

HEMMINGS

CLASSIC CAR

AMERICA'S COLLECTOR-CAR OWNERSHIP MAGAZINE

NOVEMBER 2024 #242

TRAIL READY OVERLANDER 1959 CHEVROLET APACHE RECREATION



VINTAGE TRUCKS

- BUYER'S GUIDE: 1953-'56 FORD F-100
- RESTORED RARITY: 1958 DODGE D100 SWEPTSIDE

BARN FIND

1910 DURYEA BUGGYAUT

PLUS

- 1954 JAGUAR XK120 SE
- 1963 STUDEBAKER AVANTI

#1

VINTAGE RALLY!

MN



St. Paul, MN

Rochester, MN

Waterloo, IA

IA

Moline, IL

Pontiac, IL

IL

IN

OH

WV

VA

Springfield, IL

Effingham, IL

Lexington, KY

Charleston, WV

Lewisburg, WV

Roanoke, VA

Ashland, KY

Owensboro, KY

Elizabethtown, KY

Galax, VA

Mooresville, NC

NC

Lake Murray, SC

SC

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OVERNIGHT: Moline, IL

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OVERNIGHT: Springfield, IL

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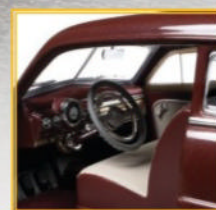


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On the Cover: A good bit of automotive antiquity can be traced to our Australian friends, such as the Ute, which famously led to the Chevy El Camino and Ford Ranchero. Credit the Land of Oz for “overlanding” too, embodied in its modern form via this 1959 Chevrolet Apache photographed by Luke Munnell in Prescott, Arizona.

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1920s Style for a 1920s Price

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

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

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Matthew Litwin

Eclectic Taste



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"I have an eclectic taste in history, and my varied preference in old things applies in equal force to vintage vehicles. Prior musings in this page space should suffice as ample evidence."

WHEN I WAS

an impressionable age, my parents took me to a friend's home brimming with the coolest old stuff I ever saw. To give you a small sense, it began with a foot-actuated player piano in the living room that I became infatuated with, along with a Victrola record player. In his bar room sat a prewar barber chair and a turn-of-the-century cash register. A second player piano was in the same space, along with a 1940s General Electric refrigerator—that still functioned!—and showcases full of car-related memorabilia and other sorted trinkets. Over the bar was a framed picture of the *RMS Titanic* that included the great ship's route map and supposed resting spot (I found my own copy decades later). He used a 1950s popcorn popper and watched shows on a black-and-white television. I was baffled by the latter. This was the 1970s—how could he *not* have color TV?

Lo and behold, old is what he wanted. It matched the vibe of his ancient house and his personality. In the ensuing decades, he became a good friend of mine, too, and because of frequent visits, I picked up the same "old-stuff bug" he was afflicted with. Trust me when I tell you that it's not a painful disease until you run out of space to display items, something I began to learn as I spent my free time at antique shops. My parents cringed every time I went to a now-defunct treasure trove where I could fill the cabin of my car in exchange for a pair of \$20 bills.

It was that shop, coupled with my friend's years of vast antiques knowledge, that reinforced the notion that not all old stuff is valuable. I was scooping up pre-1960s film cameras for as little as \$1. I paid \$10 for a mint Bissell carpet sweeper from the 1920s, and I even found an old 1959 popcorn popper of my own for a whopping \$5. It worked perfectly for two years before its heating element died.

Conversely, some old stuff was worth the hard-earned money I paid and then some. I can cite several examples still in my possession, such as a 1912 Columbia Grafonola, an original poster promoting the 1969 United States Grand Prix



(Formula 1) race at Watkins Glen, the 1920s rolltop desk that serves as my home office, and a small portion of the vast literary work that is *"The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies"* printed in the late 1800s.

I have an eclectic taste in history, and my varied preference in old things applies in equal force to vintage vehicles. Prior musings in this page space should suffice as ample evidence, including, but not limited to, a 1932 Graham Model 57 convertible I spotted at a show years ago, and what some would call my odd attraction to Chrysler's 1981-'83 Imperial.

To this day, my universe of vehicular appreciation is constantly expanding. A lot of it has to do with the nature of this profession. As of this writing, associate editor David Conwill and I have spent 44 days on the road, having attended eight events from coast-to-coast during 2024. That means I've had ample time to stumble upon vehicles such as this rare 1979 Cadillac Fleetwood Brougham d'Elegance station wagon we ogled at Carlisle Events' 2024 GM Nationals. It's a true rarity, reportedly one of just seven built by GM's then-authorized coachbuilder R.S. Harper. Of those, this example was the only one furnished with a moon-roof when it was built for the owners of Wilson-Crissman Cadillac for use as a customer transport to and from the Birmingham, Michigan, dealership.

Another vehicle that piqued our interest this year was the 1959 Chevrolet 3600 ¾-ton truck selected as this month's cover story, discovered while we were in Arizona. This month's issue fittingly pays homage to the workhorses that helped build America. It could also be said that pickups, including Chevy's Apache line, doubled down as a perfect platform for outdoor adventures away from the toils of daily life. That spirit continues today. We call it overlanding off-grid, and what better way to do it than in a vintage truck purpose-built to manage that free spirit in spades and then some.

Like I said, I have an eclectic taste in all things that are old. 🚗

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Not all sunglasses are created equal. Protecting your eyes is serious business. With all the fancy fashion frames out there it can be easy to overlook what really matters—the lenses. So we did our research and looked to the very best in optic innovation and technology.

Sometimes it does take a rocket scientist. A NASA rocket scientist. Some ordinary sunglasses can obscure your vision by exposing your eyes to harmful UV rays, blue light, and reflective glare. They can also darken useful vision-enhancing light. But now, independent research conducted by scientists from NASA's Jet Propulsion Laboratory has brought forth ground-breaking technology to help protect human eyesight from the harmful effects of solar radiation light. This superior



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Great Race Repair

Traditional Speed & Custom comes to the rescue of a 1935 Ford phaeton

ON JUNE 27, 2024, my father Eli and I (at Traditional Speed & Custom) got a call from Ron Quebec of the New England Auto Auction and Owls Head Transportation Museum, and curator James Kalian. They said the museum's 1935 Ford phaeton was having mechanical issues while partaking in the 2024 Hemmings Motor News Great Race (Owensboro, Kentucky, to Gardiner,

Maine). The car was retrieved from Rhode Island and delivered to our shop in Pittsfield, New Hampshire, arriving just shy of 11 a.m. Immediately after the car was unloaded, we pushed it into the garage and sprang into action. We knew from the call that the problem was somewhere in the driveline. Ron and James believed it to be an issue with the universal joint, so that's where we started.

We began removing parts that were in our way: floorboards, e-brake handle, pedals, clutch linkage, speedometer drive, etc. After those were out of the way, we could remove the differential and then unbolt the transmission and remove it from the car. When the shifter and transmission top were removed, we instantly noticed teeth missing from one of the gears—the unit was no good to continue.



Luckily, we had a spare '39 Ford gearbox intended for one of my future projects that I didn't mind donating to the phaeton. After swapping over the transmission mount, universal joint, and throw-out bearing, and a quick inspection of operation, the new unit ready to be installed.

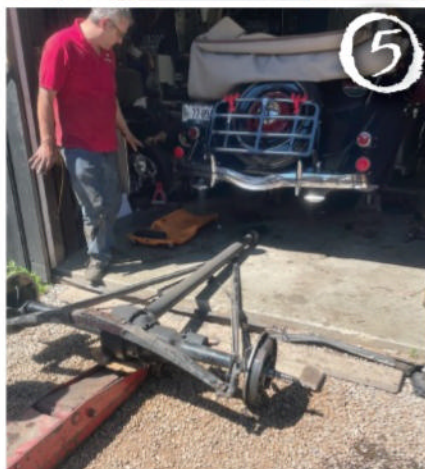
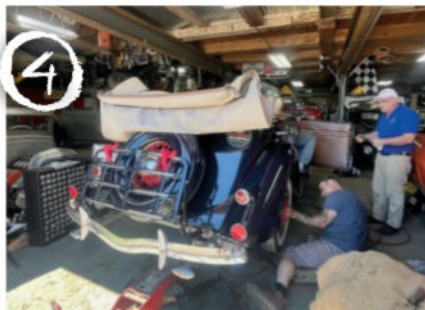
With the rest of the driveline assembled, it was time for a test drive. Unfortunately, before the phaeton even left the driveway, all that could be heard was a terrible grinding noise coming from

What's Inside:

1. James Kalian, myself and the phaeton early in the day, just as we were getting into it. The floorboards and pedals were removed, and then everything around the transmission was detached.
2. Upon removing the transmission, we discovered that the universal joint was in good shape. Instead, the gears inside the box were part of the problem.
3. A replacement 1939 transmission was bolted in. With some new gaskets and fresh oil added, it was ready to go.
4. After the new '39 Ford gearbox was installed, the wheels were put back on by my dad, Eli English, for a test drive as James Kalian supervises. Shortly after this, we discovered that the differential also had an issue.
5. We removed the differential a second time. In its place went a 1939 Ford assembly.

the Columbia two-speed differential. The phaeton was shuffled right back into the shop, and we went immediately went to work undoing everything again. When the Columbia came out, we removed the backing plates to swap onto the new '39 Ford rear end. The differential was inspected, topped with oil, and assembled with the old backing plates. When installing the differential, we found the U-bolts were too short, as there being too many leaves in the spring. Using a porta-power hydraulic cylinder, we spread the spring and removed six leaves, which provided the U-bolts plenty of threads.

Once everything was back together, again, the phaeton went on its first official test drive. When Ron and my father Eli returned from the seven-mile test route, I knew all was well just by the ear-to-ear grins both were sporting. We all celebrated after changing a driveline in 5½ hours, then helped Ron and James pack up to finish out Great Race with a fresh, smooth driveline. 🚗





Undying Love for Lucille



AS A YOUNG TEENAGER

growing up in Greenwich, Connecticut, I had to navigate the daily commute to high school, which presented the challenge of a two-mile walk from home. Having already taught myself how to drive by the age of 14, I found myself yearning for a convenient mode of transportation as I eagerly anticipated my 16th birthday. I knew my mother had a special gift in store for me, and it would turn out to be my first and only car: a 1963 Ford Falcon Sprint convertible. Painted in a soft vanilla hue with a striking red interior and white convertible top, it boasted a manual transmission and what I felt was a powerful 260-cu.in. V-8 engine.

Owning the Falcon was a dream come true. It not only provided me with the freedom to commute to school effortlessly but also offered endless adventures with friends, especially during the summer months when we'd cruise to the beach with the top down. It became more than just a vehicle; it was a symbol of independence and countless memories that I cherish to this day.

After high school, I started my college journey in the bustle of New York City,

commuting from Greenwich via the reliable Metro North. Despite the city life, the Ford faithfully transported me through sunny summers and



treacherous winters alike.

However, one fateful night after a gathering with friends, I made the careless mistake of leaving the keys in the ignition as the car sat parked in front of my parents' house. The next morning, I was met with a sinking feeling when I discovered my beloved car was nowhere to be found. It had been stolen. With a heavy heart, I contacted the authorities and was advised to wait patiently, as it was likely taken for a joyride and would be abandoned once the thrill wore off.

Sure enough, I received a call the following day informing me that my Falcon had been discovered abandoned in a desolate area of nearby Fairfield. When I was finally reunited with my car, I felt a great sense of relief. Though the Falcon bore a few dents and its battery was missing, thankfully there was no major damage. With a mixture of gratitude and determination, I had it towed to my parents' garage, where it would rest and undergo repairs in anticipation of hitting the road when the time was right.

I eventually moved to New York City to start my own fashion business and left my car in my parents' garage. The Ford became a playground for my nieces and nephews who pretended to drive it on imaginary trips. Meanwhile, my father kept suggesting I sell the car for spare parts, which I strongly refused by explaining that the car not only brought great memories but also was a gift from my mother.

As time marched on, I longed to breathe new life into my car. I entrusted it to a family friend who ran a modest repair garage in Greenwich, not far from my parents' home. His expertise promised to revitalize the Falcon's engine and electrical system, which would pave the way for a complete restoration of the exterior. Sadly, the mechanic I entrusted my Ford with let it languish outdoors for a year to endure the harsh elements of winter and summer. Because of my inadvertent neglect and misplaced trust, the exposure left my car with rust gnawing at the once-gleaming exterior.

Determined to right this wrong, I arranged for the Ford to be transported to another mechanic in Port Chester, New York, who promised to restore it for a significant sum. It was another wrong



decision. When I next saw it, the Falcon was a far cry from what I imagined. While the surface of the car appeared decent, it was a façade, concealing layers of body filler. The frame was riddled with rot holes and the once-sturdy floor also exhibited signs of decay. The convertible top hung in tatters, while the interior remained untouched.

When I voiced my concerns, the body shop personnel brushed them off, insisting that upholstery and the convertible top were beyond the scope of their restoration package. As if these setbacks weren't enough, I discovered that the previous mechanic had neglected to address the electrical issues. This oversight became painfully clear as I tried to drive my Falcon to the Bronx to rectify the interior woes. Midway through the trip, the car came to an abrupt halt on the rain-soaked highway with a dead battery.

In that moment of frustration and despair, realizing that it had been 20 years since I had last driven the convertible in its stunning as-gifted condition, I came to terms with the arduous road that lay ahead if I were to fulfill my dream of restoring the car to its former glory.

Despite the setbacks, my resolve remained unshakeable, fueled by the love and memories that the resilient car held within its battered frame. With my husband Mark's unwavering support, I found the strength to tackle the challenges of restoring my Falcon. Inspired by the car's original light complexion and fiery red interior, Mark affectionately named it after actress Lucille Ball.

Drawing from his experience working at his father's car dealership during summers while in high school, Mark offered invaluable insight into the restoration. Together, we found a specialized garage capable of addressing Lucille's needs, and after a year of meticulous effort and countless visits, Lucille emerged as a near replica of her original state.

Taking Lucille out on the road again

filled us with pride. She was a rare sight to behold, not only within the city limits but wherever we ventured with her. Weekends became synonymous with adventure as we drove Lucille to Coney Island and Jones Beach, and other destinations like Mystic, Connecticut, and Avalon, New Jersey. When not on the road, Lucille's home in New York City was a garage on Avenue C and 16th Street, conveniently close to our East Village apartment.

Then Hurricane Sandy arrived on October 22, 2012. From our eighth-floor apartment, the storm's impact seemed minimal until news reports revealed the true extent of damage, especially in waterfront areas. Knowing the garage lay just two blocks from the East River, we rushed over only to find that the building had succumbed to floodwater. It wasn't until the following day, once the water receded, that we were permitted entry. It was a grim sight. Lucille had been submerged up to her hood, leaving her soaked and covered in mud.



It was back to square one, again, and this time we delivered Lucille to a mechanic in Branford, Connecticut, tasked with restoring her engine and electrical system. Located next door was a body shop ready to breathe life into the interior and body. We also rented a storage unit nearby where we carefully labeled and stored

every part of the Falcon.

Over the course of five years, we made countless trips to check on the restoration's progress. Mark and I helped by reupholstering the seats and by painting various parts in the basement of our apartment. We also assisted with reassembly until Lucille was whole once more. The journey had been long and arduous, but the sight of our beloved Falcon restored to her former glory, and back on the road, made every moment worthwhile. 🚗



Hurricane Sandy's devastating impact on the East Coast also left Fabian's Ford Falcon half submerged in floodwater, prompting a five-year restoration.



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THE ARTICLE ABOUT RICK

Irgens' restoration of his 1966 Tempest in the July issue brought back memories and made me envious. His efforts have been on my wish list that will never be fulfilled. My first car was a 1966 Tempest with an OHC 6 and a Powerglide. To my knowledge I was at least the third owner as I bought it from an upperclassman my sophomore year in high school. During my ownership, the car was not referred to by others as my car but rather "Tim's old Tempest." It evidently did not become 'my' old car until after I sold it. It was wrecked soon after.

Tim altered the Tempest by installing shortened El Camino springs with air shocks at all four corners as well as a black interior from a '64 Chevy Impala. He then had it painted a Cadillac gold. The car was stunning and was just the beginning of what would become a successful career in auto body for Tim. It was one of the recognized cars at Warren Township High School. I was the lucky recipient and kept it as pristine as possible while driving it year-round in northern Illinois. In addition, it got me to and from Florida in the summer after graduating from high school and even towed my first MGB back home.

I have fantasized about recreating that car as Tim had handed it over to me but with the addition of a Sprint six and a four-speed. I have included a picture and can only claim the addition of the American 200S

mags as my contribution to Tim's vision.

—JOHN DUBA

Grafton, Wisconsin

DAVID CONWILL'S ARTICLE

on the beautiful 1960 Dodge convertible in the July issue reminded me of my first car capable of a 100-mile trip. My grandfather gifted it to me when he was unable to drive. It was more like a plainer sister to your prom-queen car, a basic pillar coupe, with the two-speed Powerflite, and the base 318. The Dodge remains my one and only V-8, and its 255 hp was not exceeded until I got a current six-cylinder BMW.

The Dodge came along to college for my junior year. One pleasant Sunday morning, I took my girlfriend to church. On the way back to the dorm, while navigating an otherwise empty parking lot, I found a bright orange 8-inch post. Have a look at the bumperettes on your lovely convertible...the post sailed right between them, pushing the radiator into the fan, bending the hood as well.

I retrieved some tools and removed the radiator, and after class on Monday, I started to straighten some things. I began to wail away at the bent radiator frame with a big hammer. Suddenly, there was uproarious laughter from a nearby classroom. My roommate later told me he'd been in that class, during which the professor got to birdwalking about cars, and he'd opined that Fords were okay; Chevys were better. Just

then, I started the anvil chorus. The professor walked to the open window and observed, "And that is how you work on a Dodge."

All's well that ends well. I got the radiator frame straightened, as well as the hood, and a local shop repaired the radiator. The next time I was home, my Pap didn't notice any damage to his much-loved car.

Ironically, my daughter went to the same college, and that damned post is still there.

—DAVE FOLAN

Johnstown, Pennsylvania

THE LEVACAR MACH I SHOWN

in the lower right corner of page 58 in the August issue was produced by AMT as a plastic model kit in late 1959. There was a sealable chamber underneath, and the kit came with tubing and several mouthpieces so that you could blow into the rear of the vehicle and float it across a hard surface. I still have mine in my collection.

As for Canadian cars in the same issue, in 1959 my parents took 9-year-old me on a West Coast trip that ended in British Columbia. We stayed at the Princess Hotel in Victoria, and our window overlooked two intersecting alleys. One afternoon two cars came to grief at that intersection and when I looked out there was a Ford product and a Mopar, but they looked different. I thought they were custom jobs, but later got clued in on Canadian cars. On subsequent fishing trips to Ontario in the 1960s I was always looking for Canadian cars and the oddest ones were Pontiacs built on Chevy chassis—definitely not Wide Track and they looked pretty ungainly. I often wondered if the mixing of bodies and powertrains led GM to put Chevrolet engines in U.S.-built Oldsmobiles a decade later without telling

the customer, which led to the famed class-action lawsuit.

—JIM KROEGER

Fairlawn, Ohio

Jim, thanks for the insight on the Levacar. For more, check out the item "Levacar for the Toybox," in this month's Lost & Found column on page 56.

GREAT TIMING! My August issue arrived yesterday with the Canadian car theme. We'll be celebrating Canada Day (July 1st) next weekend. My family had a few Canadian market cars, including a 1957 Dodge Mayfair and a '64 Pontiac Parisienne. The article "Made in Canada" mentions that Ford's discontinuance of the Meteor brand in the early 1960s "handed the market segment to Pontiac." And how! From 1962 through '65, Pontiac was number one in sales in the country, ahead of Chevrolet and Ford. On our block, there were four other '64 Pontiacs that year.

As the owner of a '52 Buick, Matt, you'll be interested to hear about our unique Buicks of that generation. Following World War II, Canada had a balance of payments problem with the U.S., so Buicks were only imported into Canada with permission. The first Buicks manufactured in Oshawa postwar were the 1951-'53 Buick Customs, a more deluxe Special Deluxe (series 44, not series 40).

—WAYNE JANZEN

Burnaby, British Columbia, Canada

YOUR STORY, "MANHATTAN

Project," about the barn-find La Salle in the July issue brought back memories and stories of my grandfather's 1929 La Salle. He converted the car into a tow truck. Here's a photo from a July 17, 1938, parade. He called his business Security Service Garage, and



he specialized in a new service practice called "preventative maintenance." The La Salle was always in the front of local parades in Milwaukee, representing the Wisconsin Garage Operators Association, and he made sure the MacMillan, Ring-Free motor oil sign was on top. He said the La Salle was a solid, strong car, good for towing. Grandma said the car would pass anything on the highway except a gas station.

—MICHAEL McMURCHIE
Minneapolis, Minnesota

I GREW UP IN VERMONT, so it was not unusual to see many of the unique-to-Canada car

models shown in the August issue. In the late 1970s and early 1980s, I worked at Yandow Motor Co., the Pontiac dealer in Burlington. Most of the time I worked in the parts department. One day someone stopped by stating they were having problems getting the correct oil filter for their 1970 Pontiac. I went out to the parking lot with them and asked them to open the hood. Even though it stated "Pontiac 350" on the air cleaner lid, the engine was an obvious-to-me Chevrolet 350. I went back to the parts department and got oil filters for both Pontiac and Chevrolet V-8s to show the difference. Sure enough, the filter for the Chevy was the right one. The owner wondered if the engine had been swapped out. I mentioned the car was probably built and sold in Canada and was later sold on the

U.S. side of the border. I suggested that if they needed any other mechanical parts, they try purchasing those designed for a 1970 Chevy.

—KEN ALARIE
Papillion, Nebraska

I LIKED DAVID Conwill's story in the August issue about how some cars need a little updating. My comment as someone who has a Crosley Sport Utility (only about 17 were made) is, I will keep it stock. The picture shows my blue, flamed '48 Crosley sedan with a Samurai chassis and drivetrain under it. The Samurai chassis fits well, but it is not much more updated than the Crosley unit it replaced. The Suzuki idea seemed ideal 20 years ago, but I will say now, I would never do it. Someday, maybe I will build my Crosley Hot Shot with a



mild, aluminum Buick 215 V-8, and perhaps a Mustang II front end. By the way, the Samurai steering leaves much to be desired as well. It might be as good as the original Crosley, but only might.

Anyhow, keep up the good work; I have been a subscriber since the days of *SIA*. I cannot stand digital media, so keep sending me magazines to read!

—PAUL SYRDAL
via email



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1971 FORD F-100



A last-minute bid forced a time extension on this desirably spec'd 1971 Ford F-100, which was restored to factory-correct—with added A/C, power steering and power brakes—roughly eight years ago by its original owner, prior to this seller's purchase. No serious rust was noted on the body or frame (minor surface corrosion was divulged on the undercarriage), and the Wimbledon White finish was very good with the exception of one fender scratch and related dent. The black vinyl interior looked inviting, and a floor shifter for the four-speed manual was present; this 4x4 also featured a rebuilt 215-hp, 360-cu.in. V-8 and dual-range transfer case. Both parties should appreciate this result.

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1931 STUDEBAKER COMMANDER



Studebaker built some very upmarket cars in the prewar period, with this regal-looking 1931 Commander sedan being a fine example. With a 254-cu.in. flathead inline-eight under the hood, the large four-door had plenty of power to get down the road. We saw that in the seven videos that were uploaded, complementing a reasonable number of photos. Its restoration was completed in the mid-1990s and the car remained "mint," with no paint or trim damage outside and "perfect" cloth upholstery and carpeting inside. The accessory heater was even said to work. New Firestone tires were mounted on the wood-spoke wheels. This car sold as a Make Offer listing for a figure that might be considered a bargain.

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BY DAVID CONWILL
PHOTOGRAPHY BY LUKE MUNNELL

If you've ever said, "they don't make 'em like they used to," this one's for you. Spiritually, this is a new 1959 Chevrolet 3600 3/4-ton truck. Technologically, it's all 21st century. Aesthetically, it walks the line. At a glance, you'd take this for a genuine 1950s-vintage 4x4. Get up close and you realize that it's actually brand-new and loaded with luxuries that even Fifties passenger-car consumers would never have conceived. This truck is retro, virtually none of it is vintage, and yet it has all the visual appeal of a classic car—something almost never found in the world of street rodding. It didn't come easy, but it's a pilot build for a whole series to come of retro overlanders using bodies designed for classic trucks and a throwback aesthetic to match them.

Overlanding is a self-contained car-camping experience that can take you far off the beaten path. The journey itself is often the primary goal. It requires some kind of all-terrain vehicle like a truck, SUV, or motorcycle. At its best, overlanding combines camping with exploration and adventure. Overlanders carry all their necessary supplies with them, including food, water, and camping gear, to be self-



**No NAPCOs were
harmed in the building
of this 1959 Chevrolet
Apache overlander**





If GM stylists had been tasked with prettying up the LS series instead of the 265, this is what they might have come up with.



sufficient for extended periods. The focus of overlanding is on visiting inaccessible, often off-the-grid locations, and on enjoying the journey rather than just reaching a destination. Even the late-model trucks and SUVs typically used for overlanding are often modified to handle rough terrain. For those who insist on a bit of style with their adventure, there's a growing segment of vintage-based overland builds.

When Del Uschenko, proprietor of Delmo New Vintage 4x4 and owner of the 1959 Chevrolet Apache you see here, was a teenager back in the late 1980s, he saw a lot of the 1955-'59 Chevrolet "Task Force" series trucks, or as they were known from 1958-on, the Apache, Viking, and Spartan models. The Apache name adorned the light-duty (½-ton through 1-ton) vehicles, and it has become shorthand for the entire four-headlamp era of the 1955-'59 generation pickup.

"I didn't have one in high school, but it seemed like I was always working on them," Del says. "They're so great looking, but they're still affordable. I thought that the '59 would appeal to the crowd."

The Task Force/Apache trucks are well supported too. If the bellwether of a healthy restoration-parts market is brand-new sheetmetal, then fans of the Task Force trucks can take heart: The cab of this truck is fresh sheetmetal from Premier Street Rods of Lake Havasu City, Arizona. It and the customized original box were finished by the Lewis Milinich Body Shop in Hanford, California, in what Del describes as "1963 Corvette

gold"—most likely 1961-'63 Chevrolet Fawn Beige. Even in color choice, there's a reverence throughout for mid-century-modern Chevrolet design and period accessories.

As Del puts it, "a theme throughout our whole career" has been to build "in homage to what the factory did." Subconsciously, a late 1950s pickup truck in an early 1960s color might tune into the public's collective psyche for Fifties and Sixties Americana, as filtered through countless sitcoms rerun on 1990s cable television. Or it might just be a great-looking combination even setting aside Kodachrome nostalgia and/or historical connotations. It's not your neighbor's Silverado, that's for sure.

Del likes the Apache pickup design so well that he's built many for customers in the intervening decades, all in two-wheel-drive form until now. The off-road market has been mostly late-model focused until lately, but Del and his design consultant Eric Black, of E. Black Design Co., saw an opportunity where vintage cool meets outdoor luxury.

No matter if it's Chevrolet, GMC, Ford, Dodge, or International Harvester, late-1950s 4x4 trucks of any make are scarce and best preserved in stock form. The first factory-built Chevrolet 4x4 trucks started coming off assembly lines during the 1958 model year. Even then, Chevrolet workers were installing parts from aftermarket vendor NAPCO. Before that, NAPCO had upfitted those same parts in its own facilities, in what it called a



The retro-styled cabin retains many nods to the stock 1959 design while also incorporating mild custom touches and later GM-style parts and accessories.

"Powr-Pak" conversion. NAPCO began converting GMC trucks starting in 1956 and Chevrolets beginning in 1957.

NAPCO even performed conversions on the Chevrolet Suburban. Arguably, the Chevrolet and GMC Suburbans were little more than truck-based, all-metal, two-door station wagons until joined with four-wheel drive. That front differential is what puts the "sport" in "sport utility vehicle."

Back in the Eighties, most of the Fifties refugees Del saw were old farm and ranch trucks, and he came to appreciate their style and design. He was especially impressed with the occasional NAPCO he encountered.

"That's what really turned me onto these," Del says of the Apache as a basis for his first 4x4 project. "I've always been a huge fan of NAPCO."

Encounters with original 4x4 Apaches would have been relatively infrequent back then, because the Powr-Pak installation back in the Fifties essentially doubled the purchase price of the pickup truck. These days, respect for surviving and restored originals is such that you'd never put one in much peril. Plus, they're a truly vintage experience as far as creature comforts are concerned—limiting their appeal both then and now to only those seeking (or paid to endure) what Theodore Roosevelt called "the strenuous life." Enter Delmo with the New Vintage 4x4, which aims to provide the same flavor in a more luxurious setting.



Twin shifters control an Atlas transfer case, permitting selection of two- or four-wheel-drive and high and low ranges.



Eric and Del conceived the idea to build a series of retro off-roaders “forever ago” as Del puts it, starting in 2021 and completing this truck two years later. That’s “a year for chassis and a year for paint,” Del says. He also believes that future efforts will go quicker thanks to working the kinks out with what was essentially a preproduction model. He’s hoping to produce a few trucks in this vein each year “on spec” to sell to customers with vintage tastes and an adventurous streak. There are two 1968 Fords underway as this is written.

With the New Vintage Apache, the NAPCO look is there, but that rugged chassis is entirely new: You can buy an identical one through The Roadster Shop. The RS4 chassis, as it’s called, comes standard with such niceties as a Currie “Rock Jock” high-pinion axles (Dana 60-style in the rear, Dana 44 in front, both with limited-slip differentials and a virtually unlimited selection of available gearings—our feature truck has a 4.10:1 ratio) and Fox Racing coil-over shock absorbers tuned with the intent of splitting

the difference between on-road ride quality and off-road performance. In theory, this 1959 Chevrolet can navigate some serious obstacles—it’s set up to offer 10 to 12 inches of suspension travel.

Bump steer is a frequent complaint whenever solid-axle front suspensions are raised or lowered. The Roadster Shop chassis comes with extra ride height compared with late-model four-wheel-drives, already dialed into the steering linkage layout. It also comes with a couple options for hefty (11- or 13-inch rotors) disc brakes. On a stock 1959 Apache, 12 x 2-inch drums were standard. The new disc brakes would not clear an unmodified 1959-correct 17.5- or 19.5-inch steel wheel. That’s why Delmo took the extra step of machining a set of 18-inch wheels patterned off the originals and shod, period-style, in STA Super Traxion 7.50 x 18 bias-ply tires. Yes, bias-plys have some disadvantages over radials, even off road, but Del says he thinks it’s “worth the look.”

The factory frame rails on a ’59 Apache were 6.10 inches deep and

2.25 inches wide made of 0.19-inch C-channel spaced 34 inches apart, while the RS4 chassis uses 5- x 2.5-inch rails, 0.188-inch thick and using wider-than-factory spacing to accommodate modern powertrains. Into that space, Delmo installed an LS-series crate engine, matching powertrains with untold numbers of reliable trail rigs of the present day. Before installation, the LS3-spec engine was gone through in-house and treated to a new camshaft for a boost over the 6.2-liter V-8’s factory 430-hp rating.

Massive, modern power notwithstanding, the Fifties aesthetic continues under the hood, where functional components like the air box and valve covers were restyled to mimic their vintage equivalents. The result certainly seems like it could have come off the designers’ boards at Chevrolet in the 1950s, had the engineers asked them to style a 525-hp 376-cu.in. LS3 V-8 instead of a 135-hp 235-cu.in. Thriftmaster straight-six, or 160-hp 283-cu.in. Trademaster V-8.

Similarly, while the transmission choices of 1958 may have included



While the Trail Cap on this Apache is specially made for the custom-length bed, identically styled units are available for the factory long and short box lengths.



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the four-speed Hydra-Matic automatic, those were radically different from the computer-controlled four-speed 4L80E, built by Hughes Performance of Phoenix, Arizona, now resident behind the LS3. The torque-converter-equipped 4L80E's 2.48:1 first gear is equivalent to the old Hydro's 2.63:1 second; likewise with second in the 4L80E and third in the Hydra-Matic: 1.48 vs 1.45. Fourth gear in the original Hydra-Matic was always 1:1, while direct drive in the 4L80E is third gear and its fourth is 0.75:1, providing a 25-percent overdrive—those 4.10s will behave like 3.08s in top gear.

Realistically, the transmission typically seen in an original 1958 4x4 was the Muncie SM 420 four-speed manual, which has radically steep 7.05:1 first and 3.57:1 second gears, a 1.70:1 third gear and direct drive in fourth. Both NAPCO Powr-Pak and Chevrolet 4x4 builds used the original two-wheel-drive transmission in combination with a divorced Dana 23 transfer case, while the RS4 chassis comes standard with Advance Adapters' Atlas billet two-speed model, which Del refers to as "the mack-daddy" of transfer cases.

The 4L80E is shifted via a column shifter behind a 15-inch replica of the original steering wheel and the Atlas is controlled by twin sticks protruding from the floor, one to engage and disengage the front axle, the other for selecting between high and low ranges in the transfer case.

The total effect here is admittedly overkill. It's an off-road truck that is not only nicer than any 1958 Apache that ever rolled off the Chevrolet line but probably beyond even any Impala of that year. It's designed to showcase absolutely everything you can do with one of these trucks and to serve as a showcase for Delmo New Vintage 4x4's offerings as they construct more. As such, it's never been off road.

"It's yet to be tested," admits Del, but there's every reason to believe it when he says it will do anything you'd ask a new truck to do in an overlanding or other off-road situation. It will just look way better doing it. Del has put 350 street miles on it, so far, and says it's every bit as competent as any new truck in that setting.

"I certainly hope these aren't all garage queens," he says. "I hope they get used." The thrill of driving one of these (or even riding along, as we can attest from photography) can't be beat.

"You get that happiness feeling of driving a classic," is how Del puts it, but when you want to do the off-the-grid adventure stuff, "you have that confidence."

Essentially the only major 1959-vintage component in this build is the



A close look at the undercarriage reveals that instead of leaf-sprung period 4x4 tech, this Apache is underpinned by a state-of-the-art Roadster Shop RS4 chassis.



Fleetside box, a fruit of Del's years' long habit of scavenging every piece of rust-free Apache sheetmetal he can find. The Fleetside was Chevrolet's steel-sided replacement for the fiberglass Cameo Carrier of 1955-'58.

To perfect the never-was vintage look of a New Vintage 4x4, Eric and Del tweaked the bed length to one never offered by Chevrolet in 1959. The bed was cut down to fall directly between the factory long- and short-bed lengths. The factory offered Stepside and Fleetside boxes in 6 1/2-foot and 8-foot lengths. The custom "medium" length is 7 1/2 feet. A custom-length Trail Cap was fabricated to match.

Trail Cap Premium Camper Shells are another Eric Black brainchild. What appears, even on pretty close inspection, to be original riveted aluminum camper hatches are in fact brand-new, riveted aluminum camper hatches. The effect is super convincing, down to the etched brass badges. Only once the modern Go-Fast Campers two-person, pop-up tent is erected does it become clear that, like the truck, this is a 21st century project continuing directly on the work of mid-century designers and craftsmen. 🚚



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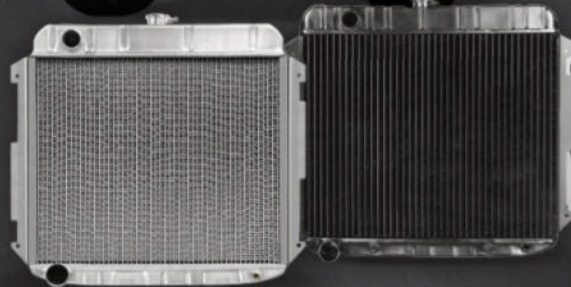
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Pat Foster

Kaiser-Frazer's Middle East Partner

“One overseas assembler I’ve managed to nearly overlook was a little company in Israel called Kaiser-Frazer of Israel, Ltd., later changed to Kaiser Ilin Industries Ltd.”

ONE ASPECT

of automotive antiquity I find fascinating is the overseas assembly and sale of automobiles of American independent brands. I’ve spent more than 35 years collecting brochures and press photos of Belgian-built Rambler Renaults; Mexican VAM AMC and Jeep vehicles; Argentinean Kaisers, Ramblers, and Jeeps; and Brazilian Aero Willys cars. Also, European and other worldwide production and sales of Willys, Studebaker, Hudson, Nash, Rambler, and AMC vehicles. I’ve accumulated such a collection that I may write a book about them.

One overseas assembler I’ve managed to nearly overlook was a little company in Israel called Kaiser-Frazer of Israel, Ltd., later changed to Kaiser Ilin Industries Ltd. The latter name reflects the owner/founder Efraim Ilin, and the first automotive products he manufactured in Israel were Kaiser automobiles.

The story began in 1948, shortly after the founding of Israel. Ford Motor Company had planned to build a factory there, until several nations across the Middle East threatened to boycott Ford products. However, the fledgling Jewish nation was determined to create its own auto industry, so Ilin was put in contact with Hickman Price, the executive in charge of Kaiser-Frazer’s overseas markets. Price agreed to take part in a joint venture to produce Kaiser Manhattans and Henry Js in Haifa, with Kaiser-Frazer serving as the minority partner. Efraim Ilin invested \$2 million in the venture, and Kaiser-Frazer kicked in half a million, and by June 1951 the new company’s plant began producing Kaiser Manhattan sedans. The firm also assembled several models of Jeep vehicles and Mack trucks under license. In addition to building for the local market, the company exported a large percentage of its production. By 1956 Kaiser Ilin was responsible for an impressive 28 percent of Israel’s export sales.

After Kaiser-Frazer ceased auto production in America, Ilin signed a deal to produce Renault Dauphines under license, but that project ended in 1959 after Egypt exerted pressure on Renault management. Undeterred, Ilin began manufacturing Studebaker Larks under license in 1960. The



Studebaker compacts were popular with the army, as well as civilians. Ilin also made Japanese-designed Hino cars and trucks, while continuing to assemble Jeeps.

Apparently, Kaiser Ilin’s Studebaker cars and trucks were like those produced here in the U.S., though the company also manufactured variations that were special to the Israeli market, as well as its extensive export distribution channels. Over the years, the company sold its cars and trucks throughout Europe, Africa, and South America, often bartering vehicles in exchange for some other product, usually something that the buyer had in abundance, like coffee, fish, grain, or raw materials. Kaiser Ilin would then sell those goods to another entity to get its money—and profit—in hand.

To maximize export sales, Kaiser Ilin became proficient at modifying its trucks and cars to suit local desires, be they civilian or military. In addition to the Israel Defense Forces, Africa’s several dictatorships were also good customers of military cars and trucks. One especially memorable government-destined vehicle was a one-off, stretched Lark convertible limousine commissioned by the Israeli government for transporting the president and diplomats. A locally produced, drop-top luxury limousine was a must for parades, etc.

Israel’s government regulated businesses with an eye towards overall growth of the country’s economy, and in time began to pressure Ilin to sell or merge his firm with another automaker to achieve greater efficiency. Efraim Ilin resisted as long as he could but by 1969, he was forced to sell out to Autocars, another Israeli automaker. Autocars no longer exists, and today the only Israeli automaker left, AIL, solely builds military vehicles. 🚗



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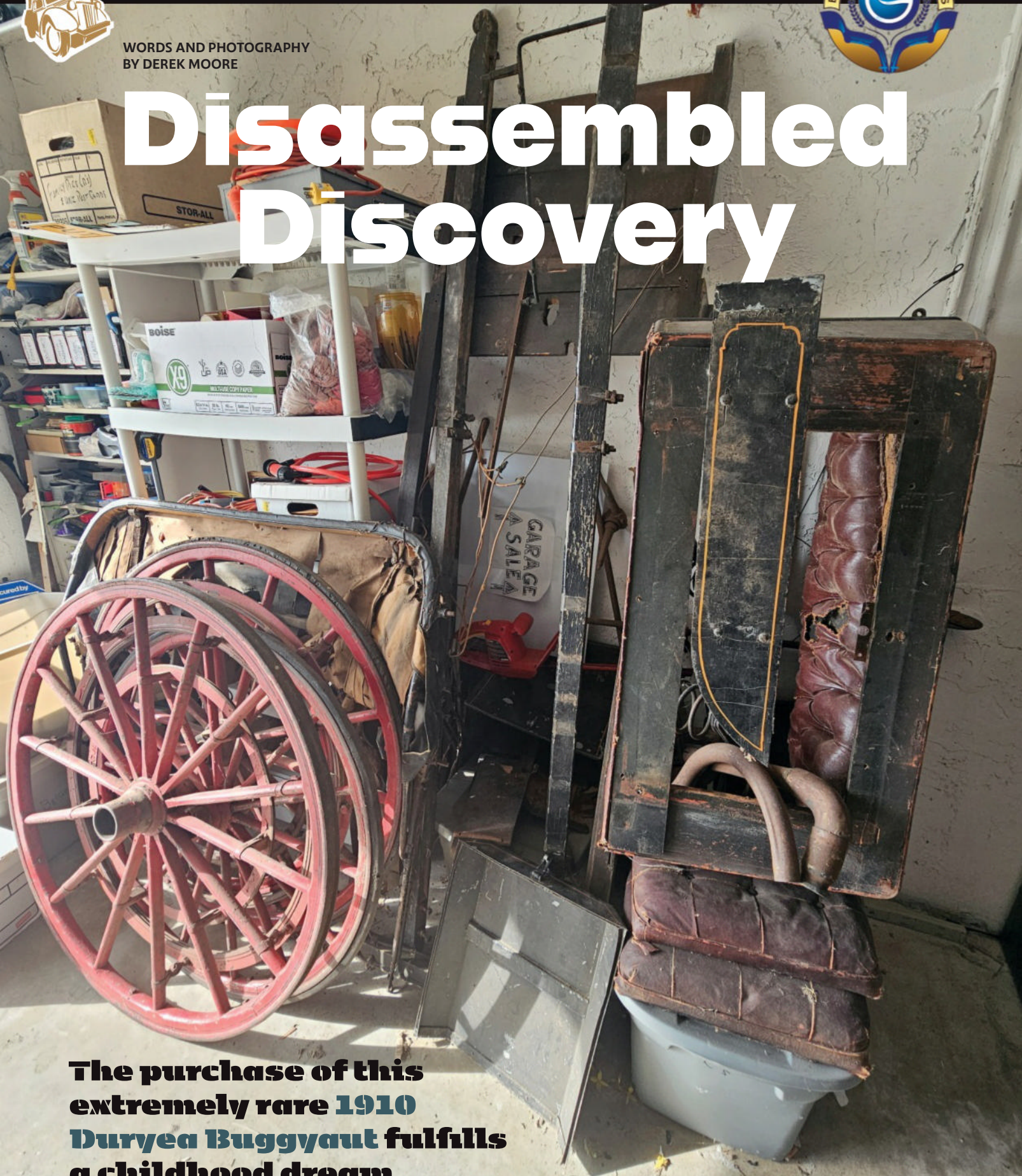
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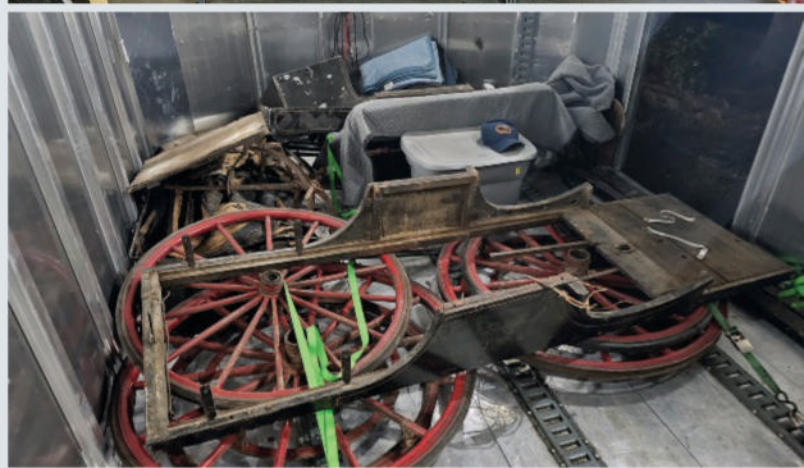


**The purchase of this
extremely rare 1910
Duryea Buggyaut fulfills
a childhood dream**

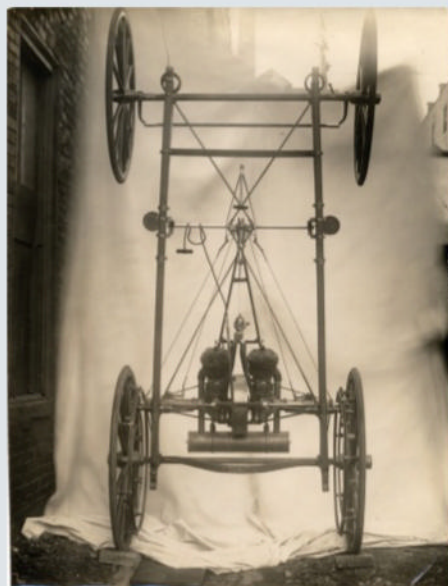
The Duryea name is one that should be well recognized by any student steeped in American automotive antiquity. I read a lot of books 30 years ago as a kid obsessed with the subject and, without fail, the Duryea brothers were key characters in many. For the benefit of those new to the vintage-vehicle community, in 1896, J. Frank and Charles Duryea were the first in the United States to establish an automobile factory in Chicopee, Massachusetts, to make a series run of what were then often called horseless carriages. A total of 13 identical, self-propelled vehicles were built, of which only one is known to exist today. That car is in the Henry Ford Museum of American Innovation in Dearborn, Michigan.

Yet, growing up just south of Saginaw, Michigan, that wasn't the most interesting part of the Duryea brothers' story to me. What I noticed was something more local. When the brothers parted ways after the demise of the Duryea Motor Wagon Company, Charles went on to build his own vehicles under the Duryea name, and from 1911 until 1914, his factory was in Saginaw. It was that factory that had produced Duryea's Buggyaut and Electa models. I began to dream of finding one of these Duryea vehicles hidden in a barn or garage around Saginaw, but alas, I never did.

Since then, I have turned my childhood passion into a profession working in the museum field, specifically as a curator and historic vehicle conservator. This has afforded me the opportunity to work on the sole known remaining 1896 Duryea, examples of the Charles Duryea-designed Duryea Trap and Duryea Electa, and even one of J. Frank Duryea's Stevens-Duryea models. Still, in the back of my mind lived that hope of one day finding a Saginaw-built Duryea Buggyaut or Electa for myself.



As found in a garage in 2024 (top, above, and right), the Buggyaut had degraded from its handsome original state (below left and below right).





In late 2023, I was notified about a Duryea located outside of Miami, Florida. After months of conversations with the owner, I made a quick trip to inspect the car after the 2024 Amelia Island Concours d'Elegance. What I discovered was a completely disassembled Buggyaut resting in a single-car garage. To my astonishment, the owner accepted my eventual offer, and I became the new caretaker of the Buggyaut. On Memorial Day weekend of 2024, I was able to make a road trip with my father to acquire the Duryea and add it to our growing collection of antique vehicles.

At this point in the story, I am sure you are expecting for this to be a perfect dream come true; however, at the time of this writing, the Buggyaut is believed to be a 1910 model, which places its production in Reading, Pennsylvania (1900-'11), rather than Saginaw. That doesn't change the fact that I have fulfilled a childhood dream of owning a Duryea Buggyaut, and if there

is one thing I have learned from working with antique vehicles for so long, it's that you never know until you fully research a vehicle what year it truly was built and where it was produced.

I was recently reminded of this with the 1912 Hupmobile Model 20 speedster my father and I purchased (see *HCC* #227, August 2023). The car was sold as a 1910 model, but after locating the serial number and checking it against Hupmobile production records, it turned out to have been produced as a 1912 edition. So, there is still a small window of hope that my Buggyaut may have been built in Saginaw. Even if it wasn't, the Duryea is still representative of the same models built near my hometown.

The next part of this automobile's story began with the need to inventory and survey all of the Duryea parts, which is integral to understanding how many of

the original Buggyaut components remain and what may need to be reproduced during its planned restoration. The good news is that all the parts we removed from the seller's garage that have been inventoried to this point are in good, restorable, and usable condition. The greatest surprise is that all the brass lamps remained with the Buggyaut and are in good condition. Not only are they popular items to remove from discarded old cars for souvenirs or scrap metal, brass damages very easily.

One of the more intriguing Duryea components from this period was its air-cooled, two-cylinder, two-stroke engine design. It can be best described as being similar to a pair of single-cylinder engines running in unison, side-by-side, with a flywheel between them secured to a common crankshaft. I anxiously await the day we hear the exhaust notes emanating from this unique arrangement.



A survey of the parts making up the project reveals how unfamiliar pre-World War I car parts are to modern hobbyists.







Aside from the decorative front hood, the motor-buggy body was identical to its horse-drawn predecessor.



That flywheel was notably the only obvious revolving part on a Buggyaut, aside from the car's four wheels. Further, the engine didn't quite look like the air-cooled designs of today. It was referred to as "spine cooled" by Duryea, the design of which used a series of metal spines that stick out from the cylinder wall, which thus created an appearance like a large brush. The engine (or should I say "engines?") on this Duryea, is in overall good

condition, though several metal spines will require a bit of chiropractic work to straighten. In addition, I will need to tidy up some of the repairs done long-ago to one of the crankcases.

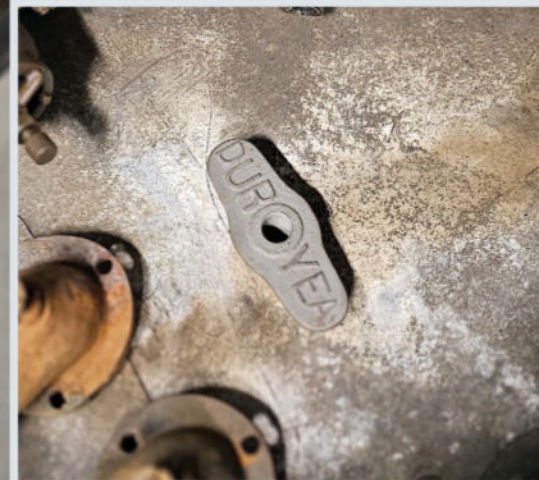
The rest of the Buggyaut is in relatively good condition, as well. The frame rails, wooden bodywork, lone seat, brass lamps, and the other small components are all only in need of small repairs to return each to their as-new condition.

As mentioned, the biggest challenge behind this entire project will be its reassembly. With nearly every piece of the Buggyaut having been disassembled long ago, unpacking the boxes of puzzle pieces, laying the entire vehicle out in our shop to understand what components remain and what, if any, may be missing—before even thinking about repair or restoration work—is the only logical starting point for this project.

Although there is a major amount of work ahead, my excitement of owning a Buggyaut is still at its peak. The Duryea name is not only one of the most significant in American automotive antiquity, but also to my childhood dreams and lifelong goal. I think it is only fitting to use an old cliché... if you are looking for that car you've dreamt about forever, it's still out there. Just keep looking—you never know what you will find. 🚗



The Buggyaut was partially mocked up to determine its level of completeness.



All the Duryea's parts were laid out for inventory. Amazingly, the 114-year-old vehicle seems to be complete.

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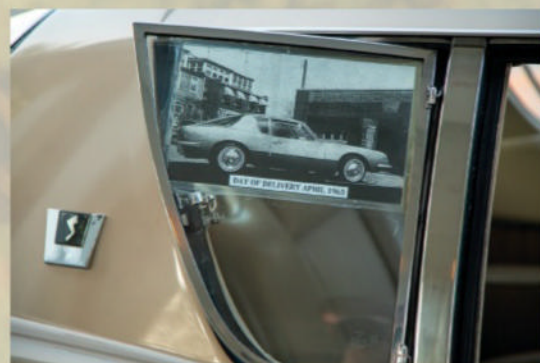
GOLDEN TREASURE



Round headlamps were a hallmark of first-year Mustangs. Cool air was directed to the radiator via a large unconventional grille below the slim front bumper.



This all-original **1963 Studebaker Avanti** has enjoyed a charmed life



BY BILL ROTHERMEL
PHOTOGRAPHY BY PRESTON ROSE

Volumes of literary art have been written about Studebaker. It's okay to assume that much of the cumulative composition has focused on the brand's humble beginnings before segueing to the latter years of cheapness, both in terms of vehicle affordability and purported build quality during the latter decades of production. Authors then turn their attention to the Packard merger gone wrong before culminating with a handful of logical "what if" hypotheses that could have kept Studebaker solvent for decades.

Nearly lost in the oft-recounted blend of reality and folklore is that Studebaker was a highly respected company when it came to advanced styling, creative engineering, and luxurious trappings. One glance at the list of vehicles recognized as Full Classics by the Classic Car Club of America is proof positive—the 1928 President (powered by an eight-cylinder engine), 1929-1933 President (except the Model 82), and 1934 President, are all included. Even during the immediate postwar years, Studebaker was celebrated for being the first established automaker to offer completely new, modern styling—in 1947. Studebaker has similarly been lauded for its cash-strapped creative engineering in the late Fifties and early Sixties.

Yet it's virtually impossible to connect any of those acclaimed postwar achievements without mention of the oft-told catalyst for the last to have happened at all. In brief, the fantastic redesign unveiled for 1947 eventually played second fiddle to the rest of the well-funded industry. Brief salvation arrived with 1953's redesign effort, though by then maneuvering modest sales into positive cash flow was already an uphill battle. The introduction of the compact Lark IV in 1959 was a well-timed blessing. Consumers were finally hungry for a spacious and attractive economical car, and Studebaker reaped the reward of its immediate success. But the good fortune was short lived. Ford and Chevrolet both entered the compact race within a year, and the compact car spigot



Although three engines were ultimately available under the hood of the Avanti, the most common was the 240-hp R-1 289-cu.in. V-8. A revised intake manifold provided needed hood clearance.



was wide open by 1961.

In yet another corporate attempt to right the ship, the Gran Turismo Hawk arrived on the scene for 1962, which provided fresh, racy styling bolstered with ample power. It was a small step in the right direction and, in hindsight, the new model foreshadowed things to come. That's because Studebaker President Sherwood Egbert tasked designer Raymond Loewy to fashion a luxury sports coupe as an attention-getting halo car. The concept had worked for Chevrolet in 1953 and Ford in 1955 with the Corvette and Thunderbird, respectively; logic said it should do the same for Studebaker.

The four-man enterprise, Loewy included, plied their trade in a Palm Springs,

California home, and designed what looked to be a completely new car—going from nothing to a clay mockup—in just 40 days. It seems an incredible feat were it not for the fact that due to Studebaker's dire fiscal situation, the team had to work with what was already developed. This meant the car would use a modified X-braced Lark convertible frame, with torque boxes added for rigidity; its wheelbase measured 109 inches. Conventional Lark suspension parts were used: control arms, coil springs, shocks, and anti-roll bar up front, and semi-elliptic leaf springs and hydraulic shocks at the opposite end. A rear anti-roll bar and radius rods were added at the rear as well.

What was lavish by 1963 standards

was the use of 11.5-inch front disc brakes with two-piston calipers. Although other manufacturers had experimented with disc brakes, Studebaker's use of a caliper-based system was a first on a regular-production domestic vehicle. They were complemented by 11 x 2-inch rear drums. Power assist was also a standard feature.

For power, the new car received South Bend's existing "Jet-Thrust" 289-cu.in. engine, introduced in 1956, though it received some tweaks. One was a lower intake manifold—done so to provide proper hood clearance—which received a new four-barrel carburetor. Along with other upgrades, the engine, designated R-1, boasted a rating of 240 hp and an estimated 280 lb-ft of torque, although some



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resources list a lofty torque rating of 305.

The “Jet-Thrust” name was also attached to the optional R-2 engine. This was a 289 similar to the R1, except that it featured cylinder heads with larger combustion chambers for a lower 9.0:1 compression ratio. It also had a belt-driven, fixed-ratio Paxton SN-60 centrifugal supercharger. Providing 4.5 pounds of boost, the R-2’s output achieved the magical one horsepower per cubic inch, while torque jumped to an estimated 303 lb-ft. *(Editor’s note: a second option, though one never really publicly announced, was the R-3 that surfaced for 1964. It was an engine massaged by the Granatelli brothers that boasted 304-cu.in., a Paxton SN supercharger that provided 6 pounds of boost to a 650-cfm Carter four-barrel, and 335 hp and 320 lb-ft of torque in factory trim.)*

A three-speed manual transmission was standard, though it would later prove to be unpopular among buyers who preferred either the four-speed manual or “Power-Shift” three-speed automatic options. The latter two made use of center console shifter locations in the car’s aircraft-inspired cabin, which included four bucket seats, a bank of overhead rocker switches that controlled cabin lighting and fan, and a padded structural roll

bar incorporated into the B-pillars.

Arguably, the most intriguing feature was the car’s sleek, long hood/short deck body. Fiberglass was selected over steel, primarily due to tooling costs. Initially produced by the Molded Fiberglass Body Company in Ashtabula, Ohio, body production was later moved in-house. Trim was becoming increasingly scant in the domestic industry, and the new Studebaker was no exception. In fact, it didn’t have a conventional grille, but rather a flat, canted panel that sported “Avanti” script, Italian for “forward.”

First shown in 1962, the Avanti received a warm welcome; however, the public honeymoon was short lived. Despite news of Andy Granatelli shattering 29 U.S. speed records in a special R-3 equipped Avanti at the Bonneville Salt Flats, in addition to setting a flying mile record of 170.78 mph—giving Studebaker claim to the World’s Fastest Production Car—production delays stalled delivery dates to customers. Just 3,834 were built in 1963, and another 809 in 1964, before Studebaker ceased production at its South Bend, Indiana, facility in December 1963.

Depicted on these pages is a first-year Avanti now under the care of Pennsylvania residents Paul and Ann Rose. Theirs is an R-1 equipped edition that was ordered

in December 1962, built in late March, and delivered new in April 1963 from Packard Lancaster Co, Inc., in Lancaster, Pennsylvania. It is one of fewer than 500 equipped with a four-speed manual transmission. The first owner kept the car for nearly eight years, using it sparingly. He took it to the nearby Manheim Auto Auction in 1970 to sell, but the Avanti did not reach its reserve price.

Elmer Swipenhizer from Scranton, Pennsylvania, the owner of a repair service for Studebakers, noticed the car at that auction. He bid on it unsuccessfully, then approached the seller, made an offer, and gave him a business card. Two years passed and the car’s owner contacted Elmer and accepted the original offer. Elmer kept the Avanti for 10 years. He, too, used the car very little, although he took one trip to the National Studebaker Show in Tennessee—he drove there and back—where it received both first place and long-distance awards.

Elmer sold the Avanti to John Kehoe of Tara Alta, West Virginia, who owned it for eight years; Kehoe was another owner who barely used the car. The Roses became its fourth caretakers on July 18, 2014. “I was looking for an Avanti. I had joined the Studebaker Club and found it for sale on the club website where it was listed as a low-mileage car. The owner was



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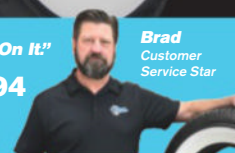
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surprised to hear from me, as he had taken the car off the market two years prior to my calling,” Paul says.

When he bought the Studebaker, painted Avanti Gold, the original tires and wheels were still with it, but not installed. “The car was in driving condition, but in need of catch-up maintenance and small repairs. We returned the Avanti to a road-worthy state and reinstalled the original tires and wheels for car shows,” Paul says. To this day, the Avanti has never been restored and only repaired as needed. Its odometer reads just 12,000 miles from new.

Among the treasures that came with the stylish Studebaker are its original build sheet, window sticker, Avanti dealer sales book, and factory inspection report with the word “rolls” noted—each manual transmission equipped Avanti was dyno-tested at South Bend prior to shipment. Paul notes that the original “Swipe” service tags are still intact on the driver’s side door jamb, and he jokingly adds, “This car had lots of quality control issues before it was delivered, according to factory records.” He also has a photo taken the day the first owner took delivery.

Paul may be the latest to use the Avanti sparingly; however, that doesn’t mean it’s not enjoyed while going to, at, and from regional events. Among the Avanti’s honors is an AACA First Place in 2014, HVA Preservation First in Class at the St. Michaels Concours d’Elegance in 2014, Preservation First in Class at the Pinehurst Concours in 2015, and a Preservation First in Class at the Boca Raton Concours in 2017. No doubt, others find the Avanti to be an automotive treasure, too. 🚗





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**It took decades to find
this 1958 Dodge D100
Sweptside, and then
another decade to
restore it**



WORDS AND PHOTOGRAPHY BY MATTHEW LITWIN

Patience Exemplified



The ambition to acquire certain items starts somewhere. It doesn't matter if it's a salt-and-pepper shaker collection spurred by visiting your great-grandmother, or a particular vintage vehicle that caught your young eyes at the first car show dad brought you to. Such simple catalysts trigger the inherent urge to seek and own, even if it takes decades to achieve. Therein lies the secret to ownership success—time, as in patience. Many vintage vehicle enthusiasts can speak of patience, but perhaps none like Jack Fleury, of Malone, New York.

Jack is responsible for the exemplary condition of the 1958

Dodge D100 Sweptside gracing these pages, on the surface, an ordinary half-ton workhorse that shouldn't have required much in terms of patience. Enthusiasts well versed in light-duty antiquity, however, know otherwise. To understand why, let's turn the clock back—twice.

"Years ago, the Jack Kochman Hell Drivers—one of a handful of traveling automotive stunt shows that once existed—used to be a star attraction at our county fair. In 1968, the Hell Drivers had a red-and-white Dodge Sweptside that was part of the usual ramps-and-jumps action. The fact that a stylish pickup could survive all that kind of abuse left an indelible impression,



The Dodge Sweptside featured standard half-ton equipment behind the limited-production bodywork, including the installation of a 204-hp, 315-cu.in. V-8 engine, the largest available V-8 in any domestic half-ton.

and I left the show thinking that one of those pickups would be a great thing to have. I started looking almost immediately. And kept looking. And looking. Months turned to years; years turned to decades," Jack says.

This was Jack's first bout in which patience was paramount. That's because by its very nature, the Dodge Sweptside was a rare half-ton breed when new.

Turning the clock back further to 1956, Dodge's light-duty truck line had reached the end of its visual appeal, a fact confirmed by relentlessly downward spiraling sales. In short, they were dowdy compared to the Task Force trucks from General Motors. To make matters worse, a restyled Ford F-100 was about to hit the market, too. Thus, Virgil Exner's "Forward Look" was stylistically administered to the truck series, which provided a noteworthy single-piece, rear-hinged hood that complemented a revised front fascia, new front fenders with hooded headlamps, and a general cab redesign. A key mechanical upgrade was the decision to offer the 204-hp, 315-cu.in. V-8 engine as an option. It meant Dodge could boast the largest engine offered in any domestic light-duty truck.

That's the basic version of the effort Dodge executed. The visual and mechanical revamp was a big step in the right direction for the struggling series. Questions lingered, though: Would it be enough?

This is where Dodge's Special Equipment Group entered the picture. Briefly, the SEG, which was then managed by Joe Berr, was an in-house department that had been created to alter production trucks based on fleet and individual customer desires. The only caveat to what were effectively *carte blanche* modifications was that Dodge required SEG to maintain corporate operator and/or safety requirements. Which meant that as the redesigned 1957 light-duty trucks began to roll off the assembly line, SEG had the ability to create an unquestioned halo vehicle, much like Chevrolet's sensational Cameo.

That it did. According to lore, it was Berr who devised the Sweptside plan, courtesy of Dodge's newly minted 1957 parts bins. The effort started with the removal of the existing rear fenders from the long wheelbase D100's cargo box. Berr and his crew then acquired a pair of quarter panels designed for the all-new Dodge two-door station wagon and adapted them to the sides of the cargo box. To make them fit properly, roughly 6 inches of metal was grafted onto the forward edge of each fender, and the tailgate reportedly had to be modified to fill the void between the stacked taillamps. The station wagon's rear bumper was also used, and aside from some special chrome trim on the flanks, a standard two-tone paint scheme added further pizzazz.

The Sweptside made its public debut



Sweptside cabins were not unlike those found in regular production D100 half-tons, the shifter of which was in easy reach. Upholstery was color.





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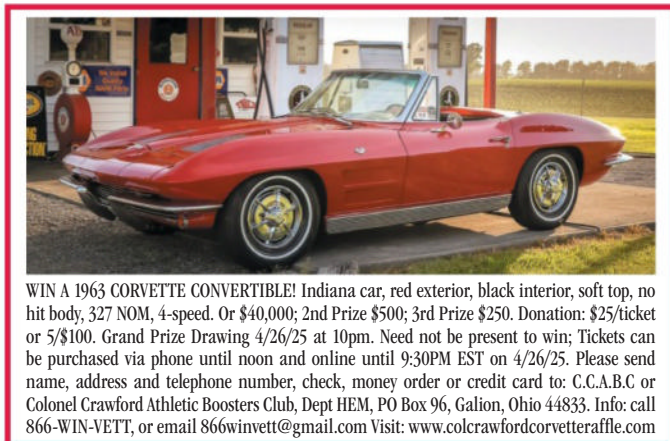
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The first Dodge Sweptside Jack purchased as delivered from Oregon. At first glance, it seemed promising, but closer inspection revealed extensive damage.

as a mid-1957 model. It was an instant hit among dealers and, to an extent, the public, and it remained available until the limited production model—one that was never built on the regular assembly line—was cancelled during the 1959 season. As a result, total output never came close to hitting five figures. Depending on which source is cited, anywhere from 2,000 to 2,500 were built. And being true workhorses, it's logical to assume few Sweptsides survived. Which explains why Jack didn't find one for sale until 2009.

"I was flipping through a copy of *Hemmings Motor News* when I spotted this one for sale in Oregon. It was green and had a big dent in the side, but the seller assured me that it was a good truck, so I took his word for it and negotiated the purchase. While I was waiting for delivery, I kept looking at the pictures and it occurred to me it might have been the truck *Motor Trend* used on the Bonneville Salt Flats way back when. In fact, one of the camper brackets was still in place on the cargo box," Jack says.

While paint and a mounting bracket may be circumstantial evidence, the truck itself was a bona fide example of Dodge's Sweptside. Granted, one that would require a complete restoration; however, Jack is well versed in what it takes to see a project through to completion. He had restored nearly a dozen vehicles by the time the Sweptside landed in his upstate New York driveway. And then reality hit.

"I should have done more due diligence because when I finally got to examine the Dodge in detail, my summation was one word: terrible. I could have restored it, but it would have been a monumental effort. The engine and transmission were missing, and so was some of the important unique trim. Suffice it to say, I needed to find a donor before I could even think about starting the restoration," Jack says.

A second dose of patience was needed as Jack began yet another search for a Sweptside. Patience, and persistence, have a habit of paying dividends, and for Jack the reward came in spades. "A little while later I found a second truck in

"One of the quarter panels was so bad on the Oregon truck that I had to cut the rear half off. Fortunately, I found a solid used panel from a California junkyard, the rear half of which was welded onto the other."



southern New Jersey that was said to have all the running gear and most of the trim. I suspect it was an old farm truck used during the summer months because overall it was in decent shape, and the mileage was pretty low. I didn't really hesitate to buy it because I could finally start working on a truck I had wanted for decades."

Jack tells us that the basic idea was to take the running gear and trim from the New Jersey half-ton and transplant it into the one from Oregon. It sounded simple enough, but as work began in 2014 there was a fair amount of body fabrication work that needed to be done. Jack reports that, "One of the quarter panels was so bad on the Oregon truck that I had to cut the rear half off. Fortunately, I found a solid used panel from a California junkyard, the rear half of which was welded onto the other. By doing that, I didn't have to refabricate the forward extension, which already matched the cab lines perfectly.

"The next trick was finding replacement taillamp bezels. Both sets on each truck were badly corroded. My son and I went to the Hershey meet and by pure luck my son spotted a nice set for sale.



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The vendor was not about to negotiate the price because he said he was sure he had the only ones I'd ever find. That's the fun of restoring a vehicle: Going to swap meets, picking up parts, and looking for certain things. That's as much fun as going to a car show," Jack says.

Another pitfall that comes with restoring a rare vehicle is locating unobtainium trim. Case in point: The Sweptside featured a downward sweeping piece of trim—call it a stylistic "S"—towards the aft edge of each cab door. Jack had one, but the other was lost to time from both the Oregon and New Jersey bodywork. None could be found either, whether through internet searches or conversations with veteran Mopar vendors. In such cases, veteran restorers turn to other methods.

"I have a friend living near Montreal, Canada, who can make almost anything.

I brought him the one piece that I had, along with a spare piece of straight trim I pulled off a Dodge in a California junkyard and said, 'You've got to make me one.' He said he couldn't do that, but I told him to try. Well, he did, and when it was done, I couldn't tell the difference between the original and the fabricated piece. He was able to duplicate it perfectly," Jack says.

Each stumbling block of the Sweptside was conquered, and by the summer of 2020 Jack's Dodge was finally completed. Following the pandemic, Jack's been proudly showing the rare and stylish Dodge at regional and national events, in addition to driving it locally when the weather permits.

"It gets a lot of attention, and a lot of people ask how hard it was to restore it. Honestly, it was like any other I've done.



Yes, it was a challenge, but every restoration has a challenge hiding somewhere. Sometimes you accomplish something and sometimes you go backwards. Other times you go out in the shop, and it feels like you haven't accomplished anything all day. But you get a lot of satisfaction doing a restoration because you can see what you're doing over the long haul. And you end up feeling proud about it when you share it with others." 🚚



Quarter panels and taillamp assemblies were from the same-year Dodge two-door station wagon parts bin.



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Dad's Habit

How one man's fascination led to a lifetime with a rare **1954 Jaguar XK120 SE**

BY JIM DONNELLY • PHOTOGRAPHY BY SCOTTY LACHENAUER



Staten Island, more properly called by its official name, Richmond, is sometimes proclaimed by its residents to be New York City's 'fifth borough,' and easily the most suburbanized of the city's precincts. Unlike most of the other boroughs, traditional car culture booms there. The island is dotted with huge developments of two-family houses, each with its own driveway.

The rest of the city's transportation may be focused on mass transit, but automotive life, of a sort, still exists energetically on Staten Island. It's quite common for the Staten Island Expressway to be at a standstill with traffic trying to get to Brooklyn or New Jersey, by way of the Goethals and Verrazano-Narrows bridges. The boulevards are crowded with retail and dining establishments. The West Shore Expressway, which starts where the Outerbridge Crossing lands from Perth Amboy, New Jersey, was long a strip of combat for New York's notorious street racers. NASCAR tried, and failed, to build a superspeedway on the north shore of the Island. And it's been nearly half a century since stock cars bulled their way around tiny Weissglass Stadium off Hylan Boulevard, one of Staten Island's main thoroughfares.





A 3.4-liter twin-cam six-cylinder helped make the Jaguar XK120 an icon of British-built motoring, but in SE guise, such as our featured example, a higher-lift camshaft helped nudge another 20 horsepower out of the engine, making the improved model a fine steed for the American market.

So, Staten Island, as you see, has always been peripherally about cars, even when they had to take a ferryboat to get there before the Verrazano-Narrows Bridge opened in 1964. A quarter of the way through the 21st century, it's also sometimes about old cars, the kind that affectionate owners pamper and parade, at least as much as the island's crowded street network will allow.

One of the members of that obscure but proud community is Peter Principe, a retired electrician, who also likes to show off his old car from time to time. Only the automobile he's kept is a bona fide sporting landmark, especially in its native United Kingdom. Peter's car is a 1954 Jaguar XK120 SE, the "SE" standing for Special Equipment, from the final year of the storied XK120's production.

The Jaguar reflects a family tradition, too: It's one of a succession of old cars that Peter's father would happily buy from a local mechanic and use to tool around the Principes' neighborhood in Brooklyn, known as Bensonhurst, where Peter was raised. Except for a repaint, and replacement leather in the cockpit, the Open Two Seater (OTS), as it's known in Jaguar lore, is largely original and apparently has been

since Peter's father, Ralph bought it from that local garage, probably in 1969. Ever since then, the Jaguar has led a charmed and very unique existence.

"I've got the only 120 Jaguar on Staten Island. Nobody else has one," says Peter, who moved from Brooklyn and now lives in the Huguenot area of Richmond. "My father worked for Con Ed [*Editor's Note: Consolidated Edison is NYC's utility provider.*] as an electrician for his whole career in Brooklyn; my mother was a homemaker. My father was friends with an auto mechanic on McDonald Avenue and I guess back then, in the early Sixties, he was with this gentleman named Reggie who owned the shop. I don't know his last name, but his garage was called GCS Auto Repairs. They were friendly, so my father would go there on Saturdays and drink coffee, and there were cars that would come through Reggie's hands that my father knew were for sale."

The first such car to enter the Principe household was a 1941 Plymouth coupe, which Peter believes that his father purchased around 1967 just to drive around Bensonhurst, rather than restore. Same for the next car, which Peter believes was an early Citroën DS sedan that he remem-





bers most for its hydraulics and their controls, like its brake button and ride-height adjustment. After that was a 1967 Mercury Cougar. Ralph Principe bought cars from Reggie continuously from the mid-Sixties through about 1973, including the XK120.

The XK120 genuinely transformed both sports motoring and the British motor industry. Introduced at the London Motor Show of 1948, the XK120 was the first new Jaguar sports car since the prewar SS and at its debut, also the world's fastest production sports car. The XK120, with the first 242 examples bodied in aluminum, was a showcase for the William Heynes-designed, regal-appearing 3.4-liter twin-cam six, which boasted hemispherical combustion chambers.

The first production example fittingly went to silver screen icon Clark Gable. Subsequently, XK120s would run admirably in competitive events everywhere from the Sarthe to the Alpine Rally to the streets of Watkins Glen. A total of 12,055 were produced by Coventry over the model's lifespan. In 1954, the 120's finale in the marketplace, a Fixed-Head Coupe example became the first foreign-built car to win a NASCAR race, held not far from Staten Island at Linden Airport in New Jersey, in a contest that allowed imported cars. Toyota would be the next non-U.S. nameplate to win in NASCAR.

For the XK120's finale that same year, Jaguar introduced a performance version,

the SE, specifically aimed at American buyers in the last months of production. The most obvious change was the enlarged 6.00-16 wire wheels that replaced the stock disc wheels and hubcaps. The SE also got inch-thicker torsion bars, a true dual-exhaust system, and higher-lift camshafts. They helped boost the XK120's 3,442-cc six, with dual SU H6 carburetors, to 180 horsepower, 20 more than non-SE versions. The SE comprised a limited percentage of the 1,966 examples of the OTS that Jaguar produced that year; the exact number is unclear. The one in the Principe household was sold new by the famed Max Hoffman dealership in Manhattan to a buyer from Long Island.

It's also unclear what happened after that, except that the Jaguar ended up in Reggie's inventory in the late 1960s. Peter believes it was repainted around this time from its original cream to a shade of what he thinks is Mercedes-Benz white, given that Reggie was also selling used Benzes around the same time. The interior had also been redone in the past. Peter's father was clearly smitten, as he paid \$1,200 for it, a significant sum at the time. Peter recalls a trip to Long Island carburetor maven Joe Curto for maintenance work on the dual SUs. "He said, 'Your father paid too much. It was probably worth \$800 to \$900 then.'"

The XK120 is pretty much the same as when Ralph rumbled home with it in 1969. "Other than the repaint, all I've done is just keep it running and rebuild what it needed," Peter explains. "The odometer reads about 33,000 miles, and I believe that to be accurate. The odometer does work. If my father put a couple of hundred miles on it a year, it was a lot. A lot of people look at the car and say it looks great; others say it's a candidate for a full restoration. It's all in the eye of the beholder."

Remember what we said about Staten Island and traffic congestion? That situation is what keeps Peter's XK120 as a low-mileage, carefully maintained example. It's been his since the 1970s, when Peter used an inheritance from his godmother to pay his father back the \$1,200 and take possession of the Jaguar. Rust correction in the fenders had already been performed before it entered the Principe household. The radiator was subsequently re-cored, and the generator rebuilt. Curto got the carburetors working right. Peter recalls lying on his back in the family garage and watching his father spray black-tar undercoating beneath the Jaguar.

"I keep it up on blocks or jack stands and when I want to take it for a ride,

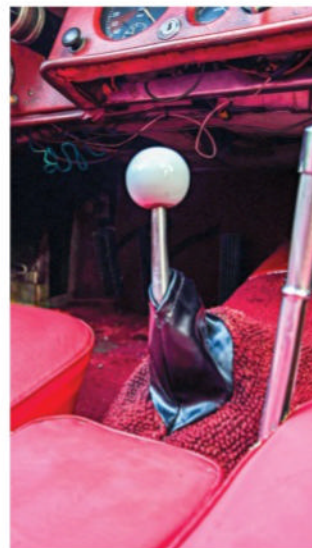


The XK120 SE was a driver's car, and thus retained the cozy two-seat configuration found in non-SE examples. Most of the accoutrements are original, save for the gearshift and the leather seat upholstery installed circa 1968.

which is only in the spring or summer, I take it down,” Peter says. “I put the battery in it, push it outside because I never start it in the garage, start it, and I’ll go for a ride in the neighborhood sometimes. Or on Sundays, where a lot of old cars get together, like for Cars and Coffee, at Great Kills Park off Hylan Boulevard. I’m the only 120. People, a lot of them, see it and say, ‘Wow, what is that?’

“I don’t go to sit in traffic because, like all XK120s, it has cooling issues,” he continues. “Maybe I’ll take it from my house to Hylan to the park, which is kind of a short drive. I do not leave Staten Island with the car. Cars go too fast today, people are too aggressive, and I worry about something happening to it. I come home and put it back up on blocks. If I drive it three or four times a year, that’s it. I’ll put five or six dollars’ worth of premium in, so it has fresh gas in it. I’d estimate it’s traveled a couple of thousand miles, total, since 1972. All I’ve had to do is just basic maintenance.

“There has never been any accident damage, and my father never had to rebuild either the engine or transmission,” Peter declares. “The car is 70 years old and so it drips a bit of oil. It’s a Jaguar, and you know what they say about them: If it ain’t dripping oil, it’s out of oil.” 🚗



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BY TOM COMERRO



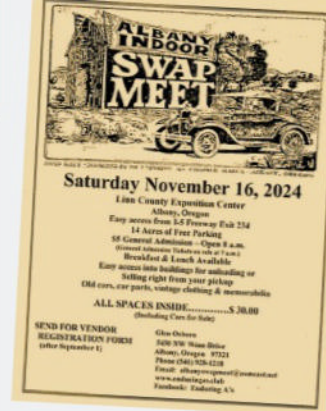
STUDEBAKER RACERS ON DISPLAY

When thinking of the vast history of motorsports, it's likely most people don't know about the accomplishments of South Bend, Indiana's Studebaker Corporation. Whether it was at the track or on the open road, Studebaker left its mark in competitions all over America, from cross-country endurance runs to the Indianapolis 500.

That history can be rediscovered at the Studebaker National Museum's new exhibit, "Studebaker Racing & Record-Breakers," until April 2025. On display is an eclectic array of racing artifacts that includes everything from early 20th century racing trophies to motorsport memorabilia. In addition, notable Studebaker race cars from the late 1910s to the early 1960s will be on display, including the 1928 Commander Roadster, the 1948 Studebaker-powered "Bonnie Doon Special," the 1963 Avanti Bonneville record-breaker, and the museum's most recent acquisition, a 1933 Studebaker Special Indy 500 race car. Visit studebakermuseum.org for more information.

WYNNING TIME

More than 250 exquisite vehicles are expected to grace the greens at the Wynn Golf Club on November 1-3 for the annual Concours at Wynn Las Vegas. The event kicks off with a Friday night welcome reception and the Sunset GT gathering, the latter an exclusive assembly of hypercars and supercars. Saturday's concours will showcase vehicles displayed in 11 classes, including American Classic Open, American Classic Closed, Viva Las Vegas Cars & Culture Cars (movie and celebrity vehicles), pre-1985 Mercedes-Benz, pre-1985 Porsche, Italian Automobiles, British Automobiles, Life in the Fast Lane (race cars of all years), Ford Mustang's 60th Anniversary, 60th Anniversary of James Bond Aston Martin, and Resto Mods and Hot Rods. The event concludes with Sunday's Tour d'Elegance along the Las Vegas Strip. For more information, visit lasvegasconcours.com.



A-LIST

A pre-Thanksgiving indoor swap meet, hosted by the Enduring A's chapter of the Model A Ford Club of America, is set to take place in Albany, Oregon, at the Linn County Expo Center on November 16 (vendor set-up takes place on the 15th). Antique and classic cars, parts, collectibles, as well as shop equipment and tools will be available during the meet. Though it's run by the Enduring A's Model A Club, the event is open to most marques. As of this writing, vendor spaces remain available. Visit enduringas.club/albany-swap for forms and information.

AUTOS & ALES

The AAC Museum, Inc., located in Hershey, Pennsylvania, has announced that its annual "Autos & Ales" Craft Beer Festival fundraiser will return this fall. The popular event is a great opportunity to enjoy the museum's variety of automotive exhibits and galleries while surrounded by live music, food, and beverage samplings from dozens of nearby breweries. All guests must be 21 years or older to attend. Tickets for Autos & Ales are now on sale, including VIP tickets that allow early access; designated drivers will receive a discount. The fundraiser will take place November 1 from 6-10 p.m. Visit aacmuseum.org for more information.



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BY TOM COMERRO

LEVACAR FOR THE TOYBOX

Ray Otto from Foley, Minnesota, reached out to us after our writeup on Ford's Levacar-inspired Aeolus project (HCC #239). Ray dug up this old promotional model that he's had for years that he thought was a random made-up toy.

"It has a small tube in back that you put an inflated balloon around, or a small rubber hose for lung power, and the toy would hover. The canopy is hinged to open, but the hinge is broken, likely due to a young kid's playtime," Ray says.

He wonders if a real version of the Levacar was ever made or if the promotional photo was doctored to show a driver behind the canopy. As far as we know, Ford did make one for demonstration purposes, but it is said to have been destroyed in the Ford Rotunda fire of 1962. As for how many of these scale models were made and distributed, it's unknown, but this is likely a rare find. If you see one at a swap meet or an automotive toy show, it might be worth a buy.



ALL OF THE ABOVE

Wess Whitmore from Bucksport, Maine, sent us a newspaper clipping touting "The AnyCar," which was 22-cars-in-one creation. We did mention this in the L&F column of HCC (#144) pointing out that it was a promotional car put out by Manufacturers Hanover Trust of New York in 1971. Commissioned to build it, Gene Winfield mixed and matched 22 makes and models into one creation. The car was displayed at several of the bank's branches and selected dealerships to illustrate Hanover was ready to approve loans for any car you desired. The "ForChevAmChrysVagen," as it was called, was a 1964 Mercury Comet chassis surrounded by parts from all the major marques of the day.

Winfield followed it up a year later with the AnyCar II that included even more cars surrounding a 1929 Hudson chassis that served as the heart of the project. It is said to have used parts from 50 car models spanning more than four decades.

The ad campaign rounded out a trilogy in 1975 with the AnyCar III, this time constructed by George Barris. About 40 different makes and models were joined to a 1974 Volkswagen that disguised a "Mini-AnyCar" within. Under the hood lurked a four-speed battery powered scooter-type vehicle designed for short distances, which measured only 27 inches wide. We're very curious to know what happened to these wild customs and learn more about them.



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.



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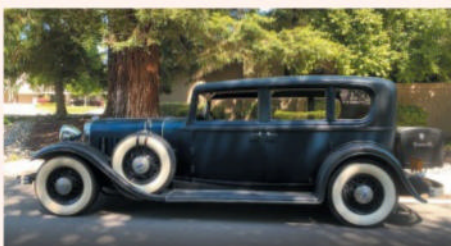
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**What to Consider When Buying A
1953-'56**

Ford F-100





While F-250 and F-350 pickups could be had with an 8-foot bed starting in 1953, the half-ton F-100 made do with just a 6-1/2-foot bed until 1956, when Ford's 8-foot bed became optional.

Long a staple of the street rodding scene, the Effies remain simple to restore or customize

BY DANIEL STROHL

PHOTOGRAPHY FROM THE HEMMINGS ARCHIVES AND AS CREDITED

In the 70 years since the Ford F-100's introduction, it's gone from the workhorse of farmers, ranchers, and handymen, to a contemporary show pony that has earned admiring descriptors. How did the F-100 inspire a loyal following and become one of the most accessible generations of Ford truck for budding collectors to get into?

Let's start with simplicity. It had classic and unadorned lines, was fitted with few amenities, and sat on a rugged chassis little more complex than a haywagon. Ford claimed to have put \$30 million worth of research, development, and engineering into the new truck line to make them more driver centric. Ford even created a positionable dummy, the "Measuring Man," that emulated the dimensions of a typical American male, and sized the cab and its fixtures accordingly—a revolutionary approach to truck design.

Indeed, while the profile of the new-for-1953 pickups wasn't radically different from the previous Bonus Built F-1s, the changes that Ford administered—everything from larger windshields to wider seats to a 4-inch-shorter wheelbase—led to new nomenclatures, with half-ton pickups now designated F-100 (medium- and light-duty trucks adopted F-250 up to F-900).

In the years since, many authors have noted that the 1953-'56 F-100s were easy to maintain and modify. "Here was a truck that had barely launched its hauling career when it became a favorite of the street rod set," Tom Brownell wrote in his book, *Ford Pickup Color History*.

Even today the F-100 is a mainstay of the collector-car market. While it came in several configurations during the mid-Fifties, including chassis and cowl, chassis and cab, and stake truck, collectors tend to gravitate toward the pickup, which we will focus on here.

IDENTIFYING AN F-100

The 1953-'56 trucks can be distinguished mainly by grille design. From a double horizontal bar between the headlamps in 1953, the grille was switched to a single bar with two vertical supports in '54, then back to a double bar with a large "V" notched in the middle in '55. The '56 double-bar grille differed slightly from its predecessors, largely in its use of inset headlamps.

For 1956, Ford's stylists also updated the F-100's cab with a more upright wraparound windshield. That required extensive modification to the cowl, the vent windows, and the doors, and a longer roof.

Each year saw minor changes in the F-100's scant trim. To distinguish Deluxe or Custom cabs from base trim levels, look for small chrome "teeth" on the grille in 1953, "sergeant's stripes" hashies on the grille in 1954, a slotted upper grille bar in 1955, and a chrome-plated grille in 1956. To distinguish trucks powered by the V-8 from the straight-six, look for a V-8 emblem for the former or a three-pointed (later four-pointed) star for the latter.

The VIN, found on the glovebox door from 1953 to '55 and on the driver's door frame post in 1956, identifies both the model year and tonnage rating, and which engine the truck came with. The first



three digits correspond to the series: F10 for an F-100, F25 for an F-250, or F35 for an F-350. The fourth digit is the engine code (D for six-cylinders; R, V, or Z for V-8s). The fifth digit corresponds to the model year (3 for 1953, 4 for 1954, and so on).

RUST-PRONE AREAS

Despite decades of popularity, unrestored and unmodified F-100s can still be found. But as with most pickups, which were subjected to more use and abuse than most cars, rust can be problematic.

According to Andy Meysembourg, an advisor on this generation of Ford pickup for the Twin City F-100 Club, you can expect to find rust in the cab corners and floors, as well as in the cab doglegs and in the leading edge of the hood and fenders above the headlamps—the latter are known to hold a lot of mud and debris. Andy also cautions that rust can form where the rear fenders bolt to the pickup box, and where the running boards bolt to the rear fenders. Unrestored front and rear fenders typically show signs of damage, too. “A lot of the farmers who owned these trucks weren’t usually very careful about banging into stuff,” Andy says.

Bob Carvajal of Bobco Auto in Lake Elsinore, California, a specialty shop that restores and modifies F-100s, says any damage to the front fenders is difficult to repair. “When those front fenders get punched in, it kinda pooches them out on the belt line and the fender almost breaks. If it’s been like that for a while, there’s just no strength to it anymore. You need to take the fender off and look at the backside of it,” he says.

Bob and other experts have also pointed out that the cabs tend to rust around the drip rails, which can be a major stumbling block for anybody without extensive metal-repair experience.

Fortunately, due to the trucks’ popularity, many parts have been reproduced. For example, panels to fit the rare, optional larger rear windows are available, which has proven popular with restorers. Only a handful of parts have yet to be offered by the restoration market; according to Andy, replacement door hinges are scarce but originals are rebuildable, and certain fender supports haven’t been reproduced. However, Bob notes that some once-common reproduction parts are now more difficult to find, and that some reproduction parts may take longer to re-stock.

While it doesn’t help with consumables, Andy says one common trick among F-100 restorers is to look for heavy-duty F-250 and up versions, which shared cabs, hoods, grilles, and many



Ford's Y-block V-8 is the engine most enthusiasts prefer to have powering their F-100. Output varied from year to year.

other parts with the F-100s. "The only thing that's different is the wheel openings in the fenders," he says. "The bigger trucks tend to be in nicer shape because they were more likely to be stored inside when they were being used as grain trucks."

ENGINES AND TRANSMISSIONS

Ford made engine choice for the F-100 simple, keeping it to a single V-8 option if buyers wanted anything more than the base straight-six. Exactly which six-cylinder and V-8 differed throughout the mid-Fifties, however.

The Mileage Maker (also called the Cost Clipper) 215-cu.in. overhead-valve six-cylinder developed 101 hp in 1953, but by '56 it put out 133 hp from 223 cubic inches. The 239-cu.in. flathead V-8, which Ford called the Rogue, wasn't much of an upgrade in '53; it was good for just 106 hp. But in '54, Ford introduced the overhead-valve Y-block "Power King" V-8 that developed 130 hp from the same displacement. By '56, the Y-block in





1953-56 Ford F-100 Production

While exact figures are not known, it was estimated that over 100,000 F-100 units were produced each year between 1953 and 1956.

F-100 RESTORATION RESOURCES

Twin City F-100 Club
612-223-1514
twincityf100.weebly.com

LMC Truck
800-562-8782
lmctruck.com

Dennis Carpenter
800-476-9653
dennis-carpenter.com



the F-100 grew to 272-cu.in. and developed 167 hp.

While all those engines are durable, enthusiasts have long found them lacking in power and have thus swapped in everything from Chrysler slant-sixes to Ford big-block V-8s. "I hate to say it, but people mostly put Chevy engines into these trucks," Andy says. "But you can put any engine in there; the engine compartment is very big, wide enough for a Hemi."

Column-shifted three-speed manual transmissions came standard behind any of the factory-stock engines, while column-shifted three-speeds with over-drive, floor-mounted four-speeds, and the three-speed Ford-O-Matic automatic were options. Stock rear axle gear ratios ranged from 3.92:1 to 4.27:1, depending on the transmission, though Andy says that swapping in a Ford 9-inch is as simple as bending the stock U-bolts slightly to fit the 9-inch's mounting plates.

Ford only offered its pickups from the factory with two-wheel drive during this time, but Marmon-Herrington and NAPCO offered four-wheel-drive conversions. According to James K. Wagner's *Ford Trucks Since 1905*, Marmon-Herrington only made its four-wheel-drive conversions available for half-ton F-100 pickups and panel vans starting in 1954. Marmon-Herrington-converted F-100s are highly sought after by collectors.

CHASSIS AND BRAKES

Despite all the driverized cab improvements, the F-100 still rode on a basic ladder frame with a solid front axle and parallel leaf springs front and rear. As a result, the chassis can take a lot of abuse and even a certain measure of neglect. "They're pretty tough," Andy says. "They

were made to flex, which helped them especially when the truck had a load in it.”

For 1953 and '54, Ford rated the F-100 at 4,800 pounds maximum gross vehicular weight. For '55 and '56, Ford rated them a bit higher at 5,000 max GVW. Andy cautioned to look for worn-out bushings and evidence of inadequate (or entirely ignored) lubrication. If the chassis has a weak area at all, he says, it's where the radiator bracket bolts to it.

That said, the F-100 was not intended for modern highway speeds, so its single-circuit four-wheel drum brakes will likely be seen as inadequate. Disc brake conversions are readily available.

WHAT TO PAY

F-100s of this vintage are popular with street rodders, with modified F-100s making up many listings today. Classic.com has reported auction sales for as little as \$11,000 to as high as \$150,000, and because several dozen have sold in the \$150,000 to \$550,000 range, the average sale price for modified F-100s currently resides at \$59,884.

If you're looking for a stock example, however, you can breathe a little easier. Expect to spend an average of \$30,595 as of this writing, up from \$23,100 five years ago. That's because during the last half-



Cabs were still utilitarian as compared to cars—bench seats and little trim were standard, though an AM radio was one of a handful of available options.

decade, auction records tell us that sales have ranged from as low as \$5,200 to as high as \$88,000. Be mindful of desirable options, like the 8-foot bed, factory radio,

Marmon-Herrington conversion, and the larger rear window, which will command higher prices, as well as panel vans and all 1956 models. 🚚



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CHARGER TORSION BARS

Q: I am thinking of improving the handling on my 1973 Dodge Charger with an upgrade of the torsion bars. The engine is a 383-cu.in. V-8. I see several different diameters of torsion bars online from various manufacturers and I'm not sure what size my originals are. Do you have any idea how much bigger in diameter I should go?

ROBERTO MARTINEZ
VIA HEMMINGS.COM

A: Our reference book indicates the OE torsion bar diameters were 41 inches long and 0.88-inch OD (outside diameter) for six-cylinder cars, 0.90-inch OD for the 318 and 383 V-8s, and 0.92-inch OD for Charger Rallye. Without making the suspension too stiff, you can safely increase the diameter to 1-inch or 1-1/8-inch to add stability. Classic Industries can supply you with 1.03-inch Hotchkis torsion bars, part # H19367. You could also use Mancini Racing's #MRE5249162 bars, which are 1.03-inch as well. These should do the trick without being overkill. We'd say save the 1.10- and 1.25-inch bars for heavier Chrysler models or the 426/440 and aftermarket crate engines.

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800-854-1280 • classicindustries.com

MANCINI RACING

800-843-2821 • manciniracing.com

QUADRAJET SEARCH

Q: I acquired two Rochester Quadrajets carburetors at a swap meet, and I am wondering if you can tell me what cars or trucks they came from originally. I was hoping one will fit my 1968 Pontiac Firebird that has a 400-cu.in. engine. The numbers are 7028261 and 7044213. They were pretty cheap, so I assume they aren't exactly correct for my car, but who knows—maybe? Thanks for any help you can offer.

MONICA FARNSWORTH
VIA HEMMINGS.COM

A: Neither are a direct original to fit your 1968 Firebird. The first Q-Jet number is a rare one indeed, as it fits a 1968 Pontiac with a 250-cu.in. six-cylinder engine, a standard-shift transmission, and a four-barrel intake manifold (this would be part

of the OHC-6 Sprint option). The second number fits a 1974 Chevy truck with a 350-cu.in. V-8. Because it ends with an odd number, it fits a manual transmission truck. There were several Quadrajets used on your 1968 Firebird depending on if the car was manual or automatic and whether it had Ram Air or not:

400 automatic	7028264
400 automatic w/Ram Air	7028276
400 manual shift	7028265
400 manual shift w/Ram Air	7028277

The 7048261 version would be closer numerically but would leave you under carbureted as it is for a six-cylinder and rated for a lower cfm. The truck carburetor would be closer in cfm to your 400's original carburetor, though some additional tuning would likely be needed.

The main point is that both Q-Jets you found will fit your 400's intake manifold, though you will find variations in fuel inlet positioning and throttle and choke linkage differences. But the issue in terms of engine function is that the factory calibration settings on those swap-meet carburetors (jets, metering rods, and so on) are not correctly suited to your car's engine. You could probably get your 400 running with the Chevy truck carburetor and then have it tuned to suit. But you'll have to decide if that's worth doing when compared to the cost of refurbishing whatever carburetor your engine has currently. If that one is not the correct carburetor either, then you may also consider finding a correct core for your Pontiac 400 before getting into the investment involved with the refurbishment process.

FORD 9-INCH ID AND RATIO OPTIONS

Q: I picked up a Ford third-member rear axle at a Ford show last month with a tag marked WCD-J. Two other guys were looking at it too, but I was able to convince the seller with an extra \$100. He told me it was a limited-slip Traction-Lok axle. Can you verify this in fact a Traction-Lok and possibly the axle ratio by the axle code tag? He said it should fit under my 1971 Ford Mustang Grande without much modification. He seemed to know his Ford stuff and

said there were multiple aftermarket ratios available if I wanted a larger gear set for racing occasionally, or a smaller set for fuel economy, so I hope he was right.

EVAN BEATTY
VIA HEMMINGS.COM

A: Your purchase was worth the extra \$100. The tag indicates it was originally in a 1966 Thunderbird and has 28-spline axles. The tag also shows it is a Traction-Lok limited-slip unit and the stock ratio was 3.00:1. The 1961-'67 Thunderbird axles were 56-57 inches wide, and that width is compatible for use in 1971-'73 Mustangs, 1970-'71 Torinos, 1967 Lincolns, and 1958-'72 F-100 pickups. The width is also usable for 1928-'31 Model A's and 1932-'34 Fords as a retrofit.

Aftermarket axle ratios are available in many sizes between 3.00:1 and 4.86:1 with additional larger ratios available through Strange Engineering up to 6.50:1. A wide range of gearsets are also available from Currie Enterprises and Yukon Gear. Because there are no carrier breaks for the Traction-Lok carrier, any ratio should fit up to 4.11:1 without having clearance issues. We strongly suggest you check the condition of the clutches in the Traction-Lok assembly before installing the unit. Yukon Gear offers a 9-disc friction and steel plate set that is cheap insurance for these original limited-slip assemblies. A complete list of rear axle codes for classic Fords is available online at fordification.com in their tech section.

STRANGE ENGINEERING

800-646-6718 • strangeengineering.net

YUKON GEAR

800-347-1188 • yukongear.com

CURRIE ENTERPRISES

714-528-6957
currieenterprises.com/9-inch-gears



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

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Malai-Zing Luxury

Bidders vied for a 1974 Imperial LeBaron and 1978 Lincoln at Carlisle's Spring Auction, but did consignors acquiesce?

CARLISLE AUCTIONS



1974 IMPERIAL LeBARON

ASKING PRICE:	N/A
HIGH BID:	\$16,000 (NOT SOLD)
FOUND AT:	2024 SPRING CARLISLE AUCTION

1978 LINCOLN CONTINENTAL MARK V

ASKING PRICE:	N/A
HIGH BID:	\$20,000 (NOT SOLD)
FOUND AT:	2024 SPRING CARLISLE AUCTION



MATTHEW LITWIN

A SIGNIFICANT PERCENTAGE of vintage vehicle collectors and enthusiasts alike have had eyes on the luxury car market for generations. Collectors because of elegant styling and contemporary value; enthusiasts because of fine accoutrements and smooth driving characteristics—though it's probably fair to say both groups enjoy all attributes that vintage luxury cars provide. Preference determines the era of origin and the make, whether it be a V-12 Packard from the '30s; a late-'50s Cadillac Biarritz; or perhaps something between those two decades. Others might set their sights on something older—such as a Locomobile—or newer, like a land yacht from the '70s. If the decade of prog rock and emissions controls suits one's luxobarge fancy, would you consider such thinking "absurd?"

It's no secret that vehicles from the so-called Malaise Era have been gaining favor among a wide demographic of old car aficionados. More "malaise-mobiles" appear from the proverbial woodwork with each passing event, as demonstrated by our visit to the 2024 Spring Carlisle Collector Car auction on April 25-26. One could hardly take a step without crossing paths with a Seventies something-or-other that some may have considered a Detroit atrocity. Low three-figure asking prices for the formerly scoffed-at, big-bumper behemoths have given way to five-figures, but that doesn't mean it's too late to affordably slide onto a comfortable bench seat and enjoy a pillow-soft ride.

Take this 1974 Imperial LeBaron, incorrectly listed as a Chrysler Imperial in the catalog, which entered its fifth generation of production (1974-'75). The Imperial borrowed heavily from Chrysler's Newport series—with decidedly Imperial styling

and trappings—due to corporate restructuring. The description touted the two-door hardtop as an all-original, 22,000-mile survivor equipped with a 440-cu.in. engine, all wrapped by Burnished Red metallic paint. Although the series was aimed at Lincoln's market share when new, this one-of-3,850-built beauty was the beginning of the end for Imperial, which was nixed after '75 due to sluggish sales.

The Imperial-dressed Newport can be found at the affordable end of today's market. Its average market price shot from \$825 in 2019 to a 2022 high of \$21,000, before it settled to \$11,300 a year ago. Values are rebounding, up to \$13,000 as of this writing, which makes the \$16,000 high bid here (and not-sold result) seem generous.

Nearby was this 1978 Lincoln Continental Mark V, built when the luxury car sales race was thin. This Lincoln was no ordinary unit, rather a well-optioned Diamond Jubilee edition, festooned with color-keyed wheels, dual-stripe tires, moonroof, and a timeless formal front fascia that hid a still-capable 460-cu.in. V-8. Also onboard were a CB radio and a few other bits that sent the factory price tag north of \$20,000 when new. That's equivalent to \$95,807 in today's currency. The Diamond Jubilee package, incidentally, accounted for \$8,000 of the sticker price.

Just five years ago, 1978 editions sold for less than \$5,000 at public auction. Since 2021, the average has been hovering in the \$17,000 to \$18,000 range, though nearly a dozen have sold in the \$30,000 to \$45,000 range. Which is probably why the seller opted to uphold the reserve against the \$20,000 high bid the car received. 🚗

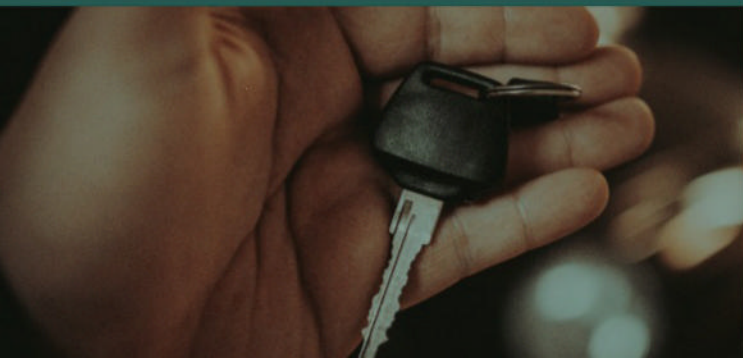


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2.

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Power steering conversion boxes for Ford passenger cars are now available to give your arms a break from wrestling with a worn-out manual steering box. The conversion will give your 1952-'64 full-size Ford or Mercury a modern steering feel by using a 14:1 quick-ratio gearset. Each box bolts into the factory mounting location and seamlessly fits the stock steering linkage, eliminating the need for cutting or welding. Note that these will not fit vehicles with a three-speed column-shift manual transmission. Ask about p/n 800115 for more information. Later versions for the 1966-'77 passenger cars are also available and will replace the Bendix-style power steering. Inquire about your specific application.

\$639.45

borgeson.com

3.

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There are instances in which few words are needed to describe a vehicle to prospective clientele. One is "European styling," a trait in car design that Americans were still in love with when the calendar flipped to 1980. "Turbo" is another, as domestic consumers began to discover that economy and performance could live in harmony. Mercury put it all together on the relatively new Fox chassis and called it Capri.

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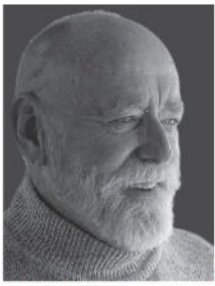
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Jim Richardson

Ask The Man Who Owns One

"It sold well, but during an 1899 outing, the brothers hit a pothole, which not only caused the steering tiller to swing across and smash William in the knee, but also flip the car on its side."

I PULLED INTO A

gas station the other day to refuel my 1940 Packard 110 business coupe when a young man walked up and asked what kind car I was driving. "Packard," I said, to which he replied, "Who made that?"

"Packard," I said, and as the lad walked away, he said he'd never heard of it.

That was an understandable reply since the last real Packard was built in 1956. The prestigious company may be gone, but it's not been forgotten by us old-car devotees. This year marks the 125th anniversary of Packard's founding, and as of this writing, its legacy will be honored by four featured classes at the 73rd Pebble Beach Concours d'Elegance. I too believe Packard's contributions to the industry deserve recognition, so here are some interesting facts.

Packard was founded in 1899, not long after the Packard brothers, James and William, bought a Winton automobile. It turned out to be unreliable, and the brothers complained, at which point Alexander Winton said, "If you're so smart, why don't you build a car yourself?" So, they did.

The brothers' initial Packard was a simple horseless carriage equipped with a 10-hp single-cylinder engine. It sold well, but during an 1899 outing, the brothers hit a pothole, which not only caused the steering tiller to swing across and smash William in the knee, but also flip the car on its side. Undeterred, the brothers dusted themselves off, went back to their shop, and adopted the steering wheel in 1900. The motoring media of the era panned the concept invented by the French in 1894, believing the steering wheel did not give a driver guidance as to which way he was headed, whereas the tiller pointed him in the right direction.

Three years later, E.T. "Tom" Fetch drove from San Francisco to New York in a Packard Model F he called "Old Pacific." Out west there were no roads, so he drove alongside the Southern Pacific Railroad tracks, hence its name. It was an arduous 63-day adventure that helped cement Packard's reputation as a fine automaker. And it not being one to rest on laurels, by 1913 the company created the spiral bevel hypoid differential. Not only was it quieter, the redesigned differential reduced ground clearance requirements and in turn lowered Packard cars' overall height.

During World War I, Packard helped design, and produce, the Liberty V-12 aircraft engines in 1917, one year after its Twin Six went into production. It



was the first production automotive V-12 and was legendary for its smoothness and power. Cadillac one-upped them later with a V-16 in 1930. Packard also offered smooth powerful straight-eights, of course. To this day one can balance a nickel on its edge on the running engine's cylinder head when it's tuned properly.

Automakers were hit hard by the stock market crash in 1929, and many didn't survive. But due to its impeccable reputation, Packard did well. The company astutely perceived that the carriage trade was dying by the early 1930s and began assembly line production in 1935 with the introduction of its 120 models, a smaller Packards still fitted with an inline-eight.

The new "junior" models sold so well that the company debuted an even less expensive six-cylinder equipped Packard 115 in 1937, and it sold like beer at a stock-car race. In fact, '37 was Packard's best year ever. The company continued to make traditional "senior" cars too, but they required as many workers to build as the mass-produced junior models. Finally in 1940, Packard abandoned hand-crafted cars entirely with the debut of its 356-cu.in.-powered Super Eights.

During World War II, Packard built more Rolls-Royce Merlin V-12 engines under license than Rolls did, in addition to manufacturing huge V-12 PT boat engines for the Navy.

Packard emerged from the war debt-free, but the management that had brought the company such success opted to retire, and Packard's new managers made some unfortunate decisions. Merging with troubled Studebaker in 1954 has been well documented. Less remembered is the partnership with the Curtiss-Wright Corporation in 1956—the company that thought jets were a passing fancy.

As a result, the last true Packard rolled off the line in Detroit on June 25, 1956, after which tarted-up Studebakers sporting the Packard badge were built through the first few months of 1958 production. Sadly, the once-mighty Packard—rival of Rolls-Royce and Cadillac—went out with a sad whimper. Packard, as a great automaker, was able to produce 1,610,890 cars before its doors were closed.

I still drive my 1940 110 six-cylinder business coupe. Its Borg-Warner overdrive allows me to keep up with modern traffic, and the car is smooth, roomy, and silent. It was Packard's entry-level model, but in the 30 years since I restored it, it has never let me down. 🚗

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