he'd noted its condition at the time of acquisition as not knocking, but not having great oil pressure, either. He'd been faithfully oiling down the cylinders and turning over the engine as it sat in storage. Hemmings Garage shop manager Junior Nevison was optimistic that it would run again.

Determined that the engine should go to a good home, the seller accepted our cash offer, and we acknowledge we got a sweetheart deal in that process. With a fresh starter and plugs, Junior got the engine running. Our oil pressure readings from the test run were inconclusive but showed nothing obviously worrisome. We will clean up and tear down the 292 next, hoping that we can re-seal what we have and run it for a bit longer.

In the process of helping to revive the engine, we were able to make some interesting comparisons between our two engines and look up some numbers. The stamped number on our older engine is F0124PG and its casting number is 3851659. Both of those numbers, plus the casting date, point to 1964 production in Flint, Michigan. The cylinder head is a bit of a mystery, however, as it appears to have plugged ports for emissions equipment that didn't exist yet in 1964.



Our newer engine, the runner, is stamped M0512TSA, which points to a Mexico-produced engine destined for a 1980 ¾-ton truck (K30 or C30). That meshes with the seller's recollection of a C30. The casting number 93406004 (plus "*Hecho en Mexico*") backs this up.

Interestingly, both of our 292s were installed under the L25 RPO code in their respective years. The external differences between them are considerable, perhaps most notably all the extra accessory and emissions equipment on the 1980s engine, plus its large-cap HEI distributor. The '80s engine also uses the newer, smog-friendly Rochester Monojet one-barrel instead of the '64's Rochester Model B.

Internally, the 1964 engine originally had 8.0:1 compression, while after 1978 the L25 was reduced to 7.8:1. The 170 (gross) hp at 4,000 rpm rating of 1964-'70 had fallen to 165 (gross) hp at 4,000 rpm by 1971. The change to net horsepower ratings for 1972 saw that fall to 125 at 3,600 rpm, but GM documentation from the era indicates that the measured gross outputs were the same. Our 1980 engine was rated for 115 hp at 3,400 rpm but we may improve on that as we reassemble it with a combination of 1964 and aftermarket parts in the mix. 🚗



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**Make/Model:** 1978 Toyota FJ40  
2-Dr Soft Top  
**Asking Price:** \$37,500



**Make/Model:** 1964 Austin-Healey 3000  
MK III BJ-8  
**Asking Price:** \$85,000



**Make/Model:** 1965 Buick Skylark  
Gran Sport  
**Asking Price:** \$39,900



**Make/Model:** 1998 Bentley Azure  
**Asking Price:** \$60,000

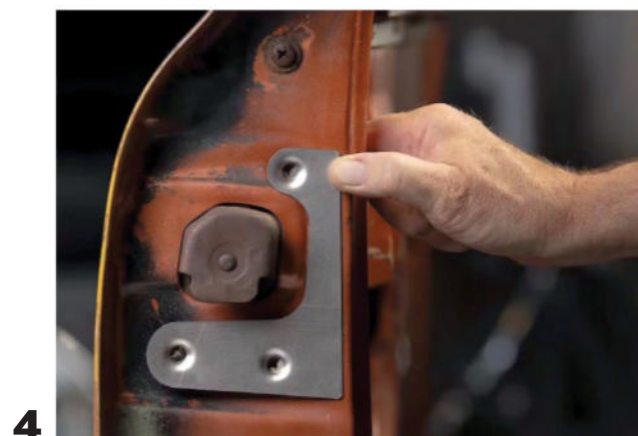
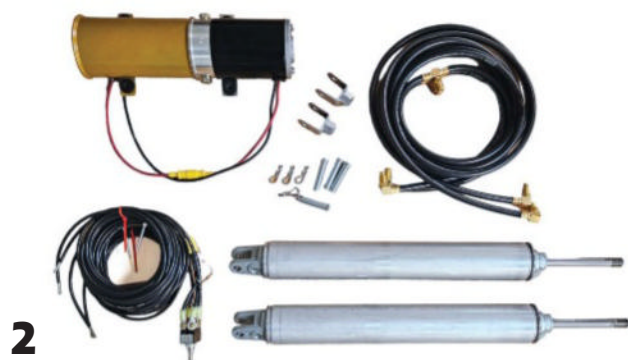


**Make/Model:** 1969 Chevrolet C20  
Longhorn Cheyenne  
**Asking Price:** \$38,000



**Make/Model:** 1970 Dodge Super Bee  
**Asking Price:** \$79,000





1.

## FLATHEAD V-8 VALVE PACKAGE

**EARLY FORD V-8 SALES**  
**800-417-3347**

Redo the valves in your Ford flathead V-8 with these new overhaul kits that contain everything you need to do the job. Each kit includes 16 stainless-steel exhaust valves, one-piece valve guides, valve springs, valve spring retainers, paired split locks, valve guide retainers, and eight valve guide seals for the intake side. The kits are compatible with most Ford cars built between 1932 and 1953 and equipped with the 85- to 100-hp versions of the legendary V-8. For more information, inquire about p/n 8BA-6506/10-Kit.

**\$269.95/KIT**

[earlyford.com](http://earlyford.com)

2.

## CHEVY POWER TOP SYSTEM

**HYDRO-E-LECTRIC**  
**941-639-0437**

If your 1951-'52 Chevrolet convertible top system is too far gone, this complete 6-volt hydraulic system will bring it back to normal operation. Each kit comes with everything you see here, including two top cylinders, two yokes, four pins and keys, a 6-volt motor pump, one switch with wiring (6-volt), and a hose set. The reproduction kits are easily installed with basic tools, and everything needed for full operation is supplied except for hydraulic fluid (Dexron is recommended). Call for partial kits or individual parts and ask about p/n CH551CH6V for more details.

**\$789/PAIR**

[hydroe.com](http://hydroe.com)

3.

## GM GLASS

**CLASSIC INDUSTRIES**  
**800-854-1280**

If the front door glass on your 1961-'62 General Motors sedan or station wagon has become foggy, broken, or is simply missing, these new replacement panes are designed to fit just like the original glass with minimal hassle. Each reproduction piece offers full transparency to enhance the appearance and safety of your vintage GM car. They'll fit both left- and right-side doors and are made the same way as factory originals. The glass is compatible with most GM four-door sedans and wagons, including Biscayne, Bel Air, Impala, LeSabre, Invicta, Dynamic 88, Super 88, Catalina, Star Chief, and Safari. Ask about p/n FD2342C for more information.

**\$75.99/EACH**

[classicindustries.com](http://classicindustries.com)

4.

## LATCH ON

**SPEEDWAY MOTORS**  
**800-979-0122**

Fix your C10's sticky and subpar door action with this new weld-in door latch mount repair panel. They are a much easier alternative to finding used units, as each has precisely located and dimpled mounting holes that register off the latch opening for a perfect fit. They can be used on existing latches or reproduction parts. The 18-gauge steel patches are CNC laser cut for a precise fit. The new mounting panel is easily welded into place with some minor trimming and grinding needed so it will easily open or close on your C10's door striker. Sold for the left and right doors, they're made for the 1967-'72 Chevy C10 pickup, K10 pickup, Blazer, and Suburban. The right-side mounts will work for the Suburban rear door as well. Ask about p/n 91098214-DRV for more information.

**\$29.99/PAIR**

[speedwaymotors.com](http://speedwaymotors.com)



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



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# Ford's 1956 Lifeguard Design and V-8 Engine Were a Potent Sales Power Team


*THE WORLD'S LARGEST SELLING V-8*  
...and Lifeguard Design is another reason why!

This Lifeguard steering wheel has a new deep-center construction to reduce possibility of driver being thrown hard against steering post in case of accident. Ford engineers have mounted the rim of the wheel high above the recessed steering post to help "cushion" your chest against severe injuries from impact.



Optional Lifeguard padding protects you against accident injuries by providing a "crash cushion" on both the instrument panel and sun visors. It is five times more shock absorbent than foam rubber. New Lifeguard rearview mirror that "gives" on impact and resists shattering is standard on '56 models.

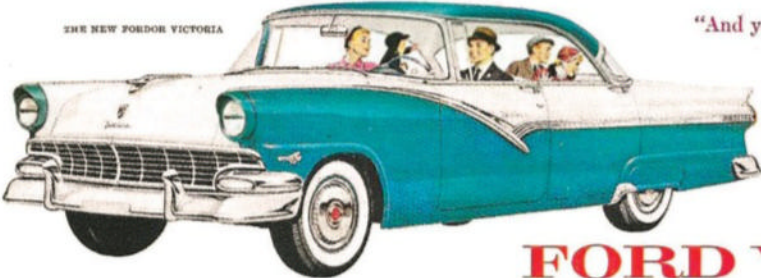


You're twice as safe if you stay inside the car in an accident. Statistics prove it conclusively. So our Ford engineers have designed these new Lifeguard door latches with a double grip to reduce the possibility of doors springing open in a collision.




Look at this Ford seat belt! One-third stronger than required for airlines, it is securely anchored to reinforced, all-steel floor structure. Optional Ford seat belts can be adjusted or released with one hand . . . are available in colors to harmonize with interiors.

THE NEW FORDOR VICTORIA



"And you'll drive safer ever after!"



**FORD V-8**  
*Sells More because it's Worth More!*

Cuddly teddy bears sold well during the mid-1950s era. So did innocence. Marry the two and one has a perfect recipe for marketing safe automotive engineering. Ford did just that with its 1956 Lifeguard Design campaign, which promoted V-8 power in front of four components that were available in its passenger cars: deep-center steering wheels, "crash cushion" instrument panels, "double grip" door latches, and seat belts.



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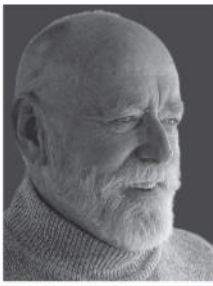


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**Jim Richardson**

# Women Drivers

“That tumultuous period opened the door of driving freedom for women, many of whom had no desire to relinquish that freedom after the war.”

## THE FIRST

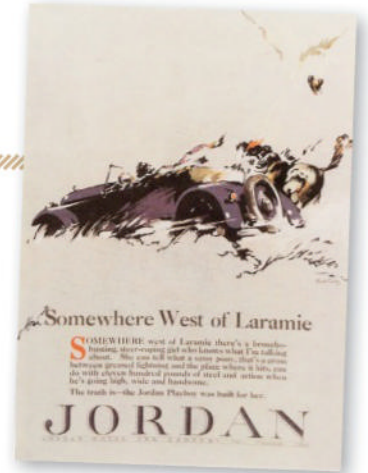
known woman driver was Bertha Benz, who in 1888 took her husband Karl Benz’s invention, the internal combustion-powered automobile, for a spin in Germany. Bertha neglected to tell Karl, but she brought her two sons along to push the car up hills during the nearly 60-mile drive from Mannheim to Pforzheim to visit her mother. The journey took a while because she had to stop frequently for petrol at pharmacies. She also had to have the wooden brake shoes relined with leather at a leather worker’s shop, thus inventing brake linings. After the visit, she and her sons drove home, and in doing so, proved the efficacy of the internal-combustion automobile.

Bertha’s trip proves women have been part of automotive history from the very beginning. Before 1911, when Charles Kettering invented the self-starter, well-off ladies usually drove electric vehicles though. Detroit Electric’s advertising, for example, was specifically worded to reach them, one of which said, “For the bride to be, or the bride of many Junes ago, a Detroit Electric.” Henry Ford bought his wife, Clara, one because they were quiet, clean, and easy to drive.

But once the self-starter became common, more women started driving non-electrics, which offered far greater driving range. Thus, by the late 1920s, car companies recognized the growing demographic. One was carmaker and marketing whiz Edward S. “Ned” Jordan, who went a step further and built beautifully designed automobiles intent to lure women drivers. His car, the Jordan Playboy, became a major success, but not primarily because of its mechanical virtues. Its famous full-page ad, which Ned himself came up with, says it all. It reads in part:

“Somewhere west of Laramie, there’s a broncho-busting, steer-roping girl who knows what I’m talking about. She can tell what a sassy pony, that’s a cross between greased lightning and the place where it hits, can do with eleven hundred pounds of steel and action when he’s going high, wide and handsome. The truth is—the Playboy was built for her...”

Jordan sadly folded during the Depression,



and not a lot was done to reach female customers until Oldsmobile introduced the Hydramatic automatic trans-

mission in 1940. Call it fortuitous, for during World War II many women were driving to defense plant jobs while the men fought overseas. That tumultuous period opened the door of driving freedom for women, many of whom had no desire to relinquish that freedom after the war. So much so that in the early 1950s, Nash released its little Metropolitan, designed for American consumption as a second car for the woman of the family.

Then, in 1955, Dodge released the La Femme, designed for, and marketed specifically to women, with pastel colors and lavish interiors. It included a compartment in the back of the driver’s seat for a purse and makeup kit. It also came with a matching raincoat and umbrella. Unfortunately, it was a swing and a miss, and was canceled after 1956, just as other companies began releasing special spring color palettes that lasted into the early Sixties.

More recently, General Motors—considering the growing influence and buying power of American women—created the Saturn brand, accompanied by an apropos marketing scheme. The Saturns were practical, well-engineered and reliable, with little emphasis placed on macho one-upmanship. Instead of forcing women to haggle with wily salesmen, the price was the price. My wife liked that, and she drove hers for years before giving it to a friend, who still drives it today. Saturns sold well for 25 years, but when GM went into crisis mode in 2008, the company shuttered Saturn, as it would Pontiac.

So, what’s happening these days? It appears most automakers are producing androgynous generic appliance cars. Pioneering psychiatrist Sigmund Freud said over 100 years ago that it was not scientifically possible to determine what women wanted, and that may be true. The reason I say that—my beautiful feminine granddaughter drives a big rough-riding jeep with huge tires, but her boyfriend drives a Smart car. Hmmmm... 🚗





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