

HEMMINGS

CLASSIC CAR

AMERICA'S COLLECTOR-CAR OWNERSHIP MAGAZINE

OCTOBER 2024 #241

FIRST, ORIGINAL, AND FOREVER CAR 1957 CHEVROLET BEL AIR SPORT COUPE

CLASSIC CHEVROLETS

- ONE-OWNER 1969 MALIBU RESTORATION
- FAMILY HEIRLOOM 1970 NOVA



BARN FIND TRIO

1967 CHRYSLER NEWPORTS

PERSISTENCE REWARDED

1958 EDESEL PACER

HIGH MILEAGE

1966 PORSCHE 911

HEMMINGS MUSCLEPALOOZA

PRESENTED BY  DEZERLAND
PARK
INDOOR FUN • ALL DAY

OCT. 12 ORLANDO, FL

\$15K
IN PAYOUTS



EVENT INFO
+ TICKETS



HEMMINGS.COM/MUSCLEPALOOZA

VINTAGE + MODERN MUSCLE CARS • MUSCLE TRUCKS • HOT RODS • DRAG CARS

YOU ARE CORDIALLY INVITED TO
HEMMINGS' 70TH ANNIVERSARY CELEBRATION AT

NEW ENGLAND



Concours d'Elegance.

10·27·24

*FARMINGTON
POLO CLUB*



*FARMINGTON,
CT*

A SOPHISTICATED CAR SHOW BENEFITTING THOSE IN NEED.
IN PARTNERSHIP WITH THE HOMETOWN FOUNDATION.





HEMMINGS
CLASSIC CAR

CONTENTS

HEMMINGS CLASSIC CAR • OCTOBER 2024 • VOLUME 21, ISSUE 1

On the Cover: Buying a used car as a first vehicle isn't an uncommon tale. Keeping it in pristine, all-original condition for 57 years and 70,000 miles of driving is. Such is the case with this 1957 Chevrolet Bel Air Sport Coupe, captured by Emma Dennis alongside the Miles Lumber Company barns in Arlington, Vermont.

PERSPECTIVE

- 6 Matthew Litwin
- 8 Garage Time
- 10 Reminiscing
- 12 Recaps Letters
- 24 Pat Foster
- 58 Lost & Found
- 70 Rear View Ads
- 72 Jim Richardson

FEATURES

- 16 Cover Story
1957 Chevrolet Bel Air
- 26 Barn Find
1967 Chrysler Newport
- 34 1958 Edsel Pacer
- 42 One Family car
1970 Chevrolet Nova
- 50 1966 Porsche 911
- 56 News Reports

MARKETPLACE

- 14 Hemmings Auctions
- 66 Swap Meet Scores

TECH

- 60 Restoration Profile
1969 Chevrolet Chevelle Malibu
- 68 New Products & Parts



HEMMINGS.com

THE WORLD'S LARGEST COLLECTOR CAR MARKETPLACE

BUYING
VALUATION

SELLING
SHIPPING

PAY + TITLE
INSPECTION

FINANCING
INSURANCE

SCAN TO FIND YOUR DREAM CAR



CLASSIC CAR

Jonathan Shaw, President
Matthew Boice, Senior Vice President of Media

EDITORIAL

Douglas R. Glad, Head of Content
Dan Stoner, Creative Director
Matthew Litwin, Editor, *Hemmings Classic Car*
Jerry Pitt, Managing Editor
Evan Perkins, Director of Digital Content
Terry Shea, Marketplace Editor
Terry McGean, Editor-in-Chief, *Hemmings Muscle Machines*
Mike McNessor, Editor, *Hemmings Motor News*
David LaChance, Senior Editor
Mark J. McCourt, Senior Editor
David Conwill, Associate Editor
Jeff Koch, West Coast Associate Editor
Tom Comerro, Editorial Assistant
Tara Hurlin, News Editor
Bryan McTaggart, Digital Editor
Roberta Conroy, Graphic Designer
Caroline Quant, Graphic Designer

Editorial Contributors:

Jim Black, **Jim Donnelly**, **Patrick Foster**, **Scotty Lachenauer**,
Luke Munnell, **Jim Richardson**

VIDEO PRODUCTION

Mike Musto, Director of Programming

HEMMINGS GARAGE

David "Junior" Nevison, Lead Mechanic

ADVERTISING

Jaclyn Bradham, Vice President, Media Revenue Sales

Multimedia Sales:

Spencer Binkley, **Rob Fisher**, **Heather Naslund**,
Tim Redden, **Nathan Sutton**
Sofia Kapatos, Client Success Manager

HEMMINGS DIGITAL

Grant Repsher, VP of Digital Products and Engagement
Mark McNutt, Manager/Business Analyst - Web and Research
Florin Gale, Director of UX & Design
Mark Nordyke, Director of Engineering
Robert Hayman, Technical Lead
Jason Leake, Director of Digital Product
Jeremy Meerwarth, Engineering Manager
Clara Poston, UX Designer
Wayne Archer, Quality Assurance
Maria Cebotari, QA Engineer

Web Developers:

Eric Askew, **Orhys Brown**, **Jean-Claude Mutanga**,
David Richied, **Cody Walton**

MARKETING

Kathryn Reinhardt, SVP of Marketing and Events
Brandon Garcia, VP of Marketing and Business Dev.
Connor Penegar, Director, Media Relations
Jeff Teel, Senior Events Manager

OPERATIONS

Jennifer Sandquist, Director of Operations
Robin Burdge, Marketplace Administrative Asst

Marketplace Sales:

Leslie Benjamin, **Lauren Bredbenner**, **Tammy Bredbenner**,
Dan Cross, **Mary Ellen Devlin**, **Alyssa Karpenko**, **Missy Telford**

Graphic Services:

Carrie Houlihan, Projects Senior Lead
Christopher Brown, **Todd Koch**,
Stephanie Rawling, **Mathew Sargent**

Information Services:

Gregory Hunter, IS Director

Facilities:

Joe Masia, Facilities Manager
Brad Babson, **Paul Bissonette**, **Matt Williams**

CIRCULATION

Scott Smith, Circulation Director
Claudia Birkland, **Amber Doucette**, **Alaina Krawczyk**,
Eddi Lynn Loveland, **Darcy Lyle**, **Merri Mattison**, **Nathaniel Stanley**

HEMMINGS AUCTIONS

Kurt Ernst, Managing Editor

Auctions Specialists:

David Argenti, **Allan Boulet**, **Karissa Crandall**, **Bryan Raab Davis**,
Nicole Deuel, **Chris Drayton**, **Raina Kosich**, **Chad Thompson**

ADMINISTRATION

Brandy Smith, Administrative Assistant

HEMMINGS CLASSIC CAR

ISSN# 1550-8730 • www.hemmings.com

Published monthly by Hemmings • 222 Main St., Bennington, VT 05201

TO SUBSCRIBE:

Online: www.hemmings.com/subscribe
Mail: 222 Main St., Bennington, VT 05201
Mail: PO Box 2000, Bennington, VT 05201
E-mail: hmnsubs@hemmings.com

Subscription rates in the US and Possessions; 12 issues
for \$19.95, Canada \$30.95; (CDN price includes surface
mail and GST tax). All other countries \$32.95 in US funds.

Occasionally, we make our subscriber list available to
carefully screened companies that offer products and services
that we believe would interest our readers. If you do not want
to receive these offers and/or information, please advise us at
P.O. Box 76, Bennington, VT 05201, or call 800-227-4373.

TO ADVERTISE:

Online: www.hmn.com/sell
E-mail: adsales@hemmings.com
Periodicals Postage Paid at Bennington, Vermont
and additional mailing offices.

POSTMASTER:

send address changes to:
Hemmings Classic Car, P.O. Box 196, Bennington, VT 05201
Hemmings Classic Car is a publication of
American City Business Journals, Inc.,
120 West Morehead St., Charlotte, NC 28202
Ray Shaw, Chairman (1989-2009)
Whitney Shaw, CEO



Hemmings Classic Car Reader Offer • **SAVE 55%**



Corgi Model Club USA

HAVE DONE THE IMPOSSIBLE!

A WORKING MODEL OF THE JAMES BOND ASTON MARTIN

- ★ OPENING ROOF & EJECTOR SEAT
- ★ BULLET SCREEN
- ★ TELESCOPIC OVER-RIDERS
- ★ RETRACTABLE MACHINE GUNS
- ★ REPLICAS SPY INSTRUCTIONS
- ★ SPARE BADDIE FIGURE

CORGI 261 • JAMES BOND ASTON MARTIN DB5 007

SAVE OVER \$40

Total offer worth \$70.97
Normal model price \$49.99
+ \$7.99 shipping.
Two FREE gifts worth \$20.98.



OFFICIALLY LICENSED - 1:46 SCALE
Re-issue of the original Goldfinger DB5
Length: 37/8 in Width: 13/8 in Height: 1 1/8 in

NEWS FLASH!

THE MOST FAMOUS CORGI TOY EVER MADE – NOW JUST

\$29.99

EXCLUSIVE NEW TOOLING • RE-ISSUED FOR THE FIRST TIME

Wind the clock back almost 60 years to October 1965. Your nose is pressed against the cold glass of the local toy shop window to see the most desirable toy-model of the time – the car that belonged to the world's most famous spy, the one and only James Bond!

A museum quality die-cast model

This was the world's fastest selling die-cast metal model - and small wonder: 007's DB5 was a marvel of miniature toy engineering with its incredible features, including that ejector seat! Then, as now, Corgi have always prided themselves on their detailing and accuracy.

Re-issued for the **FIRST TIME EVER**, we are now able to offer you the **ORIGINAL Corgi Toys Aston Martin DB5 model #261** that was created as it appeared in the 1964 box office smash, *Goldfinger*. Faithful in every working detail - this **1:46 scale** replica is

probably **Corgi's most iconic model** – much sought after by collectors.

Your DB5 die-cast replica, in its famous #261 box and Certificate of Authenticity, makes for a wise investment. It's yours today, along with an extra **TWO fantastic FREE gifts** all for **\$29.99**. To reserve your model and FREE gifts, go to **www.CorgiModelClubUSA.com/BONDHCC** or call **+1-855-300-0085**. Act now while supplies last!

OUR PROMISE TO YOU

When you take advantage of this discounted offer, you will be auto enrolled into the Corgi Model Club. After 30 days you can choose your next die-cast model with its own certificate of authenticity – which will cost \$29.99 plus \$7.99 shipping and handling fees. We have an easy "30 day money-back guarantee" returns policy. Should you wish to pause or cancel your membership, you can do this easily at any time. This is an obligation-free offer.

007 and related James Bond Indicia © 1962-2024 Danjaq, LLC and Metro-Goldwyn-Mayer Studios Inc. **007** and related James Bond Trademarks are trademarks of Danjaq, LLC. 2024 © EON Productions Ltd and Danjaq, LLC. All Rights Reserved.

Aston Martin, the Aston Martin Wings logo and the model name "DB5" are trademarks owned, licensed or used by Aston Martin Lagonda Limited. All rights reserved.

★★★★★

Terrific!

"Excellent, a great piece of Corgi history. Keep 'em coming!"
James Vaccina

★★★★★

Just as I remember it
"This is a beautiful and accurate reproduction of the original I got for my 5th birthday. A very nice model!" Mark Owens

★★★★★

Great repro of the DB5
"If you are a Bond fan like me, it doesn't get better than this. A perfect reproduction of the 1965 gold DB5."
Terry Ginther

OVER 3000 5-STAR REVIEWS!

Plus receive TWO FREE GIFTS worth \$20.98

ORDER NOW & SAVE OVER \$40!

Pay just \$29.99

+ \$7.99 shipping & handling

ALL WORTH \$70.97

Strictly one order per household as supplies are very limited



Go to www.CorgiModelClubUSA.com/BONDHCC or call +1-855-300-0085



Matthew Litwin

The Hot One



Write to our Editor at mlitwin@hemmings.com and follow him on Instagram @matt.litwin.hemmings.

“He was determined to make a full-bore assault on the stock car scene—to the tune of 16,000 billboards and announcement in 7,500 daily newspapers across the country, plus television ads.”

IF YOU’VE BEEN

following my musings over the years, then you’ve recognized a lack of Chevrolet in my life. I can count on one hand prolonged direct contact with the storied brand: My dad’s 1988 S10 Blazer “High Country,” which mysteriously ingested fluids daily; a high school friend’s 1981 Citation that he levelled a stone wall with; and a host of early Eighties Malibu coupes we carved into circle track racers during the early Nineties.

That’s not to say I’ve not harbored a desire to own a few Chevys. I’ve long admired the slant-nose styling of the 1976 Laguna S-3, and the low, wide, and sleek two-door ’73 Chevelle. Cale Yarborough piloting those left an indelible impression on me, despite my being a diehard Richard Petty fan. Then there were Monte Carlos from 1970 through abbreviated ’88, after which the Lumina raced the NASCAR circuit. My favorites are the ’83-’87 editions, and before you assume it was because of Dale Earnhardt, Neil Bonnett and Terry Labonte were responsible.

By then, Chevy was synonymous with American performance, but it wasn’t always that way. When NASCAR was founded in 1948, Chevy was heralded for being GM’s volume leader, providing its customers with attractive cars with modest comfort and reliable power at an affordable price. That formula was still a Chevy hallmark when NASCAR’s first “Strictly Stock” (now Cup) race was held in 1949, a race won by a Lincoln. Five years and 175 “Grand National” races later, Chevy was still the same old Chevy.

As the 1954 season closed, however, there was hard-to-miss writing on the wall. NASCAR was the fastest growing racing organization in the country, and winning on the circuit was impacting new car sales at the dealership. Ford, Mercury, and Lincoln had all won since ’49. So too had Chrysler, Dodge, and Plymouth. Oldsmobile was an early series dominator, as was Hudson. Nash and Studebaker claimed wins too, and Jaguar in NASCAR’s first road race at Linden Airport (in New Jersey) on June 13, 1954. But Chevy was an also-ran, despite 35 combined entries over that 176-race span. The



ISC IMAGES & ARCHIVES VIA GETTY IMAGES

Paul Goldsmith and car owner Smokey Yunick landed Chevy one of its three wins in 1956.

best showing was a fourth recorded by Sam Rice (with relief help by Glenn Dunnaway) at Heidelberg Speedway in Pittsburgh, Pennsylvania, on October 2...1949. That had to change.

Barney Clark was appointed director of Chevrolet’s official racing program prior to the start of the 1955 season. He was determined to make a full-bore assault on the stock car scene—to the tune of 16,000 billboards and announcement in 7,500 daily newspapers across the country, plus television ads, all of which singled out the division’s high-speed performance accomplishments in NASCAR.

What helped Clark immensely was the all-new fleet of 1955 Chevys. Fresh styling nearly overshadowed the swap from a kingpin to a ball joint suspension system, in addition to making the switch to an open driveshaft in lieu of a torque tube. The biggest advancement was the introduction of the 265-cu.in. V-8. The mill (using track lingo) was ideal for racing, as it thrived at high RPM.

On the track, Chevy’s fortunes changed overnight. During 1955, the volume division of GM could boast 249 combined entries during the 45-race season, all while recording 45 top five finishes and 103 top 10s. Better still, Chevy notched two wins, the first by Fonty Flock at Columbia Speedway in South Carolina on April 26. The other was simply earth-shattering. Herb Thomas bested 68 other drivers in 12 other makes to win the Southern 500 by a full lap. For the record, there were 23 Chevrolets in the field.

Despite what proved to be a fatal year—six AAA driver deaths in the States, and more than 83 at Le Mans—racing was pivotal to success in terms of engineering and showroom sales. Chevy continued to capitalize. Three wins followed in ’56 before the performance flood gates opened in ’57. Fuel injection was the game changer, and even when it was outlawed by May, Chevy amassed 21 wins in 53 races, and another 25 in ’58 using year-old models; another story in its own right.

Is it any wonder why Chevy was known as “The Hot One?” 🚗

A Time of Porpoise

A memorable beach moment: You're basking in the warm sun, toes in the sand, letting the gentle turn of the foam-capped waves lull you into a state of complete relaxation. As your eyes scan the endless horizon of blue on blue, you're rewarded with a pod of dolphins making their way across the sea.

There's no denying their signature shape as they leap from the water. If you don't see anything else extraordinary the rest of day, you can take solace knowing you've witnessed one of nature's most playful and human-like creatures in their natural habitat.

Why not re-create that special moment with our **Balinese Dolphin Pendant**? We've captured two dolphins mid-jump in sterling silver crafted in the Balinese style. Tucked between these beloved sea mammals is a full carat of shimmering blue topaz. Made by some of Indonesia's finest artisans, this pendant is an absolute steal at **JUST \$29!** That's what we call our Stauer **IMPOSSIBLE PRICE!**

Nothing captures the shimmering color of the ocean in the midday sun like blue topaz. With its sparkling, clear blue color and high reflective index, blue topaz is one of the world's top-selling gemstones. The Gemological Institute of America lauds topaz for its hardness, noting that blue topaz is known for its intense color that's better than aquamarine. With this special price, you can score quite the catch.

Satisfaction guaranteed or your money back. Enjoy the Balinese Dolphin Pendant for 30 days. If it doesn't pass the test swimmingly, send it back for a full refund of the item price.

Limited reserves. This pendant is already one of our best sellers this year. A full carat of genuine blue topaz set in .925 sterling silver for this price is as rare as a dolphin sighting. We cannot guarantee availability for long. Call today! This offer is limited to the first 1,900 responders to this ad!

Jewelry Specifications:

- Made in Indonesia
- Blue topaz and .925 sterling silver

Balinese Dolphin Pendant (1 carat)

~~\$299~~ \$29* + S&P **Save \$270**

**Special price only for customers using the offer code.*

1-800-333-2045

Your Insider Offer Code: DNP254-01



Chain sold separately.

ONE CARAT OF SHIMMERING BLUE TOPAZ
SET IN STERLING SILVER FOR ONLY \$29

What Stauer Clients Are
Saying About Our Topaz

★★★★★

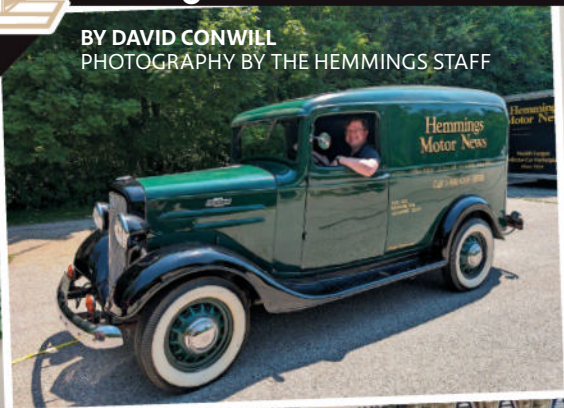
"Just lovely! Would recommend it as a purchase. Thank you STAUER." — Mary L.

Stauer, 14091 Southcross Drive W., Dept. DNP254-01, Burnsville, MN 55337 | www.stauer.com

Stauer | AFFORD THE EXTRAORDINARY®



BY DAVID CONWILL
PHOTOGRAPHY BY THE HEMMINGS STAFF



Swapping a Minivan for a Panel Truck, Part III

The *Hemmings Classic Car* 1936 Chevrolet project moves forward with a bigger engine and overdrive

IT WAS DECEMBER 2023

("Goodbye, Static State," *HCC* #231) when we introduced our 1936 Chevrolet ½-ton Panel Truck in these pages, followed by an update on the project in the May 2024 issue ("Retreaux," *HCC* #236). Back then, we could only talk about what was wrong and what we intended to do about it. Now we can say that we've started the doing.

In May, we said we'd swap out the 230-cu.in. straight-six (which has since been revealed as a 250) for a 292 (more on this engine in a moment) and replace the NP435 creeper-gear four-speed with an overdrive five-speed. As of this writ-

ing, we've inspected both our replacement 292 and five-speed, confirmed them to be usable without expensive repairs, and run the 292 on a pallet just to prove it could be done. Hemmings Garage Lead Mechanic Junior Nevison is about 80 percent of the way through completing the conversion from 250 to 292, which requires relocation of the passenger-side engine mount and overall careful fitment to account for the 292's slightly greater length and height.

We anticipate debuting our revived panel truck at the Carlisle Truck Nationals in Carlisle, Pennsylvania, August 2-4, 2024, which is appropriate, because

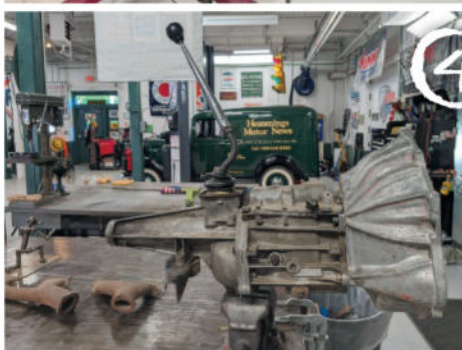
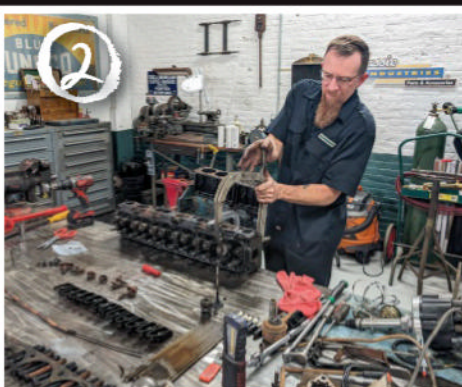
we found a key piece of our drivetrain puzzle in Carlisle this past April, when a trip to the Spring Swap Meet there revealed a reasonably priced transmission that was perfect for our project: a 1991 Borg-Warner T-5 five-speed from a Chevrolet S-10. When we opened it up back at the shop, Junior exclaimed, "This thing looks like it's brand new! I see so little wear in there."

To adapt the five-speed to our 292 requires some minor modifications, including trimming the input shaft to avoid bottoming, and enlarging the bolt holes on the transmission ears. As assembly goes forward, we'll be fitting and measuring the



transmission for a careful shortening of its input-bearing retainer (while not losing full travel for the bearing) and slightly modify the input-shaft splines. Happily, an off-the-shelf 11-inch clutch disc to fit our 292 flywheel and the splines on our T-5 is available in the form of a 1985-'89 Chevrolet Astro Van piece.

About the 292: because of our last update, a reader volunteered that he had a well-preserved 292 salted away 20 years earlier in his barn in Upstate New York. That netted us a 115-(net) hp 1981 Chevrolet C20 (¾-ton two-wheel-drive) engine. We fitted a new starter and HEI distributor, and test fired the engine on a pallet before teardown. It ran well with good oil pressure, but had



a horrendous knock in the bottom end that we quickly determined had nothing to do with bearings and everything to do with a serious dent in the oil pan. Our subsequent internal inspection was so encouraging that we buttoned the whole thing up, sprayed it with POR-15 Buick Engine Green (a nod to the original green color of the 292), and intend to run it as-is aside from dual exhaust manifolds donated by Poor Wally's Land Cruiser Emporium of Bennington, Vermont. 🚚



What's Inside:

1. Junior's big grin is because the engine fired and ran before we removed the cylinder head or the oil pan. Further testing revealed that it built up good oil pressure and the only knock discovered was due to a connecting rod hitting a dent in the pan. We will be transferring the fresh-looking Rochester Monojet carburetor from the 250 currently in the panel truck to replace the crusty one that came on the 292.
2. Removing the oil pan revealed bearing caps stamped as if from a rebuild. Removing the cylinder head showed piston bores that were neither ridged nor scored. Junior removed the valves, lapped them back into their seats, and reinstalled the head with a fresh gasket.
3. Unlike the 1964-vintage 292 we started with, this 1981 engine came from the factory with HEI. The larger cap with its built-in coil won't look as vintage, but with a black cap we hope it just disappears. The paint is Buick Green from POR-15, chosen for its similarity to the original 292 color and old-timey shade.
4. The Borg-Warner T-5 five-speed came in a lot of variations, but only the Chevrolet and GMC S-trucks (S-10/S-15/Sonoma) offered this forward shifter position that works well in pre-World War II cars like our '36 Chevy. This one, from a 1991 S-10, turned out to be like-new inside.
5. While the 292 is in the same family as the 250 it's replacing, its added stroke makes it taller. It's also a touch longer, which requires some finagling when it comes to retaining fan clearance to the radiator. Junior tells us he anticipates having to rework the clutch linkage to accommodate the adjustments he'll make to the engine location.



My Love/Hate Relationship With Quintessential British Motorcars

"From that perspective, the hood stretched all the way to the horizon..."

I GREW UP on Long Island, New York, where for several summers beginning in 1971 I worked at a local beach. There, I would twice fall in love: once with my future ex-wife; and with British cars. My daily driver at the time was a gold 1965 Mustang convertible with a 289-cu.in. V-8 that my dad bought well-used from a corner gas station. The Ford was a backup unit for the family Chevy Impala station wagon.

Whenever possible, I parked that Mustang right next to a coworker's black 1969 Pontiac GTO. His car made the most compelling car sounds I had ever heard, typically while attempting to launch me, a front passenger, into the rear seat. That is until a glistening red 1960 Jaguar XK150 convertible growled and pawed its way into the beach lot, as it would most every day for the rest of the summer.



By the time fall arrived, I was the proud owner of a yellow '67 MGB/GT, replete with a spastic speedometer, ragged leather seats, rusting rockers, and a leaky cylinder head. But it also had wire wheels and a four-speed transmission. I was hooked. Part of each weekend was soon dedicated to replacing whatever car part named Lucas had just failed. I quickly amassed quite a collection of spares lined up on a shelf in my parents' garage, having learned that when you bought a new relay, for example, you put the old one in the box. At some point the new one would fail, and there was a good chance that if you swapped the old one back in it would work, at least for a while. I came to appreciate the origin of the joke "Luc(as) warm beer," thanks to the brand's equally unreliable refrigerators. My only significant upgrade was an Abarth exhaust system, which made the sound of the 95-hp 1.8-liter overhead-valve engine even sweeter. My last year in college, the GT lived with me in Upstate New York, and we would happily buzz along at double the speed limit on twisty backroads.

Again, living at home during grad school, I "dated" a beautiful but very needy 1968 Jaguar E-type—a sultry, sonorous, hemi-head 4.2 liters of motoring magic. The gearbox synchros were fading, and the wire wheels (with knockoffs) literally called out for tuning, but there was nothing like sliding over the oh-so-wide door sill and down into the driver's seat. From that perspective, the hood



stretched all the way to the horizon. The dash, festooned with an endless array of rocker switches among the classic Smiths gauges, was as wide as the smile on my face. Add in the 12-quart oil capacity that was somehow always two quarts low—and of course all things Lucas—and that car ticked every box necessary for a quintessential British motorcar love/hate relationship.

A few years later, with my first real job came my first new car: a silver 1977 TVR 2500M. The 2500M was essentially a Triumph TR6 drivetrain that resided in a tubular space frame, with a fiberglass body bolted on almost as an afterthought. At the time, the front mid-engine placement, and double wishbones on all four corners, was downright exotic, and the resultant handling was nothing short of frantic. Extremely lightweight, the car had a quickness about it that belied its now-comical double-digit 0-to-60 credentials.

Legend has it that of the 500 or so that would be hand-assembled in what I imagined to be a fading, prewar factory with poor lighting and sawdust on the floor, no two cars were exactly alike. Each was the product of which employee performed what task, whether it was on a

Monday morning or Friday afternoon, and what parts were available at the moment. My understanding is that the tubular frame components were routinely filled with waste oil for disposal purposes.

Fortunately, my 2500M proved to be a strong and fairly reliable example, having apparently been assembled in a manner reasonably consistent with design parameters. There were two issues, however, that I was never able to resolve. One was the horn, which would operate in some steering wheel positions but not others, and never when driving in a straight line or twice in a row. And then there was that Lucas electric relay for the cooling fan that worked flawlessly until the weather got hot. The dealer just chuckled when I reported my concerns, and none of my fixes ever lasted more than one full rotation of the earth. But I cherished every minute behind the wheel of that car, and still remember the notchy feel of the short-throw shifter, my entire forearm resting motionless on the tall, padded transmission tunnel as my wrist did all the work.

Five years and a wife, house, and

baby-on-the-way later, the TVR was relegated to the back of the garage and there were two Japanese econoboxes parked in the driveway. Both had manual transmissions, I might add, but soon those cars were replaced with more competent and traditional rides. The TVR soon fell victim to the nemesis of every casual car collector—the need for space—and it eventually found a new home.

Over the years, hard work, good fortune, and a second wife blessed with an impressive tolerance for automania allowed me to own a succession of interesting cars, mostly BMWs. The Bavarian shift came after a tragic and brief dalliance with an off-lease 2002 Jaguar (a.k.a. English Ford) X-Type soured me on modern British offerings. A particularly memorable BMW was a 2007 M Roadster (or Z4 M) with a six-speed and a 7,900-rpm redline. It drove like a tractor under 4,000 rpm and a track car over.

My motoring madness arguably peaked in 2011, which found a then-current-year Boss 302 Mustang and Porsche Boxster S gracing the driveway. The Boxster was a better driver's car, but the

car I enjoyed driving more was the Boss, which led to fickle flings with a similarly muscular 2014 Camaro SS and 2015 C7 Corvette. Unapologetically, the C7 had an automatic, which was nothing short of clairvoyant. A genuine stripper that tipped the scales at a mere 3,250 pounds, it “quickly” convinced me the dreaded slush box had come of age.

Sadly, or thankfully, as the 2010s closed, I accepted that my reflexes were increasingly suspect, and my days of driving stupid-fast cars stupid fast were behind me. By then, six body-on-frame Explorers, as many Tacomas and Tundras, five 4Runners, and perhaps ten other fairly pedestrian vehicles, had also come and gone. Our current rides are a 2021 Volvo XC40, which my wife loves, another (2023) 4Runner, essentially unchanged in the last 14 years and which I love, and a 2024 BMW 230i xDrive, perhaps the most compelling car the marque has produced in a decade and that we both love. But my heart still skips a beat whenever I'm lucky enough to catch a glimpse of anything vintage and British on the road, which happens with increasing rarity. 🚗



REMINISCING relates your personal stories and remembrances enjoying or owning a car. To submit your stories, email us at editorial@hemmings.com or write to us at **Reminiscing, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont 05201.**



J.C. TAYLOR
INSURANCE

- Over 55 years of insuring antique, classic, and modified automobiles
- Agreed Value Coverage
- Proud supporter of car clubs and shows all throughout the country

CONTACT US FOR A QUICK QUOTE



CONTACT US

888-845-0496

JCTAYLOR.COM/HEMMINGS



Photo courtesy collectorcarmarket.com | (C) Copyright VMR International, Inc.



WHEN I READ THE ARTICLE

about the 1953 Ford Customline coupe in the June issue, I went out to my garage to look at my '54 Hudson Jet. I shouldn't be too surprised that my Jet looks like a Ford that had been in a shrinking machine; it's even the same color.

I'm told that the resemblance goes back to the extraordinary Chicago huckster, Jim Moran, who sold around 10 percent of Hudson production from his Courtesy Motors dealership. I have heard that, as an influential Hudson board member, Jim insisted that the new Jet compact look like the 1952 Ford. When '54 rolled around, the upscale Hudson Jet-Liner had taken on much of the trim of the featured Ford coupe. The attached photo illustrates this.

—**PRESTON STEVENS**
Austell, Georgia

I THOROUGHLY enjoyed the "Rousing the Wildcat" article by David LaChance in the June 2024 issue of *Hemmings Classic Car*. Having never owned a Buick, the story resonated with me nonetheless for two reasons. Number one was the fact that an imperfect car with warts and all was featured in your magazine. Not all of us own 100-point concours-restored masterpieces, though I do enjoy reading about

restorations like the 1940 Cadillac V-16 featured in the same issue. Number two was the owner, a very enthusiastic young man who loves his vintage ride. After reading this article, I can't help but feel that the future of the hobby at the grassroots level will be fine.

—**DANIEL RADCLIFFE**
Sussex, Wisconsin

MEMORIES, IN LIVING

Technicolor! Matt's dad's 1976 Ford LTD Landau purchase did it for me. In 1985 my daughter was off to college at Western Washington University, some 200-plus miles north near the Canadian border. We needed a safe, dependable car. I found a very nice, low-mileage 1976 Ford Granada Ghia. I recall it having most of the features that your dad's LTD had. And yes, it was red with a red interior and a half vinyl roof in white. The Granada even had a cool little chrome luggage rack on the trunk, all for \$1,700. My daughter was a bit intimidated by the long hood but got used to it. About a year later, I got the "Dad, my car won't run" call. It seems that occasionally, when making a left turn from stop and accelerating, it would just die. In the middle of an intersection no less. She found a sharp kid at a Chevron station, and being a pretty coed, batted her eyelashes and he put it up

on a lift. In minutes he found the problem. The fuel line from the tank met another from the fuel pump at a small section of rubber gas line in a 90-degree turn. That rubber was soft and squishy and the torque of the engine and demand for fuel would cause it to collapse. The kid charged 25 cents for the hose and sent her on her way. I always thought he would have made a great son-in-law. Memories!

—**ARNIE GALLI**
Auburn, Washington

THE JULY ISSUE with David Conwill's "Gang of Outlaws" column arrived today. In case you are not aware, the use of the 226 in the Aero Willys cars of 1954 and the Willys passenger sedans and Bermuda hardtop of '55 gave the car a 27 percent increase in horsepower (a decided improvement over the F-head high-compression six used previously in the upper end series). As I understood it, there were fitment problems with the entire blower assembly going into the Aero Willys engine compartment (such as locating the air cleaner unit). If the supercharged 226 went into the car, the engine would have produced the same bhp as the 1954 Dodge Red Ram V-8 and in the 1954 Kaiser Manhattan, the Kaiser could run rings around the Dodge (the Dodge also weighed a few hundred pounds more than the Kaiser).

Why didn't it go through? Spring 1953 marked the collapse of the great auto empire planned by Joseph W. Frazer and Henry J. Kaiser in 1945. Ford and GM were pushing their dealers to take new cars and trucks, wanted or not, and sales figures for various makes in the period 1953-1955 showed that the handwriting was on the wall. Luckily, Kaiser-Frazer was able to work out a finance package

that allowed K-F to secure the operations of Willys-Overland, a company that relied on Jeep vehicles (Universal Jeep, Jeep Truck and Station Wagon) and offered passenger cars as a sideline. Some very "outlaw" cars would have been produced but the public went with more mundane cars that provided acceptable performance at lower prices.

—**JACK MUELLER**
Historian, Kaiser-Frazer Owners Club International

DAVID CONWILL'S ARTICLE on the 1960 Dodge Dart D 500 brought back fond memories. I learned to clay model in the Dodge studio on that front end. As a novice, I was assigned to Sculptor Nick O'Shea, who had responsibility for the front of the full-sized clay model. He led me through the stages of armature development. Modeling the background surfaces, extruding clay moldings for the many grille bars, modeling delicate intersections and fillets, painting backgrounds and, finally foiling to simulate the bright finish for presentation for the management decisions. My crowning achievement was learning to foil the grille extension around to the wheel opening in a single piece of aluminum foil without seams. Nick was a great mentor and an entertaining Irish immigrant philosopher and poet. To this Canadian immigrant, Nick was a hero. His training served me well, first at Chrysler, then for the rest of my 40-plus years as a modeler at American Motors, and 37 years as a clay modeler and supervisor at Ford design.

—**ROBERT D. THACKER**
Au Gres, Michigan



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

Texaco & Chevrolet

Super-charged Service.

EXCLUSIVE
1:24-SCALE
DIE CAST
MEASURES
8" LONG.



BONUS! Six vintage Texaco oil barrels included! Barrels measure 1 3/4" high.

Opening hood
and side doors



Exclusive Die Cast Honors Two American Icons

Acclaimed for its rugged style and powerful engine, the 1958 Chevy Apache Fleetside proved the perfect match for delivering Texaco's service and supplies coast to coast. Now, nostalgia and history combine in the "1958 Chevy Apache Fleetside with Six Texaco Oil Barrels," a Hamilton Exclusive die cast commemorating these two iconic American brands.

To order, send no money now. Reserve in your name for three payments of \$33.33 (plus a total of \$15.99 shipping and service, and sales tax; see HamiltonCollection.com). Only your first payment will be billed prior to shipment. **Backed by our 365-Day Guarantee.** Reserve yours today!

- **BONUS! Six Texaco oil barrels included**
- **Authentic two-tone paint scheme**
- **Opening hood and side doors**

- **Period-specific graphics**
- **Highly detailed engine block**
- **Rolling rubber wheels**

Fastest way to order:
HamiltonCollection.com/1958Texaco



Presented by Hamilton Authenticated.
Model is manufactured under license by Round 2.

Presented by

H Hamilton Authenticated
9204 Center for the Arts Drive • Niles, IL 60714

Send no money now.

☒ **YES!** Please reserve the "1958 Chevy Apache Fleetside with Six Texaco Oil Barrels" die cast as described in this announcement.

Orders are subject to product availability.
Allow 2 to 4 weeks after initial payment for shipment.

Scan Code
to Shop



Name _____ (Please print clearly.)

Address _____

City _____ State _____ Zip _____

Email _____

Optional (for product & shipping confirmation).

Signature _____

09-10758-001-BIQR

09-10758-001-E58071



1955 CHEVROLET BEL AIR



Cleanly styled, classic 1955 Chevy Bel Air Sport Coupes are a perennial American favorite for good reason; they offered equal parts looks, comfort, and in V-8 guise, roadability. This Regal Turquoise and India Ivory example had an undated older restoration that appeared to be holding up smartly, since negligible surface rust was noted along with one paint chip, and "a couple paint bubbles" were present. The two-tone interior looked comfortable, and flaws divulged included a small section of split vinyl outside of the seating area and a stain in the headliner. Some age was visible underhood, but the 265-cu.in. small-block V-8 was believed factory-installed. This car nearly doubled its reserve.

Reserve: \$24,000
Selling Price: \$49,350
Recent Market Range:
\$25,000-\$65,000

1958 BMW 600



The technological powerhouses that are today's BMWs are a world away from the company's humble postwar roots, exemplified by this 1958 600 Limousine. In the context of the Isetta-derived microcar, that body style description denoted its four-seat capacity; the 600 also doubled the smaller car's cylinder count. That 19.5-hp, motorcycle-based 589-cc flat-twin and accompanying four-speed manual reportedly worked without issue, and the four-wheel drum brakes recently got a new master cylinder. The rust-free body's two-tone paint was 40 years old, but apparently presented extremely well. A video and detailed photos showed the car to good effect, and it sold for a tidy sum as a Make Offer listing.

Reserve: \$27,000
Selling Price: \$28,350
Recent Market Range:
\$25,000-\$35,000

The Gold Rush of 2024



Glimmering 24k gold in a tungsten setting

Ah, my dear compatriots, allow me to share a tale of intrigue and fortune. Picture this: a venture into the heart of a South American goldmine, where the earth yields its treasures to the daring and the cunning. With every step as we follow Diego, our mining master, the air thickens with anticipation, the scent of wealth mingling with the thrill of the unknown.

There, amidst the darkness, lies the prize we seek — veins of gold, glimmering like stars in the night sky.

Now picture this: a ring, not just any ring, mind you, but a masterpiece crafted to adorn the fingers of the discerning. Crafted with meticulous care, each piece encasing ribbons of 24 karat gold in a Tungsten setting, whispering tales of luxury and prestige.

Meticulously crafted and amazingly comfortable, you will not find anything like this in a jewelry store. As gold prices skyrocket, we have been able to craft this and hold the price under \$100 making it exclusively available with only 495 reserved for this ad. And of course we offer a 30 day no questions asked guarantee.

SOLD OUT IN 36 HOURS
NOW BACK IN STOCK

A symbol of power and sophistication. This isn't just a ring, it's a statement. On any adventure, let this ring be your companion, a silent witness to your every triumph. Ahhh... the rush of a gold rush.

Jewelry Specifications:

- 24k gold embedded in black-finished tungsten
- Whole Size 8 -14

Men's Gold Rush Ring

~~\$299~~ \$99* + S&P **Save \$200**

**You must use Insider Offer Code GRR138-01 to get this price.*

1-800-333-2045

Your Insider Offer Code: GRR138-01



Rating of A+

Stauer 14091 Southcross Drive W.
Dept. GRR138-01, Burnsville, MN 55337
www.stauer.com



"Been a Stauer customer for many years. I've never been disappointed in their products."

—M.L. Port St. Lucie, FL

Gold RUSH



Yanacocha Gold Mine, located near Lima, Peru, is the largest gold mine in South America and the fourth largest in the world.

Stauer | AFFORD THE EXTRAORDINARY

70,000 Miles of Cruising

BY DAVID CONWILL

PHOTOGRAPHY BY EMMA DAVIS, MATTHEW LITWIN, AND DAVID CONWILL

As a 10-year-old used car, back in 1967, a '57 Chevy was still a highly appealing choice and sought after on the secondhand market. A teenager like 17-year-old Rich Ragone, then living in East Brunswick, New Jersey, and attending East Brunswick High School would have been thrilled to have such transportation. Suitably tweaked, a Tri-Five (1955-'57 Chevrolet) could be a real threat to the latest hot machinery from Detroit: Chevelles, GTOs, 4-4-2s, Fairlane GTs, Plymouth GTXs, etc. Even without modifications, the style and respectable power of a clean, stock Bel Air made for a desirable ride.

Part of it was size. The full-size automobiles of 1967 were noticeably larger than those of 1957. The growth trend had accelerated at Chevrolet with the introduction of the '58 models and by '64 it had gone so far that a gulf had opened up between full-size cars and the generation of compact cars introduced in 1960. When Chevrolet introduced the Chevelle line that model year, the proportions of the new intermediate range were noticeably reminiscent of the 1955-'57 design. A used '57 Bel Air, while old, was nobody's kid brother—something



This unrestored 1957 Chevrolet Bel Air Sport Coupe was its owner's first car 57 years ago and he's never let it go





Cruising accoutrements, circa 1967:
Original interior. Original varsity jacket.

to consider where the psychology of car ownership is concerned.

Now, in full disclosure, Rich wasn't actively seeking his own Tri-Five back then. If anything, he had his hopes pinned on something like a British sports car.

"I wanted a '62 Austin-Healey 3000 but those cars in 1968 were like \$2,000. You know how far out of reach that was? I made a dollar an hour working part time in my sophomore and junior years, and I had \$350: That was 350 man-hours. I was kind of depressed about what I could buy. To put that in perspective today in 2024, at \$15 an hour, you can't buy too much of a nice car for \$5,250 and it was about

the same for me. Then, my mom said, 'Old Man Hanson has a car for sale on his front lawn,' and I remember this as clear as day: I said, 'Why would I want Old Man Hanson's car?'"

At this point, Rich laughs. "He was really old. He was 55. I'm 74 now, but I thought he was old as nails."

That means "Old Man" Hanson, born around 1912, was 45 in 1957. Young Rich may not have believed it then, visualizing something stodgy and practical, but when Mr. Hanson sought out a new car for his wife to drive that year, he selected what you see on these pages.

Perhaps with visions of Studebakers

and Ramblers in his head, Rich went to pay Mr. Hanson a visit immediately after learning about the opportunity.

"I rode my Schwinn down to his house and I didn't see a car, so I knocked on his door and I asked him." Mr. Hanson explained that he had just purchased his wife a 1967 Impala, saying he was in the habit of buying her a new car every ten years. If 35-year-old Mr. Hanson had similarly equipped Mrs. Hanson with a Chevrolet Fleetline in 1947, it would be interesting to know what she thought about the evolution of the Chevrolet driving experience over those 20 years. What we do know is that she'd put 2,800 miles per year on her Bel Air in the decade she'd owned it, and when Rich first saw it, it was still occupying its traditional space in the backyard garage.





"He walked me around to his one-car garage," Rich recalls. "It was painted white, and you grabbed the handles and backed up to open the doors. The car was backed in and all I saw was a 10-year-old '57 Chevy with 28,000 miles on it!" It's still a powerful memory. "I got goosepimples all down my body just telling you this," Rich says. "You go through life and just certain things stick with you. My

garage here is built the same way so I can retain that memory."

It would be nice to say that the deal was struck immediately and Rich's relationship with his '57 began at that moment, but it was not to be. Even if Mr. Hanson didn't know what a hot commodity nice Tri-Fives had already become on the used market, he knew he had a good car and wasn't going to give it away. He wanted \$750.

"My heart sank," Rich says. Depending on how you're calculating, that's between \$8,300 and \$11,250 today. Rich, you'll recall, had only \$350, which he duly offered. "He said 'Oh no, Richard, I have to have \$750. This is a nice car.'"

He wasn't wrong and so Rich took his \$350 home with him. The subject

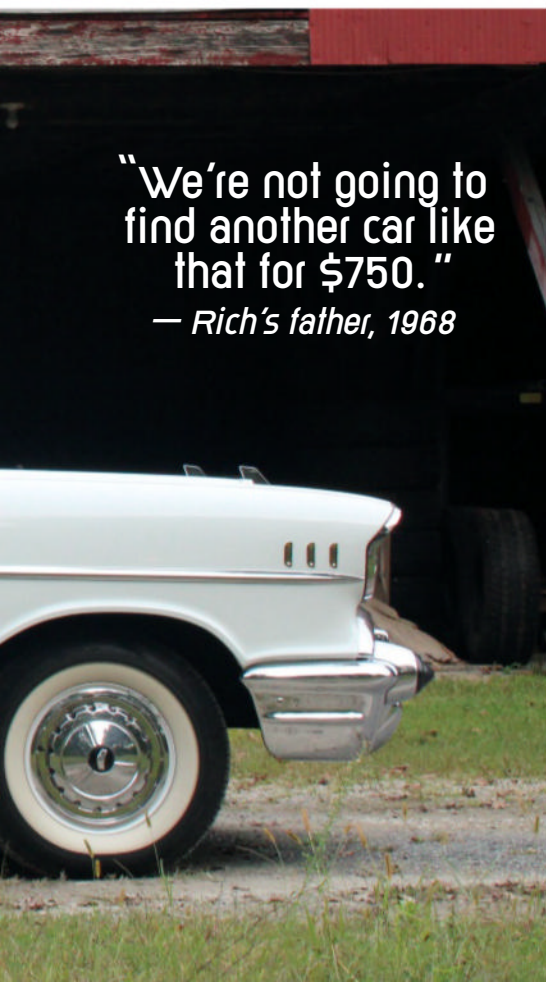
came back up over dinner.

"My parents asked, 'Did you see the car?' And I said 'Yeah, it's a '57 Chevy!'"

Rich understood the value inherent in the '57 Chevy, but to his father, the price seemed outrageous for a 10-year-old car. "Dad said, 'That crook!' and that it was worth only \$500. We got into his '62 Chevrolet Impala and we went down there, but Mr. Hanson wouldn't negotiate." The seller reiterated the low mileage and good condition, which Rich and his father were unable to refute, even going over the car with a fine-tooth comb. "I couldn't find a stone chip," Rich recalls. "That's how meticulous he was." Eventually, Rich's father came around too, saying "We're not going to find another car like that for \$750."

"We're not going to find another car like that for \$750."

— Rich's father, 1968





"He lent me \$400," Rich says, "and it took me two years to pay him back. That was May 15, 1968. Tax was \$28 on the \$750."

What Rich got for his money was a car not only well preserved but well equipped. "It was actually loaded well. It has the premium-fuel Power Pack engine with high-compression heads, dual exhausts, and a Carter four-barrel carburetor. It has power brakes which was a big

deal at the time, and it has the power steering unit mounted on the back of the generator."

Engine and transmission options for the 1957 Chevrolet were many, starting out with a 140-hp, 235-cu.in. straight-six; then a 162-hp, 265-cu.in. V-8 (a holdover from 1955-'56); and topped off by the new 283-cu.in. version of the Chevrolet V-8, which came in 185-hp two-barrel form, the 220-hp Power Pack, and dual-

four-barrel and fuel-injected engines rated as high as 283 hp. Transmission choices included the basic column-shifted three-speed manual, overdrive, Powerglide, and Turboglide. The Corvette's T-10 four-speed wasn't yet available as factory equipment, but it wasn't hard to find a dealer willing to install one for you, and by the time Rich was in high school, the at-home floor-shift-conversion era for the Tri-Five Chevy was in full swing.



The '57 retains its 220-hp Power Pack 283 V-8 and Powerglide two-speed automatic, both still unrebuilt after 98,000 miles.

BEST IN CLASS-IC

The All-New Coker Classic Star Series Wide Whitewall Radial!

Coker Classic[™]
STAR SERIES

★ **NEW TREAD
PATTERN**

Designed for Classic Appearance
and Low-Noise Levels

★ **MORE
FITMENTS**

28 Sizes to Fit
13-17-Inch Wheels

★ **UPGRADED
COMPOUND**

480 AA Rated for Excellent
Treadwear and Traction

★ **STRONG
SIDEWALL**

Reinforced Extra Load
(XL) Construction

★ **HIGHER
SPEED RATING**

T Speed Rating, Backed
by Third Party Testing

★ **GENUINE
WHITEWALL**

Available In Narrow and
Wide Whitewall



**LEARN
MORE!**
SCAN THIS
QR CODE



SPEAK TO
AN EXPERT

866-922-4139

SHOP
ONLINE

COKERTIRE.COM

Customer Satisfaction Guaranteed! "You Have My Word On It!"

Brad
Customer
Service Star





Rich courted his wife Susanne in the '57 fifty years ago and it was, naturally, in their wedding too. Rich has radial white-walls where bias plies originally lived.



"Back then the kids in high school wanted them. The kids with '55s were taking off the front bumpers. Kids with automatics were taking the transmissions out and replacing them with four-speeds..."

Rich credits retaining the Powerglide in his car as a major element in its preservation. "I would have blown up the rear," he says, but for the two-speed automatic's leisurely acceleration from a stop. The car really wakes up once it's rolling, however. "Those two-speed transmissions, if you're going 45 or less and you kick it down, the front end rises, and the carburetor just howls. From 55 before you know it, you're doing 80. It only weighs something like 3,400 pounds. It's not really a heavy car."

Also at work was a heavy dose of luck. "Most of keeping the car was an accident: I was lucky I didn't wreck it at 17 or 18. You're with your first girlfriend, it's Saturday night, you're doing 100 mph down a dark road just to see if you can get up to 100. That's pretty stupid. I never got a ticket in it. I've never been in an accident."

"Another thing that saved the car was that after I bought it, I had to find a better job. I got a job at the Goodyear dealer changing tires, so I had Goodyears on the car. The other guys that worked there all had cool cars: '64 GTOs, Chevelles, Chevy IIs with 327s and stuff. I started learning how to take care of cars mechanically. They'd let me put it up on the lift, so I was always cleaning the undercarriage. Then I got a job at an auto parts store stocking shelves and stuff like that. I could get parts cheaply. Then when I was a junior, I found the best job: I went from \$1.00 to \$1.25 to \$1.50 to \$2.00 working at a car dealer where I waxed and detailed cars. They charged \$25 per car, and I could do three in a day. I made that guy a lot of money. He couldn't believe how fast and good I was. I learned how to detail cars, how to use polishing and rubbing compounds, Blue Coral wax, and I had access to the lift anytime I wanted. I'd work from 8 to 4, then I'd stay and clean

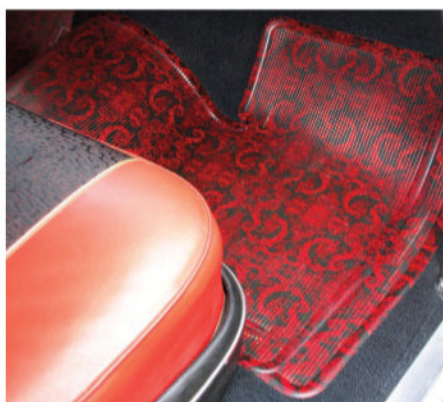
the underneath of my car, use polishing compound to get the tar off or get blowby off. I knew how to clean glass, how to power steam engine compartments. I was meticulous and that car was clean all the time. My whole life, every car I've ever owned has been meticulously kept. I'm always out waxing one or cleaning one, doing stuff like that."

Finally, the end of Rich's high school days spelled a changed relationship with his '57. "I drove it to high school for two years and then when I was a freshman in college, you weren't allowed to have a car, so I stored it in the neighbor's garage. It was \$5 a month—five working hours! I kept it there all winter." Being on campus also rekindled Rich's love of little British sports cars. He was exposed to MGs and took keen notice of how the most desirable companions seemed to flock to the owners of MGs.

"So, I was determined to get myself an MG. When I came back from college after my freshman year, I bought a 1960 MGA for \$200. I had two cars now and I was still in debt for the first one. I told my dad I didn't want to get the '57 wrecked, and he knew I was right. I took the MGA to college, thank God. I drove that sophomore and junior year, and, in the summers, I would pull out the '57 for dates on Saturday nights. It was very impressive to pick your girlfriend up in that car. That helped save it."

So too did being in the habit of storing the car already. Rich's early working years took him to Montana. The '57 stayed in New Jersey, where Rich's brother did him the favor of periodically starting it. After five years, Rich elected to move permanently to Peru, Vermont, where he lives today in a log home he constructed.

"I built the garage first with those swinging doors, put the car in the garage day number 1. Day number 2 we lived upstairs with wood heat only, no running water, oil lamps, on the river. I'd bring water up from the river. When you were sitting in



Always kept immaculate, the '57 has aged gracefully inside and out. Note '60s-era accessory floor mats.



the living room, the '57 was sitting in the living room with you. It was pretty cool. It took me a full five years to actually move into the log house."

Today, Rich still cruises the '57 in nice weather, where it never fails to draw a crowd. He'll be the first to tell you it's not flawless, but it still is an extremely nice example of an original, unmolested Bel Air hardtop. Most importantly, it never fails to elicit the owner's memories of "high school dates, trips to the drive in, coming back from track practice," not to mention weddings, children's proms, and all the other occasions of a lifetime blessed with a singularly cool example of automotive Americana. 🚗



HYDRO-E-LECTRIC



AMERICA'S CONVERTIBLE HEADQUARTERS

COVERING 1946-2007 DOMESTIC CARS

- Convertible top & window parts
- Carpet & accessories
- Weatherstripping
- USA made cylinders & hydraulics
- Gold medal rebuild service



WWW.HYDROE.COM
941-639-0437

PERMANENT LIFETIME ENLARGEMENT? Dr. Bross All Natural Liquid Works Faster Than Pills



I'm Brenda, My boyfriend takes Pro+Plus Ultimate Liquid while listening to the Maxer-Size Subliminal Audio CD and satisfies me every time.

Liquids absorb 98% and immediately goes into the body's system. Easy to use. Take with or without your favorite beverage.

Dr. Bross advises erection size can be 3 inches bigger and can have enlargement for a lifetime when you continue to take PRO+PLUS ULTIMATE LIQUID. Men of any age can achieve the highest success rate in 1 to 2 months.

Reach Your Maximum Potential.

What a difference 3 inches makes



Although liquid is shown to work faster than pills, some men prefer pills and PRO+PLUS ULTIMATE PILLS are an excellent alternative.



PRO+PLUS ACCELERATOR LIQUID or CREAM
Customers tell us the Accelerator can speed up the time it takes for male enlargement up to 50%. Easy to use. Works with any Pro+Plus formula. You can feel the benefits immediately.

FREE WITH ONE YEAR SUPPLY OF ANY PRO+PLUS FORMULA.
See Offer Online.

For more than 30 years Dr. Bross has satisfied millions of men.

Money Back Guarantee

PRO+PLUS XTREME
For Immediate Erections. Effective Up To 12 Hours.

Preferable alternative to the blue pill.

Super Formulas See FREE Special Offer Online



SEXCITER LIQUID
Excites women better than Spanish fly. A couple of drops mixed with or without her favorite beverage can increase libido.

ATTRACT-A-MATE
Human pheromone spray can make women desire you.

FOR THE FASTEST WAY TO RECEIVE YOUR ORDER: **Order Online: WWW.ProPlusMed.com**
Call us about our products. We'll give you important information you can trust.

CREDIT CARD ORDERS OR CHECK BY PHONE

Call our personalized service representatives:

Eve 707-931-1001 or Mari 707-684-1468

PAYPAL us at our email: DELUXE69@EARTHLINK.NET

Customer service inquiries 1-747-230-5000 Se Habla Español



Mail Payment to:

Avid Pro Medical Dept. 48HCA
22287 Mulholland Hwy Box #416, Calabasas, CA 91302

☐ Check ☐ Money Order ☐ Cash

Name (Print. I am over 18 and agree to the terms of ProPlusMed.com)

Address / City / State / Zip

PRO+PLUS XTREME	\$15.00	\$
1 Bottle (5 Capsules)	\$50.00	\$
PRO+PLUS ACCELERATOR LIQUID	\$25.00	\$
PRO+PLUS ACCELERATOR CREAM	\$25.00	\$
SEXCITER LIQUID to Excite Women	\$25.00	\$
ATTRACT-A-MATE Pheromone to Attract Women	\$25.00	\$
MAXER-SIZE SUBLIMINAL AUDIO CD	\$29.95	\$



www.ProPlusMed.com

Pro+Plus Liquid or Pills ☐ Liquid ☐ Pills

Original	Advanced	Ultimate
Results in 3-4 months.	Can gain up to 50% in length & width in 2-3 months.	Can gain up to 50% in length & width in 1-2 months.
30 Days plus 30 Days FREE	\$50	\$60
60 Days plus 60 Days FREE	\$90	\$110
Dr. Bross Recommends One Year Supply To Reach Your Maximum Potential.	\$170	\$210
Shipping, Rush Service and Insurance \$20.00 VALUE ONLY	\$14.95	\$14.95
Total Enclosed	\$	\$

©2021 Avid Pro Medical. Individual results may vary. These statements have not been evaluated by the FDA. This product is not intended to diagnose, treat, cure or prevent any disease.

V212



Pat Foster

Jeep Scrambler

“Jeep designers tried to create new models that could be introduced quickly and on the cheap, since parent company American Motors was bleeding red ink.”

I’VE SAID IT

before, and I’ll say it again: the 1981-’85 Jeep Scrambler was probably the biggest lost opportunity in Jeep history. The sharp-looking compact pickup should have been a hot seller; instead, it flopped.

Anyone who was selling new cars and trucks from late 1979 to ’84 will tell you it was the worst retail environment since the Great Depression. Inflation had driven up vehicle prices so rapidly that a new term became commonplace—“sticker shock”—which was the nasty surprise you got upon discovering your next new vehicle was going to cost about twice as much as just five years earlier.

On top of that was news that vehicle financing terms featured interest rates as high as 18 percent. Yeah, that’s right: 18 percent. Also, because gas prices had climbed so high, big cars and trucks were nearly worthless—almost everyone was trying to trade out of them. Tack on high unemployment and job uncertainty, and you had a perfect storm of troubles. The auto industry went into a severe slump.

Even Jeep sales fell, mainly Cherokees, after eight years of solid growth. In response, Jeep designers tried to create new models that could be introduced quickly and on the cheap, since parent company American Motors was bleeding red ink. One great idea was a pickup version of the CJ. Enthusiasts had been asking for one for years but with Jeep selling everything it could build, there was little incentive to introduce one.

Jeep CJ-6 pickups had been sold overseas for years but management realized that vehicle was too archaic for U.S. buyers. Instead, engineers lengthened the CJ-7’s wheelbase from 93.5 inches to 103.5, welded a divider panel behind the seats, and voila! Instant pickup. The standard drivetrain included a GM-built Iron Duke four-cylinder engine paired to a four-speed manual—the only transmission available with the base engine. This set-up was EPA-rated for 27 mpg highway and 22 mpg overall. AMC’s legendary inline-six was optional and could be had with either the four-speed manual or an optional three-speed automatic transmission. They called the design the Scrambler,



a.k.a. CJ-8. With an overall length of 166.2 inches, it was an attractive truck.

For some reason management decided to offer the Scrambler only in four-wheel-drive form, even though low-priced two-wheel-drive Japanese pickups were selling quite well as entry-level vehicles. Of course, this meant the Scrambler was much more expensive than any two-wheelers. Also, because the sales department felt it was important to advertise the lowest possible price, the base Scrambler was essentially an open roadster: a stripped-down two-seater with no top at all. The result was that for many people, the Scrambler hardly seemed a pickup at all, rather a longer CJ-7. A pull-off soft top was optional, as was a plastic hardtop. Only with either of those did the Scrambler begin to look like a truck.

Like other CJ models at the time, just about everything was optional, including carpeting, radio, bodyside steps, rear bumper, power steering and brakes, wooden side rails, and more. Thus, even a modestly equipped Scrambler would far exceed its \$7,288 base price (by comparison, the base price for a standard cab 1981 Toyota pickup was \$6,138). Sales were disappointing, with fewer than 28,000 produced through 1985.

What’s interesting is that export markets offered Scramblers with a full hardtop option, plus optional rear seat, which made it a four-passenger SUV with loads of cargo space. But sadly, we didn’t get that version here. If the Scrambler had been marketed in both two- and four-wheel-drive versions, with a standard cab top and optional full-length top, I’m certain it would have made a much bigger splash in the U.S. market.

Because of their rarity and tremendous visual appeal, Scramblers are highly sought today. 🚙

DISC BRAKES wilwood

26 COLOR
OPTIONS
AVAILABLE
*Additional charges may apply.



1956 Buick Roadmaster
Martin Ryan

LEARN MORE



    
wilwood.com
805.388.1188



DISC BRAKES
wilwood
POWER. CONTROL. PRECISION.



Warehouse Finds

Three **1967 Chrysler Newports** emerge from dusty storage and hit the road



BY DAVID CONWILL

PHOTOGRAPHY BY MATTHEW LITWIN,
DAVID CONWILL, EMMA DENNIS, AND
COURTESY OF COLLAR CITY AUCTIONS

In Watervliet, New York, in the back of a nondescript industrial facility of indeterminate age, stands a steel-covered warehouse. It's empty now, but until April 2024, it was stuffed with someone's collection of obsolete equipment. There were '60s children's bicycles, '50s farm tractors, quarter-century-old Army-surplus Humvees, semi-trucks, and eight 1967 Chrysler Newports in various states of disassembly and completeness, three of which you see on these pages and which we were privileged to drive after they had passed on to their new owner, Bud Buell of Southern Vermont Auto in Bennington, Vermont.

Bud spotted the Chryslers in an online listing by Collar City Auctions and

was immediately drawn to the styling of the Mint Green Metallic four-door sedan. "I'm always surfing the auction sites," he says, "just looking at pictures. I was drawn right to the sedan. From the first photo, I was in love. I said, 'I don't care how much that sells for, I'm buying that car!'"

Bud is in his mid-40s, so this isn't '60s nostalgia on his part. He's just objectively a fan of the style and designs of mid-century American cars and unafraid to tackle (with the assistance of his techs at Southern Vermont Auto) their various maladies, when they occur. That makes him the perfect person to roll the dice on a barn find.

People don't love four-door sedans like they ought to, so Bud picked this one up inexpensively: \$3,250. There was enough money left in the budget that he decided to grab two more of the Newports: A Formal Black hardtop with a white interior and a Turbine Bronze/For-

mal Black two-tone hardtop with a black interior. At the very least, he thought, he could clean them up, get them running well, and re-sell them through his auto-repair and used-car business.

Bud had already fitted the sedan with Cragar S/S mag wheels and fresh tires by the time we caught up with him for photography in mid-May and was regularly seen driving it around town. He tossed us the keys and we can see why—it's a tight and quirk-free car that inspires confidence in the driver. The 383-cu.in. engine, even in base two-barrel form, propels the big car along with acceleration to match any modern SUV or family sedan. The chassis is also remarkably balanced, soaking up the worst road shocks like a luxury car, while still minimizing body roll and offering excellent road feel and steering response.

One thing we did not test out in the driving was the factory Chrysler AirTemp air conditioning, but we asked Bud about

it after the fact.

"The A/C blows cool but not ice cold," he reports. "I was super shocked that it worked when we switched it over from heat to A/C when we first tried it."

Neither the black nor the bronze hardtop was equipped with the sedan's air conditioning, 26-inch radiator, and full array of tinted glass. The Turbine Bronze Newport, in keeping with its ritzy, extra-cost two-tone paint, was built with a tinted windshield. All three cars got Music Master AM radios—we never tried them out, but there's not much locally on the AM band anyway. Although the Turbine Bronze hardtop is the most head turning of the three, on the day of photography, it was the most recalcitrant—not wanting to start and exhibiting a strange grabbiness to the brakes, though it was fine underway. Since then, Bud reports, he and his team have "done a couple small things, adjusted the brakes, so that it runs and drives perfect." Now, he says, the bronze car is almost flawless in operation. "It's almost like going back to 1968 and buying a car that's a year old and then driving it."

The black car is seemingly the most original and well-preserved of the three. It even sports a trunk decal from what is likely the original selling dealer: Mark Chrysler-Mercedes in Arlington Heights, Illinois. Appropriately, the "Mark" badge features both the Mercedes three-pointed star and the Chrysler Flookerang. The Flookerang as a corporate logo was associated with Chrysler Corporation's earlier Forward Look designs of the '50s and had been dropped in the early '60s, but it seems perhaps Mark had a large stock of decals it was still using up in 1967.

When Bud brought the Formal Black Newport home from Watervliet, it seemed like it might require some pricey repairs, but when Bud and his guys pulled the engine down to address what they thought





Engine is a 383-cu.in V-8. (BELOW) The black hardtop's fetching gold interior, dash-mount compass, and floor mats all added to its '60s charm.

was fatal bearing knock, they discovered it was suffering from a plugged oil passage and consequent starvation issues. You'd never know it to have driven the car on our day of photography. It was an absolute pleasure from the start—on par with the sedan, but seemingly peppier thanks to its lighter weight. Bud concurs, noting that it “goes really well” and will be essentially up to his standard once he's had the opportunity to drop the fuel tank and replace a malfunctioning sender.

It's almost hard to believe that these are the “cheap” Chryslers of 1967, as you wouldn't know it to drive one. The Chrysler Newport name debuted on an Imperial-based phaeton in 1940, which was essentially a dream car given an extremely limited production run in 1940 and '41. The name reappeared in 1950 to designate the new pillarless-hardtop body style, similar to how Buick used Riviera and Oldsmobile used Holiday in the 1950s. For 1961, the name was promoted to model status and slotted below the existing Chrysler entry-level model, the Windsor. In pricing and equipment, it was a replacement for the De Soto marque, which had produced its last cars (as 1961 models) in late autumn of 1960. To wit, the 1961 Chrysler Newport two-door hardtop cost \$3,025, while the discontinued De Soto had a factory price of \$3,102. The equivalent Chrysler Windsor started at \$3,303. In rough 2024 monetary terms, Chrysler replaced a \$32,000 De Soto with a \$33,000 Chrysler and slotted it directly



under an existing \$35,000 Chrysler. Interestingly, as of this writing, it is Dodge that builds vehicles in that price range while Chrysler only builds the costlier-yet Pacifica minivan.

Back 1967, when these cars were built, Newport prices had crept up to over \$3,500 (still about \$33,000 when adjusted for inflation) for the four-door sedan and nearly \$3,700 (around \$35,000 today) for the freshly restyled two-door hardtop—though that's before adding in options like the \$222 (\$2,100 in 2024) TorqueFlite three-speed automatic transmissions and the \$91 (\$874 today) Music Master AM transistor radios in all three cars, plus the \$406 (\$3,900 today) air conditioning (plus ancillaries) ordered on the sedan.

The 1967 model year also marked the appearance of the slightly upmarket Newport Custom model, which came standard with foam seat cushions, fender skirts, and some extra brightwork not present on our feature cars, including a rear deck trim piece with integrated lift handles. Pricing for the Newport Custom cars was approximately \$200 more than for the equivalent standard Newport. The rest of the Chrysler range that year consisted of the non-Letter 300 (Letter Series cars had been discontinued after the 1965 300L) for another \$300 (though not available as a four-door sedan) and the New Yorker series, which offered equivalent cars starting at \$4,299 for the sedan and \$4,355 for the two-door hardtop. Imperial was its own marque in



Owner-installed yellow headlamps and Cragar mags denote the green sedan as Bud's preferred daily driver.





The sedan was one of two nearly identical cars in the warehouse, but this one had a more-complete interior (BELOW).



these years but retained a styling link with the Chrysler line.

Chryslers all rode a 124-inch unit-body platform introduced in 1965 and known internally and to enthusiasts as the C-body. Overall length varied by series, as did engine displacement. As the base series, the Newport appropriately came standard with the smallest, lowest-output engine. For 1967, that was a 270-hp, 383-cu.in. B-series big-block V-8; for an extra \$34.50 (about \$330.00 adjusted for in-

flation), buyers could request a four-barrel version of the 383 with 325 hp. The senior cars—300s and New Yorkers—came standard with a 350-hp, 440-cu.in. RB-series V-8. Any Chrysler, from Newport to New Yorker, could be optioned with the “TNT” version of the 440, rated at 375 hp. On a Newport, the TNT engine was a \$198.35 option (over \$1,800 in modern dollars).

All three of our feature cars came with the basic 270-hp 383 and it's easy to understand why. The 383 is a really





ALL-NEW PUSH TO CONNECT QUICK RELEASE STEERING HUB

Features:

- Aircraft grade aluminum
- Anodized black pull ring
- Weld on Race, Bolt on OE Styles
- 3, 5, 6, 9 Bolt
- With or Without Horn

Benefits

- Fast and smooth engagement
- Push to Connect, no pull ring
- Keyed Spline
- Made in the USA
- SFI Certified



IDIDIT LLC., 610 S. Maumee Street, Tecumseh, MI | 517-424-0577 | ididit.com

Wire Harnesses

Ford Passengers & Pickups
Retractable '57-'59
T-Birds '55 & up
Mercurys '39 & up

Authentic Reproductions, Molded Terminal Ends,
Handcrafted Quality, Easy Installation Instructions.
Call for your FREE catalog today!

1-800-874-9981

Class TECH
Authentic Reproduction • Wire Looms

1958-1966 Thunderbirds BIRD NEST

*"Best T-Bird Website to see and
buy all your 58-66 parts"*

www.tbirdparts.com

No Internet then call: 971-233-9000



Universal
VINTAGE TIRE CO.

Dependable Vintage Tire Sales & Service Since 1968.

SPEAK TO A TIRE PRO
877-217-2558

VISIT OUR WEBSITE
UNIVERSALTIRE.COM

Wide Whitewalls For Classics

Get The Right Look With
Our Authentic Whitewall
Tires!



capable mill, even in such a large car and even paired—as all three of these cars—with a 2.76:1 final drive. A 440 or a steeper rear axle ratio would feel downright high-performance. Chrysler didn't pitch the Newport as any kind of sports car, but it did tout the 383's respectable 390 lb-ft of torque in period literature, saying that even the lowest-priced Chrysler was “a trailer man's car just as it stands” and that all one needed to tow up to 2,500 pounds was “a Chrysler ... and a hitch.”

Someone liked these 1967 Newports well enough to cache eight of them and it's hard not to agree. They are a surprisingly well-built, balanced car that is not really on the average person's radar. They're a solid reminder of what opportunities are out there off the beaten paths of motordom and what remains to be found in barns and warehouses. 🚗



Turbine Bronze is a classic color and the torquey 383 V-8 pulls like you'd expect a turbine to do.



Rich detail and comfort make the driver feel like they're in more than just an entry-level vehicle.

Factory Fit Classic Radios

With Modern Technology and Sound Quality

Since
1977

DigaDial™

The USA-850 Radio

Groundbreaking virtual analog screen technology offering 4 distinct displays: classic analog and digital options with station and song information.

- Customizable display colors and audio settings
- Bluetooth® streaming capability
- MP3/WMA/FLAC playback from USB
- Built-in 300-watt peak amplifier
- Adjustable EQ
- Dual subwoofer outputs for exceptional audio



USA-850 DigaDial™ radio shown in a 1968-'76 Chevy Corvette dash



No Cutting, No Trimming and
No Extra Parts Needed!

Over 500 Applications!



For A Dealer Near You Call: 800-888-8637
customautosoundmfg.com



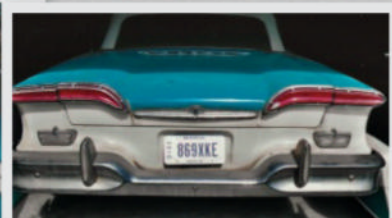
WORDS AND PHOTOGRAPHY BY JIM BLACK

Patience Rewarded

It took 13 years to buy
this **1958 Edsel Pacer**
convertible, and another
three to restore it



Edsel's unique 1958 styling received a lackluster welcome among potential buyers. The new line was also introduced during a recession, which did little to help sales.





As vintage-vehicle aficionados, we're all familiar with the term "seller's remorse," but could there be such a thing as "enthusiast's remorse?" If you were to ask Mentor-on-the-Lake, Ohio, resident Pete Randel, he'd reply affirmatively.

"Back in the mid-Nineties, I decided that the time was right for me to get back into antique cars. The question was not how, but what, and after doing some research I found that the Edsel Rangers and Pacers piqued my interest the most," Pete says.

With only 110,847 Edsels of all type built in the well-documented two-and-a-fraction years of production (1958-'60; compare that with 105,348 Thunderbirds sold in 1958-'59 alone), finding an example worthy of Pete's consideration wasn't going to be a snap of the fingers. Luck was on his side, however, and in 1996 Pete stumbled up this 1958 Pacer convertible while returning from Pennsylvania.

"I saw the car sitting under an auto repair shop's overhang in Hubbard, Ohio, located right on the state line a couple hours'

drive from home. There were several other Fords and Mercurys in need of repair parked alongside, but you couldn't miss the Edsel. It wore remnants of what looked like original two-tone turquoise and Frost White paint—an iconic Fifties color combination—and it being a convertible, I just had to stop.

"In one aspect, it wasn't a pretty sight. Both the bumpers and the body's sheetmetal were infected with rust, and not only were the interior upholstery and door panels torn and filthy, but the entire rear seat cushion was missing. The dash trim was also pitted. But there were positives, too. The engine wasn't seized despite not having been started in years, and even though the top was weathered badly, it saved the floorpan and the X-frame below from rotting. The overhang looked to have helped a bit, too. Though it was a northeast Ohio car that had been sitting outside for who knows how long, needing extensive work, it was clearly the Edsel to spend my time and resources on. Unfortunately, the owner had a price on it that, in my opinion, was too high for the condition, and we couldn't come to terms," Pete says.

IN THE GARAGE MEDIA

We follow along the lines of what hot rodders have come to cherish within the hobby for the past 70-plus years. All three magazines are published monthly in both print and digital formats.

Subscriptions are available for both formats.



DIGITAL ISSUES ALSO AVAILABLE - VIEW ON YOUR COMPUTER, LAPTOP OR PHONE. SUBSCRIBE ONLINE FOR DIGITAL ONLY SUBSCRIPTIONS.



SUBSCRIBE TODAY! CHECK THE BOX(ES) TO SELECT YOUR TITLE(S)

☐ **All Chevy**
PERFORMANCE

☐ **Classic TRUCK**
PERFORMANCE

☐ **MODERN RODDING**

FORMAT

FREQUENCY

**RATE PER
MAGAZINE**

QTY

TOTAL

PRINT

1 YEAR (12x)

\$40

PRINT

2 YEAR (24x)

\$70*

DIGITAL & PRINT COMBO

1 YEAR (12x)

\$45*

DIGITAL & PRINT COMBO

2 YEAR (24x)

\$80*

*INTERNATIONAL ORDERS ADD \$50 PER YEAR FOR PRINT SUBSCRIPTION

*Subscribers are responsible for VAT payment in EU.

GRAND TOTAL DUE

**FOR FASTER SERVICE ORDER
ONLINE AT INTHEGARAGEMEDIA.COM
CALL (833) 985-9171
FOR MORE INFORMATION**

**USING YOUR SMARTPHONE, SCAN THE QR
CODE FOR EASY ACCESS SUBSCRIPTIONS**



Name _____ Phone _____

Address _____ Apt. # _____

City _____ State _____ Zip _____

Email _____

EMAIL REQUIRED FOR DIGITAL FORMAT

MAIL THIS FORM WITH PAYMENT TO: IN THE GARAGE MEDIA, INC., PO BOX 6550, FULLERTON, CA 92834

MAKE CHECKS PAYABLE TO IN THE GARAGE MEDIA, INC.

ALLOW 8 TO 10 WEEKS FOR DELIVERY OF FIRST ISSUE. SUBSCRIPTION WILL START WITH NEXT AVAILABLE ISSUE.

DIGITAL ISSUES ARE EMAILED. IMAGES OF MAGAZINES IN THIS AD ARE BACK ISSUES. NO REFUNDS.

HMGCC



Patient persistence has a habit of paying off, though. During the next 12 years, anytime Pete was near Hubbard, he would take a short detour to stop and discuss the Pacer's availability with the shop owner. And each visit was met with the same unwavering refusal to cut a deal, all while the car's weather-pelted condition continued a slow decline. In fact, Pete says, the only thing the owner did was raise the price.

Then in May 2009 while on his way home from Buffalo, New York, Pete called the shop to see if the Edsel was still for sale. The foreman suggested that it might finally be a good time to buy, to which Pete replied that he'd return the following weekend with a trailer and enough cash for what was thought to be a fair price. When Pete arrived, the owner finally relented and accepted a cash offer.

Upon returning home, Pete reassessed his Edsel. Not the condition, but what the convertible—one of just 1,876 built during the model year—had been equipped with at the factory.



The 303-hp E-400 was Edsel's 361-cu.in. V-8, named for its 400 lb-ft torque rating. The yellow paint is correct for this engine. All Edsels featured a front-hinged hood.

At the top of the list was the then freshly developed, FE-series, 361-cu.in. E-400 V-8 that boasted a 303-hp rating and was named for its 400 lb-ft of torque and was standard equipment in both the Ranger and Pacer series. In Pete's Pacer, the V-8 was accompanied by the optional pushbutton "Teletouch Drive" automatic transmission, which sent engine output through an open driveshaft to a Ford 9-inch rear axle containing a highway-friendly 2.91:1 gearset.





The interior was well optioned, including the Teletouch control for the automatic transmission, two-tone vinyl bench seats, Dial-Temp heater/defroster, tachometer, cigarette lighter, electric clock, pushbutton radio, and electric windshield wipers. The car originally came with black vinyl floor covering but Pete opted for full carpeting during the restoration.

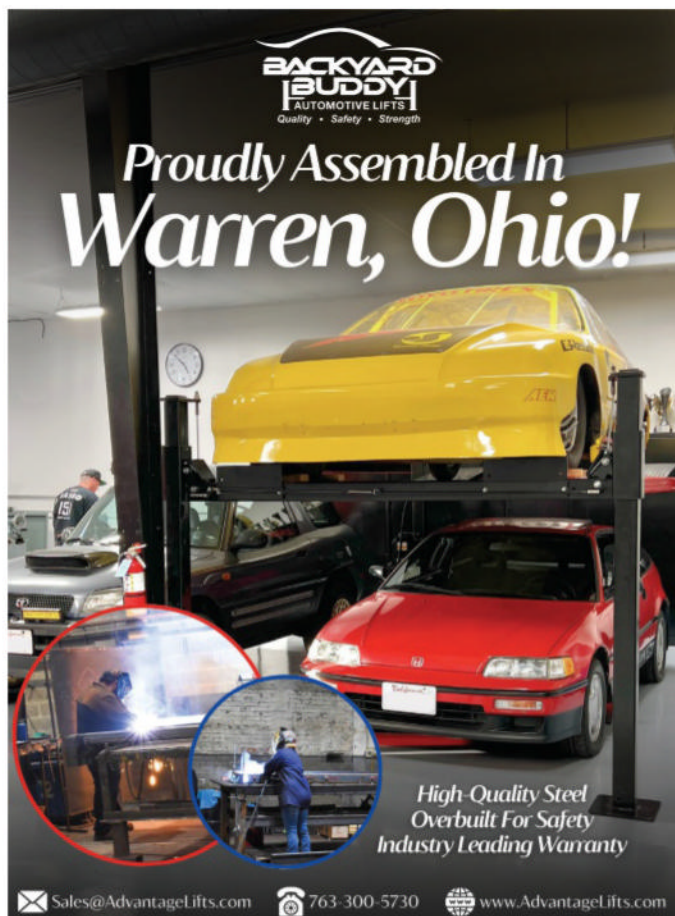
Ford designers intended the distinctive vertical grille to be stately, but soon jokesters had labeled it the “horse collar.”

Pete swapped out the stock hubcaps for the upscale, color-keyed spinner wheel covers that were a factory option. The Edsel now rides on a set of 215/75R14 Diamond Back DB II wide whitewall radials.



BACKYARD BUDDY
AUTOMOTIVE LIFTS
Quality • Safety • Strength

Proudly Assembled In
Warren, Ohio!



High-Quality Steel
Overbuilt For Safety
Industry Leading Warranty

✉ Sales@AdvantageLifts.com ☎ 763-300-5730 🌐 www.AdvantageLifts.com

HEMMINGS

CLASSIC CAR

DIGITAL EDITION



Save
85%

GET YOUR FIRST ISSUE IN MINUTES!

Subscribe to our digital titles and have access to issues on your iPad or Android tablet, desktop, laptop or phone.

You'll receive monthly email alerts that the latest edition of your subscription is available to view/download.

SUBSCRIBE ONLINE:
www.hemmings.com/digital



BUILT FROM THE DREAM UP



FREE CATALOG

Toll Free 1-888-641-4215

Classic INDUSTRIES
Parts & Accessories

America's First Choice in Restoration
and Performance Parts and Accessories
18460 Gothard St. Huntington Beach, Ca 92648

Shop Now or Request Your Free Catalog!





Quarter panel covers that were ideal for optional two-tone paint featured “EDSEL” block letters. Optional backup lamps used bezels that included “E” in the center.

Aside from the transmission, other factory options Pete found installed in his Edsel project were power steering, power brakes, backup lamps, an electric clock, a tachometer, a pushbutton AM radio, dual exhaust, and a few other goodies that boosted the convertible’s original purchase price north of \$4,300, or \$46,730 in today’s currency.

With that documentation completed, Pete then considered restoration-shop options available to him. In June 2009, he delivered the 118-inch-wheelbase car to Troy Lukans of Evolution Auto Body located in Kingsville, Ohio. Though Troy agreed to manage the project’s disassembly, bodywork, and paint, the restoration would be a body-on-frame process to help minimize the cost.

After dismantling it, Troy stripped the bolt-on body panels and main body shell to bare metal. Years left to the elements meant that numerous patch panels needed to be fabricated and welded into place, while a couple body panels had to be replaced outright by rust-free originals Pete was fortunate to locate. Once those repairs were completed, the metal was sealed in several coats of primer, and in typical restoration fashion, ample sanding was done before three coats of PPG turquoise metallic and white paint were applied; they were followed by four coats of clearcoat.

“To help assure proper curing, Troy moved the painted panels and body to a heated space to better control temperature and humidity. The clearcoat was then wet sanded, which was followed with machine compounding and polishing. Troy then started reassembly,” Pete says, which included installing new weatherstripping. Troy had also straightened and polished the stainless trim, though the front and rear bumpers, and assorted

other chrome bits, were outsourced for replating.

Part of the disassembly included the removal of the engine and transmission, the former of which was partially torn down for an inspection of the V-8’s internal condition. Fortunately, no damage from hard use or neglect was discovered; however, the cylinder heads were rebuilt with an eye towards longevity before the engine was completely reassembled, cleaned, and repainted.

Following the reinstallation of the driveline and reassembly of the body, the Pacer was delivered to Sutton Upholstery of Lake County, Ohio, which was tasked with installing new upholstery throughout the cabin. Owner-operator Isaac Sutton managed this part of the project using reproduction material sourced from SMS Auto Fabrics in Oregon.

“Door and rear side panels were restored using material from SMS, but Isaac had to use what was left of the originals as patterns; complete reproduction subassemblies are not available. The Pacer originally came from the factory with a black vinyl floor covering, but no reproductions were available then, so we opted for a complete carpet kit from Auto Custom Carpets, which I believe looks much better anyway. After that was done, the convertible top and rear window were replaced by Interiors by Dave (of Eastlake, Ohio), and the top bows, frame, and mechanism were repaired and repainted as necessary,” Pete says.

In August 2011, the Pacer’s restoration was completed, and Pete wasted no time taking it on short trips and to local car shows, where it earned several awards. Soon, he and his wife, Sheila, began to rack up the miles by driving, not trailering, the convertible to Edsel events all over the country.

“At the 2022 International Edsel Club meet in Omaha, Nebraska—11 years after the restoration was done—it received





The Teletouch automatic transmission pushbutton gear selectors in the center of the steering wheel hub were kept stationary by planetary gears in the column.



RIGHT: Another interesting Edsel feature was a floating speedometer that glowed red when a preset speed limit was exceeded.

first place in 'Showcase,' which is a class for previous three-time winners in their respective classes. This was particularly rewarding because judging was done by national club member peers," Pete says.

"I still can't believe it took more than a dozen years to buy this Edsel, and despite it being a northeast Ohio rust-bucket then, it was clearly the car for me. I found Troy by word of mouth. He

was a one-man operation, and in my opinion, he mastered the restoration. The Pacer's paint pops, helping make the car stand out in a crowd," Pete says. "What I really like is driving it. When I purchased the convertible, the odometer showed 47,952 miles. Today it has nearly 61,000 miles on it, which means we've averaged about 1,100 miles annually. Driving this beautiful car is where we get the most enjoyment." 🚗

VINTAGE CHEVROLET CLUB of AMERICA

Welcomes ALL Chevrolets



For more than 50 years the Vintage Chevrolet Club of America has maintained its pledge to support the preservation, restoration and excitement of Chevrolets. NOW we welcome ALL Chevrolets, vintage to contemporary, original, "personalized", and now our Chevy truck brother, GMC. So no matter what kind of Chevy or GMC you drive, you will find fun, expert help, and lasting friendships as a member of the VCCA. Check out our chat site at VCCA.org/forum and get to know us!

COME JOIN US!

Restoration Website
G&D Magazine Regions
Touring Judging
www.vcca.org
708-455-VCCA (8222)

keleenLeathers
Keleenleathers.com
630.590.5300

PREMIUM AUTOMOTIVE LEATHERS
1,000'S OF STOCK COLORS
CUSTOM COLOR/GRAIN MATCHING

1960 CADILLAC ELDORADO BIARRITZ

THE JOY OF HEMMINGS CONTENT ANYWHERE YOU GO

HEMMINGS | **You Tube**

INSTRUCTIONAL
INFORMATIVE
ENTERTAINING

hmn.com/youtube

Affordable, Reliable, and Still All Original

A brand-new, no-frills 1970 Chevrolet Nova was just what a growing Upstate New York family needed

WORDS AND PHOTOGRAPHY BY SCOTTY LACHENAUER



Contrary to what the show-going populace might be led to believe today, Chevrolet's Nova was most often purchased as a mild-mannered compact throughout its first 18 years of production. Chris Glander, of East Greenbush, New York, is amply qualified to attest to that fact, as he's lived in the presence of this stunning example from the 1970 model year since the day it was driven home, brand-new from the dealership.

"My dad, Larry, went to Oliver Chevrolet in Chatham, New York, in September 1970 looking for a leftover from the previous sales year, just as the '71 models were hitting showrooms. There were some Monte Carlos, Camaros, and

Malibus present, but the no-frills Nova was what he was looking for," Chris says.

To appreciate Larry's reasoning, Chris turns the clock back and explains, "In late summer 1970, Dad was driving a '66 Ford Fairlane he had bought two years prior. Reliability was key, given that there were limited vacations or time off from his job. The Ford was usually dependable save for one thing: it had a penchant for eating transmissions. After he purchased a few replacement Ford three-speed manuals from our local junkyard, they had none left to extract. Dad knew it was time for a new car, and the purchase had to be quick."

Thus, Larry selected this inconspicuous Nova two-door





Chevrolet's entry-level V-8 in 1970 was the oft-overlooked 307, with the bore size of the 283 and the stroke length of the 327.



coupe to be his family's new formal mode of transport. Inconspicuous, because the Nova was painted earth-toned Gobi Beige Magic-Mirror acrylic lacquer that was complemented by a contrasting dark gold vinyl roof, the Nova Custom Exterior package's simulated front fender louvers, full body side moldings, bright window moldings, and color-keyed steel wheels with hubcaps. Inside, it boasted a standard bench seat interior in gold, complete with a column-shifted two-speed Powerglide transmission and an AM push-button radio. The latter included the new-for-1970 antenna hidden within the windshield glass.

If there was an optional frill to single out, it was the Chevrolet's 200-hp 307-cu.in. engine, a small-block V-8 that met Larry's need for a reasonable commuter. The two-barrel-topped 307 provided a good balance of power to comfortably haul six adults on family treks into the Canarsie section of Brooklyn to see relatives with fuel economy averaging up to 22 mpg on longer trips.

Other than the vinyl roof, AM radio, V-8 engine, and the Powerglide transmission, there were no other options. "Our Nova did not include creature comforts such as power steering, power brakes, air conditioning, or tinted glass, and the numbers on the window sticker reflect that," Chris says.

Listed for an MSRP of \$2,868 that



**THE BRAND
YOU TRUST.**

Summit Racing™
Complete
Serpentine
Belt Systems
Easy Installation,
Easy on the Budget

as low as **\$1,595.99 kit**

🔍 SUM Complete Serpentine



Summit Racing™
Easy Rotate
HD 1,000 Lb.
Engine Stand
Effortless Rotating
without Engine Sag

SUM-918021
\$119.99 each

🔍 SUM Easy
Rotate 1,000



1969 Camaro SS
Key Rack

Cool Way
to Keep Keys Organized

SBL-7520-76 **\$14.99 each**

🔍 SBL 1969 Rack



Steering
Wheels
for Vintage
Ford and GM

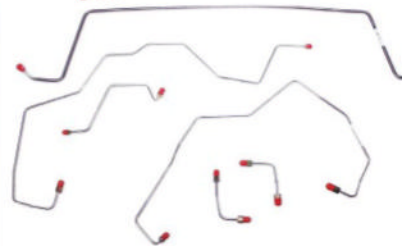
Better Handling
than Larger Stock Wheels
as low as **\$359.00 each**

🔍 RSW Steering Wheel



12 V Lightweight
Collector Series AGM Batteries
Reliable Starts Every Time
as low as **\$307.99 each**

🔍 TBO Collector AGM



Brake Line Kits
Restore Brake Responsiveness
as low as **\$18.06 kit**

🔍 FNL Brake Line Stainless



Ring and Pinion Sets
Perfect for Racing
or Off-Road Rides
as low as **\$121.99 set**

🔍 MGR Pinion Set Ratio



Hot Rod and
Classic Car Motor Oil
High Levels of ZDDP
for Max Protection
as low as **\$8.69 quart, each**

🔍 LUC Hot Rod



HDS-14
Standard Length Car Lift
14,000 Lb. Lifting Capacity
BPI-5175170 **\$8,095.00 each**

🔍 BPI HDS-14 Standard



M18 FUEL
1/2-Inch
High-Torque
Impact Wrench
with Friction Ring
1,400 Ft.-Lbs. of Nut-Busting Torque
as low as **\$299.00 each**

🔍 MWT 2967



B1 Throatless
Beverly Shear
Handles Mild- to
Heavy-Gauge Steel
MBT-3600-B1 **\$667.00 each**

🔍 MBT B1 Beverly Each



Steering Rebuild Kits
Serious Upgrade in Drivability
as low as **\$279.95 kit**

🔍 POF Steering Rebuild



UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.



Order by 10 PM EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Int'l: 1.330.630.0230

SCode: 2410HC • Prices subject to change without notice. Visit SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2024 AUTOSALES, INC.





was discounted to \$2,550 as a leftover, the Nova's price out the door was \$2,677.50 after taxes. "If Dad had ordered the Chevy, I'm sure he would have had the straight-six," Chris says, referring to the 140-hp, 230-cu.in. and 155-hp, 250-cu.in. units that formed the intermediate step between the 307 V-8 and the base, 153-cu.in. four-cylinder still available in the Nova in 1970. "He was a straight-six kind of guy and loved the smoothness and torque."

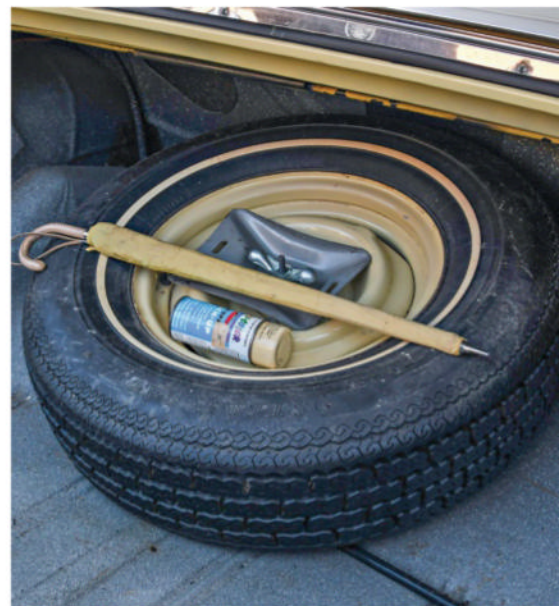
Chris says the Nova was coddled. "My dad bought a used GMC truck around the same time which did all the dirty work. The Nova was reserved for weekly shopping, nice events, family outings, and our annual family vacations to the Eastern States Exposition in West Springfield, Massachusetts. Dad also used it during two-week National Guard maneuvers in Fort Drum, after fulfilling his duty to the U.S. Army. Of course, he had rules, like there was absolutely no eating in it. And it was strictly enforced."

Living in the rust belt of eastern New York state, the Chevy was saved from winter's salted roads by the workhorse GMC. Over time, a litany of other trucks followed, all of which sacrificed sheetmetal to save the cherished Nova. That's not to say the perils of summer driving were not present. Chris recalls his dad mentioning that when the Nova was practically new, a driver ahead of him almost went through a red light, and then quickly backed up—right into the Nova's hood lip trim. That piece was hastily removed and replaced by Larry, though there is still a slight imperfection in the hood today.



The Nova saw regular maintenance at a nearby Kmart service center, and Chris is proud to point out that nearly everything on the Chevy is factory original to this day, save for common wear items, such as spark plugs and wires, tires, and brakes. "Dad would spray on goops of Kmart undercoating himself to keep the underside rust free. He also touched up chips or blemishes with matching Dupli-Color paint and never drove the Chevy in the rain or snow. Part of Dad's regular maintenance was to drop the hammer on the Nova, pushing the Powerglide into low, and sometimes even get a squeak out of the rear tires. He always told me, 'Son, you gotta blow out the cobwebs and burn off that carbon from time to time.'"

"Very occasionally, I'd have the privilege of driving it to high school. One day in math class I overheard classmates say,



#1
VINTAGE RALLY!



2025 GREAT RACE ROUTE

June 21-29, 2025

The Race Starts At
The Iconic Back To
The Fifties Weekend
In Minnesota To Lake
Murray In South
Carolina!



Overnight stops are projected to be St. Paul, MN (start); Rochester, MN; Iowa City, IA; Springfield, IL; Carmel, IN; Dayton, OH; Charleston, WV; Roanoke, VA; Mooresville, NC; Lake Murray, SC (finish).

Follow Us!





Chevrolet was proud of this gold fabric-and-vinyl cockpit, saying in period literature that the base interior was “proof that standard is not stark.”



‘Did you hear what happened out in the student parking lot? Some car got smashed by another; I think it was a little yellow Nova.’ Boy did my heart rate explode, and then my heart sank. Little did I know it was just my friends pulling a practical joke on me. I didn’t use the Nova for school after that day,” Chris says.

In 1994, Larry noticed some tiny rust specks had developed, so he took immediate action. “My dad built a new climate-controlled garage, with a poured concrete floor and a moisture barrier. It was a vast improvement over the pea-gravel-floor shed the Nova had called home,” Chris says.

Having the garage, coupled with continuous deep wax jobs, allowed the Chevy to enter a new phase of life on the road: Car-show duty. When time allowed, Larry and Chris would proudly display the Nova with its original invoice and Protect-O-Plate at regional events. One of Larry’s favorites was the Honor Our Vets Car Show at the Stratton VA Medical Center in Albany. Others included *Hemmings Motor News* Cruise-Ins in Bennington and the Capital District Chevrolet show.

After 54 years of pampered use, the Nova’s odometer now shows just under 26,000 miles. That translates to fewer than 500 miles annually. And, because of Larry’s diligent care, the car’s preserved condition is such that anyone would hardly believe the paint and interior are factory original. The addition of a few stickers and



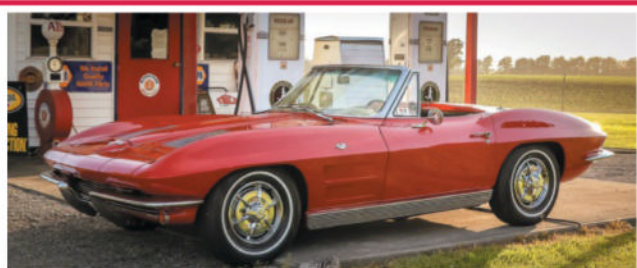
a set of trim rings on the wheels are basically the only indications that this Nova has been driven.

Larry passed away in 2021, bringing a long chapter of the Nova's story to an end. The Nova was present when his ashes were spread on the fields he loved to work and hay. "There is a small box of Dad's ashes on the back seat so he can still ride in his Nova and make sure I don't push it too hard," Chris says, which is a testament to a legacy that's in good hands. He adds that, "I'm keeping the Nova in tip-top shape and continue to tell its tale. The car will be receiving a well-deserved interior detailing, including a good scrub of the tan-speckled black rubber floor mat, as well as buffing the aluminum sill plates."

The Nova is also going to receive a set of new white-stripe tires to replace the Kelly Citations installed by Kmart in 1993. Although they have rolled a little more than 2,000 miles, Chris feels for safety's sake, it's time. That's because its pampered show life will continue, too, keeping with the schedule his dad upheld in the latter years of his ownership. "I plan to take my mom to a few of the local drive-ins as well, and no, we won't be eating in the Nova. That was Dad's time-honored rule." 🚗



Thanks to a series of sacrificial "winter-beater" pickup trucks, the Nova has lived a salt-free life despite its Upstate New York residence.



WIN A 1963 CORVETTE CONVERTIBLE! Indiana car, red exterior, black interior, soft top, no hit body, 327 NOM, 4-speed. Or \$40,000; 2nd Prize \$500; 3rd Prize \$250. Donation: \$25/ticket or 5/\$100. Grand Prize Drawing 4/26/25 at 10pm. Need not be present to win; Tickets can be purchased via phone until noon and online until 9:30PM EST on 4/26/25. Please send name, address and telephone number, check, money order or credit card to: C.C.A.B.C or Colonel Crawford Athletic Boosters Club, Dept HEM, PO Box 96, Galion, Ohio 44833. Info: call 866-WIN-VETT, or email 866winvett@gmail.com Visit: www.colcrawfordcorvetteraaffle.com

**SERVING
YOU SINCE
1960!**

COMPLETE EXHAUST SYSTEMS

Pre-bent Pipes, Mufflers & Resonators
Custom Built Mufflers
Aluminized Steel or Stainless Steel
Cars & Trucks: 1909-1980's

www.waldronexhaust.com

Call us at: **1-800-503-9428**
or **269-467-7185**

Waldron's
Exhaust

waldronexhaust.com

WE BUY CLASSIC CARS

WE BUY EUROPEAN & AMERICAN CARS

Any
Condition

Any
Location

Finder's
Fee Paid

Top Dollar
Paid

PETER KUMAR

GULLWING MOTOR CARS

1-800-452-9910

35 YEARS EXPERIENCE IN CLASSIC CAR INDUSTRY



Free Spirit

**The 239,000-mile California odyssey
of a daily-driven, showstopping,
1966 Porsche 911**

BY JIM DONNELLY • PHOTOGRAPHY BY LUKE MUNNELL

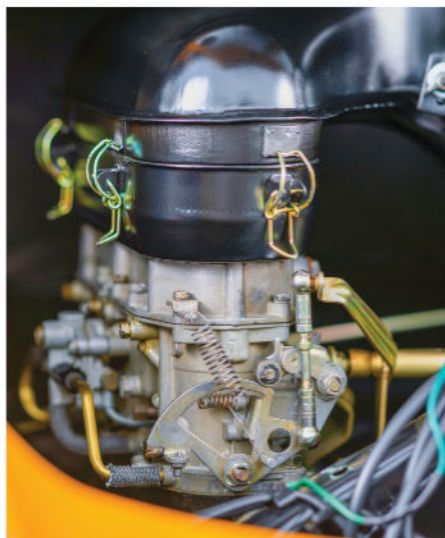


The notion of a 911 from the Sixties being used as a daily driver—to the tune of running up some 239,000 actual miles on the odometer—sounds positively radical, or maybe, even reckless. This, however, is the story of a 911 that's always been used for its intended purpose of spirited, enthusiastic driving through a wonderland of mountainous terrain in undying sunshine. After all those road miles, plus a multi-year restoration, three engines, eight owners, and some 40 years in its present hands, this 1966 Porsche 911 is still true to its original purpose: Strutting proudly in the Southern California sunshine.

Any vintage Porsche, but especially one of the cars derived from the original Type 901 of 1963, is exceptionally

valuable today, in just about any condition. Even from new, examples of the Porsche 911 and all its variants are highly prized, eminently collectible, and treated with the hands-off dignity befitting a landmark German sporting car.

"It was first purchased in March 1966 from Vasek Polak at their original location in Manhattan Beach, California," says David Staser, who, along with his wife, Monica, now share custody. "Even the distributor of the car, Competition Motors, has a legacy (editor's note: Founded and operated in Hollywood by the fabled early Porsche racer, Johnny von Neumann). So, it comes out of kind of an iconic group. It's been a Southern California car all its life; every registered owner has either been from Los Angeles or San Diego



counties. I have all the service records, the Codex card, and the records from Polak corresponding to the Codex. Also, I have a certificate of authenticity from Porsche.”

This is an example of what Porsche was building immediately after the first Type 901 prototype was displayed at the Frankfurt Motor Show in 1963. It’s one of 1,709 examples of the base 911 coupe that were produced at Zuffenhausen in 1966 after the 911 first entered volume production. Let’s note at once that this car is simply a 911—the specialized variants such as the S, L, T, and E, were still in the future, although the Stasers’ car now has a carbureted engine from a 1971 911T, the “T”—meaning Touring—designating the most docile version of the 911 then being sold.



David and Monica live in Escondido, California, where David flies jetliners after a career as a U.S. Navy officer. It was Monica who brought the 911 into their lives, when she got it in 1984 as the replacement for a troublesome Volkswagen Type 2 van. “I bought it when I was 25,” Monica recalls. “I don’t think I even knew what a Porsche was, I just needed a car to drive. The owner sold it for eight grand, and it was my everyday driver.

“The Porsche has been the most reliable car I’ve ever driven,” she continues.

“I love it. I’ve stuffed kids in it, hauled five teenagers to and from high school, and picked up the kids in grade school, too. Any time another car that we owned broke down, I drove this. It drove like a dream.”

As the record makes clear, this 911 drove, period, starting from the beginning. The 911’s full ownership history—seven of them—is known to the Stasers. A key element of determining the Porsche’s lineage was the service records file that the Stasers acquired when Monica bought the car. A walkaround revealed more evidence.

“Based on those records from when we started dating, I would call its condition an average driver,” David says. “It had sheepskin seat covers that were all the rage in the 1980s. The sheepskins were in good shape but were concealing a split in the driver’s seat. They were 1968 black vinyl seats with holes in the top for headrests, which she didn’t have. They were definitely not the original seats.

The decision to restore the 911 came after, as David put it, because “the cabin was already deafeningly loud at highway speeds due to the original, dried-out door and window seals. But the real moment of truth came one weekend as I was washing the car. I noticed that the rinse water was turning Bahama Yellow. I was actually



Owners' Views

"Networking with really great people who lent a lot of their time and effort to us at no charge was kind of the experience that included discovering many other persons and businesses along the way—entities that have a passion for this marque.

Restoring and owning this Porsche has been a tremendously rewarding experience."

—David Staser

"This car is not only my daily driver, but I love it. It's been with me for 40 years now. It's my youth, my middle age, my family car, and now, a beautifully restored car. I hate to see my kids get it because they don't know how to drive a stick, but they love the car, too. It's part of the history of our family."

—Monica Staser

slowly washing the paint off."

That was in 2017, when the odometer showed 235,130 miles, about 63,400 of which had been accumulated by Monica. At that time, David was less than fully immersed in Porsche lore, so he began casting about for a restoration shop that knew the cars well.

He found CPR Classic, which was located just 30 miles away in Fallbrook, and is a nationally renowned Porsche 356 and 911 restoration specialist. Ordinarily, you drop off the car, cut a big check, and 18 months later, have a restoration. David says, "I didn't want to go that route. I wanted to have some sweat equity in it and do as much work as I could." So, he continued his search and found Best of Show Coachworks near his home in Escondido, which handled minor mechanical work, such as the window lifts, while coaching the Stasers on pulling the Porsche apart.

Best of Show agreed to offer David a corner of the shop and parts racks. According to David, "The owner, Matt Alcalá, told me, 'When you're done, we'll take care of the rest.' Monica and I both went in and started taking the car apart. Everything was pulled apart, tagged, lettered, and put in bags, plus we took a lot of photos as things came apart while generating a parts list, to help ensure it got back together properly." CPR Classic continued to provide guidance as the Stasers confronted challenges during the project.





The 911 showed some previously undiscovered issues. “When we took it apart, we found two small rust locations: one under the battery tray, and the other in the door frames on both the driver and passenger sides, immediately below the forward section of both doors,” David explained. “A previous owner put 6-inch speakers in the doors, and I believe that the electric field created by those speakers generated a rust-promoting environment, because those were the only two spots of rust on the car. Not the doors themselves, but the frames below them.”

As for the rust under the battery tray, David said, “Battery acid had leaked down the car like the blood in *Alien* and had weakened the forward mounting point for the suspension, just under the tray. Best of Show cut out the tray, and the lower body panel, and replaced them with parts from Restoration Design, which, using a jig, loaned to us by CPR Classic, provided a new forward under-body mounting point for the suspension.”

The Stasers’ work included removal of the interior, scraping off the undercoating, and other basic tasks that David says “required no talent.” David also specified that the disc brakes be upgraded to a 1968 dual-circuit system from a 911S with ventilated front rotors and stainless-steel lines for safety. The brake rotors are Sebro because Porsche doesn’t sell rotors. The engine lid has been replaced—not from Porsche, but from the manufacturer in Italy that produces the panel for Porsche.

CPR Classic handled minor mechanical work, such as part electroplating. The bodywork, paint, and major mechanical work went to Best of Show. Except for the hood, all sheetmetal is original. So is the glass, except for the windshield and one front vent window.



David will readily point out that the 911 is far from a numbers-matching example. Its original 2.0-liter carbureted, air-cooled flat-six is long gone. Based on the car's records, the 911 is now on its third engine, a 2.2-liter flat-six from a 1971 911T, with its correct Zenith carburetors. "As it ran well and compression-checked well, and is visually almost identical to the original 2.0 flat-six, we just decided to clean it up, rebuild the carburetors, and put it back in. We added PerTronix electronic ignition for reliability. The transaxle is original. The output is estimated at 125 hp with 130 lb-ft of torque."

The interior was redone by Autos International of Escondido, with DMC of Oceanside handling the re-chroming work, Hollywood Speedometer of North Hollywood redoing the instruments, and Hardwood Classics of Los Osos, California, responsible for the wood dash and steering wheel. The engine tuning and carburetor rebuild was performed by Black Forest Automotive of San Diego, with PartsKlassic of Flagstaff, Arizona, tapped to rebuild the distributor.

The restoration was completed in 2019, and the Stasers have added another 3,500 miles since then. This is a Porsche that frequently carves the canyons above



Southern California, so braking is paramount. But it's also show-worthy.

"This is kind of what set me on the Porsche path. I'm a Midwesterner by birth and the whole foreign, two-seat sports car thing wasn't really for me," he says. "I was more of a Detroit iron kind of guy. But once you got into the restoration, it takes a hold of you and you start to understand why these cars have such a following. They kind of get under your skin. So much so that Monica now jokes that I may need an 'intervention.'" 🚗



Complete Repair, Restoration & Custom SPEEDOMETERS TACHOMETERS GAUGES

BEFORE



AFTER

Bob's Speedometer
**CALL OR VISIT
OUR WEBSITE!**

(800) 592-9673

www.bobsspeedometer.com

SMS AUTO FABRICS

smsautofabrics.com

@smsautofabrics  

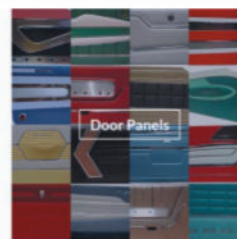
1.503.263.3535



Cloth



Vinyl



Door Panels

PLUS: WOOL BROADCLOTH, LEATHER, HEADLINERS, EMBOSSEING, WINDLACE, SEAT COVERS, VINYL TOPS, TRUNK LINING & CARPET SETS.
ALL AMERICAN CARS 1930-2000 • ALL ITEMS PROUDLY MADE IN THE U.S.A.

RESTORATIONS

Over 35 years' experience goes into each restoration.

Check our website to see **CARS FOR SALE** and restorations in progress. We specialize in '55-'57 Thunderbirds – please visit our **THUNDERBIRD CENTER** for a complete line of reproduction, NOS and used parts. We also have NOS sheetmetal.

**Hill's
AUTOMOTIVE**

hillsresto.com

CLASSIC CAR RESTORATION & PARTS

29625 Bashan Rd., Racine, OH 45771

Info/Tech support: 740-949-2217 Parts: 866-949-1956



BY TOM COMERRO

CARLISLE'S GOLDEN ANNIVERSARY

In September of 1974, Bill Miller and Chip Miller rented the Carlisle Fairgrounds in central Pennsylvania and, under their new company "Fleamarketeers," hosted an event known as "Post War '74." In the years since, Post War '74 became Fall Carlisle, while Fleamarketeers became Carlisle Events. This year marks 50 years of Carlisle's vaunted fall swap meet and car corral, which will be celebrated with special nods to the last five decades, including the Carlisle Events Historical Timeline in Building T. Of course, the bustling swap meet will provide spaces to more than 8,000 vendors selling countless parts, accessories, memorabilia, and literature. For those seeking a vintage vehicle, the car corral will offer a variety of makes and models of varying conditions to fit your needs, plus Carlisle Auctions will roll more than 400 vehicles across the block. The extravaganza will take place October 2-6 and vendor, car corral, and auction registration forms can be found at carlisleevents.com.



CARLISLE EVENTS

MIDWEST MEET

The 40th annual Fall Auto Parts Swap Meet is scheduled to take place in Monticello, Iowa, this fall. The popular swap meet is a great place to find parts for your car, motorcycle, or truck, and in addition, there is a car corral limited to vehicles in running condition. Search for stock, antique, high performance, and custom parts which you likely won't find at Carlisle or Hershey earlier in the month. The meet will take place at the Fairgrounds in Monticello on October 13 from 7:30 A.M. to 1:00 P.M. Reservation forms, as well as swap meet and corral information, are currently available at autopartsswapmeet.net.



AUTO PARTS SWAP MEET



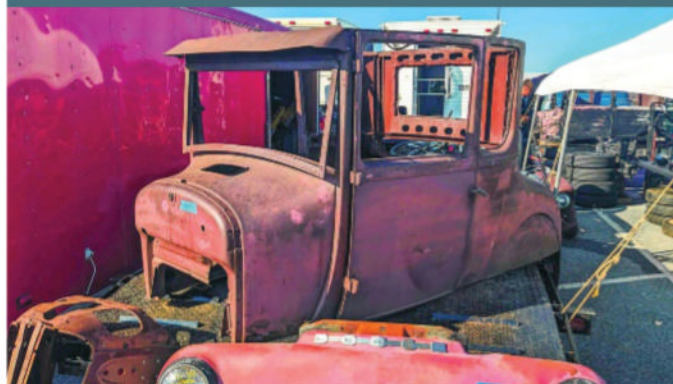
AUDRAIN NEWPORT CONCOURS

AUDRAIN NEWPORT CONCOURS D'ELEGANCE

More than 100 cars have been invited to compete in various judged classes spanning several eras at the Audrain Newport Concours d'Elegance in Rhode Island. Among the activities will be various seminars such as "Forging Careers in Historic Vehicles," "Women at Speed," and "Hot Rod History" hosted by Gary Emory, Wayne Carini, and Dean Schimetschek. Other points of interest include "The Gathering" at Rough Point Museum, where attendees can enjoy panoramic views of the Atlantic while visiting the grounds' fine arts collection, plus "Cars & Coffee" at Easton's Beach. The event will take place October 2-6, with the concours on the final day. Visit audrainconcours.com for a full rundown of the daily schedule.

HERSHEY TIME

For the uninitiated, the AACA Eastern Fall Meet in Hershey, Pennsylvania, is one of the largest antique car show and swap meet events in the country. This year's vintage-vehicle festival is expecting the swap meet to fill more than 9,000 vendor spaces, and up to 1,500 vehicles should be on display during the car show. Adding to this are more than 1,000 collector cars that will be for sale in the car corral. Other activities held during the gathering include old-time movies in the Music Box Theater, a race car condition run, and the Hughes High-Wheeler Event at Hersheypark Stadium. A talent show and the post-show awards banquet will wrap the week. The meet will take place for the public October 8-11, and vendors can set up (weather permitting) on October 7. Visit hershey.aaca.com for more details.



MATT LITWIN, DAVID CONWILL



THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

SCOTTSDALE FALL AUCTION | OCTOBER 10-13, 2024



SOLD \$302,500 // 1933 PACKARD 1001 STANDARD EIGHT COUPE ROADSTER

SELL YOUR COLLECTOR CAR WHERE THE BIDDERS ARE

OVER 230 AUCTION RECORDS ALREADY BROKEN IN 2024

Consign today at Barrett-Jackson.com or call 480.421.6694 to speak to a consignment specialist.

Experience the Barrett-Jackson Auctions live exclusively on A+E Networks' FYI and HISTORY channels.



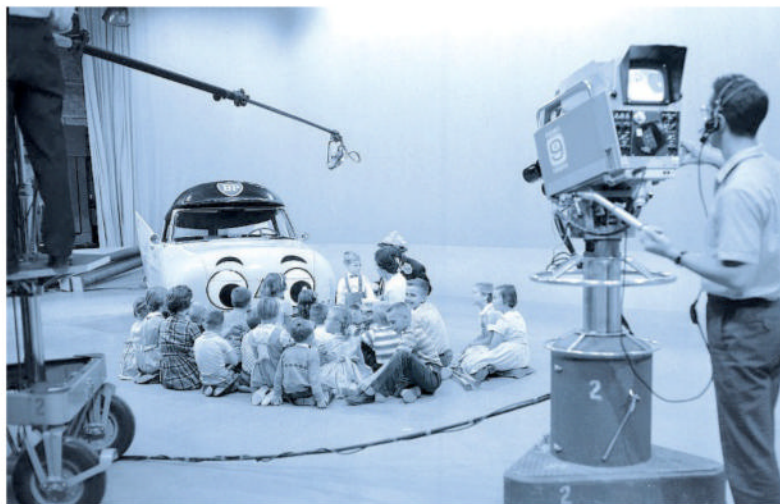
ALL THE CARS, ALL THE TIME.
Streamed live on Barrett-Jackson.com

BY TOM COMERRO

THE FIRST TALKING CAR?

Our recent Canadian Classics themed issue (*HCC* #239) reignited our curiosity about an old promotional vehicle used north of the border called “Mr. Beep.” A talking safety car from Ontario, Mr. Beep was built by British Petroleum of Canada and used to instruct kids about the importance of traffic safety and respect for the roadways. Working in conjunction with the Toronto Safety League, the cartoon car was capable of self-propulsion under a specific set of conditions, and it was able to relay kids’ questions via a microphone under the hood to a nearby (“Pay no attention to that man behind the curtain!”) operator. The voiceover talent could then respond via short-wave radio transmission to speakers hidden in Mr. Beep’s body work. It was built in 1959 and it toured large parts of Ontario, Canada, in the early 1960s.

One of our readers informed us in 2011, that the car was originally a Ford Zephyr that was finished in a bright yellow paint job, black roof—or in this case, cap—and with accentuated fins for extra attention. At that time, we heard it was slumbering somewhere in Woodstock, Ontario, but it seems to have resurfaced about six years ago at some shows in Canada with a fresh restoration. We were wondering if anyone has seen it recently or if they saw it as a kid. Further, was this the first talking car of its kind? Drop us a line and let us know.



HEMMINGS ARCHIVE

ROADSTER MYSTERY REACTIONS

We received many responses about Shawn Kolbe’s unidentified roadster featured in the L&F section of *HCC* #237. Brian Brendza emailed us and noted the “1926 Fairbanks California” car’s radiator shell was very similar to that of a Rolls-Royce. His guess is it was a long-defunct car made by The Barley Motor Car Company out of Kalamazoo, Michigan, and marketed as “America’s Smartest Car” called the Roamer. Roamers were made throughout the Jazz Age until the company folded in 1929. It was one of the more expensive cars available at that time so it could jive with the possible Douglas Fairbanks connection. In addition to the Rolls lookalike radiator, Brian pointed to the fine-spoked wire wheels and the slim fenders hugging the tires.

“You can kind of see the styling evolution, they all have the fine spoked wheels, but the farther you go into the ’20s you see the fender lines I’m talking about evolving. They’re slim, not bulbous, and the wheels aren’t centered in the openings—the fender hugs the trailing edge of the front tire and the leading edge of the rear tire.”

Another good guess came from Lance Winer via email. He thinks the car was a 1926 Kissel 8-75 Speedster. Built in Hartford, Wisconsin, the Kissel was a popular car for celebrities of the day to customize. Fairbanks was known to own a Kissel at one time.

We may never know the full story of this car, but we’re hoping to feature more Kissels, and someday our first Roamer, in the pages of *Hemmings Classic Car*. Thanks for your responses.



COURTESY SHAWN KOLBE



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.

DO YOU OWN ONE OF THESE CARS?



We are Seeking All 1915-1948 Full Classics®

What determines a "FULL CLASSIC® automobile" from a Classic Car?

A Full Classic® as defined by the Classic Car Club of America, is a "fine" or distinctive" automobile, American or foreign built in limited quantities constructed during the Classic Era of 1915-1948. These cars come from a host of marques and are individually juried as being superior in engineering and design.

The Great War, the War to end all Wars was over. Technology was king. This is the period when everything we know about cars today, was invented. The tumbling, fragile, clattering horseless carriage was now a durable machine remaking society in its own image. Super chargers, adjustable suspensions, automatic transmissions, dual speed rear-ends, air-conditioning and much more were all created prior to WWII. The roaring 20s and the Art Deco era took these automobiles to amazing heights and these are the "Full Classics® we celebrate today.

The years that followed simply improved and refined the earlier inventions with improved technology. The Classic Car Club of America expanded the years back to 1915 to recognize the superior designs and engineered automobiles that were stifled by the outbreak of the First World War and blossomed following the War.

2024 provides a unique opportunity to see and showcase these rolling works of art in Ohio on two separate occasions:

July 10-13, 2024. Salem, OH. The Full Classic® Grand Concours d'Elegance and Mini-CARavan. This fabulous event of outstanding cars runs from 7/10-7/13 with the Concours on Saturday. Does your Full Classic® have an interesting story? No club affiliation is required to enter and show your unrestored or restored Full Classic® in the Grand Concours d'Elegance. For information on both the Mini-Tour or the Grand Concours event and registration visit: orcca.com/2024minicaravan

September 26-28, 2024 at Carillon Park in Dayton, OH. The Saturday, September 28, 2024 Grand Classic Show is open to all Full Classic® automobiles regardless of club affiliations. Non-CCCA member cars that are judged will receive a FREE one-year membership to the Classic Car Club of America. For information and registration visit: orcca.com/2024grandclassic

Please see the Ohio Region's Website ORCCA.COM for show visitation and registration information. See CCCAEducationalFoundation.org for further information on the Marques and what determines a Full Classic® Automobile from a Classic Car.



CCCA Education Foundation

4102 Far O Way Lane
Richfield, Ohio 44286

Phone: 234-400-0400

www.cccaeducationalfoundation.org

PERFECTION WARRANTED



A built-for but never-raced 1969 Chevrolet Chevelle Malibu spent 12 years as a New York commuter and 34 years in storage before receiving an award-winning restoration

BY MATTHEW LITWIN • PHOTOGRAPHY BY SCOTTY LACHENAUER ; RESTORATION PHOTOS COURTESY OF GARY VIZIOLI

The debate regarding when American car manufacturers started building muscle cars is decades old. Did it start with the Stutz Bearcat? Buick's Century? Oldsmobile's Rocket 88? Fuel-injected 1957 Chevrolets? Each makes a solid argument as the groundbreaking performer, but there's no disagreement about the demand Detroit's hot supercars supplied during the Sixties. Countless blue- and white-collar hot shoes who were part of that scene have since shared their tales attesting to that fact. Our sister publication, *Hemmings Muscle Machines*, is brimming with street-and/or-strip antics of that "golden era."

And then there are stories that don't quite match what's now accepted as muscle-car gospel, circa 1969. One case study

is that of Vernon, New Jersey, resident Gary Vizioli, and his '69 Chevrolet Chevelle Malibu Sport Coupe on these pages—it's a story that begins with an entirely different Chevy.

"I initially owned a 1963 Impala Super Sport that I had good success with at local drag strips before I was drafted into the U.S. Army. The car was equipped with a small-block 327, and I would take on the likes of fuel-injected 1957 Chevys and occasionally beat them. While I was in the service, my oldest brother, who lived in Florida, stored the car for me. It was my pride and joy, and I would probably still have it today had it not been stolen shortly after I was discharged," Gary says.

Admittedly, he chalks the theft up to an unfortunate chain of events—a likely but unprovable setup—during a night on

Moving day: 2015. Having secured the services of Old Stillwater Garage, Gary prepares to extract his 1969 Chevrolet Chevelle Malibu from the structure the car sat in for two decades.



that 396 that just didn't turn me on. I told him I didn't know if it would be a good daily driver. We didn't use that term then, but I was thinking of the car's use beyond the strip," Gary says.

The salesman's remark wasn't a ploy to entice Gary into a premium high-performance model. History has since proven that Chevrolet assembled 86,630 Chevelles with big-block 396s, in addition to roughly 323 COPO variants fitted with the legendary 427-cu.in. V-8. That made Gary's freshly ordered L48 optioned Malibu a relative rarity, as just 30,099 of those 300-hp 350s were installed in Chevy's stylish A-body. Gary took delivery of his black-over-black ride during the first week of June.

"The Malibu was everything I hoped it would be. It was as strong, if not stronger, than my lost Impala. The M20 four-speed transmission and 3:55:1 Positraction differential were a perfect match to the engine, and the heavy-duty options — suspension, radiator, battery, disc brakes, alternator, and temperature-controlled fan — were not highly visible, but they were in harmony with the small-block. I never did race it though — legally, that is. I did have a few matchups with 325-hp 396 Chevelles, and my Malibu held its own with them, so the car was no slouch," Gary says.

His built-to-race-but-technically-didn't comment rubs against the very grain of muscle car lore, making Gary's story a virtual enigma. It begs one to ask what he did with the muscular-looking Malibu. According to Gary, it became a trusted commuter.

"I was living in Yonkers, New York, and my job was in Harrison for a couple of years before the data center I worked in was transferred to Sterling Forest on the New Jersey line. I commuted about 100 miles round trip every day. I worked second shift, an easy drive for the Chevy because my commute went against the normal rush hour flow. We moved to New Jersey in late 1973, but the miles kept adding up. The car continued to serve me well, and over the course of 12 years and just over 170,000 miles, no mechanical rebuilds were needed; even the clutch went the distance. It was incredibly reliable. The Chevy was the chariot ride home from the hospital when each of my three now-adult sons were born. But those 12 winters of salt-encrusted roads took a toll on some of the sheetmetal. So, I took it off the road in 1981 with the idea that I would restore it."

Gary immediately got to work. "I wanted to get it functional and looking good again, but not by taking the body off the frame. I thought, 'Why would I want to do that? I just want it to be a driver.' I put a new windshield in and had a local body shop address some of the rust, and

the town. Minutes turned into hours before the inevitable set in: His Impala was beyond recovery. Heartbroken and relegated to borrowing his father's car, Gary contemplated a suitable replacement.

"I hadn't started my new job yet, but I knew my next car had to be equal parts fun and reliable, just like my Impala. I didn't want a full-size Chevy — they were already too big for my liking when I was shopping in April 1969, so I looked at the Chevelle. I liked its size, so I examined all its specs. I've always been a small-block Chevy guy, and my eyes went right to the 300-hp 350. The V-8 looked to be as good as the 300-hp 327, so I checked off options on the order sheet, outfitting one the way I thought would make a practical drag racer. Remembering the good old days on the drag strip was an influence. I loaded a Chevelle Malibu with that 350, and every heavy-duty option obtainable. I skipped power windows, power seats, power door locks, and such because that's something we didn't look at; I wanted to make it as light possible for the track, yet functional for the road. Of course, it had to have a four-speed manual.

"On April 30, 1969, I handed the order form over to a family friend who was a salesman at the Chevy dealership, and when he looked at the list of 22 options I selected, and then noticed the model was a Malibu, he shook his head in confusion. He asked, 'Why aren't you ordering the SS 396? Everyone else is.' There was something about



Delivery day and the extent of decades-old storage wear is evident. Some of the rust accumulated in the 1970s was addressed in '81, but what remained was exacerbated by humid conditions within the garage.



After a careful evaluation, the team began disassembly, carefully tagging and documenting every nut, bolt, component, and—shown here—wire connection notated on bright yellow tags.



The Malibu's body was not the only thing susceptible to humid storage conditions, as demonstrated by the mold growing on the car's original vinyl door panel upholstery.



From the start, it was determined that a body-off restoration was the best course of action. Here, the GM A-body shell has been separated from the frame and lowered onto a fabricated work dolly.



One glance under the hood might have made a few novice car enthusiasts squirm; however, the damage was, for the most part, superficial. Only the air cleaner assembly base would need to be replaced.



Removing the body allowed the team to sandblast the frame to bare metal and smooth the pitted metal with filler. The structure was then sanded prior to the application of primer and paint.



Gary's Malibu was built for business, hence the standard bench-seat cabin was equipped with only a smattering of options: an AM/FM radio, electric clock, Sport steering wheel, and rear speakers (not shown). The four-speed manual transmission was also optional.

then put the Malibu back in my garage. This is where life got in the way; you always hear that, and it happened. Not that I was ignoring the car. My friends told me about Carlisle's Spring and Fall Swap Meets and I started amassing parts. Initially I found a pair of fenders and different odds and ends—all NOS stuff. Nobody really knew what they had or what its value was then. Heck, I wasn't even sure what I needed. I just purchased parts as I found them.

"Eventually I got back to the restoration, thinking I would do it in my garage as soon as I finished working on my 1969 Corvette's spindles. But life happened again, and when my 94-year-old neighbor told us she was selling her 10,000-mile, all-original 1964 Chevelle four-door sedan, I couldn't pass it up. That meant I had to move a car. My Malibu went into a wooden portable garage I bought which my friend let me put on his property. That was in 1985. I would check on it every now and then, and one day I noticed the roof developed a leak. Water didn't drip onto the Malibu, but it got humid in there, which exacerbated the rust; it took a toll on things. Time marched on and the car sat, until late 2015 when my wife, Susan, said, 'You've got to get that car done—you're not getting and younger.'

"She was right, so I went to see Lou Calasibetta of Old Stillwater Garage in Stillwater, New Jersey. I met him back in 1979 and we became friends, and even

then, I thought when the time comes, he's the guy who should restore my car," Gary says. "We put a plan together, after which I freed the brakes on the Malibu, pulled it out of storage, and delivered it to Lou on a trailer."

Remember the existing rust and years of humid storage?

"Lou, being the good man he is, called me after evaluating the car and said, 'Gary, find something else. This is not going to be a cheap job. Just find another car and make it like this one.' I told him I wouldn't have any interest in doing that—this was the car I wanted to do. There was a pause and he said he and his team would do everything they could, but reiterated it wasn't going to be cheap. And the spreadsheet I kept confirms that. Sometimes I don't want to look at it."

To help defer some of the cost, Gary became the parts manager, whether it was continuing to source items, or oversee component restorations by specialists. The latter included items like replating trim, rebuilding the master brake and wheel cylinders, and original water and fuel pumps, and having the original two-piece front brake rotors turned. According to Gary, there was just enough metal left to allow it.

"The list of people who did that kind of work for me, while Lou and his team were spending countless hours restoring the body and frame, was extensive. I didn't pull any punches. Whenever a part came off the car that had a date code on

it, that part went to the best people in the industry. For instance, my original dash had cracks in it, and I didn't want a reproduction, so I sent it, the gauges, radio, heater control, and even the kick panels to Instrument Specialties Incorporated in North Kingston, Rhode Island. What they returned was jaw-dropping perfection. It was like that with everything, even the original horns," Gary reports.

"As we got deeper into the restoration, it was progressing beyond driver quality, but I thought why not? The car warranted it. On the other hand, it made finding a few needed parts extremely difficult. One standout was the base of the air-cleaner assembly. It's different between a 350 paired with an automatic and one with a manual transmission. It was a nightmare finding the correct manual transmission base, but I did. To get it, I met the seller at a rest stop on the New York Thruway while returning from a trip to Burlington, Vermont," Gary says.

With the months turning into years, other aspects of the Malibu fell into place. This included the original four-speed manual and 350-cu.in. V-8, both of which were rebuilt by first-gen Camaro guru Jerry MacNeish. According to Gary, "One of Jerry's guys works for Hendrick Motorsports, and he has access to the machine shop for side jobs. That's where my block was machined. During reassembly, I asked him to install a 350-hp cam designed for a 327 V-8—it was the same cam I used back in the day, and it's the only change made to my engine. When the engine was done it pulled 350 hp on the dyno. That V-8 runs like you can't believe. It was back to me by the time the chassis was ready for reassembly."

Final reassembly, most of it accomplished by Old Stillwater Garage, included





The Malibu's numbers-matching 350-cu.in. engine and four-speed manual transmission were rebuilt by noted first-generation Camaro specialist Jerry MacNeish. The only deviation from stock was the installation of a camshaft from a 350-hp 327 cu.in. V-8.



Following proper paint cure time, chassis reassembly began, which included the installation of the rebuilt original steering box, several suspension components, and the original two-piece rotors.



LEFT: At this stage, the Malibu's original dash, radio, and instruments, all restored by Instrument Specialties Inc., are in the process of being reinstalled in the car.



Rotted quarter panel sections were cut from the body shell prior to media blasting. New quarters were then fabricated and welded into position, after which the entire body shell received several coats of primer and paint.



BELOW: One of the final stages of the Malibu's restoration was the installation of the interior, managed by Master Upholstery.



Malibu was effectively the mid-level trim line within the Chevelle series in 1969 that could have been equipped with one of seven engines. Gary ordered his Malibu with the 300-hp 350 cu.in. small-block option, thinking he would drag race the car after weekly commutes.



upholstery work done by Jerry Ambrosi of Master Upholstery in Newton, New Jersey, who's renowned for concours-quality results. From start to finish, the collaborative effort was done in five years.

"It took longer than we thought, but you don't rush things like this. When it was time for the final road test, it was only fitting that Susan had the honors, as she steadfastly supported the endeavor. More than 30 years of Carlisle excursions, long road trips to who knows where to buy an elusive part, endless hours in the shop;

she was right there!

"We were left with absolutely no disappointments. The work performed by the Old Stillwater Garage, Master Upholstery, and the legions of experts around the country who worked their magic on dozens of components was amply recognized. At its first show, the 2021 AACA Eastern Spring Nationals in Saratoga, New York, the Malibu received a 1st Junior award, with a zero-deduction score sheet. At the AACA Fall Nationals at Hershey that October, it received its Senior. Then at the

AACA Virginia Beach 2022 Grand Nationals it was awarded a 1st Grand National. It's since received a Senior Grand National and has been nominated twice for an AACA National Award.

"Recently, Susan asked me when I'm going to start driving it again. I'm very proud that everyone involved was able to turn my *Titanic*-like rust bucket into this unbelievable finished product, but now that the hard work has been recognized, the time is near for my Malibu and me to hit the road again." 🚗



**WE SUPPORT RESTORATION CAREERS.
WE PRESERVE THE CRITICAL SKILLS NECESSARY
TO KEEP OUR CARS ON THE ROAD.
WE MENTOR THE NEXT GENERATION.**



WE ARE RPM.

DRIVE THE FUTURE WITH US

www.rpm.foundation | 855-537-4579

A Public Service of Hemmings Classic Car

A Tale of Two 'Birds

Carlisle's Spring Swap Meet & Auction offered cruising flights of fancy with either a 1973 or 1976 Ford



1976 FORD THUNDERBIRD

CREME AND GOLD LUXURY GROUP

ASKING PRICE: N/A

HIGH BID: \$9,000 (NOT SOLD)

FOUND AT: 2024 SPRING CARLISLE AUCTION



1973 FORD THUNDERBIRD

GREEN FIRE, GLAMOUR PAINT OPTION GROUP

ASKING PRICE: \$12,500 OR TRADE FOR '02-'04 THUNDERBIRD OR MUSTANG

FOUND AT: 2024 SPRING CARLISLE CAR CORRAL

APRIL IN THE NORTHEAST REGION of the Lower 48 generally means one thing to vintage vehicle enthusiasts, Spring Carlisle. The combination swap meet/car corral celebrated its 50th anniversary in 2024, which—as has become tradition in recent decade—was complemented by a two-day auction held at the Carlisle Expo Center, just a short walk from Carlisle Fairgrounds Gate 3. Collectively, the event weekend sponsored by Hemmings (on April 17-21) offered 82 acres of vendor space, and more than 400 scheduled auction lots; there was ample opportunity to make one's vintage-vehicle ownership dreams become a reality.

One market segment we were keen to study was cars from the Malaise Era, which was welcomed in 1973 with the first appearance of park-bench bumpers and extra steel girth that did little to help the powerband of smog-emascuated engines. It's an unfair generalization of the automotive scene throughout the rest of the decade, and into the early Eighties. Sure, there were more federal regulations to meet, and a pair of oil crises to contend with, but the Mustang II outsold its predecessor by a wide margin, muscle trucks became "a thing," Chevrolet produced its best selling Corvette (to date), GM's F-body ponies held the performance flag high, and personal luxury cars were the stylish rage.

Speaking of the latter, I recall that Ford arrived on the mid-Seventies personal luxury car sales battlefield with two stylish weapons: the Gran Torino-based (and short-lived) Elite, and the

tried-and-true Thunderbird. The latter's sixth-generation spanned 1972-'76, including this two-tone '76 model (offered via Carlisle Auctions) that, frankly, had seen some better days. Consignor details were few, the most noteworthy being "14,777 actual miles" and "hard to find color combination," both of which did little to explain away the weathered exterior or the highly elevated patina the cabin displayed.

As presented, this '76 T-Bird had the potential to be a care-free cruiser though, and a car one could've tinkered with and improved (visually) between jaunts, had the seller accepted the high bid of \$9,000. As a point of reference, the five-year value average for all sixth-gen T-Birds has made a slow but bumpy climb from \$9,350 to \$13,214, or a little over two grand more than '76 models alone.

A nicer alternative, in terms of condition, was this 1973 Thunderbird we spotted in the car corral section of Carlisle's fairgrounds. The seller of the Green Fire (example which was a color obtainable via the glamour paint option group) provided far more information, including a list of its power accessories, the 460-cu.in. V-8 under the hood that was paired with a Cruise-O-Matic transmission, and notation of the Ford's low 22,000-mile odometer reading. It even wore undamaged color-keyed wheel covers. Finally, the asking price of \$12,500 (or even trade for a 2002-'04 Thunderbird or Mustang) was in tune with the current market range stated above. 🚗

HEMMINGS.COM

WHAT'S YOUR COLLECTOR CAR WORTH?

Custom valuations are around the bend.



SCAN THE QR CODE OR VISIT [HMN.COM/VALUATIONS](https://www.hemmings.com/valuations)



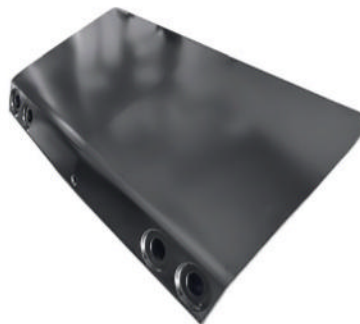
1



2



3



4



1.

UNHINGED NO MORE

THE FILLING STATION
800-841-6622

After nearly 50 years of popping the hood on your Chevy truck, you may have noticed the rear of the hood is not as flush with the cowl as it was out of the factory. It's possible your hood hinges are shot and if you've been adjusting them with more frequency, it may be easier to replace them. These new reproduction hood hinges are available for your 1973-'80 Chevrolet truck. They are said to be heavier and stronger than the original hinges to provide several decades of reliable function. Available for the left and right side, these hinges will fit GMC and Chevrolet trucks, including C/K 10, 20, 30, Blazer, and Jimmy. They are direct replacements of GM# 6262007 & 6262008, but note that the hood hinge springs are not included. Ask about p/n RW-672L (left) and RW-672R (right) for more information.

\$39.95/EACH

fillingstation.com

2.

STAR SERIES RADIALS

COKER TIRE
866-922-4139

The new Star Series wide-whitewall radials are available with new tread patterns and in more sizes. Each tire provides the look of a vintage bias-ply but with the performance of a modern radial. These 15-inch tires feature a low-noise tread design with maximum handling and traction to easily navigate dry and wet roads. Sidewalls are reinforced to accommodate the weight of classic rides from earlier eras, while all striping is manufactured directly into the sidewalls during construction, so it won't fade or rub off during use and cleaning. The tires are "T" speed rated to 118-mph and are available in the following sizes and stripe widths:

- 165-15, 3/4- and 2.25-inch whitewalls
- 205/75-15, 1- and 2.5-inch whitewalls
- 225/75-15, 1.6- and 2.75-inch whitewalls
- 235/75-15, 1.6- and 3.125-inch whitewalls

Inquire about the Star Series radials for your specific application.

\$178-\$282/TIRE

cokertire.com

3.

914 BIG-BRAKE KITS

WILWOOD ENGINEERING
805-388-1188

If you need to add stopping power to your Porsche 914, these new front and rear big-brake kits from Wilwood are what you need. They yield a 53 percent reduction in unsprung rotating mass compared to OE brakes. Each kit comes with forged aluminum four-piston calipers, brackets, and hubs with oversize vented rotors. The calipers are designed for proper front-to-rear bias while the rotors are a larger diameter and wider than the factory rotors with 36 curved vanes to dissipate heat. Calipers are available in black or red (plus 24 other colors) and rotors are available in plain face or slotted and drilled. Rear kits feature parking brake for right- and left-hand applications and the required cable kit is included. Take note that the kits must be used with a 914/6 or 911 19-mm master cylinder. Inquire about p/n 140-17473 ('70-'72 front); 140-17474-DR ('73-'76 front); 140-17475 ('70-'76 rear) for full specifications.

\$1,814.33/STARTING MSRP

wilwood.com

4.

IMPALA LID

CLASSIC INDUSTRIES
800-854-1280

Replace your old Impala's rusty or damaged trunk lid with this new reproduction panel. The decklids are made of steel stamped to the original factory specifications and provide authentic contours, fitment, and the appearance of the originals. Inside, the lid features the same design as OE units, with the correct trunk lock cylinder opening and cut-out areas for the taillamp installation. They are finished in black EDP coating, which offers the best in corrosion and rust prevention, and they are delivered ready to be painted to your car's color. These short-style lids are made specifically for the 1965 Impala hardtop, and they replace GM# 4461753. Ask about p/n B1773 for more details.

\$699.99

classicindustries.com



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

HEMMINGS.COM

YOUR DREAM CAR AWAITS

These and 30,000+ more await at Hemmings.com. Scan a QR code, then hit the road.



1955 Cadillac Fleetwood 60 Special
Asking Price: \$39,500



1948 Jaguar Mark IV 3-Position
Drophead Coupe
Asking Price: \$120,000



1930 Packard 733 Standard Eight Phaeton
Asking Price: \$125,000



1962 Ghia L 6.4
Asking Price: \$269,000



1953 Mercury Monterey 2-door
Asking Price: \$25,000



1962 Chevrolet Corvette Coupe
Asking Price: \$249,995

Families Catch Dodge Fever in a 1968 Coronet 500 station wagon

Drive safely. It's also contagious.



Dodge CHRYSLER
MOTORS CORPORATION

This is the Coronet 500 wagon

that has a two-way tailgate...
which makes it as easy to handle people as it is parcels or potted palms. What it also has is plenty of room, deep foam-padded seats, carpets on the floor, great-looking simulated wood-grain side panels that swish clean with a damp rag, a zippy 318-cubic-inch V8 that thrives on regular gas, and a habit of treating passengers luxuriously.

a magic window that cleans itself...
(Optional, of course.) Touch a button, and your dirty rear window disappears into the door. Press another button, and it is washed, neatly dried, ready to be raised again in seconds. So relax, tune in the stereo, adjust the power seat, set the automatic speed control, and get ready for some of the easiest highway cruising you've ever known. These options and more can make your Coronet 500 wagon just as luxurious as you want it.

and a price that lets you put on air.
No joke. Coronet 500 is priced just about enough below comparably equipped Impala and Galaxie 500 wagons to let you start thinking about optional air conditioning.* Airtemp keeps you cool in summer, warm in winter, and shuts out road noises. (No wonder they call Coronet 500 the welcome wagon.)

Another beautiful way to get...

DODGE fever

*Based on a comparison of Manufacturers' Suggested Retail Prices in effect January 19, 1968.

A screaming 426-cu.in. Hemi V-8 strapped in a Charger R/T wasn't the only way to catch Dodge Fever in 1968. The whole family could, simply by slipping into one of the 33,100 Coronet six- and nine-passenger station wagons built that year, including this top-of-the-line Coronet 500. Boasting a standard 318-cu.in. V-8 and a two-way tailgate, it could be optioned into a neighborhood hit with simulated woodgrain siding and light green paint.

YOU SHOULD ONLY FIND YOURSELF IN THE WILD UNKNOWN AFTER YOU BUY IT



HEMMINGS GARAGE BUYERS GUIDES: KNOW BEFORE YOU GO.

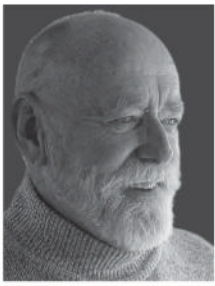
The Land Cruiser is one of the hottest collector rigs on the market right now, but there are a few notes you should take down before you pick one up. And the experts at Hemmings Garage have put together a video buyers guide just for you.

Hit the QR code, find your buyers guide, search Hemmings Marketplace for your next Land Cruiser, then – and only then – go get lost in the wild unknown. **HEMMINGS.COM**



Advertisers in this issue

Advantage Lifts-USA.....	39
Barrett-Jackson.....	57
Bauer Electronics.....	31
Bird Nest.....	31
Bobs Speedometer	55
Classic Car Club of America Educational Foundation	59
Classic Industries, Inc.....	39
Coker Tire	21
Colonel Crawford Athletic Booster Club.....	49
Custom Autosound Mfg.....	33
The Garage Media.....	36
The Great Race.....	47
Gullwing Motor Cars Inc.....	49
The Hamilton Collection.....	13
Hill's Classic Cars	55
Hydro-E-lectric.....	23
Idit Inc.....	31
JC Taylor Auto Insurance.....	11
Keleen Leathers, Inc.....	41
National Parts Depot	back cover
New England Concours.....	1
Stauer/Metrix Media	7, 15
PlusMedia.....	5
Pro Plus Med.....	23
SMS Auto Fabrics	55
Summit Racing Equipment	45
Universal Vintage Tire.....	31
Vintage Chevrolet Club of America.....	41
Waldron's Exhaust.....	49
Wilwood Disc Brakes.....	25



Jim Richardson

Stylin'

"Even into the early 1950s, cars still looked like potatoes with windows... by mid-decade the shoebox era began. Cars were shaped like bricks, but with jetfighter fins and red exhaust-outlet taillamps."

"IF IT LOOKS GOOD,

it is good." That's been my motto for much of my life. Truth be told, even though I have worked on and restored cars since my teens, I was never a professional mechanic or panel beater. My working career was as an illustrator, magazine designer, and journalist. I worked on cars as a hobby and a way to relax.

I fell in love with cars at an early age. They were magical machines, and many were beautiful. I had no idea how cars functioned, though I watched neighbors work on them, I handed wrenches, and distracted them with questions until they ran me off. You were not considered a real man in my neighborhood if you took your car to a mechanic.

I learned to draw as a toddler because my mother would give me a pad and pencil to keep me quiet in church. I often drew cars, although people around me proved interesting too. And then in school in the 1950s I learned about the General Motors Design Guild and devoted myself to automotive styling in hopes of someday winning a scholarship to design school. My dream was to go to Detroit. It never happened, but I attended the Art Center College of Design where many of the great automotive stylists studied.

Because I knew nothing about how cars worked as a little kid, I assumed that if they were beautiful, they must be good. After all, if a company went to the trouble to design its products well, I assumed they would be mechanically well thought out too. Conversely, I assumed ugly cars were not good, but that didn't always turn out to be true.

Later I learned about designed-in obsolescence. That began in the 1930s when manufacturers couldn't afford to release new cars every year, so they hired stylists like Ray Dietrich, Harley Earl, and Raymond Loewy to create new looking cars instead. As a result, the nickel-era, two-box bodies you could draw with a triangle and T square lost ground to cars that needed French curves to render them properly.

Starting with the 1933 Chrysler Airflow and the stunning Pierce Silver Arrow, new cars came out with streamline styling that mimicked the aerodynamics of period aircraft. An example would be the beautiful mid-Thirties Cords, even though their cutting-edge mechanicals were inadequately



tested and trouble prone.

However, by the 1940s cars gained

weight and became bulbous. It was the height of the fat fender period. Even into the early 1950s, cars still looked like potatoes with windows. But by mid-decade the shoebox era began. Cars were shaped like bricks, but with jetfighter fins and red exhaust-outlet taillamps. To me the two most beautiful designs of the 1950s were the 1953 Studebaker Starliner coupe, and the 1956-'57 Continental. Each was the epitome of sensuous, clean, elegant design, and neither had exaggerated fins and glitzy brightwork.

In the 1960s, big cars got even bigger, and styling got even more flamboyant. Just look at the era's Cadillacs and Imperials. American automobiles got so big and outrageous that an infestation of tiny, cramped European and Japanese cars crept in. Of course, there were the compact Falcons, Corvairs, and Larks for the less ostentatious, but small cars became the norm, and finally the gas crunch of 1972 sealed the fate of Detroit's mammoths and mastodons.

Thereafter, Detroit stayed with designed-in obsolescence and went for short-term profits until its products were mechanically so far behind that it couldn't compete. Imports slowly increased market share by employing the insidious strategy of building more good looking, economical, and dependable cars, until they dominated the market.

Chevrolet is now below Hyundai in sales, and styling has largely reverted to a little box in front of a big box, courtesy of Sport Utility Vehicles. I can see the utility aspect, but sporty stretches the definition of the word. Of course, there are still a few sensuous swoopy cars available, such as the Tesla, but how did they ever come up with the Cybertruck? It looks like a middle school metal shop project. More preposterous are the huge, quasi-military, giant-tire pickup trucks that look like props from a bad action movie.

Some might say I'm just a sour old guy, but again, I reiterate that if it looks right, it is right—or at least it looks right. Give me a 1937 Cord Beverly, a 1971 Buick "boattail" Riviera, or a 1953 Studebaker Starliner any day. How about you? Email me at jameshr106@aol.com 📧



LESS WORRYING. MORE DRIVING.

No more trips to the bank. Hemmings now offers the safest, easiest and fastest way to transfer funds and titles in the collector car community. From secure online payments, scam protection, to DMV paperwork - We're here to get drivers on the road, everywhere.



GET
STARTED



HEMMINGS.COM

"I can always rely on friendly and attentive service as well as in-stock parts availability. NPD consistently delivers." – Gary S. 1969 Mach 1



Parts Powerhouse™



Shop or Order Your Free Catalog
800-874-7595
NPDLink.com

- 12 Car & Truck Lines: Ford & GM
- 1-3 Day Delivery within U.S.
- 5 Star Customer Support 24/7

4 Warehouses Nationwide

FL: 800-874-7595 NC: 800-368-6451
MI: 800-521-6104 CA: 800-235-3445

Official Restoration Parts Supplier
MECUM
AUCTIONS



ANTIQUE AUTOMOBILE CLUB
of AMERICA
Join Today! NPD Recommended!