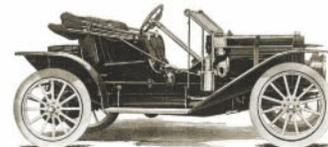


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HEMMINGS CLASSIC CAR

ISSN# 1550-8730 • www.hemmings.com

Published monthly by **Hemmings Motor News**

222 Main St., Bennington, VT 05201

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Periodicals Postage Paid at Bennington, Vermont, and additional mailing offices.

POSTMASTER: Send address changes to Hemmings Classic Car,

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American City Business Journals, Inc.,

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SPEEDCAR NUMBER 9

In 1912, The National Motor Vehicle Company fielded a 5 car team in the second-ever Indianapolis Motor Speedway 500-Mile Race. Number 9 was one of those cars, but actually was numbered 11 for that race. Joe Dawson in team car #8 won the race, but #11 was a DNF due to a catastrophic crash. From that point, #11 passed through multiple owners' care during which time it was given the paint and number you see here.

Jim Grundy, a noted National collector, acquired the car around 1990 and drove it as found for several years. He later commissioned its full restoration back to the original number and livery that it wore during that fateful 1912 race. It remains in his collection to this day. It last saw a racetrack in 2012 at the Milwaukee Mile, where it lapped the historic oval with other Vanderbilt Era racers.



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NBCSN

Summer of 2018

This year is shaping up to be another spectacular season of terrific car shows, with several being truly significant.

During the beginning of each year, I start putting together a calendar of events that I want to attend once the season starts. Although I know I won't have the time to go to all the shows, it's nice to make a wish list and hope that things will work in my favor.

Besides seeing and learning about cars that I have limited knowledge of, and meeting their owners and hearing the many fascinating backstories, I'm always on the lookout for potential feature material. Attending shows is the ideal way for us to discover cars that we can feature as driveReports, Driveable Dreams, and Restoration Profiles, and also invite to the Hemmings Concours in September.

While space limits me from mentioning all the events on my list, here are some of the major shows that you also might want to consider attending.

The month of May starts off with what sounds like a remarkable event, the kind that rarely, if ever, happens due to the logistics of getting three clubs' national meets together at the same time and in the same place. The Classic Car Club of America will be holding its Grand National in Gettysburg, Pennsylvania. On Saturday, May 5, the day of that organization's concours, the Stutz and Marmon clubs will also be hosting their annual meets at the same venue. That's right: the CCCA's Grand Classics, the Grand STuTZ, and the Marmon Muster all held together on the same show field! One can only imagine the selection of incredible Classics that will be on display there that day. This has the makings of being truly an amazing weekend, and I, for one, am looking forward to it.

Two weeks later, I plan to be in Decatur, Illinois, for the grand opening of the Corvair Museum. As part of the already-existing Chevrolet Hall of Fame Museum there, the new Corvair wing will showcase many interesting and rare Corvairs, including display engines and all sorts of Corvair-related artifacts. And with the potential of seeing many Midwestern Corvairs showing up for the festivities, this is one event

that Corvair enthusiasts won't want to miss.

Speaking of Corvairs, I will also be attending the Corsa Convention, which will be held in Pittsburgh on July 23-28. There's talk of an all-Corvair road-racing event taking place on the Monday after the meet at a regional race track just north of Pittsburgh. Check the Corsa club's website at www.corvair.org/chapters/wpcc for more details.

In between the two Corvair shows, I'm going to try my best to make it to the annual Motor Muster in Dearborn, Michigan. I've been wanting to attend this event for many years, but something always came up that prevented me from attending. June 16-17 at The Henry Ford

in Greenfield Village is where thousands of collector cars are expected to take part in this incredible annual car show. But, what makes this year's event all the more special is that on June 11-15, the Early Ford V-8 Club will be holding its national convention there, as well. That's why the theme at the Motor Muster will be

"Iconic Power Plants," with the Ford V-8 being the featured vehicle. All Ford enthusiasts will surely want to be there.

Two other Pennsylvania double-header weekends will occur this summer, making the Keystone State the place to be. The Antique Automobile Club of America will be holding its Eastern Spring Meet in Gettysburg on July 11-14, the same weekend that the Carlisle Chrysler Nationals (July 13-15) takes place. Carlisle is only about 25 miles north of Gettysburg, making the journey between the two shows an easy trip.

Then, on August 2-4, the Oldsmobile Club of America will be holding its national meet in Gettysburg as well, and that's the same weekend as the annual Das Awkscht Fescht in Macungie. Although the towns are about two hours apart, you will have plenty of time to attend Saturday's Oldsmobile show and still be able to take in the fabulous, multi-make car show in Macungie on Sunday. I plan on taking my best shot at attending both car shows. Perhaps I'll meet you there! 🍷



While space limits me from mentioning all the events on my list, here are some of the major shows that you also might want to consider attending.

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Dodge Brothers in Wisconsin

THE DODGE BROTHERS CLUB HAS SCHEDULED ITS INTERNATIONAL MEET TO TAKE PLACE around Green Bay, Wisconsin, this June 17-22. The event will include tours around the Green Bay area, including the National Railroad Museum, The Automobile Gallery—which was established to highlight the automobile as art—the Wisconsin Maritime Museum, and the Wisconsin Automotive Museum. On the final day, there will be a tech session, swap meet, and car show. If you plan to bring your Dodge or Graham Brothers car, visit the Dodge Brothers Club at www.dodgebrothersclub.org/convention, where registration forms are available.



Pre-1920 Racing Exhibitions

THE SPORTSCAR VINTAGE RACING ASSOCIATION, IN PARTNERSHIP WITH HAGERTY and the Blain Motorsports Foundation, has announced a new exhibition series of races dedicated to cars built up to and through World War I. The events will take place at SVRA weekends at the Indianapolis Motor Speedway (Brickyard Invitational), Sonoma Raceway (Historic Motorsports Festival), and Watkins Glen International Raceway (U.S. Vintage Grand Prix). Each exhibition will have fields of 15-20 cars, with drivers and their support crews dressed in period attire while using tools and equipment from that era. The cars will be displayed in the event paddocks, and there will be a chance for fans to win track laps sitting in the riding mechanic's seat of the vehicles. A long-term goal of expanding this event to other shows and Concours events is in the works, so if you're interested in attending one of these entertaining events, call the SVRA at 650-799-0826 or visit their site at www.svra.com.

Mile-High Buicks

THIS YEAR, BUICK CLUB OF AMERICA WILL HOLD ITS NATIONAL MEET IN DENVER, Colorado, from June 19-23. The agenda will include multiple tours, including trips to the Buffalo Bill Museum, Clive Cussler Auto Museum, the Forney Auto & Transportation Museum, Denver Botanic Gardens, and "The Mile-High City Tour." Of course, there will be all things Buick with a car corral, outdoor and indoor swap meet spaces, and a judged Buick show bringing together the events held on June 23. The host hotel is the Denver Marriott South at Park Meadows. For more information, including registration forms, visit www.buickclub.org/bca-2018-national-meet/.



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Tillie's Tourer

FORMER SIA EDITOR MICHAEL LAMM IS STILL RESEARCHING OLD CARS, THOUGH HIS latest quest is far more local to him: Stockton, California-based businesswoman Tillie Lewis's stable of cars. He's already determined that Lewis at one point owned one of the six 1941 Chrysler Newport parade phaetons, but it's another open car of hers that has Michael writing to us.

In the photo above, that's Tillie in the front, her husband Meyer Lewis behind her, and an unidentified friend in the rear. We see a nice accessory spotlamp in the foreground along with what may be the biggest clue as to the car's identity: woodgrain on the door. Presumably that makes Tillie's car a Chrysler Town & Country convertible, and the various other details (vent window, windshield shape, the way the door sill dips toward the cowl) appear to back that up. Your thoughts?

Early Trans Sport

VIA THE ALWAYS INTERESTING TRUQUE BLOG ON Tumblr (www.truquetrucruk.tumblr.com) comes this image of a homebuilt race transporter that we really wish we knew more about. We gather it's not a photochop, unless somebody's really good at capturing that mid-to-late Sixties film look (but what would be the point?).

We wouldn't know where to begin researching the Pontiac-nosed transporter itself, but it reminds us of something Troutman and Barnes or Phil Remington might have whipped up. Either one of them would have had the talent—not to mention the directive from their racing bosses—to build something like it.

Perhaps it's worth tracking down the car on the back of it? One of our editors, Kurt Ernst, believes it to be a McLaren, or a Lola of some sort. And it's a good bet whoever built the car also built the transporter.



We Otter Find Out

ACCORDING TO SCOTT RODGERS' family, his grandfather, Kenneth Kamp, not only got a feature in *Vogue* magazine for the fiberglass car he created and christened the Otter, but he also sold eight copies after splashing a mold off his original. Not bad for a body-shop guy in Ohio.

Kustomrama.com has as much of the story of the Otter that anybody knows, but Scott got in touch with us to see if he can track down any of the nine Otters that Kenneth built. He knows at least one exists; it popped up for sale a few years back, but sold before he could get any more information on it.

So if anybody's seen an Otter about lately, let us know and we'll pass word on to Scott.



Recently discovered a unique or noteworthy classic car? Let us know. Photographs, commentary, questions, and answers should be submitted to Lost & Found, c/o Hemmings Classic Car, P.O. Box 196, Bennington, Vermont 05201, or emailed to dstrohl@hemmings.com. For more Lost & Found, visit blog.hemmings.com/index.php/category/lost-and-found.



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BARRETT-JACKSON WRAPPED UP ANOTHER SUCCESSFUL SCOTTSDALE AUCTION WITH TOTAL sales amounting to more than \$116.7 million. Over 1,700 vehicles crossed the block, nearly all at no reserve, including three lots that pulled in seven figures each after the bidding had ended. Among the huge draws, there were a lot of affordable options available including this 1923 Willys-Knight three-door coupe. It had an older frame-up restoration and is completely stock, except for the seat upholstery and carpet. It came with the rear luggage trunk and doctor's satchel, and featured a sleeve-valve engine and three-speed transmission. The new buyer paid just \$7,150 for this rare beauty. Results from Scottsdale are available at www.barrett-jackson.com, and look for Barrett-Jackson at Palm Beach this April.

Sotheby's Results

PHOENIX ALWAYS ATTRACTS AN IMPRESSIVE array of collectible cars at RM Sotheby's. This year, the auction saw an 88-percent sell-through with final sales in excess of \$36.5 million. Perhaps the star of the show was the 1948 Tucker 48, which was Preston Tucker's personal car until 1955. It was used in the 1948 promotional film *Tucker: The Man and the Car*, and had an impressive ownership history that included Winthrop Rockefeller (Arkansas governor and brother of Nelson Rockefeller). With 19,199 miles on the odometer, and a thoroughly documented history, it's no wonder that the Tucker saw a final sale of \$1.79 million. Complete results from the January auction are now available online at www.rmsothebys.com. Look for RM Sotheby's next in Auburn, Indiana, this May.



DARIN SCHNABLE VIA RM SOTHEBY'S

AUCTION PROFILE

KAISER'S DRAGON WAS A STANDALONE model in 1953 and was nicknamed "Golden Dragon," as it was fitted with 24-carat-gold exterior trim and interior appointments. Only 1,277 examples were built for the model year, and it was priced higher than the Cadillac Series 62 with a factory price of \$3,924. Three different series were available with specific interior fabric, paint, and trim combinations.

This Kaiser had been with the original owners until 1997 and had seen a correct restoration in 1982 highlighting its original velvet maroon paint and "Bleached Bambu" top. The interior trim is original and the exterior featured accessories such as the fog lamps, driver's-side spotlamp, and wire wheels. The mechanicals were



GOODING & COMPANY

CAR: 1953 KAISER DRAGON
AUCTIONEER: GOODING & COMPANY
LOCATION: SCOTTSDALE, ARIZONA
DATE: JANUARY 19, 2018
LOT NUMBER: 025

all solid as well, with its six-cylinder "Supersonic" capable of 118 hp and Hydra-Matic transmission making this a nice and affordable rare collectible,

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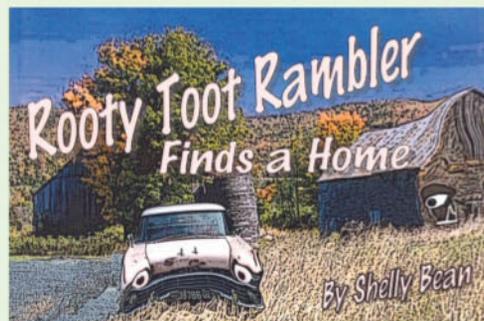
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“Thunderbird glamour” was the inspiration behind—and a key selling feature of—the new-for-1959 Ford Fairlane 500 Galaxie, which was available in six body styles, including this airy two-door hardtop Club Victoria. Charming period advertising makes appealing wall art, as proven by this officially licensed metal sign made by the Michigan firm, Retro-a-go-go! Studios. Generously sized at 19 x 12-inches, it’s made of sturdy 24-gauge steel, the image powder-coated and sealed for durability. This sign (item TINFORGA) comes pre-drilled and riveted, for ease of hanging, and it will look great in your den or garage.

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It takes more than a knack for rhyming simple words to make a proper storybook for children; a good children’s book will offer a memorable lesson. In *Rooty Toot Rambler Finds a Home*, a lonely and forlorn 1959 Rambler Custom sedan helps two little dogs, and they go on an adventure that results in them befriending the local sheriff and becoming deputies. Charmingly written by Shelly Bean—aka noted author Shelly Marshall—this small, 20-page softcover (ISBN 978-0967491547) has returned to print after a 15-year absence, and we think it will be a hit with the littlest car-lovers in your life.



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Continued on page 16

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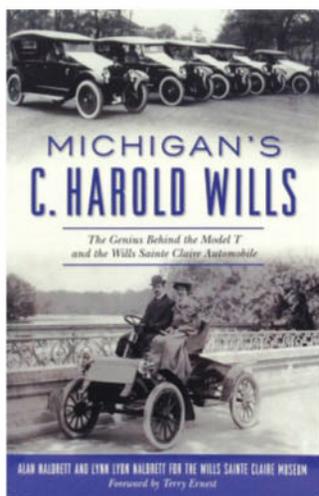


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Childe Harold Wills (1878-1940) is a fascinating person whose name may not be a household term—like that of his long-time employer, Henry Ford—but without whom, the world's motoring history would have been irreparably altered. This brilliant engineer and designer was a key figure in developing the most famous product of the Ford Motor Company, and would later design his own, no-compromises automobile, of which more than 12,000 examples were built. *Michigan's C. Harold Wills: The Genius Behind the Model T and the Wills Sainte Claire Automobile* is a carefully researched, handsomely illustrated collaboration of authors Alan Naldrett and Lynn Lyon Naldrett, and Marysville, Michigan's, Wills Sainte Claire Auto Museum. This 128-page softcover biography takes readers from Wills' key contributions to Henry Ford's companies and his patented inventions taken up by other industry leaders, through his planning for—and creation of—the Wills Sainte Claire automobile company, ending with his legacy. It deserves a place in the library of every serious automotive historian.

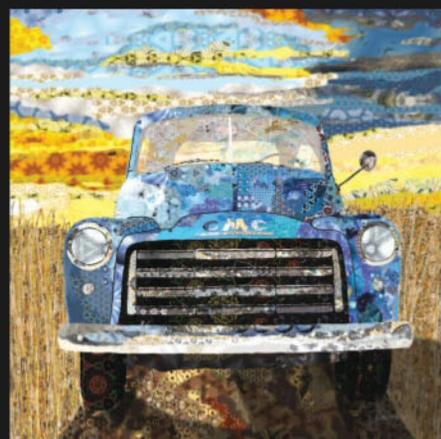
Cars with Curves

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To see the world through new eyes is a rare gift, one that literally changes a person's entire perspective. For multi-media artist Dawn Allen, the 2014 diagnosis of a visual condition that had made her see double, without depth perception—and the subsequent correction of this—inspired a colorful, lighthearted new body of work created using fresh digital techniques that combined her longstanding love of fiber arts with her appreciation for vintage vehicles. This Massachusetts native calls this series "The Great American Road Trip," which falls under her theme, "Cars with Curves."

"The inspiration behind the series is my experience as a mother of young children, feeling trapped at times, lacking the freedom to go wherever, whenever! I chose to feature vehicles, because the car is a symbol of total freedom. The nostalgia of the antique vehicles from 1940 to 1970 is an important aspect of my work. The intention is to evoke a sense of 'the good old days,' conveying the idea of being young and free, perhaps of 'simpler' times," she explains.

Starting from a blank screen, Dawn hand-draws each piece on the computer—using a stylus pen—in her own collage-style technique of drawing repeating patterns that mimic the appearance of fabric. These digital "paintings" take between two and 20 hours to complete, and can be printed on metallic paper (unframed), on metal, ready-to-hang, or even on fabric, to make art quilts. She also accepts commissions.



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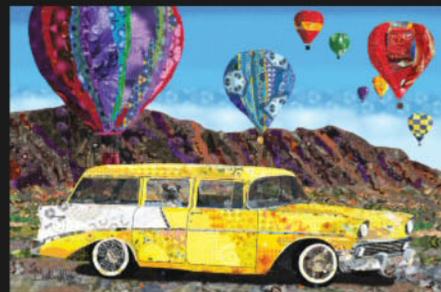
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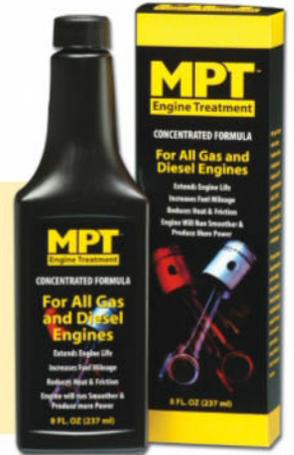
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BY TOM COMERRO



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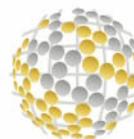
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Alice Ramsey

"GOOD DRIVING," ALICE RAMSEY

told the press, "Is all above the neck." By that, the 22-year-old New Jerseyan and mother of two meant that gender played no role in one's ability to operate an automobile. This would, hopefully, seem like common sense in 2018. In 1909, however, it was far from a foregone conclusion.

Ramsey herself was qualified to make such a statement because she was one of the early adoptees of the automobile. Her husband, politician and businessman John Ramsey, had purchased her a Maxwell runabout the year before, and she was an instant devotee of "automobubbling," in the parlance of the time. By September 1908, she was sufficiently confident behind the wheel to take part in an American Automobile Association endurance race to Montauk Point, New York.

It was at that event that the Vassar grad caught the eye of Maxwell-Briscoe factory driver Cadwallader Washburn "Carl" Kelsey, whose day job was sales manager for the company. Ramsey's competence behind the wheel and the novelty of a woman driving at this time inspired Kelsey to propose that Ramsey undertake a transcontinental journey at the helm of a Maxwell—just one of many publicity stunts Kelsey came up with during his tenure.

To that end, the company furnished Ramsey with a new 1909 Maxwell DA five-passenger touring car. Ramsey, in turn, recruited two of her sisters-in-law, Nettie Powell and Margaret Atwood, and her teenaged friend Hermine Jahns, to accompany her on the trek. None of the other women knew how to drive, and Ramsey would take the wheel for the entire journey. The intrepid quartet set off from Manhattan on June 9, 1909, with San Francisco, California, as their destination. Their route was far from certain.

In 1909, even the Times Square-to-Lincoln Park Lincoln Highway was not yet a twinkle in Carl Fisher's eye, meaning Ramsey's party would have to rely on seat-of-the-pants navigation and the sparse assistance of guidebooks, and the latter were far from reliable, as conditions changed—sometimes due to outright malice.

One memorable portion of the journey saw the voyagers miss a turn thanks to a spiteful repaint by a car-hating farmer that changed his landmark yellow house and barn to green. West of the Mississippi, the women found that the surest way to travel west was to follow telegraph lines, as more lines usually led to larger settlements.

In addition to navigation, Ramsey found herself challenged by the roads and even the car itself. In places, conditions proved impassable, occasionally requiring the group to bed-down until things improved. When things went wrong with the Maxwell, Ramsey herself was the designated mechanic—the primary task of early motorists was repairing punctured tires, and that procedure was repeated multiple times.

Spiteful farmers notwithstanding, the

general public looked on the pioneering women motorists as heros, often riding out to see them as they passed by. Headlines celebrated their arrival in San Francisco on August 7, 1909.

Along the way, Ramsey had piloted the Maxwell 3,800 miles over 59 days. Only six years after Horatio Nelson Jackson had proved it was possible to traverse the nation by automobile, Ramsey had demonstrated that women were just as up to the task as men. Further, that would not be the last the motoring world would hear of Ramsey, as she continued to test her driving mettle, crossing the country over 30 more times, driving almost all the passes of the Alps, and publishing a book about her 1909 journey called *Veil, Duster, and Tire Iron*. Ramsey died in 1983. 🚗



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Cadillac Comes of Age

The Model Thirty helped cement Cadillac's reputation as The Standard of the World

BY DAVID CONWILL

PHOTOGRAPHY BY RICHARD LENTINELLO





At the dawn of the automotive industry, when back-room inventors like the Duryeas, David Buick, and Henry Ford were simply trying to create “rigs that run,” interchangeability was a distant afterthought. Even at the beginning of volume production, such as it was before the moving assembly line, there was no considerable effort to make sure that the components from one automobile would easily attach to another automobile of the same type. It was simply a given that a certain amount of hand-fitting would be required to keep a car in service.



It took a Vermonter, well versed in the “New England” school of manufacturing—in which parts were made to be interchangeable—to show the Midwesterners the next phase in the growth of their new industry. Henry Leland was 59 years old and a veteran of many firms, including Colt’s Patent Firearms Manufacturing Company, when he was asked by a group of Detroit-area businessmen to assess Henry Ford’s failed effort at starting a car factory. The businessmen simply wanted to liquidate their investment and recover some of their money. Leland, however, recognized an opportunity.

By 1902, Leland had already been supplying engines to Oldsmobile and was familiar with the auto industry. He told Ford’s old backers that the design and equipment they had was sound, and proposed producing a new car using the Ford plans and Leland’s engine. The result was dubbed “Cadillac,” after the Frenchman who founded the city of Detroit.

The Cadillac Model A (as it was retroactively named by the company) was a success, and Leland stayed on with the firm, driving it toward the kind of precision methods he believed were the cornerstone of success for a manufacturer. By 1907, the single-cylinder Cadillac was sufficiently advanced that the company was able to confidently approach a test of its product that remains famous to this day.

In early 1908, a London, England, Cadillac dealer had three 1907 Model K’s driven 25 miles from his showroom to the Brooklands race track, where the cars were test driven a further 25 miles. Those cars were disassembled and placed in a single shed. After disassembly, 89 critical parts were removed by judges from the Royal Automobile Club and replaced by pieces drawn from that same dealer’s selection of repair parts.

After some time, a mechanic was assigned to reassemble three cars from the mixed parts and repair pieces. He was permitted no special tools and only an oily rag to remove rust from the pieces that had gotten wet during storage. He created three cars with ease, and all three went on to complete a 500-mile tour with only one issue—a broken cotter pin. One of the cars was placed back in storage and subsequently completed a reliabil-

ity run of 2,000 miles with nary an issue.

This singular accomplishment demonstrated the prowess of Cadillac and garnered it the prestigious Dewar Trophy, a U.K.-based award given annually “to the motor car which should successfully complete the most meritorious performance or

test furthering the interests and advancement of the industry.” From that point forward, Cadillac could justifiably bill itself as “The Standard of the World” (or, as period ads put it, “the most perfectly standardized car in the world”). Cadillac, however, was not content to rest on its laurels.

Already by 1905, Leland and company had recognized that a prestigious car like Cadillac could not rely on single-cylinder power indefinitely. That model year the company introduced its Model D, with a 100-inch wheelbase (some 24 inches longer than the largest single-cylinder), and a 30-horsepower four-cylinder engine. Although the single was responsible for Cadillac attaining its position as The Standard of the World, it was the four that would benefit from that reputation.

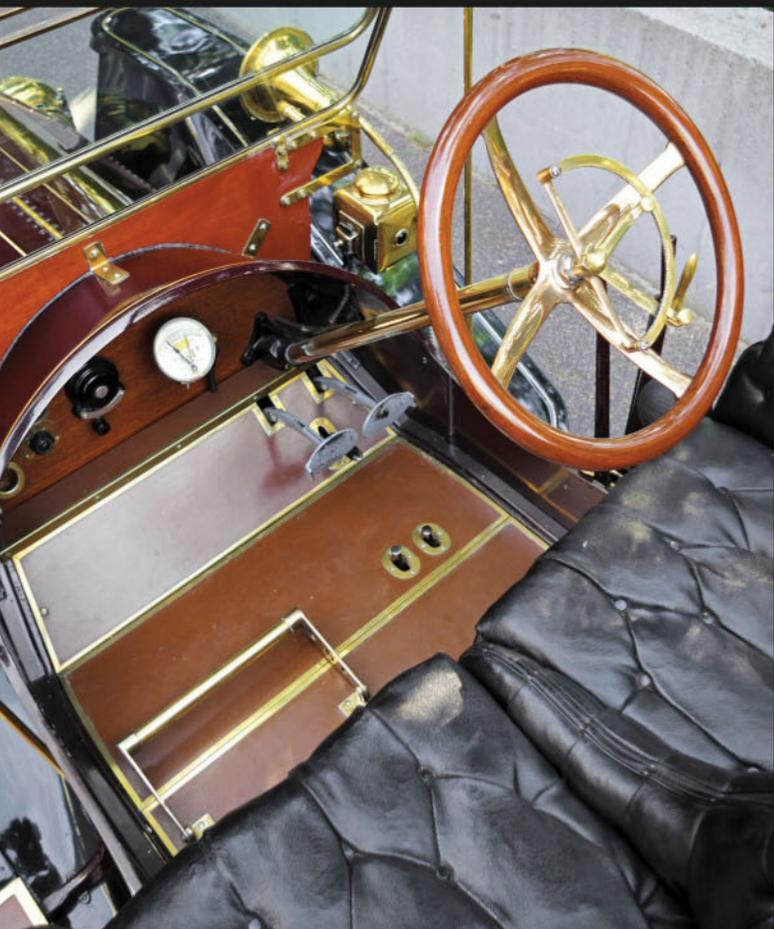
The 100-inch wheelbase, four-cylinder Model G, saw Cadillac’s next big change, albeit one more in the nature of evolution than revolution. Previous four-cylinder Cadillacs had used a three-speed planetary unit, which was expensive and complicated to produce. The Model G introduced a three-speed sliding-gear transmission with a control lever.

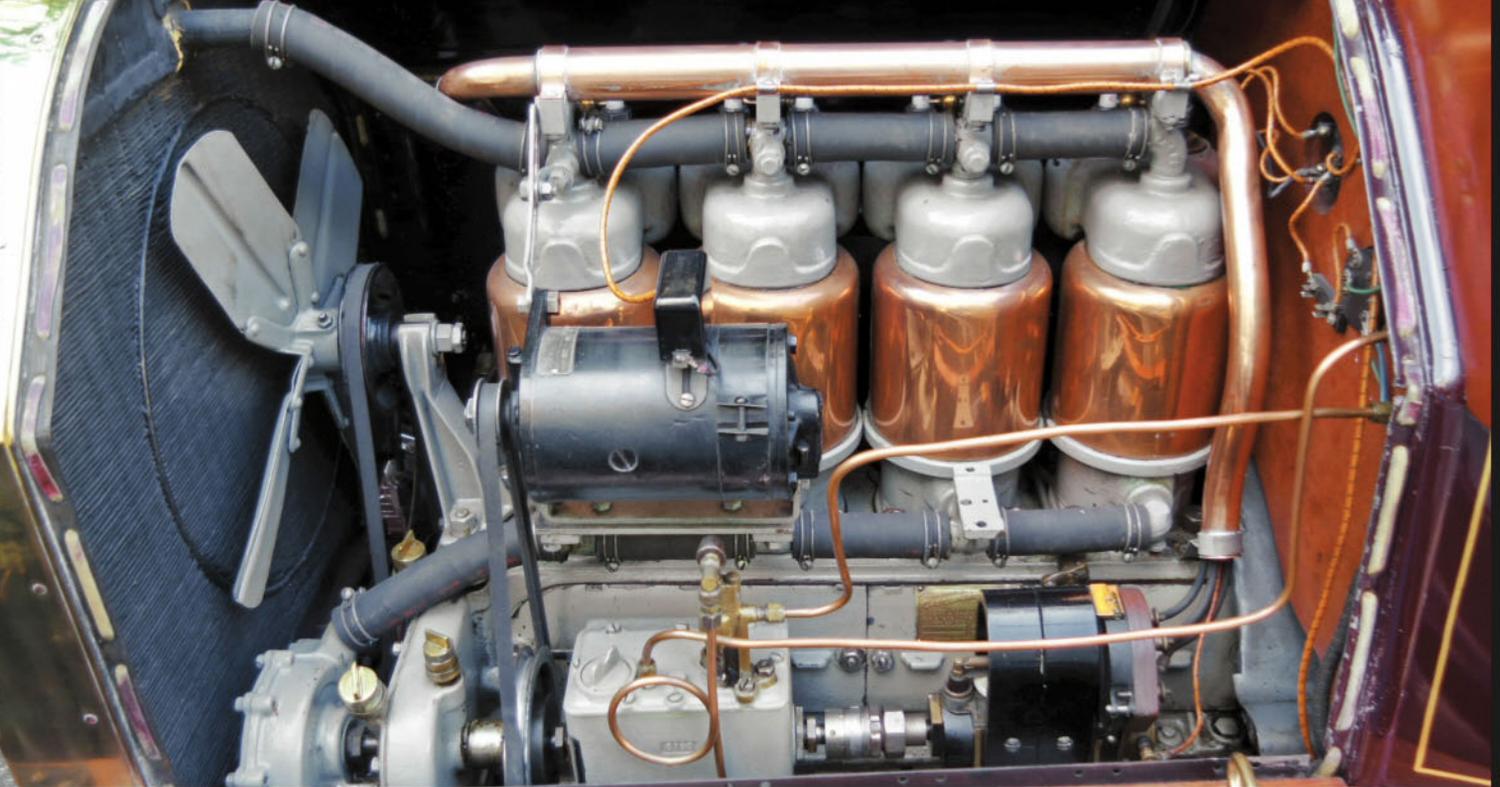
The year 1909 would be a momentous one for Cadillac. The Royal Automobile Club officially presented the company with the Dewar Trophy that it won in 1908, and in July, William Durant would purchase the company to add to his burgeoning empire called General Motors. It was also that year that the company standardized on the design you see on these pages—an enlarged Model G called the Model Thirty.

The Model Thirty represented a rationalization of production that allowed Cadillac to produce a well-built, luxurious car at a very attractive price point—starting at \$1,400 in 1909, equivalent to around \$39,000 today. Early four-cylinder Cadillacs had been prestigious and expensive, but produced in such small quantities that it did not justify the precision of manufacture that was the company’s hallmark. By dropping both the bigger and smaller cars and adding just a touch more luxury to the Model G, the Model Thirty permitted the company to play to its strengths.

The engine in the Model Thirty was the same 226-cu.in. unit used in the Model G. The four-cylinder had continuously evolved since its introduction, notably with the elimination of certain elements covered by patents owned by Alanson Brush, a former Cadillac employee. Changes for 1909 included gear drive rather than belt drive for the water and oil pumps. An accessory

Gas headlamps were newly standard in 1910, but the windshield was a \$30 option. The Jones speedometer cost \$25 to \$35, depending on model. Gearshifts were via an external lever on the right side of the car. Ammeter is a modern addition, indicating the presence of a generator, starter, and battery, which were added during restoration. Clutch and brake are controlled with floor pedals, but the throttle is controlled by a quadrant on the brass steering wheel.





Electrical system was added to the car. Flathead four-cylinder with priming cups is very smooth and powerful, and starts easily. Dual plugs connect to Delco four-coil ignition system.



shaft was also provided for those customers wishing to specify magneto ignition.

Advertised at 30 horsepower, the Model Thirty engine likely made more power thanks to the innovative work the company was doing. The reason for the lower horsepower quote is that at this time in Cadillac history, the firm was a member of the Association of Licensed Automobile Manufacturers, a creature descended from the infamous Selden patent. Among other things, ALAM regulated horsepower advertising by assigning a formula derived from bore and stroke without regard to the actual capabilities of the engine.

The Model Thirty also retained the sliding-gear transmission of the Model G, albeit with evolutionary refinements and a new mounting system. It mated, via ball joint at the rear of the transmission, to a rear axle made by American Ball Bearing, with the buyer's choice of gear ratios: 3.00:1, 3.50:1, or 4.00:1. Because Cadillac cars were all right-hand drive until the V-8 powered Type 51 of 1915, the Model Thirty shift lever was located outside the bodywork so the driver could use his right hand for gear changes.

All of this was attached to a revised version of the Model G chassis, with its wheelbase lengthened to 106 inches. The front suspension, ahead of the single drop in the frame, was of parallel semi-elliptical leaf springs. In the rear was a three-quarter-platform springing system.

For 1909, only three varieties of bodywork were available: a three-passenger roadster, a four-passenger demi-tonneau, and a five-passenger touring car. The next model year would see the wheelbase lengthened to 110 inches and the addition of closed body styles by Fisher: a three-passenger coupe and a seven-passenger limousine (the latter on a 120-inch wheelbase). These 1910 Cadillac Model Thirties were among the first closed cars available from a factory rather than a coachbuilder.

Other changes for 1910 included an engine bored to 255 cubic inches, equipped with a Delco four-coil, low-tension magneto ignition system, and now rated at 33 horsepower; acetylene-gas headlamps as standard equipment; and a mid-year switch to Timken as an axle supplier—available gear ratios were now only 3.00:1 or 4.00:1. The base price also increased to \$1,600. Sales increased by 2,105 units to 8,008, thanks to Cadillac's now well-established reputation for quality and value.

The Model Thirty would continue to evolve, perhaps most notably with the addition of a self-starter in 1912, which garnered the now-GM Division another Dewar Trophy. The Model Thirty also became the basis for Cadillac's V-8-powered Model 51, which debuted for the 1915 model year. It was with the Model Thirty that Cadillac really came of age.

Such a modern car naturally attracted a modern buyer. The original owner of this Cadillac, Dr. George Magrath, was certainly a man of the 20th century. Born in 1870, the Harvard-educated physician began working as a pathologist in Boston hospitals and a Harvard lecturer. He is best remembered as the first medical examiner of Suffolk County, Massachusetts, where Boston is located, and as the namesake of Harvard's George Burgess Magrath Library of Legal Medicine.

Magrath must have liked his Cadillac, as the records of the Heritage Museums & Gardens, in Sandwich, Massachusetts, indicate that he kept it until his death in 1938. The car then changed hands several times, with a restoration begun in the 1960s and completed shortly after it was acquired by pharmaceutical heir Josiah Lilly III—the second car he acquired for a



Brass taillamp is kerosene-fired. The deck conceals folding "mother-in-law" seat for third passenger.

collection that has resided at the Heritage Museums since 1969.

We spoke with museum volunteer Jon Elmendorf about what it's like to drive Dr. Magrath's old car, and he informs us it is a strange experience to most. In fact, he is typically the only one willing to operate the Cadillac. The biggest challenge, he says, is the leather-faced cone clutch.

"It will lay an inch of rubber if you're not careful," Jon says. Aside from that, and the dubious nature of rear-wheel-only brakes when there isn't much bodywork above them, Jon reports the car runs very nicely and would have been a good choice for a doctor investigating sudden death in 1910s Boston. 🐾



Mustang III

Of the 15 known pilot Mustangs built in 1963, serial number nine was transformed into the two-seat, fastback Mustang III

BY THOMAS A. DeMAURO • PHOTOGRAPHY BY RICHARD LENTINELLO

Ford's Mustang is a great-American success story. The right four-seat sporty personal car to attract young buyers in a newly expanding market segment, it was stylish and affordable, and it could be equipped for performance or economy.



Part of the Mustang's development was to explore diverse ideas—one being a two-seat version. Though the mid-engine Mustang I concept car was so equipped, it was also vastly different in build intent, design, and engineering from the production models. Ford had contemplated the viability of a two-seat production car as well, but the Mustang III was styled and completed outside its hallowed halls.

According to Mustang historian Bob Fria's research, Ford built 15 currently known pilot Mustangs at the Allen Park Pilot plant in the second half of the 1963 calendar year—VIN code "5" for 1965 and "S" for the plant. In the summer of 1964, serial number 9, a convertible, was transformed into a two-seat fastback by Andy Hotton's Dearborn Steel Tubing (DST), a company that Ford famously and often partnered with for special projects that also included building the four-seat Mustang II concept car. Once completed, the Mustang III made the rounds with Ford's Custom Car Caravan, being displayed at various venues. Then, in early May of 1965, it

mysteriously vanished from DST's shop. Before we delve into those details, let's first review how the Mustang III was created.

To design it, DST tapped the talents of Vincent Gardner, a designer who had made his bones by winning second place at a Fisher Body Craftsman Guild competition while still in high school, and then working for the likes of Auburn, Budd, Studebaker, and others. His Gardner Special personal project, derived from a 1947 Studebaker, gained national acclaim.

In the early 1950s, Gardner was pursuing various endeavors. He impressed Ford when, with his two-seat "Vega" concept, he won a design contest sponsored by the automaker and *Motor Trend* magazine. Among many other accolades, he also worked with Ford and DST on additional projects.

Though Gardner is generally regarded as a highly skilled hands-on designer, he was not without his eccentricities. He had a reputation for being outspoken and sometimes not playing well with others. Nevertheless, the breadth of the projects he completed with





Inside, the rear seat was removed, a console was installed, and the door panels were dressed up with bright metal inserts.

DST and Ford indicated that both companies had confidence in his abilities.

To facilitate the transformation of the Mustang convertible into a two-seat, fastback coupe, the 108-inch wheelbase was shortened 18 inches and the body by about 22.5 inches. Though the front end retained its Mustang identity, the fenders, doors, roof, and back of the vehicle were recreated in fiberglass by DST and Gardner from his designs.

A dramatic fastback roofline with an expansive backlite, large concave sail panels and quarter windows, and a molded-in rear spoiler enhanced the profile. The wheel wells were revised to fit larger tires, the body-side coves were reshaped and ended in the doors now instead of the rear quarters like the four-seat Mustang, the stock fuel tank was relocated, and a quick-release fuel cap was added to the non-opening rear deck area. The stock Mustang bumper and taillamps were integrated into the rear design, and the body was painted a dark candy apple red. The vent windows were

stamped "Prototype Solid Safety Glass Car Lite," and plexiglass was used for the side and quarter windows and backlite.

Though the VIN indicates a 260-cubic-inch, two-barrel V-8, the engine bay was fitted with a small-block displacing 302 cubic inches, years before a 302 debuted in the Mustang. DST added the 3 x 2 induction system and engine dress-up items, and modified the automatic transmission. A custom exhaust system was also installed.

The body building process was covered in the April 1965 issue of *Custom Craft* magazine, and the Mustang III was shown in event coverage in the May 1965 *Motor Trend*, where it was stated that it would become a production car.

After whatever duties they were built for concluded, the pilot Mustangs including the Mustang III were supposed to be crushed. Coincidentally, on May 2, 1965, the Mustang III disappeared from DST's Inkster, Michigan, shop.

In a letter from DST to Aetna Life and Casualty Company, "Job #X438274 'Shortie' Experimental Mustang," is described thusly:



The Rally-Pac was a production Mustang option that solved the issue of where to fit a tach and clock. An AM radio was also installed.





A 302 cubic-inch engine was fitted with 3 x 2 carburetion, chrome rocker covers, and an aluminum air cleaner assembly.

"This car was built at the request of the Ford Motor Company Car Marketing Division in June of 1964. After completion the car was used by Ford Motor Company for showing in its Custom Car Caravan, which travels all over the country. This car was hand built and owned by Dearborn Steel Tubing Company."

DST's letter placed a value of \$16,979.02 on its labor and materials for the wheelbase reduction, body fabrication, installation of the engine and transmission, and interior work, but didn't provide a value for the whole car. Yet, a copy of a check from Aetna to DST reveals a \$10,000 payout to cover the loss of the Mustang III.

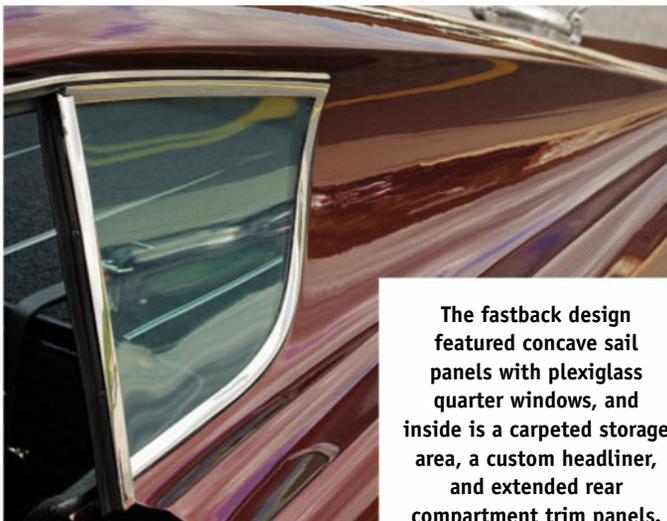
Seven months after the theft, acting on a tip, investigators from the Detroit Police Auto Recovery Bureau and the National Automobile Theft Bureau discovered the stolen Mustang III walled off in a loft over a metal shop. The owner of the building explained that Vincent Gardner had rented the space and had told him it was to keep a concept car Gardner was working on under wraps until it was completed. He

provided the building owner with the first month's rent of \$50, but failed to pay the rent after that.

Fortunately, the Mustang III was retrieved. Aetna took possession and it was later bought by a company executive. It appears that Gardner was never charged.

In December of 1968, the Mustang III was advertised in *Hemmings Motor News*, and Bill Snyder of Ohio bought it as soon as he saw it. He had been enamored with the two-seater since he'd read the *Motor Trend* article years before and attended Ford's event in Cleveland to see the car in person. When he spoke to a Ford representative about buying one back then, he was told that it was not going to become a production model, and the one he saw would likely be crushed. Imagine his surprise to find it later advertised in *Hemmings*.

Bill enjoyed the Mustang III on the road, and then decided to store it while preparing to restore it. Decades later, it was still in storage, but, with prompting from Bill Warner, chairman of the



The fastback design featured concave sail panels with plexiglass quarter windows, and inside is a carpeted storage area, a custom headliner, and extended rear compartment trim panels.





The Mustang III is unique and historic in many ways. According to the research of Bob Fria, of the 15 known pilot Mustangs built, it's one of three known to have survived today. The Mustang III is the only one of them to retain its "S" plant code VIN, as the other two were shipped to Dearborn and had new serial numbers assigned with the "F" plant code. It's also the oldest-known Mustang in the world still on the road today. It will be participating in the AACA Museum exhibit *Mustangs: Six Generations of America's Favorite Pony Car* from May 18 to October 14, 2018, in Hershey, Pennsylvania.

—Howard Kroplick

Amelia Island Concours d'Elegance, Snyder became motivated to have it restored in time to be featured at the 2013 concours.

Capaldi Enterprises, in Willoughby, Ohio, performed the concours-quality restoration from 2011 to 2013. Owner Jim Capaldi told *Hemmings Classic Car* that the Mustang III had dark-gray primer over the paint when it arrived, the backlite was out of it, there were scratches in the plexiglass quarter windows, and there was typical surface rust on the undercarriage, but the car was complete.

It was then torn down for restoration. During the engine rebuild, it was noted that the block, crankshaft, rods, camshaft, and more components were stamped or cast with Ford "XE" (and other) prefix alpha-numeric codes, which are used on pre-production and/or parts in development. It was also realized that the cylinder heads were marked "289" and the pistons had a 327 Chevrolet part number. The engine parts and the cylinder walls were cleaned up, but the block was not over-bored. A valve job was performed, and new rings, bearings, and gaskets were employed for reassembly.

The early transmission mods were noted during its overhaul, and the 8-inch open rear-end was also rebuilt. The suspension was restored, and the trimmed-down front springs and rear lowering blocks reinstalled. A modern tri-coat paint system was employed in a color chosen by Bill's wife, Christine, that closely matches the 1960s custom hue.

The cost of replacing the scratched quarter plexiglass was prohibitive, so they were extensively polished, but the backlite was replaced. Jim reports that except for the carpet, the interior remains mostly original.

In 2015, Bill (who passed away in 2017) and Christine decided to auction their piece of Mustang history at Auctions America in Fort Lauderdale, Florida. The winning bid came from Howard and Roz Kroplick of Long Island, New York. If that surname rings familiar, it's because the Kroplick's Tucker no. 1044 just graced

the cover of the March 2018 issue of *HCC*. Following decades of success in the business world, Howard authored the books *Vanderbilt Cup Races of Long Island* and *North Hempstead*, and coauthored *The Long Island Motor Parkway*. He has a website www.vanderbiltcupraces.com where he's blogged extensively about the racing history on Long Island and his car collection, and he's the town historian for North Hempstead on Long Island.

Having purchased a 1966 Mustang as his first car, Howard relates, "On the road, the Mustang III draws a lot of attention, because people are always trying to figure out what it is. Sometimes, they get a little too close."

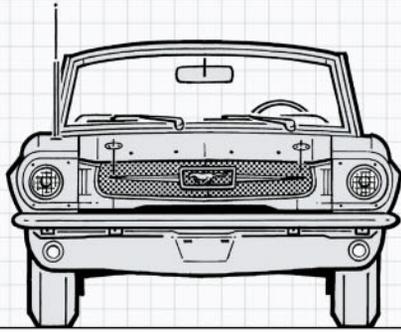
"Powered by the first 302 engine ever placed in a Mustang, it's very fast. It's similar to driving my 1966 Shelby GT350H, but it's louder, and its smaller size gives the perception that you are going at least 20 miles per hour faster than shown on the speedometer. Visibility to the rear is quite good, even though the plexiglass isn't as clear as regular glass. Every time I drive the Mustang III, which is several times a month from the spring to the fall, it's a real adrenaline rush. However, its historic significance, the absence of outside rearview mirrors, and the lack of power steering makes every ride a little nerve-racking."

As is often true with one-off concept show cars, details of their histories are mined from vintage documents, published contemporary articles, the recollections of those who were close to the project, and various other sources. New information can come to light at any time that adds insights to the vehicle's story, confirms aspects that may have already been believed, or possibly even debunks a few long-held conclusions. That said, despite the treasure trove of information he's already amassed, Howard is the first to say that documenting the Mustang III's history remains a work in progress, but that's all part of the rewarding experiences that come with owning a one-of-one show car. 🐾

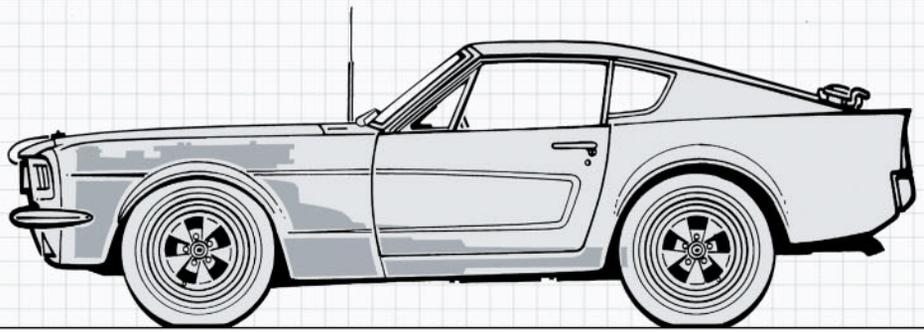


1963 FORD MUSTANG III

ILLUSTRATIONS BY RUSSELL VON SAUERS,
THE GRAPHIC AUTOMOBILE STUDIO © 2018 HEMMINGS CLASSIC CAR



58.0 inches



90.0 inches

SPECIFICATIONS

PRICE

BASE PRICE Not sold to the public
OPTIONS AS PROFILED* Rally-Pac, power brakes, console, AM radio

ENGINE

TYPE Ford OHV V-8; cast-iron block and cylinder heads
DISPLACEMENT 302 cubic inches
BORE X STROKE 4.00 x 3.00 inches
COMPRESSION RATIO N/A
HORSEPOWER @ RPM N/A
TORQUE @ RPM N/A
VALVETRAIN N/A
MAIN BEARINGS Five
FUEL SYSTEM Three two-barrel Holley carburetors, aluminum intake manifold, mechanical pump
LUBRICATION SYSTEM Full-pressure
ELECTRICAL SYSTEM 12-volt
EXHAUST SYSTEM Dual head pipes, crossover pipe, mufflers, resonators, twin tailpipes

TRANSMISSION

TYPE C4 three-speed automatic
RATIOS
1st 2.46:1
2nd 1.46:1
3rd 1.00:1
4th -----
Reverse 2.20:1

DIFFERENTIAL

TYPE 8-inch, hypoid
GEAR RATIO N/A
DRIVE AXLES Semi-floating

STEERING

TYPE Recirculating ball-and-nut
RATIO N/A
TURNING CIRCLE N/A

BRAKES

TYPE Four-wheel drum, power assist
FRONT 10-inch drum
REAR 10-inch drum

CHASSIS & BODY

CONSTRUCTION Unitized with a mostly fiberglass body
BODY STYLE Two-door, coupe
LAYOUT Front engine, rear-wheel drive

SUSPENSION

FRONT Independent; upper and lower control arms, ball joints, coil springs, anti-roll bar, shock absorbers
REAR Semi-elliptic leaf springs, angle-mounted shock absorbers

WHEELS & TIRES

WHEELS 15-inch Cragar S/S
TIRES Goodyear 7.75 x 15 Power Cushion, white-stripe

WEIGHTS & MEASURES

WHEELBASE 90.0 inches
OVERALL LENGTH 159.0 inches
OVERALL WIDTH 68.0 inches
OVERALL HEIGHT 50.5 inches
FRONT TRACK 58.0 inches
REAR TRACK 58.0 inches
CURB WEIGHT 2,920 pounds with a quarter tank of fuel

CAPACITIES

CRANKCASE N/A
COOLING SYSTEM 15 quarts
FUEL TANK 16 gallons
TRANSMISSION 8.75 quarts
DIFFERENTIAL 4 pints

CALCULATED DATA

BHP PER CU.IN. N/A
WEIGHT PER BHP N/A
WEIGHT PER CU.IN. 9.66

*May be a partial list; does not include fees.

PROS & CONS

- + One-of-one built
- + One-of-three pilot cars known to still exist
- + Toured as the Mustang III Concept Show Car in 1964 and 1965
- Irreplaceable
- Too highly valued to drive without concern
- One-off parts would be difficult to replace

WHAT TO PAY

An accurate value cannot be determined for this vehicle.

PRODUCTION

The Mustang III is a one-of-one car

CLUB CORNER

THE MUSTANG CLUB OF AMERICA
4051 Barrancas Avenue
PMB 102
Pensacola, Florida 32507
850-438-0626
www.Mustang.org
Dues/Year: \$50



The Lost Packards

The 1958 Packards are commonly known as the “Last Packards” for good reason. They are, after all, the last automobiles to bear the glorious Packard name. But I’d argue that perhaps they should also be referred to as the “Lost Packards.” By lost, I mean as in lost in translation, or lost their way. After all, has any automobile design strayed so far from the original template as the 1958 Packards? They’re so unlike any previously built Packard that they seem almost unconnected. They’re not even like the 1957 models.

I try to stay out of boxing rings, so I’m not going to get into the middle of the never-ending controversy about whether the ’58 models deserve to be called Packards or not. Many old-time Packard enthusiasts dislike them intensely. As most of you know, the 1957 and ’58 models were based on modified Studebaker bodies and chassis, and were assembled in Studebaker’s South Bend, Indiana, plant. They use Studebaker drivelines. To call them glorified Studebakers is not by any means a stretch.

Yet, what is an automobile, but a name attached to a bunch of mechanical bits and pieces that serves as transportation? Can one truly say a car bearing the Packard name is not really a Packard?

Once Studebaker-Packard Corporation’s management reached the decision to abandon the Detroit-built Packard line—a decision I’d like to discuss in detail sometime in the future—it wasn’t long before someone came up with the idea of cobbling together a Packard out of mostly Studebaker parts. Stylist Dick Teague, a Packard alumnus, did a very respectable job of crafting a car that at least looked like a Packard, albeit on a smaller scale. Perhaps embarrassed by the brand’s fall from grace, the company dubbed these new, smaller 1957 models “Packard Clippers,” endowing them with the name of the lower-priced Packard series of 1953-’55. There’s some justice in that, because if plans for an all-new car for 1957 had worked out, there was going to be a lot of body-sharing between the Clipper and Studebaker brands anyway. However, the public didn’t buy into

the “new Packard” ruse, and sales were modest, to put it kindly. Interestingly, some studies claim the Studebaker-based cars were profitable to the company despite their lackluster sales.

At the time, S-P had a management contract with Curtiss-Wright Corporation, and Roy Hurley, the ill-tempered CEO of which, blasted the failure of the ’57 Clippers and demanded that something different be tried for 1958. According to Richard Langworth’s excellent book *Studebaker 1946-1966: The Classic*



Postwar Years, Hurley urged a different look, telling S-P president Harold Churchill: “If you are cautious and come up with a more conventional style I am quite sure it will be labeled a Studebaker, and will fail...” So, for 1958 S-P abandoned the “imitation Packard” styling of the 1957 models in favor of a new direction.

However, since the company didn’t have any money to introduce an all-new car or do a comprehensive facelift, the 1958 Packard was created by grafting on tailfins, quad headlamps, and a fish-mouth grille.

One notable change to point out: The 1958 cars were referred to as Packards—not Packard Clippers. Management probably decided to do that with the hope that the prestige of the Packard name would sell a few more cars, but I would’ve preferred they be called Clippers. Associating the Packard name with such over-styled and under-sized products tarnished the brand at the very end of its life.

The company did everything it could on its limited budget to stimulate sales, adding a new two-door hardtop to the model range, along with the pricey Packard Hawk sporty car. Combined with the sedan and station wagon models, it was the broadest range of body styles in years.

Unfortunately, but not surprisingly, the 1958 Packard’s styling—let’s face it, it’s kind of a strange look—failed to attract many buyers, despite Hurley’s optimism. Discouraged, Studebaker-Packard ended its attempt to continue the Packard brand. Financially, it had reached the end of the line. And we’re left with a line of cars that doesn’t quite seem connected to the Packard name. 🐾



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GREAT ARTICLE IN HCC #161 ON THE European coachbuilt-bodies on American chassis. You showed a photo on page 64 of a 1936 Hudson 8 with a “special sports saloon” body (by Coachcraft). They made 204 of these over the 1935-’38 model years, and it seems that only four are known to have survived.

In 1938, there were 48 examples known to exist; mine came to New Zealand new, but was burnt badly about 1950. And seven were rebuilt to original plans by the Steele Brothers of Christchurch. This car is also illustrated in John Dyson’s excellent book about Coachcraft.

There is another, unrestored 1938 Coachcraft-built Hudson in England. I saw it about 10 years ago when Barry Kearle, a Railton Club member, owned it. There’s a 1936 model restored in England that was a barn-find some dozen years ago, and another ’36 example that was the Governor of Hong Kong’s car (it was partly restored by Mike Cherry, who was president of the Hudson Essex Terraplane Club at the time of the 100th anniversary of Hudson). It is, I believe, fully restored today, and may be accepted as a Full Classic by the CCCA.

My Coachcraft Hudson is a lovely car to drive, and we’ve rallied many miles in it with the New Zealand HET Club and, on occasion, with the South Pacific Packard Club.

I’d be interested if any readers know of any other 1935-’36 Hudson Special Sports Saloons still extant.
Michael Taylor
Wellington, New Zealand

I GOT AN IDEA ON HOW A LOT OF people can ride in a Tucker when I read Richard’s column in HCC #162. When he wrote, “Do you realize that you are one of the few humans to ever ride in a Tucker?” I thought, what a great experience and how sad that it’s limited to so few people.

So, here’s the idea: There is a group called the Commemorative Air Force that restores WWII planes and goes to air shows all around the nation and lets people ride in them for a donation. A few years ago, when they came to Memphis, my wife paid several thousand dollars for me to get a 30-minute ride in a P-51 Mustang. How much would someone pay to take a short ride in a Tucker? And what if the money went to charity? What about other unique cars? It would create lifetime memories for all involved. This could be done almost any time and place, but with all the Tuckers that are going to be in Pebble Beach this August, please ask the Tucker owners what they think.
Richard Scarbrough
Germantown, Tennessee

I WAS EIGHT YEARS OLD IN 1949 and saw a car with three headlamps; a short time later I saw the car again and talked to the driver, who said he was going to be a Tucker dealer. Then a few years later, I saw that same Tucker in the local scrap yard. About four years ago, I talked to one of the owners of that scrap yard and he said he didn’t remember the car, but after contacting the Tucker Club, they informed me that all of the cars are accounted for, so it must have been saved.
Hal Kelley
Sebring, Ohio

AS AMERICANS IN GENERAL, I think we tend to believe that we invented Science, Technology, Innovation, Manufacturing, and Automobiles. We have some great success stories to support that opinion, but it’s apparent to me that Preston Tucker was more than familiar with the 1936 Czechoslovakian Trabant model 87. I found YouTube videos about the Trabant both interesting and fascinating. Particularly interesting is the “Happy Journey” Trabant advertisement. Imagine an American manufacturer broadcasting something like that?
Neal Matheson
Queen Valley, Arizona

I REALLY ENJOYED THE ARTICLE ON the Tucker. I have always been interested in these cars and have seen several in museums. My first time seeing one was back in 1971. I was a senior at the local vocational high school, studying automotive repair. A friend of mine came up to me one day, and said, “Hey, you

like antique cars, right?” I said that I did. “Well, give me a ride home and I will show you this really cool car. I think it’s called a Tucker. It belongs to the old lady who lives next door.” When he opened the garage doors I couldn’t believe the car I saw! It was blue in color and had probably been in storage for years, because it was piled up with dust. I, of course, had to check out the engine, so I lifted the hood and wondered where the engine was. When I went to the rear and opened what I thought was the trunk I discovered the engine; it was really unusual looking. I asked if I could talk to his neighbor about the car, but he told me she had moved to a nursing home. Unfortunately, I never learned the Tucker’s history or how the woman and her husband had acquired the car. To this day I have to wonder what ever happened to that Tucker I saw so long ago.

Douglas Chadwick
Duxbury, Massachusetts

JEFF KOCH’S STATEMENT IN HCC #162 that Raymond Loewy penned Coke’s iconic contoured glass bottle is inaccurate—it’s a common fable found on the internet. In the Milwaukee Art Museum’s retrospective, “Industrial Strength Design,” Loewy’s design firm gets credit for at least one Coke vending machine, but the iconic bottle predates Loewy’s tenure as a designer. In short, the bottle arrived in roughly 1916, a period when 23-year-old Loewy served in the French army during WWI. Loewy didn’t arrive stateside until after WWI. Thus, it’s highly unlikely that wartime Loewy received a commission to design the Coke bottle.

Most accounts say the Root Bottle Company developed the distinctive bottle that’s more Art Nouveau than Streamlined Moderne. Whether Loewy’s firm cribbed the Coke-bottle shape when designing the Studebaker Avanti is an interesting diversion.

Cliff Leppke
Milwaukee, Wisconsin

I CAN’T PUT DOWN HCC #162. Nash, Hudson, De Soto... then the one-page bio on Albert Champion. My grandfather, an automobile mechanic since he sold his horse when his Mack Avenue East-side Detroit family purchased

Continued on page 37

Memories of “The ‘64”

Recently, a former colleague and I took a trip to visit mutual friends in Mooresville, North Carolina. The plan called for round-trip flights, but as the preparation evolved, so did the nature of our travel. Sure, a flight from Albany, New York, to Charlotte would have put us in the Queen City quickly, but let’s be honest: Road trips are a lot more alluring to us car enthusiasts. We’ve yet to hear anyone talk about a flight with the kind of enthusiasm and reverence as someone who drove half way across the country.

This trip was no exception. In between our six-o’clock departure from Albany on Thursday evening, and our arrival in Race City USA just 11 hours later, we dodged snow, rain, and deer, rolled past rest stops bursting with big rigs, and tagged dozens of points of interest to see during the next trek. Jokes were shared, years of racing lore were remembered, and somewhere in the Shenandoah Valley, well after midnight, we eased past a 1978 Chrysler.

Spotting the mighty Mopar as we were journeying begged a question: When was the last time you took a road trip in a vintage vehicle? Not an organized week-long rally, but a spur-of-the-moment trip to nowhere? Long or short, the notion sounds simple enough, right?

It’s easy to argue against it. Insurance stipulations, traffic, repair costs, reliability concerns, and comfort tend to be the common conspirators that quickly quell such a quest. Yet, the right vintage vehicle might make it easier to reconsider. A car like the 1964 Buick LeSabre I was fortunate to own; a purchase that happened on a whim.

It had been sitting idle on the side of the road for several weeks with a water-stained “For Sale” sign plastered to the outside of the windshield. Knee-deep in Buick circles as I was at the time, and seeing sales-flip potential, I finally stopped to look it over. The four-door hardtop held a pair of bench seats shod with a combination of silver cloth and vinyl that was nearly flawless. Its odometer registered less than 64,000 miles. Below the hood was a standard two-barrel carbureted Wildcat 310: Buick’s 210-hp, 300-cu.in. V-8 engine rated for 310 lb-ft of torque. Behind that was the Super Turbine 300 two-speed automatic. The LeSabre’s only drawback

was the Marlin Blue paint—likely a second coat administered by a previous owner—that was flaking off from the horizontal surfaces.

I almost walked away from the Buick but for the fact that the V-8 started with the slightest twist of the key and a seller who very willingly lowered the asking price. The LeSabre became an official resident of my driveway a week later.

Despite a warning from fellow Buick enthusiasts that the 300 V-8 under the hood would be a problem to both budget and driving enjoyment—due to its employment of aluminum cylinder heads and intake manifold against a cast-iron block—the big Buick quickly earned my admiration. Inside a month, it had made an appearance at two shows and five cruise nights, as well as a trip to the office parking lot while the daily driver received service. Without hesitation, the V-8 started every time, eagerly consuming gas without a hiccup, no matter what grade was funneled into the tank. Whether I eased into the throttle or mashed the pedal to the floorboard was of little consequence. The chassis was a beast on the byways of eastern Connecticut, gliding over the pavement with nary a hesitation, rattle, or squeal. It was roomy, had a massive, see-everything greenhouse, and, dare I say, an air of confidence in the passing lane. All this without so much as a tune-up. It became my care-free driver.

When the urge to just get in and drive hit me one day, there was little thought other than making sure the 20-gallon tank was full. There was no destination planned. We simply aimed the car for a road, followed it to the next, and repeated. Eastern Connecticut made way for Rhode Island, and then Massachusetts, before the setting sun suggested a road home would be a good idea. It was a theme gleefully repeated regularly thereafter, often with others on board.

I’ve never named a car; however, this Buick was known as “The ‘64” among family and friends. It served me faithfully for three years. Oddly, of all the cars I’ve owned, it’s the only one I never photographed. Maybe because I always knew it was going to be sold. Or maybe the memories of countless go-nowhere trips were more than enough, proving that the byways of this country have plenty to offer when encountered behind the wheel of an old car. 🚗



When was

the last time

you took a

road trip in

a vintage

vehicle?



a new 1915 Lozier, revealed to me as a teenager that Champion spark plugs, later AC, were made by Albert Champion. But the *HCC* bio of Champion was a further revelation to me that Champion founded Flint Faience & Tile in 1921 to reduce cycling on the kilns used to fire ceramics used for spark plug insulators.

The old Lozier's dashboard clock, given to me by 'Gramp' in the 1960s, now occupies a place on the fireplace mantel in our Grosse Pointe Park, Michigan, home that was built in 1925. The fireplace is faced in Flint Faience tile. I will never look at that fireplace in the same way again, knowing that the facing is Champion's product.

Our son, Neil, who fires tiles at Pewabic Pottery in Detroit, is well aware of the heat cycling degradation of kilns as cited by Champion. He also was riveted by the *HCC* article and has posted it for all Pewabic employees to read. Just fascinating.
Frank Laperriere
Venice Gardens, Florida

ISSUE #162 WAS FOR "INDIE" CAR lovers. Bob Palma's reasoned explanation of the independent auto marques' death; David Conwill's touting the "Tri-Five Fords" (my term and my favorite Fords); and finally Pat Foster's full story of the Willys Aero as it continued a better life in South America. There was something for all orphan car lovers—from Tucker to Hudson to Nash. The Raymond Loewy story was a tribute to Hupmobile and Studebaker. Even Kaiser and Fraser were in this issue. I will treasure this one!
Preston Stevens
Atlanta, Georgia

REGARDING DAVID CONWILL'S article in *HCC* #162, you would think my favorite might be the 1953 Chevrolet Bel Air, since that was my first car, purchased in 1958 at the young age of 16—a sky blue with a white top four-door model. However, choosing any one year is difficult. My best car buddy and I have agreed that 1956 was a very good year. It's hard to picture any car in 1956 that was ugly.

However, to answer your question, my favorite(s) of 1953 are the Cadillac Eldorado, Buick Skylark, and Oldsmobile Fiesta triplets—in that close order. I have always had champagne taste with a less-than-a-beer wallet.
Nolan Pahud
Santa Rosa, California

I HAD ONE OF YOUR FEATURED underdogs and it was a dog (*HCC* #159). I bought a beautiful black new 1975 Dodge Charger SE. Thought we were on our way up the social ladder, then unhappiness set in. It was fast, smooth, quiet luxury. Then things went downhill; Chrysler quality had gone to hell. Due to faulty wiring, Black Beauty would quit, dead, and usually in commuter traffic. Taillamp assemblies, opera window louvers, and wheel covers would fall off—all eventually dealer fixed.

Then at 1,000 miles after the 12,000-mile warranty ran out, the transmission started to fail. It would not shift from 2nd to High unless I ran it up to 70 or 80 mph, then manually shifted into High.

Trade-in time was anything except a Mopar, but it had poor trade-in value at non-Mopar dealers, so we wound up with a lovely 1978 Chrysler LeBaron—a fine car. But if I saw a '75 Charger at a car show I would not sneer; it was a beautiful looking car.

Today, we drive a 1933 Ford sedan. Did a total, all-stock restoration 21 years ago and it still looks and drives very well. I get occasional questions as to why not convert to 12 volts or hydraulic brakes. Answer: I like originality wherever possible, besides, it works fine as-is.
Richard Blakesley
Bloomfield, New York

I AM NOT SURE THAT I HAVE EVER read an article regarding information of early Vehicle Identification Numbers and how those located on the door post may not match the numbers on the title.

I recently sold a 1951 Chevrolet sedan to a gentleman in Indiana. Apparently when you go to register a vehicle in Indiana, a police officer inspects the car and checks that the title numbers match the VIN; that does not happen here in Michigan. Well, the numbers on the car did not match the title. The purchaser and I both made an error in judgment when purchasing this car. Check the VIN and be sure they match.

I'm not sure if this is true in all states, but in two 1950's Chevys I have purchased, the VIN on the title matches the stamped number on the engine block. I was told by the Secretary of State that, prior to 1955, the number on the title matches the stamped number on the engine block. I was aware of this when I investigated the reason why the door post number did not match the title number on

a car I was about to purchase years ago. I should have been aware of this when I purchased the '51 Chevy, and was told the 235-cu.in. engine was a newer version. Fortunately, the previous owner I bought the car from still had the old 216 engine and the numbers on the title matched that engine number. So the title was correct in that respect. Now could the new owner get the title corrected without too much hassle? I provided a signed document stating that the engine had been changed.

Perhaps you can expand on this issue and help others who may be looking into an early Chevrolet purchase. Were all states and all car manufacturers using the stamped engine number back before 1955? It's obvious that the VIN change location to the door post was a better alternative than on an engine that could likely fail and need replacement.
Don Gunning
Macomb, Michigan

I REALLY ENJOYED YOUR RECENT article on the Tucker. It was nice to read about the actual automobile rather than what has been printed on Tucker featuring the politics and SEC lawsuits.

My father worked for a small tire and rubber company in northwest Ohio for over 50 years; he would travel all over the United States and Europe. I remember him talking about his contacts with the Tucker Company. I have always remembered his comments. It seems each time he would visit Tucker's manufacturing facilities in Chicago, the assembly lines were always shut down with actual cars in place and looked like the assembly workers were on break. This might have been some of Tucker's showmanship to show prospective dealers and investors that there was an actual assembly line in place.
Thomas Weaver
Pueblo, Colorado

IT WASN'T UNTIL YESTERDAY THAT I had my first ride in a Tucker; comfortable and smooth ride, easy to enter, and a unique experience to say the least. Who needs virtual-reality glasses when Mr. Lentinello gives me a better experience with only his keyboard in issue #162.

Thanks for the ride.
Fred Kanter
Boonton, New Jersey

Continued on page 39



Why Do We Own Our Collector Cars?

The annual Arizona auctions concluded a few weeks ago and now we're reading countless newspaper and magazine articles about the auction results and their impact on the collector-car "marketplace." We're told which cars sold too high and which cars sold too low. We're told which cars are "performing well," and it has nothing to do with what's under the hood but how they're doing in the marketplace.

Some car magazines publish articles containing projections regarding which cars are "trending" and which are going up in value and which cars are headed down. Some of the articles contain graphics and charts that I'm used to seeing in investment publications, not car magazines. In fact, some of the verbiage is right out of Wall Street.

Collector-car price guides have been around seemingly forever. I suppose they do serve a purpose, but only for mainstream automobiles. No one can accurately track the values of many unique Classics such as my old Locomobile. Few exist; sales are infrequent and often private. And, as many of us already know, collector-car price guides are ultimately just that—guides. For too many people in the collector-car hobby (if that term can be used any more), the investment potential of an automobile outweighs the enjoyment factor.

I suppose we can lay much of the blame on car auctions and television. Before they came along, some 40-plus years ago car sellers and buyers found each other through the pages of car publications such as *Hemmings Motor News* and through the various car clubs. The auctions have their place, but they seem to have fueled an increase in speculators.

The car auctions proved to be popular television fare and, in turn, they spawned shows that underscored the investment potential of cars. Buy low, sell high. Anyone can do it.

As *Hemmings Classic Car* readers know, my main interest for more than 60 years has been

Classic cars (as defined by the Classic Car Club of America.) I enjoy all cars, but this just happens to be where I settled in. I like to say, "We're all in the same church, just different pews."

I never bought a car as an investment. I bought each of them because I was genuinely interested in owning, driving, and learning more about that particular car. Consequently, I've owned some diverse automobiles, including a 1923 Locomobile 48 Sportif, a 1926 Willys-Knight Great Six, a 1934 Chrysler Imperial Airflow, and a 1936



1923 LOCOMOBILE 48 SPORTIF — DANIEL STROHL

Cord 810. I've also owned several Packards, but eventually focused on early Classic Lincolns.

The key phrase above is "owning, driving, and learning about" these cars. When the cars I sold left my ownership, I could truly say I had gotten to know each of them. I didn't have to depend on what someone wrote or what was rumored about these cars. None of them were bought as an investment. In fact, I probably lost money when I sold some of them. But the experience of owning these automobiles was priceless. I particularly learned a great deal about mechanics working on the Cord. And the Willys-Knight sleeve-valve engine is fascinating.

Years ago, I drove my Cord 810 about 35 miles to an area car event. As I drove onto the show field, I spotted another Cord, and, before I'd parked, the owner was standing next to my car. He asked me what it was like to drive the Cord. I was a bit surprised. "You own that Cord over there, right?" I replied. He acknowledged that he did but that he'd trailered it to the meet—a distance of 12 miles. He was afraid of lowering the car's value.

A while back, a friend who'd come into some money asked me to recommend a Classic car that would be a good investment; he didn't have anything particular in mind. I asked him if he would hang a painting he didn't like in his home if it were a good investment. The answer, of course, was no. I told him that he should only buy a collector car if it truly appealed to him. Otherwise, call a money manager. 🏠



And, as

many of us

already know,

collector-car

price guides

are ultimately

just that—

guides.



WOW! A 1942 DE SOTO, A '57 NASH, a Tucker, Brazilian Willys, and some HASH all in the same issue? (HCC #162) Love it! Steve Hayes
New York, New York

I NEVER REALIZED HOW MUCH I HAD missed in automotive history until I subscribed to this magazine several years ago; probably because my nose was under the hood instead of between the lines. I always identified with Thaddeus Toad going mad with his first sniff of exhaust fumes. That being said, thank you for bringing me up to speed. I read every issue from cover to cover.

Thanks again for the great magazine. I never knew I could love an Edsel!
O.J. Jablonowski
Meridian, Idaho

I WORKED IN SERVICE STATIONS from 1965 to 1976, and always found the Chrysler Slant Six to be a dependable engine. They were usually installed in the kind of car whose owner might not give it the best of care, but they seemed to give good service even with poor maintenance.

After reading the article in HCC #159, I was wondering if anyone at Chrysler ever entertained the idea of using the Slant Six as the starting point for a V-12 engine?
Nick Hall
Florissant, Missouri

A QUICK, FINAL "TWO-CENTS worth" over the flap about the Cimarron by Cadillac, as it was first called. I was a salesman, briefly, with an Oldsmobile-Cadillac dealership in 1979-'80, and recall the long-awaited and much-anticipated X-car: the 1980 Oldsmobile Omega. There was much expectation in their arrival, and the demand for them was strong; the 1980 Omega was "sistered and brothered" with the Chevrolet Cavalier, Pontiac Phoenix, and Buick Skylark, but not the Cimarron.

The Cimarron was rushed into production to counter the already-burgeoning competition from European and Japanese makes and models. It did share a few components with Cavalier, yes, but it had its own powertrain and suspension system and was hardly a gussied-up Cavalier.

As to HCC #162 and Dave Conwill's favorite '50s car year, 1953. I agree that some stunning cars were introduced for

1953, such as the Studebaker Starliner coupe, the first Cadillac Eldorado, Buick Skylark, Oldsmobile Fiesta, and the jazzy new Packard Caribbean, but FoMoCo's offerings that year from Ford, Mercury, and Lincoln were the mid-year in a trilogy of cars begun in 1952, which ran through 1954. It was Ford's 50th anniversary and the last year for the flathead V-8, before the new overhead valve V-8 was introduced in 1954. But it was not all new. Chevrolet and Pontiac did offer new styling, setting them apart from the 1949-'52 models, but not as startlingly new as would come along in 1955, across all makes and models. That said, my all-time favorite styling year has got to be 1956! Each and every model, by each manufacturer, big and small, was a slight refinement over the all-new 1955 models; they were all beautifully executed. The glitz and glamour and bigger fins all began for the 1957 model year, so, to me, 1956 distinguishes itself as the consummate model year of the '50s, if not for all years, simply because every 1956 make looked great that year.

Thank you one and all at HCC, for producing a wonderful collector-car magazine, month after month. I love every issue, bar none!
Bob Simmons
Warrenville, South Carolina

YOUR READER IN RECAPS IN

HCC #162 that is bugged by detractors dumping on GM J-cars finds it is OK to be racist and dump on Japanese cars (Yugo anyone?). I can only speak about Honda products, but the three-barrel carbs and CVCC engines he refers to are paragons of reliability and efficiency until worn out due to use, abuse, and lack of maintenance. Head-gasket design was quickly improved (aluminum cylinder head on a steel block) and certainly warranted if you got a bad one.

I drive a hot-rod'd 1983 Civic as my daily driver. I go cross country regularly in comfort, economy, and reliability. I call it "the perfect car."
Thomas Marquardt
Granby, Colorado



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

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Ask the Man Who Restored One

There were successful six-cylinder Packards that didn't gain a company-killing reputation. This Fifth Series 1928 four-door sedan is one of them

WORDS AND PHOTOGRAPHY
BY JEFF KOCH



Six-cylinder Packards get a bad rap. The thinking that “six-cylinder Packards were an excellent short-term fix that stuck around for far too long and killed the company” gets a lot of play these days, but the broad-brush, six-cylinder-as-scapegoat approach is neither fair nor right. Before a six-cylinder Packard was the answer to the

company's Depression-era sales woes, the company had a variety of successful model runs with inline-sixes under the hood—all of which led to greater sales success down the road.

As far back as 1911, Packards used inline six-cylinder engines; their inherent harmonic balance was perfect for the smoothness demanded of a luxurious automobile. Starting in late 1920, the new 54-hp Single Six saw Packard competing in the

emerging high-end owner-driver market, a step down from the imposing chauffeur-piloted Twin Sixes of the late 'Teens. A Second Series Six launched at the end of 1923 featuring carryover mechanicals and chassis with updated styling.

In June of 1925, Packard introduced aggressive new pricing for its outgoing Second Series Six: The sticker dropped from \$3,375 to \$2,585, a 24-percent adjustment. A Six now cost



more than \$600 less than a comparable Cadillac, \$1,300 less than a Pierce-Arrow Series 80, and more than \$2,200 under the cheapest Lincoln. Suddenly, legendary Packard quality was available in an entirely different price class. The drop in cost did wonders for new-car sales, boosting registrations by a whopping 68 percent nationwide.

The Third Series offered a raft of mechanical updates: a new 3.5-inch bore (shared with the Single Eight); a 61-hp power rating; bigger bearing surfaces in the engine; connecting rods drilled to allow lubrication to the wrist pins; a dash-controlled lubrication system that greased 32 chassis points at the push of a knob; steel disc wheels; and Bendix three-shoe internal brakes on all corners. The Fourth Series started in August 1926, and included a new hypoid differential, a high-turbulence cylinder head, improved carburetion and manifolds, and an 81-hp rating.





Though this Packard 526 was discovered in pieces, it was nearly complete. Items like these original chrome-edged gauges reside in a crackle-finished bezel; a Tropic-Aire heater was activated via a button on the passenger's side of the instrument panel, and the standard tool kit resides in a hidden interior panel.



As befitting a Packard, the rear seat offered luxury at arm's reach—an outboard ashtray at each armrest, ribbed cloth seating, and legroom that seems surprising even in a 126-inch-wheelbase car.

And less than a year later, in July 1927, Packard launched the Fifth Series Six, a car destined to sell, on average, 3,250 examples a month over its 11-month life—outpacing Cadillac and its new companion division, La Salle, combined. Packard offered two chassis for its 82-hp Six: a 126- and 133-inch wheelbase. They were known as Series 526 (Fifth Series, 126-inch wheelbase) and Series 533 (Fifth Series, 133-inch wheelbase). The Fifth Series Sixes are the ultimate iteration of the car that started back in 1920, and which carried Packard to previously unseen sales numbers.

The Series 526 four-door sedan in our photos belongs to Paul Friskopp of Valley, Nebraska, and was purchased complete, but in ruins, in 2006. "It belonged to my minister," Paul tells us. "Well, it was in his wife's family from new. Her great-uncle bought it originally, then it was passed through family members. And it was the usual story: They were going to fix it, they gave up, they gave it to another cousin, and so on. It was only titled one other time between the original owner and me, so I guess I'm the third owner, officially. My minister was being reassigned; he hadn't done anything with it in the time he had it, and his wife said that they weren't going to move it again. They knew I liked cars, so they asked if I was interested. My first question was, 'What's a Packard?'"

What kind of shape was it in? "Pretty deplorable," Paul says. "It had sat in someone's garage for years; a tree fell on the roof of the garage, then caved in the roof and passenger's-side door of the car. It just sat there for years taking on water. Later, someone moved it into storage and started to do some woodwork on it, but that's as far as they got. Water got inside the engine, so it had seized. It was kind of a mess.

"The surprising thing is that there weren't too many parts missing. The little things—like dashboard parts and instruments, the one-of-a-kind things, were all there. A radiator shell came from Australia, and I tracked down a pair of headlamps in Chicago. It took months to find used parts that were good enough for me to refurbish them."

Now, Paul was no restoration newbie. "I grew up on a farm, and we did everything ourselves. All of the wiring and the mechanicals, we worked on the equipment in our own shop on the farm. Later on, I did body and paint for friends in high school, and as a senior in college, I started my own shop. Later, I moved on to the



The 288.6-inch Single Six shared bore and stroke with the upmarket Packard Eight. A high-turbulence cylinder head, plus improved manifolds and carb saw power soar to a rated 82 hp in the Fourth Series Six; this engine was carried over into the Fifth Series Six.



insurance business, but I've always restored cars." Even so, there were some differences in restoring a 1928 Packard compared to, say, the 1952 Chevrolet he had when he was younger. "Scarcity of parts was the big issue. Eventually, I learned that if you didn't join the Packard Club, you didn't get in the right circles to know where to go to source parts. I don't know how other clubs do it, but the club had volunteers with areas of expertise; this club was a tremendous resource for me."

It wasn't just club support that earned Paul's admiration over time. "I quickly gained an appreciation for these cars—they're pretty elegant, and they're really overbuilt. They're just built for endurance. The frame and the rear end of this car, if you didn't know it was from a Packard, you'd think that it was from a Diamond T truck." In fact, the build quality so impressed Paul that he's come to own a handful more examples over time—a 1935 Victoria convertible, '38 V-12, '53 Cavalier, and a '55 Constellation among them. Not all of them needed to be restored, but all of them are appreciated by an owner who, barely a dozen years ago, knew little of the great Packard mythos.

It's always a risk to discontinue a hot-selling model, but the times were changing. In the go-go late 1920s, a modern luxury car was seen to require more than just six cylinders to keep it competitive in the high end of the market. On August 1, 1928, the new Sixth Series Standard Eight replaced the Fifth Series Six, thus ending Packard's strong-selling six-cylinder line. Packard waited another decade before it would launch another six-cylinder car. Today, 1925-'28 Packard

Sixes are considered Full Classics by the Classic Car Club of America, and are eligible for all CCCA meets and CARavans.

In the 1920s, the six-cylinder Packard brought the marque to new popularity and sales heights—without damaging Packard's high-end branding. A success in their own right, the six-cylinder models of the '20s displayed the mechanical reliability, timeless style, and solid build quality that Packard had become known for. Ask the man who restored one. 🐾

...I gained an appreciation for these cars—they're pretty elegant, and they're really overbuilt. They're just built for endurance.





Classics in the Low-Country

The Hilton Head Concours is the ideal venue to cap off the car-show season

WORDS AND PHOTOGRAPHS BY RICHARD LENTINELLO

Autumn may be in full swing, but come the first weekend in November, collectors and dedicated enthusiasts alike make their way to South Carolina's Hilton Head Island for the final concours of the season. It's an event well-worth attending.

Held on the scenic grounds of the Port Royal Golf Club, Sunday's Concours is a vibrant affair with well over 200 collector cars of all years, makes, and models on display. To help make the show even more interesting, there's a sizeable display of classic boats that allows spectators to view these fascinating vintage vessels up close. An appealing selection of vintage motorcycles and modern custom motorhomes adds to the fun, and in 2016, there was a special Volvo display that showcased many fine examples of restored models.

Prior to the concours, Saturday is Car Club Showcase day, with members of various clubs throughout the low-country region

coming together to display their street-driven collector cars for all to enjoy. During this same day there's also the Aero Expo taking place at the nearby airport. It's a journey through the past, present, and future of aviation and automobiles, with many fine aircraft on exhibition; a complementary shuttle service provides the transportation to get you there.

The weekend prior to the concours is the Savannah Speed Classic. It's a three-day long vintage racing event held on Hutchinson Island, which is directly across the river from downtown Savannah, Georgia; it's only a 30-minute drive from Hilton Head.

So, keep in mind that, after Hershey, don't put away your collector car just yet, there's still the Hilton Head Concours for you to take part in; we guarantee it'll be a wonderful, memorable ending to your car show season. This year's concours takes place on Sunday, November 4th. 🏁



The special class of microcars was a big hit with spectators, as their cuteness was magnetic. The blue convertible is a 1956 PTV 250 owned by Lane Motor Museum, of Nashville, Tennessee; the 1957 BMW Isetta 300 is owned by Bill Rogers of Dillon, South Carolina; and the 1957 Zündapp Janus, with the two doors, is also owned by the Lane Motor Museum.



For 1941, Cadillac built 3,878 Fleetwood-bodied 60 Special Touring Sedans. Shown by owner Paul Phillips of Marietta, Georgia, this one has a 150-hp 346-cu.in. V-8.



From top to bottom: 1947 Cadillac Series 62 convertible owned by Larry Tribble of Suffield, Connecticut; 1932 Packard 902 owned by Jim Griggs of Panama City, Florida; 1934 Plymouth PE Sedan owned by Randy Still and Tom Hughes of Kingsport, Tennessee.



This 1957 Corvette is 1 of 43 "air box" cars; it was shown by Gregory Ornazian of Troy, Michigan. Below: The impressive 1962 Pontiac Bonneville Safari wagon was the hit of the concours. It was shown by Ron Thomas of Zanesville, Ohio.





This '64 Cadillac Eldorado's blue-on-blue color scheme was striking; it was shown by owner Martina Butler of Roswell, Georgia. By comparison, the 1964 Chrysler Crown Imperial, owned by Peter Brown of Bluffton, South Carolina, looked conservative, yet equally stylish.



Brimming with upscale presence and conspicuous appeal, this gorgeous orange-and-green 1930 Packard 745 is one of only three known to exist today. It was shown by Leigh Brent of Baltimore, Maryland. Sitting on a 145-inch wheelbase, it was the largest Packard ever built.



Best of Show went to this beautiful 1934 Cadillac Victoria Convertible Coupe owned by Steven Plunkett of London, Ontario, Canada. The handsome blue 1927 Cadillac 314 Custom roadster is one of just three known to exist; it was shown by Jim Schmidt of Ocala, Florida. The 1963 Chevrolet Corvair Monza 900 convertible was equipped with the rare A/C option—it was shown by Steve Fisher of Hilton Head.

driveable**dream**



Reelin' in the Years

Time stands still for this sleek, low-mile 1938 Hupmobile Six

BY MARK J. McCOURT • PHOTOGRAPHY BY RICHARD LENTINELLO

Any product of Detroit's venerable Hupp Motor Car Corporation is a rare sight today, as it was never a high-volume automaker. Hupmobiles of the late 1930s were built in exceedingly small numbers, making any surviving examples especially uncommon. Despite being 80 years old, the 1938 Six Touring Sedan on these pages could well be the "newest" Hupp in existence, and it wears its age with quiet dignity.

This ES-822, the internal nomenclature of the entry-level 1938 Hupmobile, is one of 1,886 Hupps built for that model year, and it belongs to one of America's most prominent Hupp enthusiasts, Dave Romani. This Avon, Connecticut, resident grew up in a Hupmobile-owning family—his first car, at age 12, was the 1931 sedan his grandfather bought new—and his personal collection would encompass more than 40 Hupmobiles that spanned the company's timeline, dating from 1910 through 1941. Dave has owned our feature Driveable Dream for 28 years, and he's only the third owner to hold the title in the car's long existence.

The Hupp Motor Car Co. was on a roller-coaster ride during the Depression era. Despite having produced beautiful,

memorable cars like the jaunty "cycle-fender" 1932-'34 models and the Raymond Loewy-penned Aero-Dynamics of 1934-'36, it suffered internally from poor corporate management, and externally from an industry-wide sales slump. The only 1937 model year Hupmobiles sold were 1936 leftovers, and Hupp pinned its hopes on the new six- and eight-cylinder cars it would debut for 1938, all sharing a four-door fastback touring sedan body style.

While it was notably more conservative than the models that preceded it, the 1938 Hupmobile was undeniably attractive, its grille treatment not unlike that of Lincoln's Zephyr, but with large oval headlamps deftly faired into the hood side panels, rather than into the fender tops. The sleek visuals carried through to the rear, where slender taillamps mounted high on the body sides, formed the end of the bright molding. A conventional two-piece windshield was used, rather than the three-piece unit seen on up-level Aero-Dynamics. This roomy all-steel body—advertised as the largest of all competing six-cylinder cars, thanks to a 122-inch wheelbase—was built for Hupp by the Hayes Body Corporation, and was supported by a double-drop, X-type,

Midland Steel Products Co. frame.

The handsome sedan caught the fancy of Joseph Maier, who purchased it new from the Batavia, New York, dealership of Parker C. Terry & Son. This base model cost \$1,045—roughly \$18,170 in today's dollars—plus \$12 (about \$210), for its optional metallic blue paint, and Maier passed on luxuries like a heater, radio, clock, and a "Super Drive" overdrive. His 1938 Six would spend much of the next 39 years in garaged storage, and, when he finally let it go in 1977, it had been driven just 13,000 miles.

That figure was a doddle for the sturdy four-main bearing, L-head straight-six under the long hood. This engine displaced 245.3 cubic inches by its 3½ x 4¼-inch bore and stroke, and with a 5.75:1 compression ratio and 1¼-inch, triple-venturi Carter down-draft carburetor, it made 101 hp at 3,600 rpm and 141 lb-ft of torque at 3,000 rpm. That power was sent to the 16 x 4½-inch rear wheels through a floor-shifted three-speed manual transmission and 4.55-ratio axle. Lockheed hydraulics actuated the ES-822's four-wheel, 10-inch drum brakes, and a comfortable ride was ensured by its double-action hydraulic shocks, coupled to front and rear semi-elliptic leaf springs. That year's show-room brochure claimed the 3,500-pound Six was capable of 80 mph, just 5 mph shy of





As a base model, this Hupmobile Six was built without a heater, clock, horn ring, or radio; its caretakers have gathered those parts, should someone choose to make the car more "DeLuxe." Note the speedo's ring-needle design, and the lack of opening vent windows.

the top speed of the 4,050-pound, 120-hp Custom Eight.

It was Dave's friend and fellow Hupmobile Club member, Walter Bricker, who bought this car from its first owner. After fitting a new set of bias-ply tires, he boldly drove it from Western New York to his home in Des Moines, Iowa. Walt would treat the Six to freshly blended-in paint on the hood and front and rear fenders ("The paint match is only so-so, they couldn't match existing paint back then like they can do today," Dave notes) shortly after taking possession. He also coated the road wheels in bright orange enamel, matching the paint in the hubcap emblems and covering the green factory finish that remains visible on their reverse side, and on the original spare in the trunk. Walt drove this

car infrequently, but collected a nice stash of NOS 1938 parts, with the intent to keep the car roadworthy well into the future. After 13 years, he was moving out of his home, and downsizing his collection.

"In 1990, Walt gave me first refusal on his '38 Hupp, and I agreed to buy it. He'd added about 3,000 miles to it. I drove out to pick up the car and parts; it came with a new hood, a fender, trunk lid, kingpins, valves, and the like," Dave recalls. "I believe it still had the original plugs and wires, and its original hoses—and they're still in place. The original fan belt was as well, until not too long ago; I replaced that because it was starting to disintegrate. Since the photos for this story were taken, I've installed a set of original-type diamond-tread Goodyears, which

make the car look so authentic."

Thanks to Walt and Dave's decades-long fascination with buying, selling, and trading cars and parts from the marque—and the surprising availability of NOS period accessories that remained after the factory was shuttered in 1940—this rare Independent received a few upgrades through the years. It now wears DeLuxe front bumper overrides and wheel trim rings, and Dave notes that he has a correct heater, radio, and more for it, in storage. "The DeLuxe models got some things this car didn't, including front vent windows and opening rear quarter windows, armrests on the doors, a passenger sun visor, a clock, a horn ring instead of a plastic button, and chrome strips on the running boards," Dave explains. "And if you wanted extra trunk room, you could buy a bustle





This upholstery and carpeting were installed at the factory in 1938. Entry Sixes like this ES-822 had no armrests on the doors.

It's just like a brand-new car—it's tight, and doesn't rattle! It's very comfortable to drive, and doesn't pull or wander down the road.



trunk lid to replace the flat one, which made it look like a GM touring sedan!"

Like the car's two previous caretakers, Dave has driven this Hupmobile sparingly through the years, its odometer now registering around 18,500 miles. Aside from a tendency for the Six's braking system to require service, his ownership experience has been largely fuss-free, and he's happy to take us along for a ride. "It's just like a brand-new car—it's tight, and doesn't rattle! It's very comfortable to drive, and doesn't pull or wander down the road. I don't take it much past 45 mph, though, because it doesn't have Super Drive—that was the same overdrive used in the six-cylinder Chrysler Airstream, so if I was to find one, I could install it. 1938 was the last year of the floor shift, as they went to a

column shifter—along with rearranging the gauges on the instrument panel—in the few cars they built for 1939."

For an 80-year-old car, there's precious little patina outside of the undercarriage, inner fenders, and the engine compartment. Sure, you'll find some minor discoloration on the seat and door-panel fabrics, and in the rear-only floor carpeting. There's an inevitable bit of wear around the base of the front seat, which has been lifted out countless times to access the battery. And like virtually all cars of the period, its then-trendy Tenite plastic dashboard and glovebox trim has warped, discolored, and cracked a bit, here and there. Even considering the paintwork that was done in the late 1970s, this Hupp remains in a remarkable state of preservation.

Fellow Hupmobile Club members will have the opportunity to enjoy Dave's Six in person in June, as he's planning to bring it to this organization's national meet in Staunton, Virginia. It will be making that trip on a trailer, he admits. "I haven't driven it as much as I have my other cars—I'm preserving it and keeping the mileage down, because of what it is. This is the only one of its kind that I know of in New England now. If I were to sell it, I'd get it in the hands of a collector, or even a museum, because I don't want it cut up or hot-rodded. They built so few of these cars—a bit over 3,000 in total for 1938 and 1939—and although the company tried to make a comeback before World War II with the Cord-bodied Skylark, that didn't work. This was the last of the original Hupps, and it's only original once." 🐾



This 245.3-cu.in., 101-hp six-cylinder still uses its original plugs and wires. After unlocking the hood by twisting the ornament, the side panels can be removed.





Dr. George Crissman and his fiancée enjoy a drive in his new 1902 Rambler Model C in a public park in Fort Collins, Colorado. During the first year, the Rambler's wheels switched from wire to the spoke "artillery" type seen here. Note the protective covers on the headlamps.



The Early Rambler

Quality, not quantity, was the hallmark of Thomas B. Jeffery's automobiles

BY PATRICK FOSTER • IMAGES COURTESY OF THE PATRICK FOSTER COLLECTION

Standing on the dock in New York in 1863, 18-year-old Thomas Buckland Jeffery appeared to be a nobody, just one of more than 176,000 people who immigrated to the U.S. that year. He left his native England in hopes of attaining a better life in America. From New York, he headed to Chicago, avoiding a flock of dockside recruiters looking for young men to join the Union Army; America was in the midst of its great civil war.

Skilled as an instrument-maker, Tom Jeffery found work making telescopes and microscopes. Wages were good, and in

time, he saved enough money to set up shop on his own, specializing in building patent models for inventors trying to patent their ideas. In his spare time, he produced his own inventions, including a pedal-driven railroad "velocipede" (a kind of early bicycle). By 1879, he'd become a bicycle manufacturer in partnership with old friend Philip Gormully. Within a few years, Gormully & Jeffery was the second-largest bicycle maker in America, manufacturing sturdy bikes under the Rambler name.

Before the turn of the century, Jeffery realized the coming thing in transportation was the automobile. He sold his bicycle

concern (along with a prosperous tire business he'd founded) and bought a big plant in Kenosha, Wisconsin, just north of Chicago. He and son Charles created a series of advanced-design automobiles before settling on a more conventional layout for their first production model. Bicycles had made Rambler a household name, so they called their automobile the Rambler Model C. The name chosen for the business was Thomas B. Jeffery Company.

The new Rambler featured a one-cylinder, four-horsepower, water-cooled engine mounted underneath the car. Wheelbase was 72 inches, and steering was via, tiller



By 1904, the Rambler was changing from a horseless carriage to a true automobile, as demonstrated by this Model L. Powered by a 25-hp two-cylinder engine, it was an ideal touring car. Rear-seat passengers entered via a door at the rear of the body. These models proved extremely popular with buyers.

with the driver seated on the right-hand side. The transmission was a simple planetary type, with chain drive to the rear axle. The first Rambler Model C, priced at just \$750, was sold on March 1, 1902, during the Chicago Auto Show. A Model D, costing \$825, included a hand-buffed folding leather top, rubber side curtains, and a storm apron for weather protection. These earliest Ramblers came with wire wheels and without any fenders, though later in the season, spoke wheels and fenders were introduced. Ramblers quickly earned praise as a high-quality car.

Models C and D were renamed E and F for 1903, and featured a wheelbase



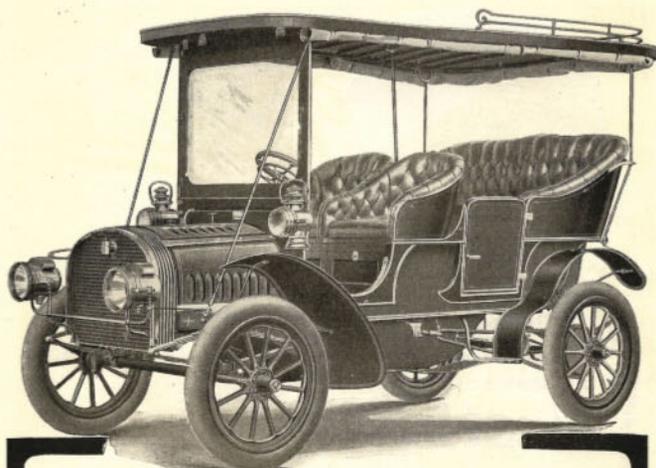
During 1904, Jeffery introduced a light-duty commercial model, this Rambler Delivery Wagon powered by a one-cylinder engine. It was less expensive to maintain than a horse and, like all the early Ramblers, proved very reliable.



The 1905 model year saw the debut of one of the most famous early Ramblers — the Surrey Type One. With a 90-inch wheelbase and two-cylinder engine, it could travel at speeds up to 35 miles per hour. The body was finished in an attractive olive-green paint. This particular car is completely open to the elements, though a folding “cape” top was available from the factory for \$100 extra and was usually ordered.



AUTOMOBILES



For the Theatre or Evening Use

Rambler

Surrey, Type Two, \$1,650.00

This car, handsomely finished, seating five people, with large roomy tonneau, well protected from storms by canopy top, plate glass front and side curtains, is built for solid comfort, and will surmount all ordinary grades without the use of second speed.

A practical demonstration at any Rambler agency of Rambler ease of control, simplicity and reliability of mechanism, slight cost of fuel and maintenance, will prove to you that the Rambler is the car for you to buy.

Surrey, Type Two, illustrated above, complete with Canopy Top, lamps, horns, tools, etc., \$1,650.00. Write for catalogue describing six different models, from \$600.00 to \$3,000.00.

Thos. B. Jeffery & Co., Main Office and Factory, Kenosha, Wis. U. S. A.
Branches:



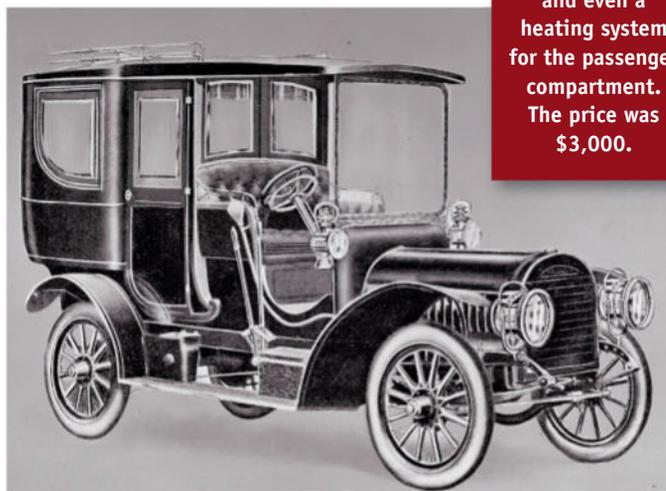
Also debuting for 1905 was the Surrey Type Two, with a fixed “surrey” top, plate-glass windshield, and roll-down side enclosures; it included a roof rack as well. The Rambler Surrey Type Two was “...built for solid comfort.” With a price of just \$1,650, it was a popular seller.

lengthened to 78 inches, with engine output boosted to 6 hp. Overall appearance featured more style, with carved details in the wooden body, pinstriping, and the introduction of a steering wheel. Also that year, the company hired a new test driver named Fred Duesenberg. Yes, *that* Fred Duesenberg.

Sales were excellent. For 1904, Tom and Charles expanded the model range, beginning the transition from producing horseless carriages to making true automobiles. The lineup began with the carryover Model E, with 7 hp and priced at \$650. Model G, likewise 7 hp, was a larger, more substantial car priced at \$750. The similar-looking Model J cost \$1,100 and boasted a 16-hp two-cylinder engine. The \$850 7-hp Model H was a four-passenger model for in-town use. However, the big excitement was over the new Model L, a stylish five-passenger automobile on an 84-inch wheelbase and powered by the 16-hp twin. Finished in Rambler Carmine Red, it featured a fixed canopy top with roll-down side curtains, wicker picnic baskets, and fine brass fittings. Capable of reaching 40 mph,



The 1906 Model 16 Limousine rode a 112-inch wheelbase and included every possible luxury, including fine coachwork, a spacious interior, and even a heating system for the passenger compartment. The price was \$3,000.





In this photograph, we see a big 1907 Model 25 touring car and two famous men. The man standing at the rear of the car is George Peck, author of *Peck's Bad Boy*. He's shaking hands with the eminent politician and orator William Jennings Bryan, seated in the rear of the Rambler.

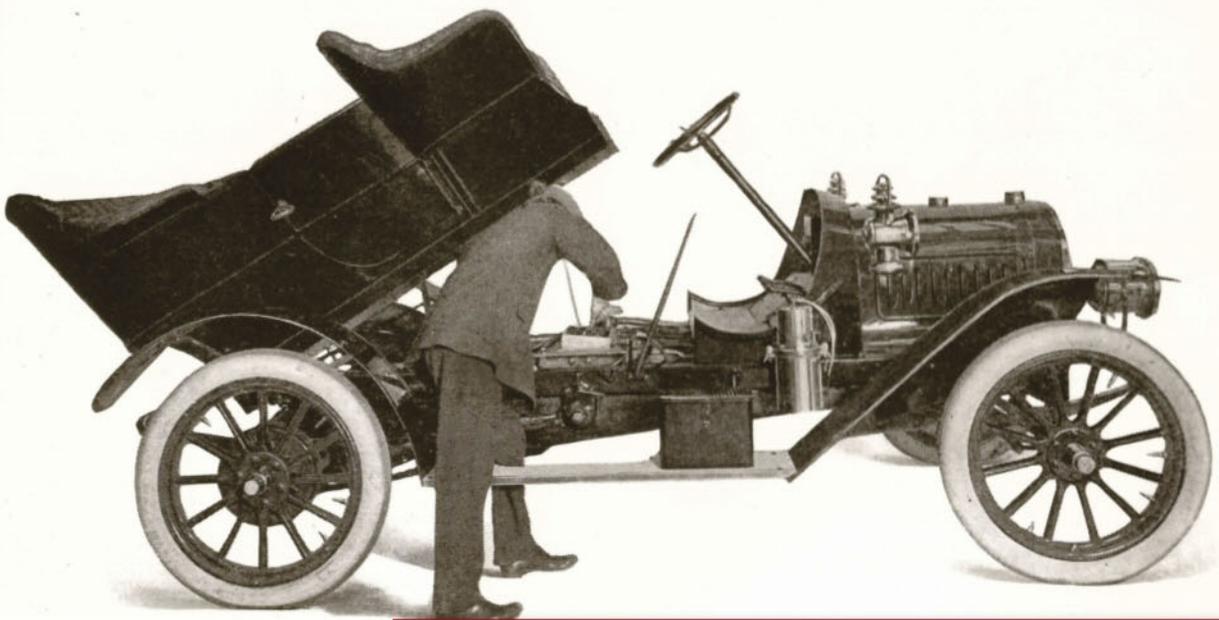


This stylish 1908 Rambler Model 34 touring car boasts a famous passenger. In the rearmost seat, wearing his trademark light linen suit, is author and humorist Samuel Clemens, aka Mark Twain. This photo, taken in Norfolk, Virginia, was originally published in *The Rambler Magazine*, a publication sent to Rambler owners each month by the Thomas B. Jeffery Company.



A companion to the Model 34 was this sporty Model 34A roadster, which featured stylishly flared front fenders. This car could be ordered as the two-seater shown, or with an optional single "mother-in-law" seat out back.





it was what was termed as an “all-purpose car” (i.e. one for both in-town use and touring). It proved extremely popular. The Jefferys even offered a Rambler Type One Delivery Wagon that year, their first foray into delivery trucks. The company produced over 2,300 cars in 1904, in what was the largest and best-equipped automobile plant in the country. Floor space totaled more than 14 acres under roof, and the factory produced 92 percent of the Rambler’s components in-house. *Motor Age* magazine said Jeffery’s testing department was unequalled anywhere in the world.

Debuting for 1905 was the Surrey Type One, powered by a two-cylinder, 18-

By 1909, the Thomas B. Jeffery Company was offering this Model 41 Touring Car with a counter-balanced body that was hinged at the rear and could be swung up for servicing of the chassis. The Jefferys took pride in introducing innovations that offered real value and convenience to their customers.

hp engine and using a 96-inch wheelbase for extra room and a better ride. Priced at \$1,250, the Surrey Type One was an immediate hit. A stylish Surrey Type Two offered 20 hp, a 4-inch-longer wheelbase, roomier rear compartment, and a \$1,650 price tag. The company claimed the Type Two was “a perfect car for the theatre or evening use.” It came with a fixed “Surrey” roof, while Type Ones offered an optional folding top.

By 1906, Jeffery dropped its one-cylinder models and added three four-cylinder cars. Models 14 and 15 were open tourers on wheelbases of 106 inches and 112 inches, respectively, powered by a 25-hp (Model 14) or 40-hp (Model 15) four-cylinder engine. The big Model 16 was a first for Rambler—a handsome limousine with an enclosed passenger compartment of exceedingly fine coach-



We see yet another famous personality in the 1910 Rambler Model 55 Touring Car shown here. The large fellow seen in the back seat, wearing a light-colored suit, is President William Howard Taft. The photo was taken during a visit to Augusta, Georgia.

A portion of proceeds will be donated to these two organizations



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12th Annual

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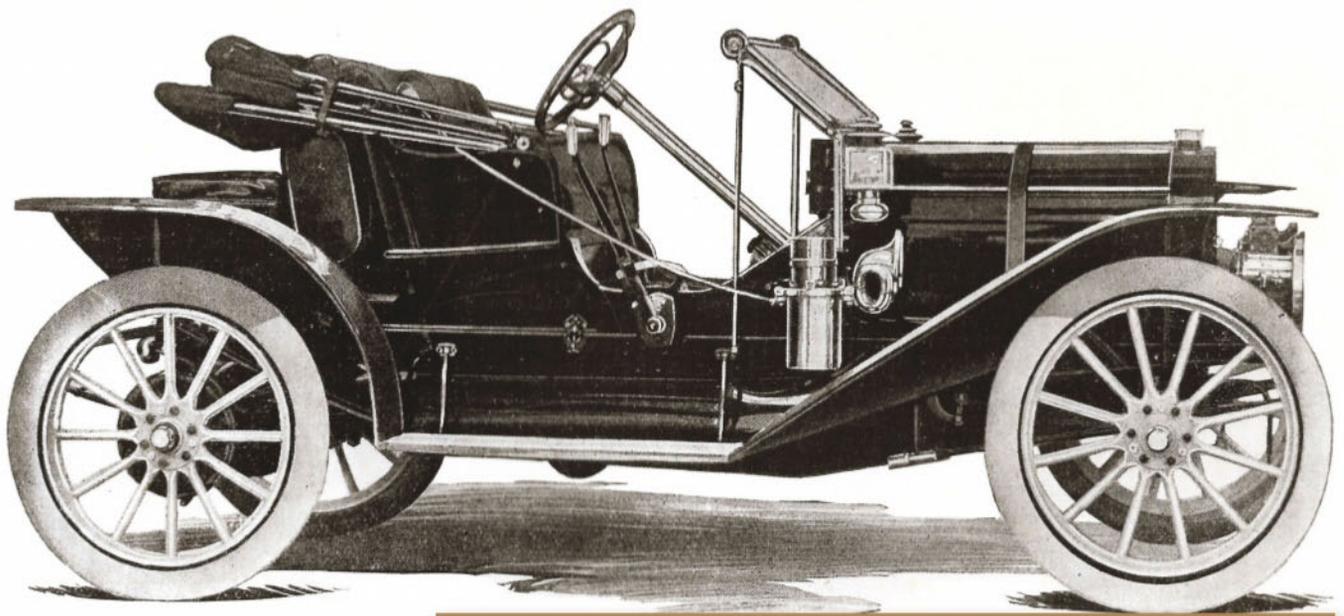


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The 1910 Rambler Model 53 Roadster was powered by a 34-hp four-cylinder engine. Standard equipment included a folding top and a fold-down windshield. The price was a reasonable \$1,800.

work, on the 112-inch wheelbase. The company spoke of a Model 18 light run-about soon to arrive, though it's uncertain whether the car was actually produced. Another mystery is a 12-hp Model 17 on an 88-inch wheelbase mentioned in some reference guides. We're unable to confirm it was ever built.

The Rambler lineup was completely revamped for 1907, with only the Model 15 carried over from the prior year. A new two-cylinder Model 27 Runabout on a 90-inch wheelbase featured a body hinged on the left for easy servicing; the entire passenger compartment could be tilted off the chassis and held up by a prop rod while the mechanic worked. The similar-looking Model 4 offered 6 inches more wheelbase and two extra horsepower. The flagship of the Rambler line was the Model 25, a big, stylish touring car with a 40-hp four and a 112-inch chassis.

A perfectionist, Tom Jeffery had no interest in building tens of thousands of cars annually; in 1907 the factory turned out 3,201 vehicles. Even its best year to date, 1905, totaled just 3,807 units. Tom Jeffery preferred manufacturing quality machines at a reasonable price. He feared that pushing production too high would hurt quality. Nonetheless, dealers were begging for more cars, so, for 1908, the company tried to accommodate them by reducing the number of models to simplify production. The new Model 31 was referred to by the factory as the Rambler Utility Car because of its smallish 22-hp twin-cylinder engine. The volume series was the fine-looking Model 34 four-cylinder touring car, and companion Model 34A two-seat roadster. A stylish Model 36 limousine topped the line, riding a stately 120-inch wheelbase. The simplified layout helped; Rambler production rose to 3,597 units.

Styling improvements were intro-

duced on the 1909 lineup, which comprised four model series. The two-cylinder Model 41 and four-cylinder Model 44 touring cars were essentially improved versions of the former Models 31 and 34. The two-cylinder Model 47 was an improved Model 37, available as a sporty "torpedo" back two-seater, or with an optional rumble seat out back—also known

as a "mother-in-law" seat. There was also the big Model 45, spanning a stately 123-inch wheelbase, available as a seven-passenger touring car, a sporty four-passenger tourer or elegant limousine, all powered by a 40-hp four-cylinder engine.

For 1910, all two-cylinder cars were dropped, leaving just three model series, each four-cylinder-powered. Model 53,



As automobiles became more ubiquitous and motorists began to use them for year-round travel, enclosed bodies grew more popular. In response, Jeffery introduced its new "Closed Car" models, which included this handsome 1911 Model Sixty-Three Coupe, which had seating for three, along with a drop-down seat for a fourth passenger. At this point, closed bodies were expensive to manufacture, which is reflected in the Coupe's \$2,605 price tag.

Rambler Closed Cars

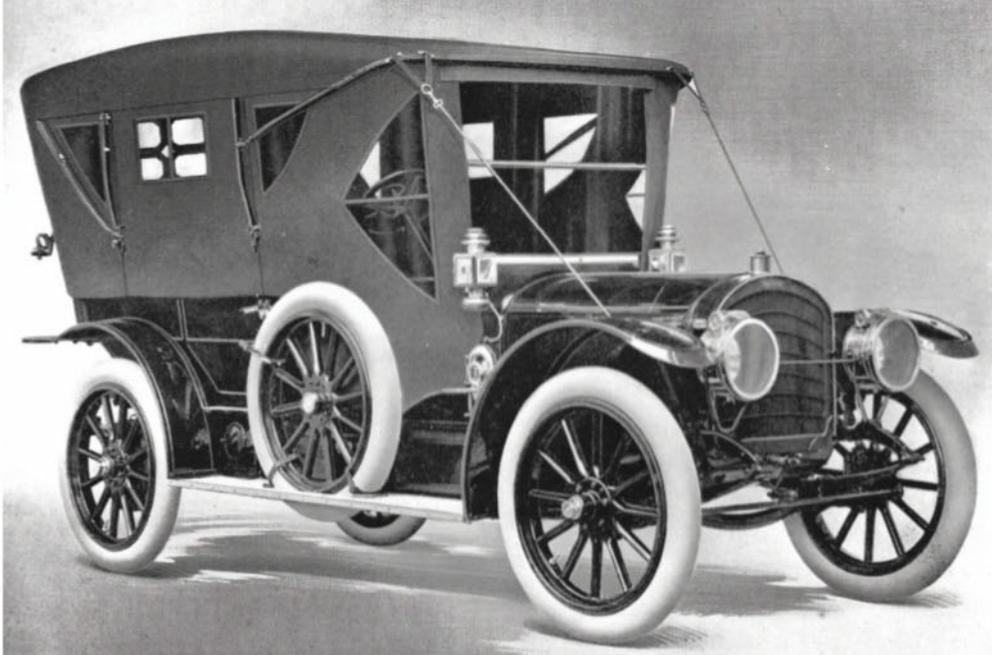
Rambler Sixty-three Coupe

FOR the convenience and comfort of the doctor, business man or woman who has necessary outdoor errands in bad weather, and who desires to dispense with the services of a chauffeur, the Rambler Inside Drive Coupe is especially suited. Its distinctive appearance, warmth and comfort, fine interior finish and the advantage of driving slowly on high gear in crowded traffic adapt it for theater use, afternoon calls and shopping. Its range of usefulness is greater than that of the ordinary inside drive car, as the seat is so wide it will comfortably accommodate three, and a drop-seat facing the other will accommodate a fourth passenger.

In principal cities, a telephone message to the Rambler representative will bring this closed car to your door for inspection. A postal will bring you the Closed Car Book

The Thomas B. Jeffery Company
Main Office and Factory, Kenosha, Wisconsin
Branches: Boston, Chicago, Milwaukee, Cleveland, San Francisco

New York Dealers: The Rambler Automobile Co.
of New York, 38-40 West 63rd Street, New York



It's unusual to find press photographs of early automobiles with their all-weather enclosures fitted, but here we see a big 1911 Rambler Model 64 with its top up, windshield in place, and full side curtains installed, all ready for inclement weather.

the smallest, offered touring or roadster models on a 109-inch wheelbase, with a 34-hp engine. The volume range was the 45-hp Model 54 on a 117-inch chassis, which came as a conventional five-passenger tourer or as a sporty "close-coupled" four-passenger tourer, each \$2,250. Model 55, also powered by the 45-hp engine, rode a 123-inch wheelbase and came as a seven-passenger tourer or limousine. A close-coupled Model 55 tourer is listed in some reference guides, but no photos of it could be found.

But 1910 proved a very sad year for the company. In April, founder Tom Jeffery died in Pompeii, Italy, while on his first vacation in years. Management of the firm fell to Charles, who'd long been his father's right-hand man.

The 1911 Ramblers represented an upward move for Jeffery. In the previous year, Rambler prices had ranged from \$1,800 to \$3,750, with the volume models priced around \$2,500; for 1911, the lowest-priced Rambler was the Model 63 Roadster at \$2,100, the costliest was the \$4,150 Limousine; the volume cars were \$2,775 and up. Also, that year Jeffery introduced three elegantly styled closed car models: the Coupe (\$2,505), Town Car (\$2,880), and Landaulet (\$3,650). Charles Jeffery capped production at 3,000 cars to maintain the



Here's the cover of a 1911 issue of *The Rambler Magazine*. The monthly magazine, featuring wonderful full-color cover illustrations, was filled with stories of adventures in Rambler cars, sent in by owners from around the world.



One of the most popular Ramblers of all was this 1912 Cross Country, also known as the Model 73-4CC. A five-passenger touring car, its \$1,650 price tag represented real value.



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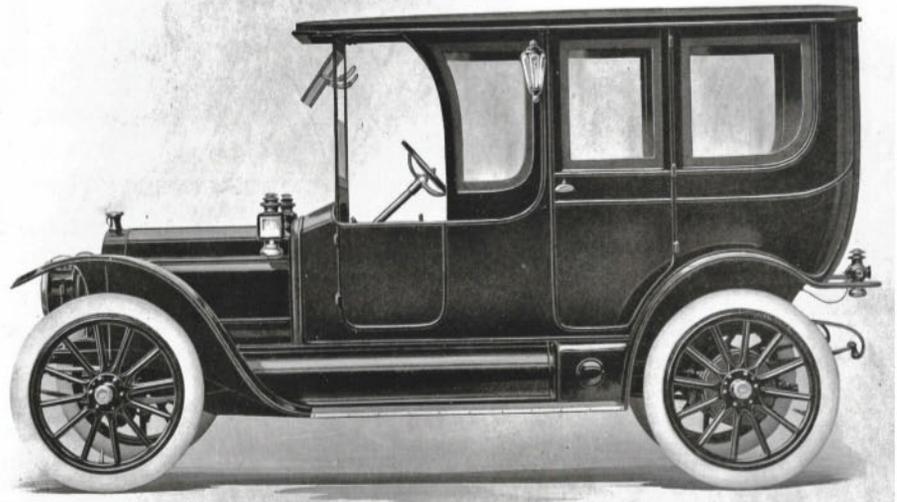
highest possible quality.

Competition grew keen during 1912. Jeffery offered an extensive range of Ramblers, most with sharply lower prices. Five four-cylinder, 38-hp models on 120-inch wheelbases included the popular new Cross Country touring car at \$1,650 and roadster at \$1,600, the lowest prices at which a Rambler four had ever been offered. There was also a handsome six-passenger sedan for \$2,500, and the impressive seven-passenger Gotham limousine for \$2,750. On the same wheelbase but mounting a 50-hp engine, were the four-passenger Valkyrie and five-passenger Country Club touring cars—\$2,250 each. Top-line models riding a 128-inch wheelbase consisted of the Morraine, Greyhound, and Metropolitan touring cars, and a beautifully built \$4,200 Knickerbocker limousine. The switch to model names rather than numbers was probably the idea of Jeffery's new adman, Ned Jordan, who later penned some of the most famous automobile ads of all time after launching his own car company.

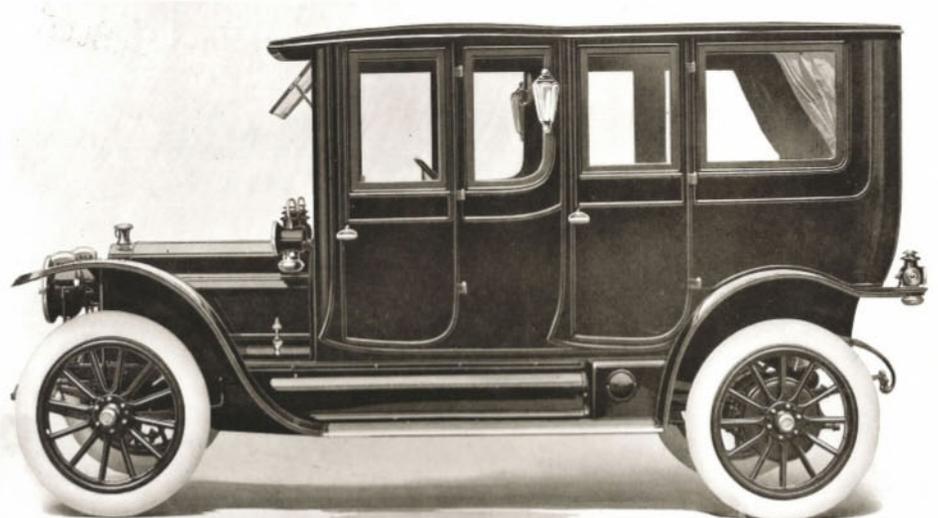
Jeffery trimmed the 1913 model range to a single 120-inch wheelbase, offering five body styles: four- and five-passenger Cross Country tourers, the sedan, Cross Country roadster, and a seven-passenger Gotham limousine tagged at \$2,825. Production rose to 4,435 cars.

Charles Jeffery decided to shake things up for 1914. He switched his cars from right-hand steering to left, vastly expanded the model range, and introduced new engines, including the company's first six-cylinder engine. He also designed experimental military vehicles. And he decided to drop the Rambler name in favor of Jeffery, to honor his father, declaring: "To the end that his name may remain in the memories of men, we have named our new car the Jeffery." Was it a smart move to abandon one of the most respected brand names in the industry for what were, after all, sentimental reasons? Hardly.

So, the Rambler name passed into disuse for a time, until successor Nash Motors chose it for the new compact car they were introducing for 1950. 🚗



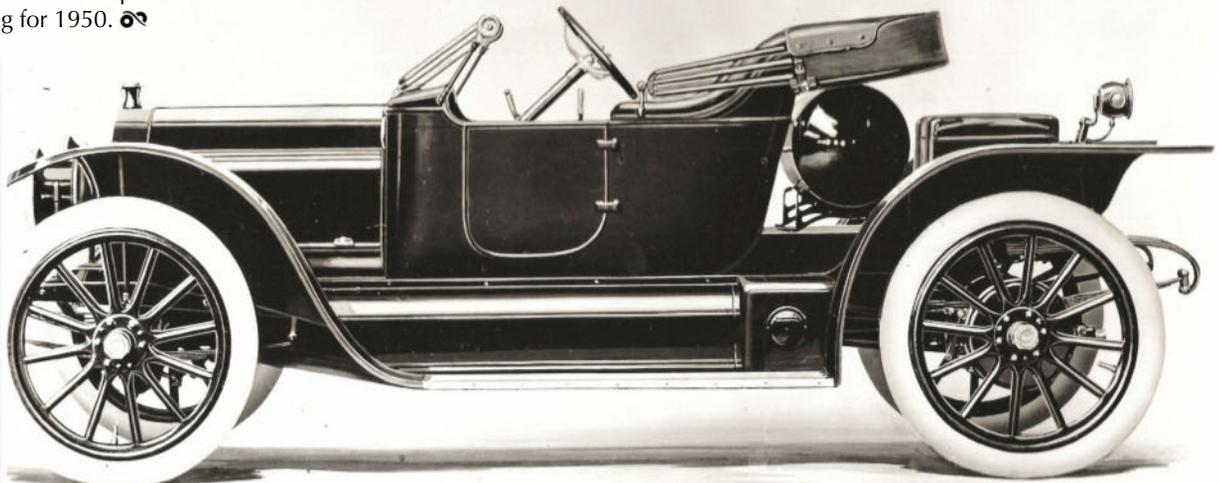
The 1912 Rambler Model 73 Gotham limousine seen here was considered a "town car," hence the open driver compartment. Note the lovely coach lamps and elegant body lines.



The top of the Rambler lineup for 1912 was this stately Knickerbocker limousine, aka Model 76, which featured a fully enclosed body with room for seven. Standard equipment included an electric cigar lighter, bouquet holder, silk hat rack, clock, whisk broom and holder, and a megaphone for communicating with the chauffeur. The price was a lofty \$4,200.



With sleek, low lines and seating for just two, the 1913 Cross Country roadster was the sportiest Rambler that year. Powered by a 32-hp four, it was priced at \$1,650.



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- SATURDAY, JUNE 23**
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OVERNIGHT: Main Street, Downtown Fairport, NY - 4:30 p.m.
- SUNDAY, JUNE 24**
LUNCH: Northeast Classic Car Museum, Norwich, NY - 12:15 p.m.
PIT STOP: Doubleday Field, Cooperstown, NY - 2:20 p.m.
OVERNIGHT: River Street, Downtown Troy, NY - 5:30 p.m..
- MONDAY, JUNE 25**
LUNCH: Hemmings Motor News, Bennington, VT - noon
OVERNIGHT: Church Street Marketplace, Burlington, VT - 5:30 p.m.
- TUESDAY, JUNE 26**
LUNCH: Mt. Washington Auto Road, Mt. Washington, NH - 12:30 p.m.
OVERNIGHT: Water Street, Downtown Gardiner, ME - 5 p.m.
- WEDNESDAY, JUNE 27**
LUNCH: Owls Head Transportation Museum, Owls Head, ME - Noon
OVERNIGHT: Front Street, Waterfront, Bangor, ME - 5 p.m.
- THURSDAY, JUNE 28**
LUNCH: Seal Cove Auto Museum, Seal Cove, ME - Noon
OVERNIGHT: Town Pier, Bar Harbor, ME - 4:30 p.m.
- FRIDAY, JUNE 29**
LUNCH: King Square, City Centre, Saint John, NB - 1 p.m.
OVERNIGHT: Riverfront Park, Moncton, NB - 5:30 p.m.
- SATURDAY, JUNE 30**
LUNCH: Library/Farmers Market, Prince Street, Truro, NS - Noon
OVERNIGHT: Alderney Landing, Dartmouth, NS - 4:45 p.m.
- SUNDAY, JULY 1**
FINISH: Waterfront Warehouse, Halifax, NS - 1:30 p.m.

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Route 66

Known as the “Mother Road,” America’s Main Street served the motoring public for almost 60 years

BY TERRY SHEA • IMAGES AS CREDITED

For nearly 60 years, U.S. Route 66 carried countless people, cargo, and dreams from the Midwest to the West Coast, its 2,448 miles of pavement meandering through towns and cities, big and small, connecting Chicago with Los Angeles. It traversed eight states mapped out across three time zones and connected the Great Lakes with the Pacific Ocean. Christened the “Mother Road” by John Steinbeck, U.S. Highway 66 captured American fascination almost from the time it officially opened in 1926.

It’s a pretty safe statement to say that the automobile changed history, but without decent roads to drive it on, we wouldn’t have family vacations by car, long-haul freight, suburban commuting, or traveling salesmen. None of that would have been possible without road building keeping pace with automobile production.

Car ownership surged at least 50-fold between 1910 and 1920, which spurred both a governmental and commercial push for more road building. The Federal Highway Act of 1921 laid out the first com-

prehensive plans for a system of national highways. Cyrus Avery, an Oklahoma farmer and state highway official, and John Woodruff, an attorney and savvy businessman from Springfield, Missouri, advocated and mapped out what would become U.S. Highway 66. Notably, its Chicago-to-Los Angeles route would pass through areas in which both men had business dealings. Their plan had the highway connecting not only big cities, but also smaller towns along the route, which gave Route 66 its sometimes zigzag path.

As chairman of Oklahoma’s state highway commission, Avery had been appointed to the Joint Board of Interstate Highways by the Secretary of Agriculture, and sat on the politically powerful subcommittee tasked with assigning numbers to the highways. Part of the national numbering plan was to do away with the traditional named routes—such as the Dixie Highway or the Lee Highway—a series of more than 250 interstate roads, aka trails, managed and maintained by agreement between different states. By splitting up those traditional roads and incorporating different portions of each into the larger national system, the

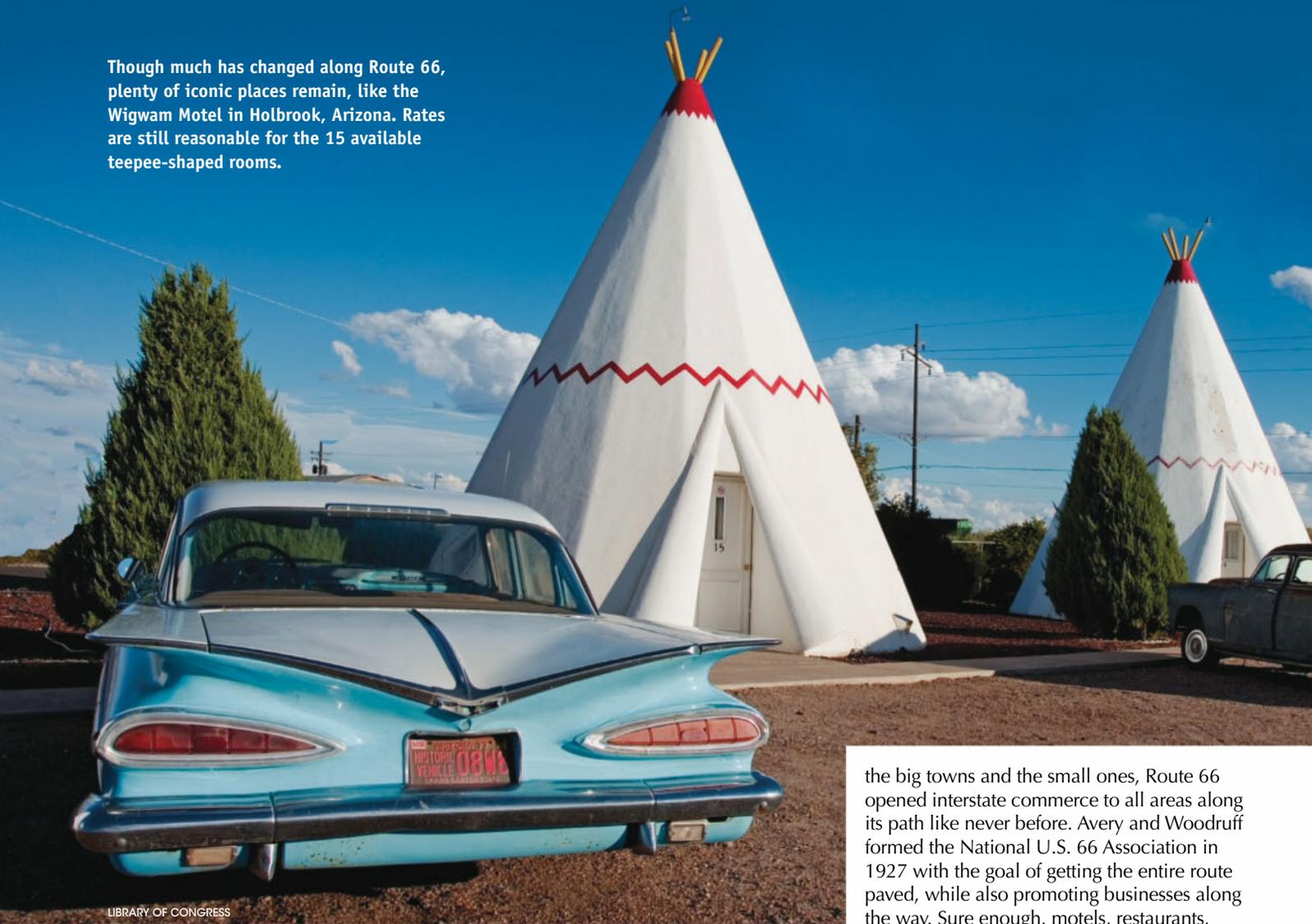
federal plan would hold sway and multi-state associations would no longer play a factor.

The numbering plan had the major east-west routes ending in a zero. When Avery’s subcommittee released its initial numbering system, Route 60 was the tag given to the Chicago-to-Los Angeles route. Protective of the old Midland Trail that ran through his state, Kentucky Governor William Fields objected vociferously, feeling that his state had been slighted. Under the initial plan, the Midland Trail had been split among Routes 52, 62 and 100 rather than what more obviously should have been Route 60.

On April 30, 1926, Avery met with his Missouri counterpart from the committee, B.H. Piepmeier, at the Colonial Hotel (built by Woodruff two decades prior) in Springfield, Missouri. When Avery’s chief engineer noticed that “Route 66” had not been assigned, they adopted that number and sent off a telegram to Washington, placating Fields and allowing the national numbering scheme to go forward, a plan that was formally implemented later that year in November. That compromise gave Springfield bragging rights as the “Birthplace of Route 66,” with Avery going down in history as the “Father of Route 66.” Springfield



Though much has changed along Route 66, plenty of iconic places remain, like the Wigwam Motel in Holbrook, Arizona. Rates are still reasonable for the 15 available teepee-shaped rooms.



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the big towns and the small ones, Route 66 opened interstate commerce to all areas along its path like never before. Avery and Woodruff formed the National U.S. 66 Association in 1927 with the goal of getting the entire route paved, while also promoting businesses along the way. Sure enough, motels, restaurants, and service stations popped up all along the route, making it safe and convenient for long-distance travelers. With the route passing from the shores of Lake Michigan through the Ozarks, across the Texas Panhandle, and into the mountains of New Mexico before coming close to the Grand Canyon and on to the Pacific Ocean in California, vacationers enjoyed traveling on it.

By opening a path from the industrial Midwest to the sunny Southwest, Route 66 helped to facilitate a general internal migration that had begun before World War II, but picked up steam in full force following the return of millions of American soldiers and sailors. One of those returning G.I.s was a retired Marine captain, Bobby Troup. A budding songwriter, Troup and his then wife, Cynthia, were moving from Pennsylvania to California, where Troup wanted to try his hand at writing songs for Hollywood productions. Driving their 1941 Buick on the journey in 1946, Troup wrote the classic song “(Get Your Kicks on) Route 66,” with his wife suggesting the title.

According to the book *Route 66: The Highways and Its People*, by Susan Croce



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Fuel for your car and food for your belly—perhaps this uniquely shaped café and filling station, photographed in 1940, was a precursor to the modern convenience store.

would become a major crossroads, where U.S. Highways 60, 62, and 66 all came together.

The roads and routes that made up Route 66 were largely not new, though bringing pavement to large portions of it was, indeed, new. That process took until 1938, with surfaces including not only macadam, but also bricks and concrete. Sections of much older trading and exploration routes had long since become roads,

from Native American routes, including the lamentable Trail of Tears from the 1830s, and the later Whipple Expedition, an 1853 Army-sponsored survey that helped blaze a number of wagon trails in the West. But Route 66 didn't become the “Main Street of America” by simply following old wagon trails. Portions of the Lone Star Route, the National Old Trails Road, and the Ozark Trail were all incorporated into Route 66.

By having the route pass through both



Kelly, the Troups made a few tourist stops on the way, reportedly also pouring 75 quarts of oil in that Buick's crankcase during their 10-day trip. The song became a big hit when released by Nat King Cole that same year. The musical acts that have covered the tune seems remarkably diverse, ranging from Bing Crosby with the Andrews Sisters (who also charted with the song in 1946), to Chuck Berry, Depeche Mode, George Benson, and even punk rockers The Cramps.

Before Troup immortalized the road in song, Steinbeck did the same with his tale of the Joad family in his 1939 masterpiece *The Grapes of Wrath*. The story follows the Depression-era tale of a family of down-on-their-luck "Okies," who make their way to California, abandoning their drought-stricken farm to the bank that owns the paper on it. Steinbeck coined the term the "Mother Road" as the Joads' story unfolds as the family travels Route 66 in their 1931 Hudson converted to a truck.

In the 1960s, the popular anthology TV show, titled, appropriately enough, *Route 66*, had two young men wandering the country in a 1960 Corvette roadster. *Route 66* was shot on location every week, with the whole cast and crew traveling just as the characters did on the show, though the locations often varied far from the actual U.S. Highway 66. The 2005 Pixar film *Cars* largely takes place in the fictional town of Radiator Springs, clearly inspired by many real places—and



The Hackberry General Store in Mohave County, Arizona, once served the small community of Hackberry, but the general store is more of a shop and museum for Route 66.



Hugh Davis built this blue whale as a gift for his wife in 1970, but the cetacean attraction remains popular with Route 66 travelers passing through Catoosa, Oklahoma.

people—along Route 66.

The two-lane Route 66 thrived for decades, with various changes and realignments taking place. With the passage of the Federal Highway Act in 1956 came the start of the Interstate Highway System, championed by President Dwight Eisenhower, who had marveled at Germany's Autobahn during World War II. As the Interstate system was built out across the country, the appeal of driving became more about getting to a place rather than the journey, and the Interstate routes proved far more efficient, if wholly lacking the charm of the attractions that had grown up with Route 66. Across Oklahoma, Missouri, and New Mexico, as an example, I-44 and I-40 quickly supplanted Route 66 as the fastest way across those states, even as the route roughly paralleled 66. In June of 1985, Route 66 was officially decommissioned, just a year or so shy of its 60th birthday.

But the story doesn't end there. The decommissioning of U.S. Highway 66 set in

motion the birth of various historic designations in the states the old highway still ran through, though sections had been adopted to become Interstate highways. No longer known as U.S. Highway 66, these two-lanes are known as "Historic Route 66," or some state highway designation with a number ending in "66." An estimated 85 percent of the original road remains driveable and, while some of the roadside attractions are gone, many remain. You can still get a frozen custard like no other at Ted Drewes in St. Louis, or head south a bit to Stanton, Missouri, to visit Meramec Caverns, a one-time hideout for Jesse James and his gang. The Will Rogers Memorial is still there in Claremore, Oklahoma, and the Grand Canyon sure hasn't moved. A few years back, outside of Albuquerque in Tijeras, New Mexico, highway workers stamped grooves into the pavement to make it sing "America the Beautiful" if you drove over the grooves at exactly 45 mph, perhaps the most appropriate accompaniment to a drive on Route 66. 🐾



Family Heirloom

After a second life as a mild hot rod, and decades of storage, a full restoration is bestowed upon a 1931 Ford Model A Pickup—Part I

WORDS BY MATTHEW LITWIN • RESTORATION PHOTOGRAPHS COURTESY OF KEVIN ALEXANDER

In 1957, Southern California native Paul Alexander purchased a complete, yet slightly aged 1931 Ford Model A Pickup for \$645. The seller handed Paul—still in high school—the keys and title to the closed-cab hauler, as well as dealer paperwork, the latter of which was of little consequence to the young man.

“He threw the paperwork away and fixed up the truck,” recalls Kevin, Paul’s son. And since the Fifties was the golden epoch of the hot-rod movement, the term

“fixing up” had an alternative meaning, as Kevin explains.

“Dad wanted a sleek look, so he removed the side-mount spare and covered the well, and then painted the body in red rust primer. The stock wheels were replaced with modern steelies, and he installed a drop axle that lowered it a bit. My grandfather fitted hydraulic brakes and, later, rebuilt its four-cylinder engine. Newer tear-drop headlamps were bolted on. He even drove it down to Tijuana, Mexico, to have a

new interior installed. It was his hot rod.”

In time, the Ford was parked, yet Paul resisted the temptation to sell it, even after relocating to Las Vegas, Nevada. By March 2015, it was time to downsize the collection and, in keeping with a promise to pass it along, called his son. Kevin, who had driven the Ford—by accident—only once at age five (more about this in Part II), immediately commissioned its restoration. Join us as the first segment of this tale unfolds on the following pages.



Early March 2015, the Ford is relocated from Paul's home in Las Vegas, Nevada, to Kevin's in Chandler, Arizona—after decades of hibernation—still wearing the red rust primer applied in the late Fifties, as well as period post-production add-ons.



The closed-cab pickup, designated model 82-B by Ford, was meticulously evaluated during its disassembly. Looking worse for wear—though in sound, running condition—was its original 201-cu.in. four-cylinder engine, rated for 40 hp at 2,200 rpm.



At the top of this image you'll see the diamond-pattern upholstery installed in Mexico decades prior. The pivot points and slide braces for the front windshield were functional, as was the wiper motor, but the wooden header above showed water stains.



By 1931, the Model A's doors were made entirely of steel. To combat a hollow, tinny noise, a sound-deadening material was sprayed onto the door skin, which is exposed here. The predominantly dry Southwest climate prevented rust from snacking on the metal.



Kevin had some restoration experience from years prior, so he was aware of the need to be organized throughout the process. Parts that required restoration were carefully laid out and documented before being tagged and stored, or delivered to specialists.



After the small parts were removed from the Ford's exterior, the hood, stainless-steel radiator shell—an accessory in 1931—and radiator were removed, allowing easier access to the engine. Several bolt-on parts were taken off the four-cylinder.



Here, the cab has already been separated from the frame and is resting on 2 x 4 studs. Although it would appear as though the cab could be lifted straight off, a few cables need to be disconnected, and then it must be maneuvered around the steering column.



Once the cab's bench seat and basic instrument panel had been removed, the shell was pulled off the chassis and placed on a home-made dolly, at which point the cowl/gas tank was removed. More disassembly was to follow.



1931 was the last year Ford used a gravity-fed fuel system, hence the combination fuel tank/cowl design. This is the underside of the unit, which, upon inspection, was seen to be devoid of corrosion. The tank within required professional cleaning.



Initially, Kevin was undecided as to how far to take the Ford's restoration, which was why the chassis was soda-blasted with the entire driveline secured to the frame. Soon after, the frame was stripped clean and media blasted to bare metal.



Overall, metal damage was exceptionally minimal, but there were a couple concerns to address. These are stress cracks found on the front crossmember where the front semi-elliptic leaf spring is mounted from below. They were rectified via welding.



After opting to restore the pickup to concours standards, large parts—including the differential assembly, front axle, steering column, and support brackets—were sent out for media blasting. Smaller parts were cleaned in the home shop during downtime.



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Local Model A Club members recommended that the frame should be checked for straightness and against factory tolerances, which is underway here. Any twisting would have to be corrected before work could continue, but the frame was found to be true.



While the frame was being checked, focus shifted back to the cab. After removing the factory visor, a standard feature, it was discovered that a section of the wood framing—still employed to support the fabric top—had suffered the wrath of dry rot.



The remaining wooden roof structure appeared to be sound; however, after consulting knowledgeable Model A enthusiasts, it was recommended that all the wood within the cab be replaced with new pieces. Fortunately, dry rot had not affected the steel supports.



A rotisserie was not available while the pickup was being disassembled, so the underside of the cab—small and lightweight compared to that of other vehicles—was inspected by simply tipping it onto its back. The floor and mounting points were devoid of damage.



Unlike Ford's 1931 passenger-car line, the pickups, and other commercial vehicles, utilized two-piece splash aprons and all-steel running boards, which are in the process of being separated from each other and the fenders in this image.



Friend and fellow club member John Cook began the task of examining the 201-cu.in. four-cylinder after it was secured to an engine stand. The three-speed manual transmission has already been removed; the clutch and pressure plate are next.

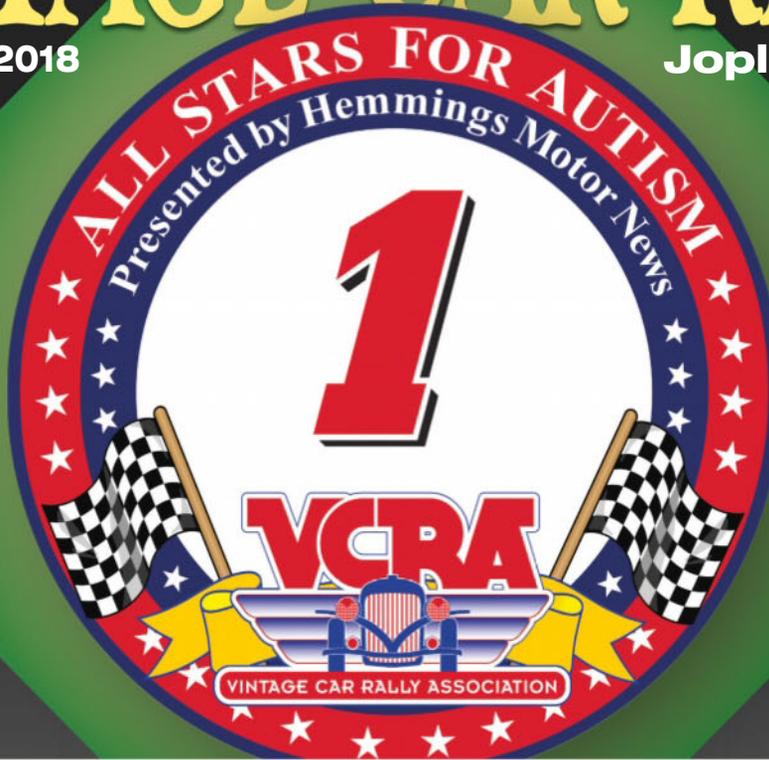
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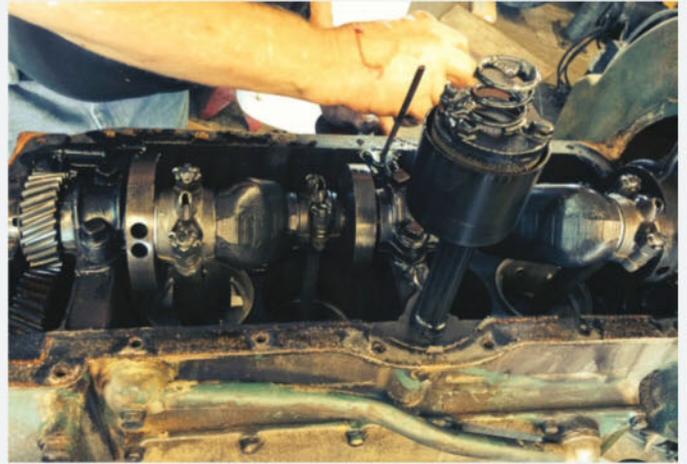
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After its removal from the block, the cylinder head was inspected for cracks; several were found within the L-head. Minor corrosion seen within the water passages could be eliminated, but the fractures forced the search for a replacement.



Further engine disassembly continued with the removal of the oil pan, exposing the crankshaft and associated babbitt bearings. Although the prior rebuild was decades old, only 2,000 miles were traveled prior to its decades-long slumber, so wear was minimal.



As with any project, there were many opportunities to manage the restoration of smaller subassemblies. Such was the case with the multi-leaf springs. Each leaf was cleaned, inspected, and re-arched, and with the aid of several clamps, bolted together.



When Paul altered the pickup 60 years ago, he saved the parts, including the original solid front axle. It was powder coated in gloss black with the rest of the front-end parts, save for the front spring assembly, which was painted by conventional means.



Model A's were fitted with four-wheel mechanical brakes when new, but this one had received a hydraulic system retrofitted after 1957. During the restoration, an upgraded hydraulic brake system was installed; this was the only noteworthy deviation from stock.



After media blasting, repairing the front crossmember, and checking frame geometry, the steel structure was finished in gloss black via powder coating, which tends to offer more durability and shorter cure times. It's also a more cost-effective method.

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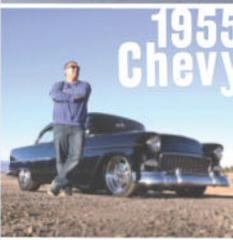


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A major step in the Ford's restoration is about to be accomplished here with the test of the fully rebuilt engine and transmission. The former of the two now wears a high-compression L-head; its only modification. The latter required new bearings and seals.



To help facilitate the first stages of chassis reassembly, the front axle and basic suspension were installed as a subassembly. So, too, were the rear suspension and differential. Before proceeding further, the Ford's 103.5-inch-wheelbase dimension was verified.



Tests of the engine and transmission were successful, permitting their installation to the chassis. Additionally, the steering box and column were installed, along with a new exhaust system. The steel wheels were a temporary means of providing mobility.



As the chassis received its restoration work, the body was tended to by an associate. One task was returning the spare tire well to the left-front fender. A reproduction piece was welded into place. After sanding, a skim coat of filler hid the seam.



Media blasting uncovered nary a trace of corrosion throughout the body. The fenders, cab, and pickup box were sealed in epoxy primer, before receiving a skim coat of filler. After sanding, the body was given a final coat of primer and was sanded yet again.



Although the body was now ready for paint—note that new wood has been installed as well—the cab, doors, and fenders were returned to Kevin's home shop for one critical step. Join us next month as we convey the final stages of the Model A's restoration.

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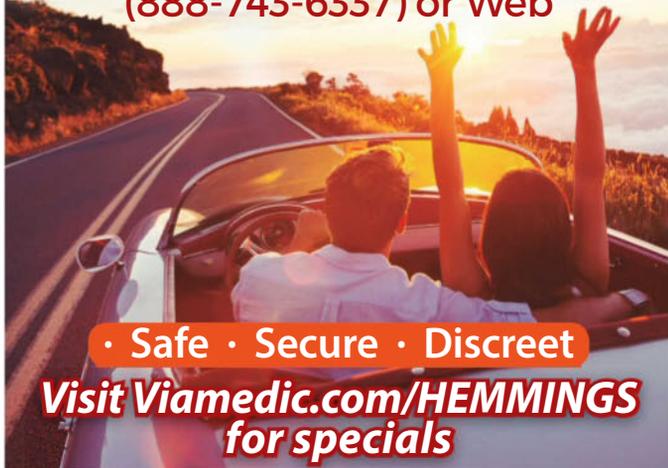


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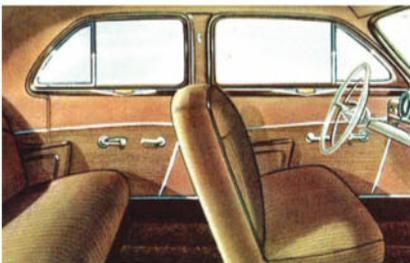
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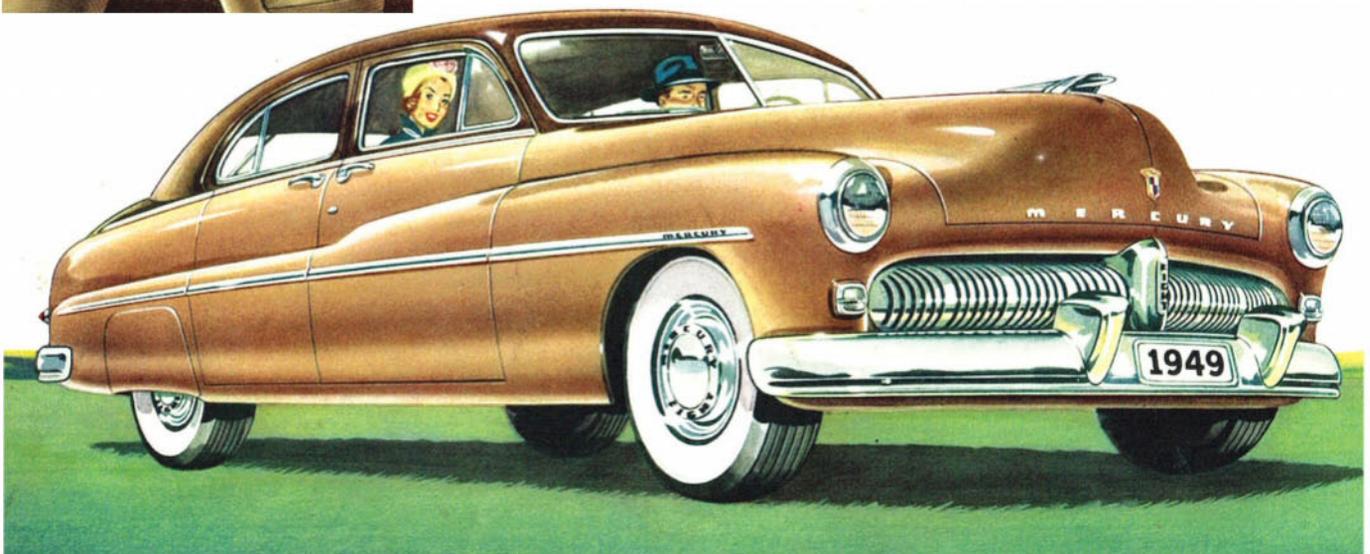
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1949 Mercury



Sport Sedan

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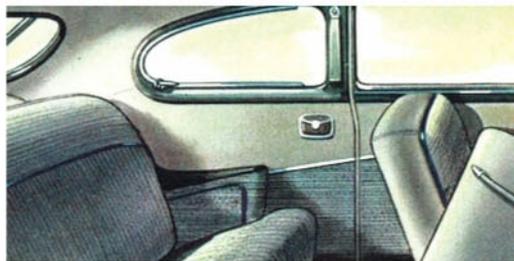
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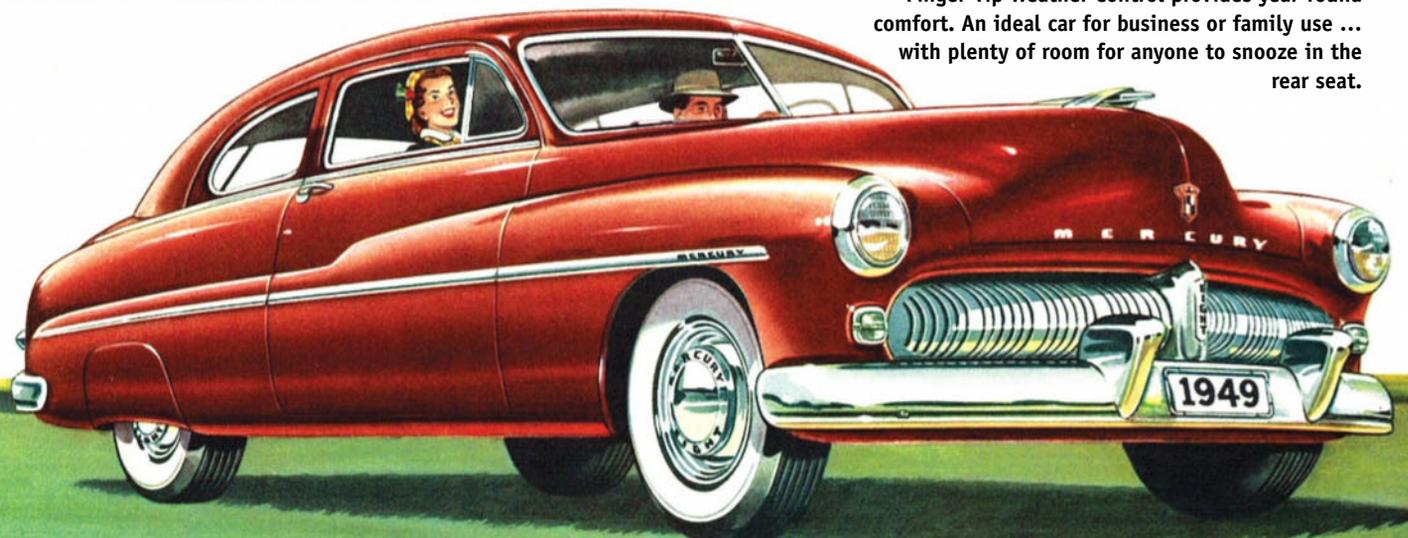
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6-Passenger Coupe

Here's a combination of big seating capacity and extra-large luggage space in a smartly-styled body that turns glances into gazes. The wide, comfortable seats hold six "king-size" passengers ... the broad doors make getting in or out easy. Mercury's Finger-Tip Weather Control provides year-round comfort. An ideal car for business or family use ... with plenty of room for anyone to snooze in the rear seat.



Malibu: Classic Colonnade

THIS MONTH'S DETROIT UNDERDOG is a personal favorite. Aunt Flossie traded her 1967 Camaro for a beautiful 1974 Malibu Classic Landau Coupe in medium dark green metallic with a medium green vinyl half roof that matched the interior, with its swivel bucket seats and console. I spent a lot of hours in that car, and my mother, who always did the driving when they went on road trips, spent a lot of time behind the wheel and always proclaimed, "It drives like a dream."

Introduced in 1973, the GM Colonnades represented a new era in midsize family offerings. There were no more hardtops and convertibles. The sedans and coupes featured prominent B-pillars, with fixed quarter windows on the coupes. Door glass was frameless. The Colonnades proved very popular and often outsold all other models.

Chevrolet introduced two different Colonnade body styles: the Monte Carlo, with its florid lines, and the Chevelles, including El Camino, Laguna, and Malibu. El Camino and Laguna aren't underdogs.

One advantage of being introduced in 1973 was that the 5-mph crash-absorbent bumpers were more integrated into the design of the new midsize Chevrolets, and didn't look like afterthoughts. Split wheelbases remained—112 inches for coupes and 116 for sedans and wagons.

The wagons were available as six- and nine-passenger models and featured a liftgate. While vent windows had been deleted years earlier, wing windows at the extreme rear of the wagon models made a return appearance, bringing in fresh air for those who were facing rearward, in the liftgate window did not roll down.

Visibility was said to be improved by 25 percent in coupes and 35 percent in sedans. Suspensions featured coil springs all around, and front disc brakes were standard. John DeLorean and Chevrolet Chief Engineer Alex Mair are credited with giving the new GM Colonnades great

handling, which some reviewers said equaled that of direct competitors from Chrysler and surpassed those from Ford. This is why my mother stated that it drove like a dream.

Under the hood, you could option the tried-and-true 250-cu.in. straight-six or 307-cu.in. V-8, both delivering 110 horsepower. A 350 V-8 with 145 hp or 175 hp, and a big-block 454 with 245 hp, were also available. Transmission choices were a three-speed or four-speed manual, or Turbo Hydra-Matic three-speed.

At introduction, Chevelles included the Deluxe, upmarket Malibu, and SS. The



1974



1976

Who ever said a car had to be big to be luxurious?

The car you can have in largest size class now. The Chevrolet Malibu Classic. And the news is being—*if you've noticed about finding a luxurious car in the midsize, mid-price range—is very good indeed.*

The best of a car is here, as on the inside.

And the inside of the Malibu Classic, as you can see, is something special. We began with full-foam seats. Deep seats. With a fold-down center console as comfortable as it is handsome.

Then we swept full circle, surrounding you with good things. Carpeted interior. Color-locked, soft-touched steering wheel. Smoothwood woodgrain accents. Even already well-known, we believe it comes through even here, in just a few photographs.

Look at these carefully. Notice the perforation in the seat.

Now that you've looked, come and see.

1974 Chevelle Malibu Classic:

new grille, the steering wheel, the console, the seats, the window moldings, the available vinyl roof.

But notice, much more importantly, the sense of character.

There's a true sense of the luxurious involved more than when most in the truck, we've designed Malibu Classic to be a car with a character of its own. A personality, if you will. One so well defined that we believe it comes through even here, in just a few photographs.

Look at these carefully. Notice the perforation in the seat.

Now that you've looked, come and see.

CHEVROLET MAKES SENSE FOR AMERICA.

SS was even available as a wagon the first year, featuring a black grille with "SS" emblem, lower bodyside and wheel-opening stripes, dual sport mirrors, black taillamp bezels, "SS" fender emblems, sport-tuned front and rear anti-roll bars, 14 x 7-inch rally wheels, 70-series raised white-letter tires, special instrumentation, and "SS" interior emblems. Not underdogs, but worth mentioning, are the Laguna wagon and sedan of 1973, so I mention them.

Chevelle sales were very good; more than 325,000 sedans and 59,000 wagons found loving homes in 1973. And in an era of luxury over performance, the Malibu was the best seller by far.

The Malibu Classic eventually took over as the top of the line. At first, the Malibu Classic coupe required a vinyl roof, but a painted roof option was available later in the model year. Both were available with opera windows. With the Deluxe gone, the Malibu name was also used for base models. The Malibu Classic Landau featured a vinyl half roof, and even in the malaise era of stagflation, most buyers opted for the Malibu Classic Landau coupe.

"There is no reason why automotive luxury had to be confined to the very big and very expensive. So we put it here. In midsize. At mid-price. Under the striking design of a new grid-pattern grille. Under a distinctive new stand-up hood ornament. Under new styling, with coach windows adding to the flair of the distinguished Malibu Classic Coupe ... The Malibu Classic. Don't think of it as less car ... just less size."

The big news for 1975 was new taillamps, replacing the recessed lenses with flush-mounted rectangular units. The grille took on a waterfall look with vertical grids. The Colonnade name was no longer mentioned, but we still like to refer to all 1973-'77 GM midsize cars as Colonnades. All 1975 models were shod with steel-belted radials. The following year, stacked headlamps framed the grille.

For cars that were very popular when new, not many Colonnade Chevelles change hands or are seen at shows and cruise-ins today. When one does come up for sale, the asking price can be anywhere from \$2,000 to \$15,000, and condition has nothing to do with the number of zeros. A little patience and perseverance will put you behind the wheel of one without breaking the bank. I've seen quite a few elderly owners still driving original-condition Malibus, which reminds me of a friend who used to check the obituaries and make condolence calls to ask about available cars. I am not endorsing that approach for expanding your collection. ☺

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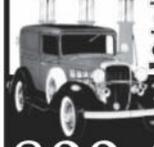
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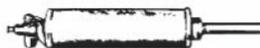
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Tony Haryn

Retail Auto Center Trainee
J.C. Penney

WHEN J.C. PENNEY OPENED ITS flagship store in Wayne, New Jersey, back in the mid-Seventies, it included a full-line auto center. We were in competition with a Sears store on the other side of the mall that had the number-one auto center in the country.

As the number-two retailer, we were going to gain market share by offering good quality work and honesty. What we didn't have was the talent to do this, because our human resources manager was hiring the mechanics from Sears when they were fired or quit. I was part of the trainee program and, as a trainee, you needed to work in every department in the store, including the auto center. I had had some experience working in a Ford dealership, so I spent more time in the auto center than the other trainees.

One day, I was in the main store in the cash room counting the day's receipts when I got a call from the store manager to meet him at the auto center at 10 o'clock at night. I ran across the parking lot to a dark auto center and saw the store manager standing at the outside of a bay door, looking inside. It seems that a mechanic had taken off the boss' entire exhaust system, left the car on the lift, and went home. I thought to myself, this was the shape of things to come, and I was right.

The next week, the store display manager left his brand-new 1976 Dodge Aspen at the auto center for its 1,000-mile oil change. When he left for the day, he was riding down Route 80 when he noticed the oil light was on, and there was a horrible grinding sound coming from under the hood of his new Dodge. One of our mechanics had changed the oil filter, but forgot to put oil back into the engine. At this point, no one who worked in the store wanted to have their own cars serviced at the auto center.

Speaking of horrible noises, I was at the service desk talking to a customer when I heard the sound of mechanics screaming, and metal and glass breaking. They had just dropped a car off a lift! The customer looked at me and said, "Does this happen often?" and walked out of the center.

The auto center was built on a flood plain near a river, so every time it rained hard, the road behind the auto center's

building flooded out, and the water sometimes would creep up to within 25 yards of the gas pumps. The underground tanks must have had a crack in them, because water would get mixed in with the gas. Every time it rained, we lowered the price of gas to get rid of it. Store employees knew this, but still lined up to get the watered-down gasoline at the lowest price in the area.

One night, store security called me to open the auto center, because a silent alarm had gone off, and I had the keys to the center. As one security guard and I quietly walked into the garage section, we heard a girl laughing, but where was she? We walked up to a lift, and the laughter was coming from above us, from a car on the lift! I lowered the lift to find the auto center's register girl half naked, with one of the mechanics pulling up his pants.

On another day, I got a call from the head mechanic asking me to meet him at a customer's car outside the building. He said to me, "You've got to see this for yourself, because I can't work on this car."

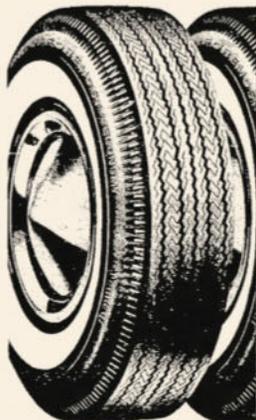
As we approached the car, I saw a clean, four-door Chevrolet Chevelle 300 with New York license plates on it. When I got up to the windows, I saw what the mechanic had meant. The car was filled with garbage, from the floor to the top of the door panels! Only the driver's seat area was clear of any debris or garbage. I opened the door to see what was going on and expected an awful smell, but there was none. The garbage was clean. The McDonald's and Burger King cups were washed, as were the French fry holders; the bags were full of clean napkins; and the rest was stacks of old magazines and newspapers. I spoke with the owner in the customer-service area, and he told me he lived in a bad area in the Bronx, and this was the way he stopped thieves from stealing his car.

Once, when we had just gotten in a shipment of batteries, there was a call for all hands to help unload them into the



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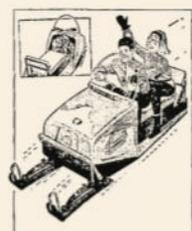
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battery storage room. It was a big mistake, putting four mechanics together to do one simple job. As they were joking and fooling around, one of them put a side-mount battery in the rack backwards, and when it touched another battery, the positive and negatives contacted one another, and the two batteries exploded, setting off the fire alarms. No one was hurt, but we had the town's fire and police departments surrounding the auto center—not a great picture for customers coming in for service. After that, I became a manager in toy and sporting goods, where it was a whole lot safer. 🐞

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BY TOM COMERRO

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(total model-year production)

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2. Ford 2,349,465
3. Oldsmobile 930,946
4. Pontiac 919,872
5. Plymouth 908,790
6. Buick 821,156
7. Dodge 675,161
8. Mercury 486,470
9. AMC 389,040
10. Cadillac..... 304,839



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- Daytona 500 Richard Petty
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- Formula 1 Jackie Stewart
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- Chevrolet Corvette..... \$5,685-\$5,921
- Chrysler Newport..... \$4,693-\$5,079
- Dodge Coronet..... \$2,867-\$3,560
- Ford Maverick \$2,297-\$2,541
- Lincoln Continental Mark IV.... \$8,984
- Mercury Cougar XR-7.... \$3,679-\$3,903
- Oldsmobile Cutlass \$3,048-\$3,394
- Plymouth Valiant \$2,447-\$2,564
- Pontiac Grand Prix..... \$4,583-\$4,962

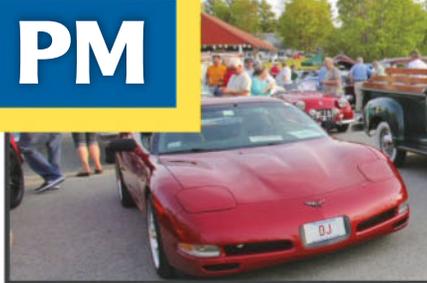
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Split-Manifold Memories



I WAS IN HIGH SCHOOL IN IOWA

City, Iowa, and working part time for one dollar per hour in a Deep Rock gas station. Across the street was a Cadillac, Buick, and Chevrolet dealer. It was the summer of '57, and there, sitting in the prime spot on the used-car lot, was the most beautiful car I had ever seen—a 1951 Chevrolet De Luxe two-door. It had a pure white top and emerald green bottom, and all for the asking price of \$500. I had to have it! My dad was getting tired of me destroying his cars, so he loaned me the money to buy it. I was in heaven. Freedom at last!

One of the first things one did in those days was put in a rear speaker, followed by white rubber floormats and whitewall tires or "porta walls," depending on the expected tread life of the tires. This was followed by dual carbs and dual exhaust.

There was a machinist in Iowa City

named Dutch Laschke. He split so many six-cylinder Chevy manifolds, he had a jig to hold the manifold in place so it wouldn't warp. He cut them open, slid a plate in, and welded on a pipe for dual carbs. A piece of flex pipe was clamped on that, then curved down between the oil pan and flywheel, up through the frame, and into a muffler. That flex pipe would get hot, stiff, and never rattle.

There was a junkyard in Coralville run by a man called Crazy Al. In his inventory, he had duals for Chevys, plus the right-side tail pipes, flat on the end just like the original.

Nothing in the world sounds like a split manifold on a six-cylinder engine. Chevy sixes start out quiet and reach an ear-splitting crescendo in each gear. There were three of us in my high school with Chevys with split manifolds: a '49, a '50, and my '51.

When the three of us would leave school together, it was deafening.

Every day at lunchtime, we would pile into our cars and race uptown to the Maid-Rite for lunch. We always knew there would be only one parking space in front and maybe only one stool inside, so it was important to be first. On the way to the restaurant, we passed through the University of Iowa campus. In the fall during the first couple of class days, the university students thought they ruled the roost and would jaywalk and saunter along crossing the street. By the end of the first week, when the students heard us coming, they would run for the curb. They quickly found out we didn't slow down for anyone.

If anyone wanted to find me on a Friday night, all they had to do was go to the police station and wait. Before long, an officer would be hauling me in for excessive noise. One time, the policeman

was standing in the middle of the street just waiting for me to come by. I did, and we went to jail. I even worked with this cop at the waterworks, but that didn't matter. The captain was a good friend of my dad's, and that still didn't cut any mustard.

My best display of excessive noise was one morning, going to school. I drove right past a whole bunch of highway patrolmen standing in a parking lot on my way to class. My pipes never sounded better. All the way down the hill, I rapped those pipes and let them back off. What music!

That night, a patrolman pulled in for gas at the Deep Rock gas station. I went about pumping the gas and washing his windshield, and could hardly stand the suspense. He finally said, "I heard ya, and it was all I could do to keep about 10 troopers from coming after you." I didn't realize what a friend I had until I matured a little. I learned that this one officer was the toughest one on pipes in the state. He never gave me a ticket, even when I would meet him on the highway and bleeped my pipes as we passed.

While working nights at the station, I would put my car up on the hoist and swap mufflers, trying for that perfect sound. I ended up with a Dynatone and a Smithy. They sort of sounded like a Plymouth six-cylinder, only they started out loud and low, and got louder as the engine rpm increased. Beautiful! I was so proud of that car; I washed it all the time. I removed all the paint from the engine so the metal gleamed, and added two chrome air cleaners. That car could move!

Our high school was "L" shaped, built into the side of a steep hill. All the classrooms were on the long side of the "L" facing the parking lot. One afternoon I quietly drove into the parking lot, turned around, and backed down to the corner of the "L." I let 'er rip in all her glory, and what a beautiful sound echoed off all that brick and glass. Tires singing, gravel flying. All classes came to a halt. Little did I know, the local detective was in the principal's office talking to Rock, one of our outstanding students. The detective told him to jump up and see who that was. Rock told me later that he saw me going around the corner but told the detective he didn't see the driver. The detective said it was

probably Gillies anyway.

One of my biggest mistakes with that '51 Chevy was letting a buddy talk me into going with him to try and get license plate number 1, when they came out in December for the next year. He got 19, and I got 20. Do you know how easy it is to read and remember number 20? I was turned in for things I didn't even do. Just being in the area was enough. Never get a low license plate number.

Two street drags come to mind: one success, one failure. The successful one happened one night when this '55 Ford V-8 with automatic pulled up alongside of me at a light. In the car was a bunch of loud-mouth, greasy-looking hoodlums. The light changed, and they jumped off the line with me a little behind. They were pointing and laughing, but when I hit second gear, I pulled up and passed them. Their laughter turned to long faces and they turned off.

The failure happened late one night, coming home from a date, when I pulled up beside a '53 Ford. I had never had a problem taking on flathead Fords. The light changed, and down the block we went. He just nudged me out by the time we got to the next light. I thought maybe I didn't get on it hard enough. So when the light changed, I really hit it. He didn't move, but I kept on it as I was mad. About halfway down the block I looked in the mirror and saw him coming. He passed me before I got to the next light! I went home so dejected, beat by a '53 Ford! Later, I found out it was Olds-powered, and then I didn't feel so bad.

I also had the problem of the transmission staying in first gear and the shift lever sticking in neutral. I would stop, open the hood, pull up the shift levers to neutral, and be on my way. This would usually happen only when drag racing.

The straw that broke the camel's back happened one day driving through a construction zone. I saw the cops sitting on the other side of the road and I made those pipes roar, thinking that they couldn't get through the traffic to catch me. All went well for a while until I pulled off into the neighborhood Studebaker dealership. They must have seen me.

My dad went with me to court this time, and after the fine was set, said, "That's it, take them off!" Well, it's not much fun driving a quiet car, and my interest waned. The Chevy got sold to the cleaning lady, and I was off to college. ☞

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Curve Appeal

After the CJ-5, round fenders and headlamps were nonnegotiable among Jeepers

BY MIKE McNESSOR • PHOTOGRAPHY PROVIDED BY FIAT CHRYSLER AUTOMOBILES

A funny thing occasionally happens when a manufacturer tries to scrap or radically alter a legendary model. The vehicle's fanbase, responsible for its popularity, goes nuts.

This occurred at the end of the 1980s when word spread that the Ford Mustang was moving to a front-drive powertrain. A stampede of complaints from the pony car's faithful put that plan forever out to pasture. It also happened in 1987 when the replacement for the Jeep CJ, the all-

new Jeep Wrangler, rolled out with de rigueur Reagan-era rectangular headlamps as well as a funky crease in the grille.

It was more than just a styling direction—Jeep (owned by AMC at the time of the Wrangler's design) seemed to be distancing itself from the CJ in the wake of a *60 Minutes* report that labelled the CJ-5 as a rollover looking for a place to happen. Moreover, by updating the CJ's exterior, changing the name to Wrangler, and adding more amenities, AMC was also chasing buyers who might've been

turned off by the CJ's rough edges and were turning instead to the more civilized Ford Bronco II or GM's S-10/S-15 Blazer/Jimmy twins.

Hard-core Jeepers howled at the gentrification of their favorite trail machine, and especially at those blasphemous rectangular headlamps. While the too-square-to-be-hip YJ-series Wrangler sold well, and proved worthy of the Jeep name during its 11-year run, it's still sort of an outlier in the Jeep community. When the YJ was phased



out after the 1995 model year (by then Jeep had become a Chrysler brand), its replacement, the 1997 TJ series, wheeled in like a conquering hero behind round headlights and a grille free of sharp creases. It's been that way ever since, and likely will be as long as people keep lining up to buy Wranglers.

The styling elements used on post-YJ Wranglers can be traced back to the CJ-5: smooth grille with seven slats, rounded fenders, and round headlamps. The CJ-5, in turn, got its rugged good looks from a

military quarter-ton—the 1952 Willys MD or, its military designation, the M38A1, which first eschewed flat front fenders for rounded panels.

The M38A1 came about because the military was demanding a new jeep with a greater payload capacity, as well as 24-volt electricals and other GI-specific features. Willys' first solution was to weaponize the civilian CJ-3A and call it the MC, or M38 in U.S.-military parlance. The 1950-'52 MC rolled on Spicer axles—a 24 up front, 44 in the rear—and changed

gears with a Warner T-90 transmission connected to a Spicer Model 19 transfer case. The MC's chassis was fortified for rough military work and greater payload capacity—the tire size was increased, too, for additional ground clearance—but the whole package was powered by the same L-head "Go Devil" four-cylinder used in previous jeeps. With just 60 hp on tap, the heavier M38 felt underpowered, and the military was dissatisfied. As a solution, Willys offered up its "Hurricane" four-cylinder that boasted 72 horsepower. The

Hurricane wasn't an all-new powerplant but an adaptation of the flathead four-cylinder. Its revised cylinder head housed the intake valves, placing them over the pistons while the exhaust valves remained in the block, alongside the pistons, creating an F-head configuration. The rocker arms for the overhead intake valves were activated by pushrods that dropped through the block alongside the exhaust valves.

Military testers liked the Hurricane, which they sampled in a Willys truck. The problem was, the taller overhead-intake-valve engine wouldn't fit in the M38. One attempt to solve this, resulted in the "high-hood" CJ-3B, which, as the name suggests, was a CJ-3 retrofitted with a taller grille and hood. There was a military version of this rig known as the M606 that saw a lot of action as an export.

A more elegant solution was a rethink of the Willys front end that more closely integrated the front fenders with the body tub, and capped them off with a rounded, tapering hood. The Willys MD, aka M38A1,

started production in 1952 using that now-iconic body design. It was a worthy successor to the original jeep, and the military purchased 82,000 of them by 1957.

The civilian version of the MD/M38A1, dubbed the CJ-5, made its debut in 1954 as a 1955 model and remained in production until 1983. Its larger progeny, the CJ-7, was built from 1976-'86. If you're wondering why there's a numerical gap between the CJ-3 and the CJ-5, there was a CJ-4 prototype built with unique front fenders that never saw production. To confuse things even further, India's Mahindra built the high-hood CJ-3B under license and called it CJ-4. Incidentally, there was a CJ-6 between the CJ-5 and the CJ-7—it was a CJ-5 with its wheelbase stretched 20 inches.

Over the years, CJ-5 history has come to be divided between two eras: short nose (1955-'71) and long nose (1972-'83). The first CJ-5s were very similar in appearance to the military M38A1, though the civilian truck rode on a lighter-duty chassis and weighed in some 300 pounds less.

Updates to the CJ-5 came at a glacial pace, but there were some noteworthy changes: In 1956, the spring shackles and spring bushings were reconfigured; in 1957, a

four-speed transmission was added as an option, while 12-volt electricals became standard; a single-pane windshield was new for 1960; and in 1961, a Perkins diesel engine was made available. The big news for 1966 was the addition of the "Dauntless" V-6, which parent company Kaiser Jeep acquired from Buick.

Also that year, a nonfunctional battery box cover was removed from the cowl—a holdover from the military jeep. Along the way, there were also special editions and accessories, something Jeep has become famous for. The dressy Tuxedo Park package with chrome trim, hubcaps, and some interior trim rolled out in 1961. In 1969, a slide-in camper was offered that included its own tag axle and suspension, thus turning the CJ-5 into a tandem that could sleep four.

After AMC bought Kaiser Jeep in 1970, the CJ-5 was offered with AMC power, including the 232-cu.in. and 258-cu.in. straight-sixes, as well as the 304-cu.in. V-8. To accommodate the new engines, AMC lengthened the Jeep's snout in 1972, creating the long-nose CJs (like this month's featured CJ-5). Lots of other upgrades followed through the 1970s, including sturdier transmissions and axles, an automatic transmission, and the addition of popular trim options including the Levi's interior package.

By 1983, the CJ-5 was gone, followed by the CJ-7 in '86, setting the stage for the controversial arrival of the redesigned YJ-series Wrangler. 🐾



Above a ('55-'71) short-nose CJ-5; below, a long-nose rig ('72-'83). Notice how the long-nose fender has additional sheetmetal and an accent line between the wheel opening and the cowl.



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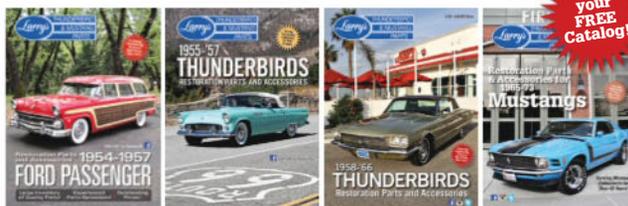


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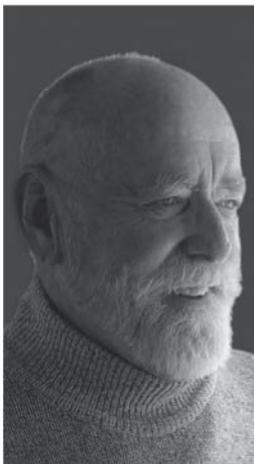
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Scientific American
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Cars With a Past



In school, we had air-raid drills every month, during which you dropped to the floor and covered your neck with your hands. Nuclear annihilation was all too real in those days.



I was in Nashville on business in the 1980s, and I remember paying five bucks to see one of Elvis Presley's Cadillacs. After about 20 minutes in line, I went into this little museum, and there it was, a green mid-Sixties Coupe de Ville with a tan interior. It was a standard production model just like every other mid-Sixties Cadillac I had ever seen. Turns out, its only distinction was that it was reputed to have been owned by the King. I felt silly. The famous assertion attributed to P.T. Barnum came to mind: "There's a sucker born every minute." It seems I had just paid five dollars to see the world's tallest midget.

I have changed my outlook since then, though. These days I'm into history, and I now understand that if you know about the world that surrounded an old car, it all comes alive, and it makes the car, as well as its past, more significant and exciting.

I think of my recently acquired 1940 La Salle coupe, and I wonder who might have purchased this one from Don Lee Cadillac in Los Angeles. He or she most likely appreciated sporty styling, but did not have unlimited funds because they didn't order it with full dish hubcaps, a radio, or a heater.

If the new La Salle had been equipped with a radio, the buyer could have listened to the ominous war news, or perhaps Will Bradley's "Down the Road Apiece," or Glenn Miller's "When You Wish Upon a Star." Or he might have taken his ladylove to the Olympic Drive-in Theater, the first on the West Coast, to see Chaplin's *The Great Dictator*.

The coupe probably had little use during the war, because gasoline and tires were strictly rationed. It was never left outside, because its original lacquer paint is still presentable after almost 80 years. Of course, by the 1950s, the old La Salle was an orphan and not worth much, but someone obviously cared for it well anyway.

And then my mind wanders to my 1955 Chevrolet Beauville station wagon, and a different reality. Its original AM radio has a CONELRAD symbol on the dial, so that, in the event of an atomic attack, you could switch from Bill Haley & His Comets to find out what to do, if anything.

In school, we had air-raid drills every month, during which you dropped to the floor and covered your neck with your hands. Nuclear annihilation was all too real in those days. Especially since we and the Soviet Union were one-upping each other by vaporizing islands in the South Pacific and the Arctic around that time.

Station wagons became popular mid-Twentieth century, but not for picking people up at the train station. Members of the Greatest Generation were busy moving to ranch houses in

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Their daily newspaper was delivered to their doorstep by a kid on a Schwinn every



morning, and he might have also mowed their lawn on Saturdays using a push mower, so as to have enough money to go to a McDonald's (which opened in '55) and the movies to see *Rebel Without a Cause*, filmed in CinemaScope.

Nineteen fifty-five was also the year Bill Vukovich met his end. It seemed someone died every year at Indy in those days. Back then you couldn't watch the Indianapolis 500 on TV, but you could listen to it on the radio. My father and I were polishing his 1955 Chevy 210 four-door in the driveway while listening to the race when Vukie crashed.

So, on a day when you can't go touring in your classic, you might check out a little history from the time your chariot was built. It will make your car come alive; it may tell you why it was the way it was, and you may learn something about yourself, too. I now realize that seeing Elvis' Cadillac would have meant more if I had thought about what was happening when it was built.

Enjoying any classic car depends on what you bring to it. Your vintage vehicle will mean more to you if you know what was happening when it was built, and it will transport you to another era that has its own intriguing story to tell. Your classic's past may be more fascinating than you might imagine. 🐾



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