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# Hagerty's

THE VOICE OF THE COLLECTOR CAR COMMUNITY



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## MUSCLE-BOUND

Inside the Floyd Garrett  
Muscle Car Museum



# A History of Timeless Classics



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### ON THE COVER

A look inside Floyd Garrett's Muscle Car Museum in Sevierville, Tennessee.  
 Photo by Joe Vaughn.



BLAIR BUNTING

## HERSHEY: THY NAME IS MUD (NO LONGER)

**ANOTHER EXCITING YEAR** in the hobby is winding down, and that means it's time for Hershey. Don Sherman previews this colossal automotive flea market on page 22. His description of the event brings back my own memories.

Although my Hershey experiences only go back 10 to 15 years, I had heard of it all my life, including what a bog the place could be when it rains (which happens quite often in early October). I first attended Hershey when I became directly involved in the Hagerty business and went there as a vendor. Sure, I trolled the aisles looking for stuff, but I always had to return to work the booth.

Even though I never got to experience Hershey in those early years, I've heard the old-timers tell stories of when it was all mud and no corral. Back then, the cool thing was that the cars for sale were scattered everywhere, along with parts and such. Once they created the car corral — now with more than 1,200 cars — and started paving the fields, the event seemed objectively more organized.

The show itself is likely the largest technically judged, all-stock, mixed-brand car show in the United States, covering more than 350 acres and attracting around 250,000 spectators. For years, this was the Antique Automobile Club of America's (AACA) vetting ground for further national award invitations, and the heads of all the major concours attended to see if any of the cars present were worthy of invites.

Hershey is a cool event and I hope it always maintains its status. On page 25 we've asked whether there is still a place for Hershey in light of eBay Motors and other faster, less costly alternatives to finding what you need.

But in the meantime, I'll see you at Hershey.

*McKeel Hagerty*

McKeel Hagerty





JOE VAUGHN

FEATURES

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How collector Floyd Garrett created the automotive equivalent of Muscle Beach with his car museum in Sevierville, Tennessee.

20 Going 'Dutch'

Artistic, intricate and just plain cool, pinstriping — once almost a dead art — continues to leave its distinctive mark on vehicles today.

22 The Ultimate Swap Meet

Hershey is unlike any other automotive event in the world in that it has everything you're looking for. The challenge is to find it.

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RICHARD CHENET

AT YOUR SERVICE

**WHATEVER YOUR** question, we'll do everything we can to track down an answer. "Ask Hagerty" Concierge Service is available free to Hagerty Plus members by dialing 888-310-8020, option 3.

**Q:** An off-shade patch appeared on the rear right fender of my '66 Mosport Green Corvette 427 in 1971. I repainted it, but it reappeared in the '90s. I'm thinking of having it repainted again. What can I do to make sure it doesn't come through this time?

**A:** We went to an expert, Werner Meier at Masterworks Automotive Services (mwauto.com) in Madison Heights, Michigan, for an answer. He suggests stripping the car to bare fiberglass and washing the affected area with acetone. Then heat the area with a heat lamp to force any contaminants to the surface, where they can be washed away with acetone. Because fiberglass is porous, contamination may be deeply imbedded. Repeating this process from the reverse side is advised whenever possible, as contamination may have entered from below. If discoloration or evidence of contamination can't be eliminated, replacement of the panel is advised.

**Q:** What's the best way to protect the wood in the bed of a restored pickup truck?

**A:** We suggest using a marine spar varnish product. However, full data on woodie restoration is available on the National Woodie Club Web site (nationalwoodieclub.com). Another good source is:

Mike Nickels  
231-947-2599  
mikenickelswoodies@hughes.net



THE UNANSWERED QUESTION

Last issue we asked if anyone knew where to find a Cino car or truck manufactured in Cincinnati from 1910 to 1913. Although several interested readers wrote in, no one has responded with the location of one or proof that any have survived. Now we've decided to offer a reward for finding a Cino. Be the first one to send the name and owner of a surviving Cino to editorhagertys@hagerty.com and we'll send you a year's subscription to *Cars That Matter*, one of our favorite collector car value guides for post-war vehicles.

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# WHAT'S OLD IS NEW AGAIN

SOME MAY call them "junkers," but to most collectors, classics in need of some TLC are priceless — and our readers seem to agree.

Last issue, we asked you to submit "before and after" photos of your vehicle restoration. On the following pages are three of those submissions along with their stories. (The transformations are pretty impressive, to say the least.)

Due to the overwhelming response, we weren't able to include all the photos received in this edition. But keep watching future issues of *Hagerty's* to see if your vehicle is featured.

Have you devoted countless hours or spent your last dime to help restore a classic back to its original condition? If so, we want to hear about it! Send your best "before & after" photos and a few sentences about the project to [photoshagertys@hagerty.com](mailto:photoshagertys@hagerty.com) for a chance to show off your hard work.



## 1956 Cadillac

With more than 100,000 miles on the odometer, this icon of '50s luxury was parked in 1971 and forgotten until then-high school senior Murray Pfaff, who is now a custom car designer at Pfaff Designs in Royal Oak, Michigan, found it languishing in storage in 1986. Neglected for years and due to lose its place in a barn scheduled to

be demolished, the 1956 Cadillac Sedan de Ville caught young Pfaff's fancy. He asked his father for permission to rescue it, but received a firm "over my dead body" in reply. Fortunately, the car found safe haven until the purchase could finally be negotiated five years later.

Pfaff's Cadillac has undergone four different transformations over the past 15 years and has won numerous best of show awards.



## 1959 Austin-Healey

John Homonek's 1959 Austin-Healey 3000 BN7 was rusted out and parked at the side of a barn when he first saw her. After 20 months and more than 1,200 hours of a complete frame-off restoration, Homonek, president of the Atlanta Austin-Healey Club, says she now enjoys rural country roads and many Healey events.



## 1966 Pontiac GTO

For John and Carolyn Hotetz, their 1966 Pontiac GTO represents a time when "life was simple and cruising was the typical thing to do on a Friday or Saturday night." They bought "Betsy" from the original owner for just \$3,000 back in 1990. Today, the burgundy beauty is a show car worth about \$50,000.

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## ITALIAN TOUR DE FORCE

Alfa Romeo, Ferrari, Lamborghini, Lancia, Maserati, Monza, Pininfarina and Zagato — the names are magical. But the destinations are even more enchanting for lovers of fine automobiles.

In mid-May, Hagerty's Jonathan A. Stein assumed the role of study leader for Smithsonian Journeys' Italian Automobile Design and History tour. The eight-day pilgrimage took 31 enthusiasts to the great automakers, design studios and museums of Northern Italy. Four-star hotels, fine dining and multiple presentations by Stein punctuated the auto adventure.

The trip began in Turin, with Giorgio Giugiaro's Italdesign, Pininfarina, Tjaarda Design, Fiat's Lingotto rooftop test track and the Lancia historical collection. In Milan, the group toured the Zagato design house, the Alfa Romeo Museum and the historic autodrome at Monza, and browsed the amazing Libreria dell'Automobile (automotive bookstore).

En route to Modena, the tour stopped in Maranello to preview RM Auction's Ferrari sale at the Fiorano track and tour the Galleria Ferrari museum. In Modena, there were visits to Maserati, supercar manufacturer Pagani, Lamborghini and the private Stanguellini collection.

If seeing rare Ferraris, Lancias and Lamborghinis wasn't

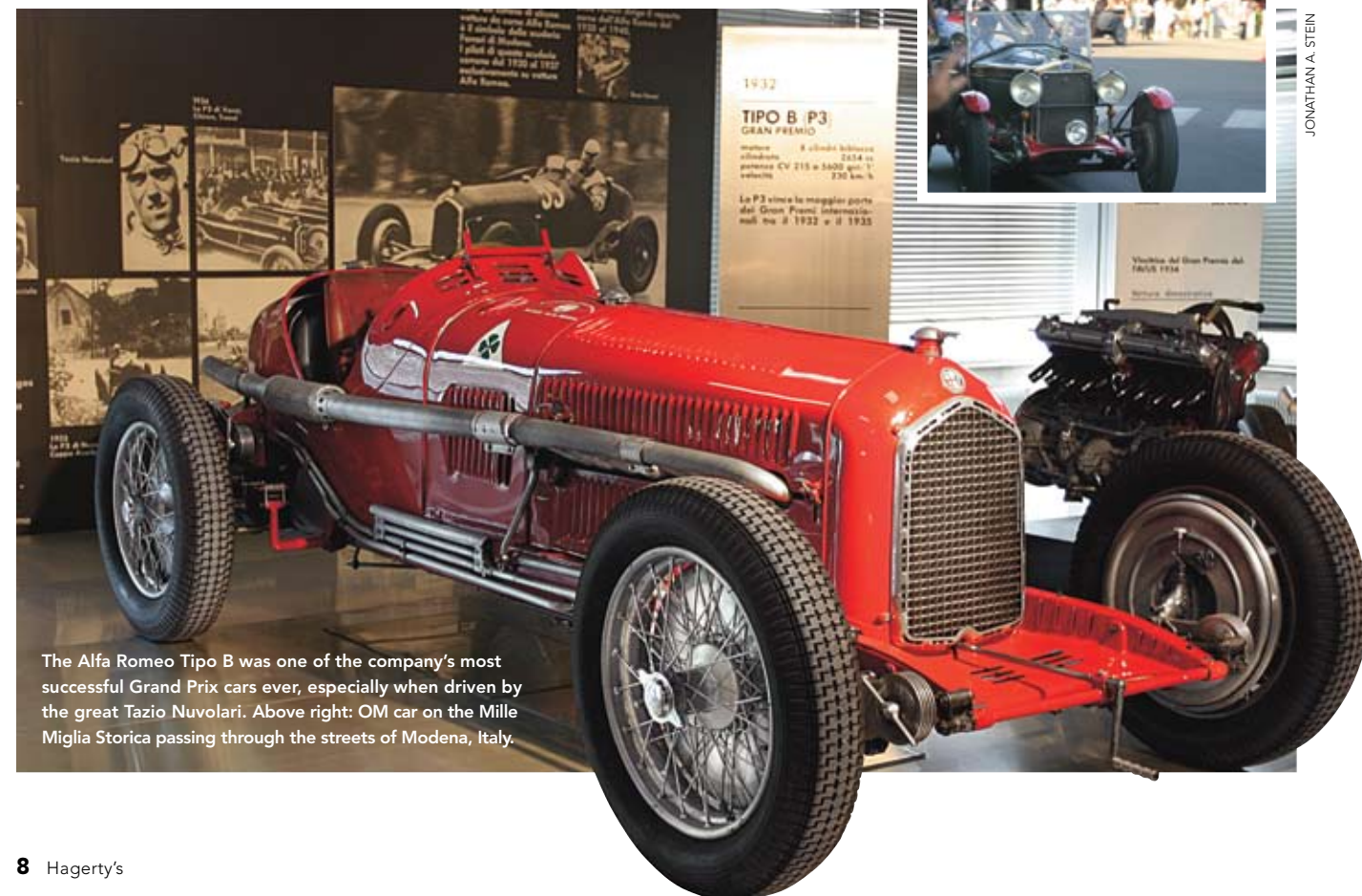


The Pagani Zonda is one of the most exclusive of all contemporary super cars.

WINSTON GOODFELLOW

enough, the stay in Modena coincided with the Mille Miglia Storica, which brought several hundred pre-1957 sports and touring cars roaring along the route of the famed 1,000-mile road race. Although Italian cars dominated, there were plenty of Aston Martins, Bentleys, BMWs, Mercedes-Benzes and Bugattis to add variety.

Smithsonian Journeys will be offering Italian Automobile Design and History again in 2008. Tentatively scheduled for May 1-10, the dates will be adjusted to coincide with the Mille Miglia. Visit [smithsonianjourneys.org/2008tours/international](http://smithsonianjourneys.org/2008tours/international) or call 877-338-8687 for more information.



JONATHAN A. STEIN

The Alfa Romeo Tipo B was one of the company's most successful Grand Prix cars ever, especially when driven by the great Tazio Nuvolari. Above right: OM car on the Mille Miglia Storica passing through the streets of Modena, Italy.



COURTESY OF SIMON COOKE

## RECORD-SETTING FERRARI CELEBRATION

Ferrari has set a new record at Silverstone — although it doesn't involve F1 racers or 100-mph-plus speeds. The manufacturer and the Ferrari Owners Club GB set a Guinness World Record June 9 for the "Largest Parade of Ferraris," with 385 cars — more than triple the previous record. The event was part of Ferrari's 60th birthday celebration in Britain.

## BURIED BELVEDERE

The unearthing of a 1957 Plymouth Belvedere June 15 in Tulsa, Oklahoma, gives new meaning to the term "buried treasure." The unveiling was part of Tulsarama 2007 — three days of events surrounding the reappearance of the Belvedere. It was buried a half-century ago with other historical artifacts in a time capsule on the lawn of the Tulsa County Courthouse to commemorate Oklahoma's 50 years of statehood. Log on to [buriedcar.com](http://buriedcar.com) for details.



STUART MCDANIEL



The '57 Belvedere was covered with mud and rust, and the interior had virtually disintegrated.

## ALFA HITS THE BIG SCREEN

Hagerty Plus Member Linda Irwin wanted to know how to get her 1959 Alfa Romeo Giulietta Spider Veloce into the movies, so she contacted the Hagerty Concierge. Although she expected to receive advice or tips, a Hagerty Plus team member made a few quick calls and within two weeks the silver Alfa was on the set of *Revolutionary Road*, starring Leonardo DiCaprio and Kate Winslet. The vehicle is being used as a background prop in the movies, which at press time, was being filmed in New York and Connecticut with a release date scheduled for December 2008.



COLLECTORS FOUNDATION

## WARTOFSKY WINS DESIGN CONTEST

Gabriel Wartofsky was named the winner of the Collectors Foundation '32 Ford redesign contest, held July 15 during the Art Center Car Classic '07 in Pasadena, California. Hagerty Insurance and Ford Motor Co., through its Ford Motor Co. Fund, awarded Wartofsky (whose design is shown above) a \$5,000 scholarship. Five runners-up received a 1/16th die-cast model of a Keith Black-designed hemi engine that was contributed by GMP president Tom Long.



## BUILD-A-BOAT PROJECT COMPLETE

The 1950s-era Chris-Craft Kit Boat reproduction (sister ship shown above), donated by James Craft Marine Services and built by teams from Hagerty Classic Marine and its Claims Department, is ready to set sail. It took the crew more than 100 hours to finish the craft, which was listed on eBay Motors Aug. 9. Proceeds will go to the Collectors Foundation to preserve the future of the classic boat hobby. Log on to [collectorsfoundation.org](http://collectorsfoundation.org) for the winning bid or information on the Collectors Foundation.





**HAGERTY PLUS NEWS IN YOUR INBOX**

Have you seen the new Hagerty Plus e-mail newsletter? It hit inboxes in July and it's our effort to provide you with information similar to what you find quarterly in *Hagerty's* — features, tips, even the opportunity to sound off on a hot topic — on a monthly basis. Didn't get it? E-mail [ideas@hagerty.com](mailto:ideas@hagerty.com).

**CORRECTION**

In last issue's "The World of Corvette" article, I wrote that the Corvette has been around longer than any other Chevrolet car nameplate, including the Bel Air. I meant to convey that the Corvette has been in continuous production longer than any other Chevrolet car nameplate. I also wrote that the 1957 Chevy small block V-8, equipped with fuel injection, produced one horsepower per cubic inch, an industry first. Several readers have since pointed out that Chrysler produced a low-volume dual, four-barrel optional hemi engine in 1956 for the Chrysler 300B, which displaced 354 CID and put out 355 horsepower. Thanks for keeping me honest. — *Jerry Burton*



**CRUISES IN THE CROSSHAIRS**

The Woodward Dream Cruise, held Aug. 18 in metro Detroit, was the latest target in the battle between hobbyists who want to celebrate our automotive heritage and fringe environmentalists who'd like to banish collector car usage altogether.

One would-be clean air crusader commented that it was "time for it to be over." Local environmental groups, however, were not quick to join in. "I have nothing against the Dream Cruise," says Melissa Damaschke, conservation organizer for the Sierra Club chapter in Royal Oak, Michigan. "It's a day to honor classic cars and pay tribute to our heritage here."

While it's an absolute truth that Dream Cruise vehicles emit fumes and carbon dioxide into the air, seeking to ban the event — a one-day slice of Americana that, by various estimates,

draws up to 1.5 million spectators each year — is an extreme measure.

Vintage vehicles, like those in the Dream Cruise, are rarely used for daily transportation. Most are maintained as collector items and are restricted to extremely limited mileage either by state law or, in some cases, their insurance policies. In fact, the State of Arizona and the Environmental Protection Agency recently decided to exempt Arizona's collector vehicles from emissions tests completely, calling their contribution to air pollution "negligible."

Protesting the Dream Cruise and pushing for emissions testing of its vehicles only distracts from the real issues surrounding air pollution.

What do you think? E-mail us at [ideas@hagerty.com](mailto:ideas@hagerty.com) to weigh in on the issue. Visit [woodwarddreamcruise.com](http://woodwarddreamcruise.com) for more on the annual event.

GETTY IMAGES



**RETURN OF THE CLASSICS**

Story >> *Keith Martin and the staff of Sports Car Market*

**AS RECENTLY** as five years ago, the market for pre-war "big classics" seemed dead, as the World War II generation had given way to baby boomers who wanted the cars of their youth. Consequently, '50s chrome and '60s muscle came to dominate the market. However, as the boomers have become more mature and savvy collectors, they've started to reexamine the great pre-war classics. While most buyers of pre-war cars today have little or no recollection of them in period, they appreciate them as a testament to an era when American engineering, manufacturing and craftsmanship were at their pinnacle.

**Duesenbergs on the rebound**

In 2005 and 2006, there were four \$1 million-plus auction sales of Duesenbergs. Compare that to just one (the famous Mormon Meteor Duesenberg-based record car) in 2004 and none in 2003, and the trend is obvious.

One of the more attractive Duesenbergs to come to auction recently was Lot No. 60, a 1934 Model J Riviera phaeton, which sold at the Gooding and Company sale at Pebble Beach in August 2006 for \$1.21 million. A true No. 1 condition car in great colors, it attracted enormous amounts of attention presale. While the selling price is a huge sum of money for any collector car, odds are this particular piece of American sculpture will seem very well bought in just a few years.

**Original Continental still a good buy**

Edsel Ford's modified Zephyr was the hit of the Palm Beach set when he took it on his 1939 spring vacation to Florida. It soon found itself in production as the Continental. Just several dozen 1939 models were built, followed by only 400 1940 models. The market has taken notice: Prices for pre-war (1939–1942) Continentals have more than tripled over the last five years.

Lot No. 298, a 1941 Continental cabriolet that sold for \$176,000 at an RM auction in Illinois in November 2006, is representative of recent Continental sales at auction. The concours restored car's presentation was beyond reproach, and bidders responded with one of the strongest

The RM Continental, Barrett-Jackson Cord and Gooding Duesenberg are proof that the market for fine classics is getting stronger.



prices yet seen for a pre-war Continental at auction. Still, for what some believe to be one of the most beautiful cars on the planet, under \$200,000 seems like a gift.

**Supercharged Cords — \$200,000 or \$300,000?**

If the Continental has a rival in the beauty department, it's the Cord 812 SC two-four passenger cabriolet "Sportsman." One of the final products of E.L. Cord's dying automotive empire, the coffin-nose 812 sat almost a foot lower than most of its rivals, dispensed with running boards and featured hidden headlamps and front-wheel drive decades before the features became commonplace.

Conventional wisdom says around \$200,000 is the right price for a supercharged "Sportsman." The most recent sale took place last January at the Barrett-Jackson sale in Scottsdale, Arizona. With the buyer's premium, Lot No. 1312, a nicely restored 1937 ex-Glenn Mounger (of Pebble Beach fame) car, sold for \$313,000. Whether this was an anomaly or simply market price for supercharged 812s in this body style will take several more sales to establish. But it is a signal of where the market is heading for these amazing Gordon Beuhrig-designed cars. 🚗

(CLOCKWISE FROM TOP) RM AUCTIONS / HAGERTY BLOCK SHOT / GOODING AND COMPANY

**Fall's Must-See Events**

There's no way we could list all the classic car shows, auctions and events happening this fall, so we've narrowed it down to these five annual favorites:	<b>Auburn Cord Duesenberg Festival</b> Auburn, Indiana Aug. 28–Sept. 2 <a href="http://acdfestival.org">acdfestival.org</a>	<b>Goodwood Revival</b> Chichester, England Aug. 31–Sept. 2 <a href="http://goodwood.co.uk/revival">goodwood.co.uk/revival</a>	<b>The Colorado Grand</b> Colorado Sept. 16–20 <a href="http://coloradogrand.org">coloradogrand.org</a>	<b>Fall Carlisle</b> Carlisle, Pennsylvania Oct. 3–7 <a href="http://carsatcarlisle.com">carsatcarlisle.com</a>	<b>AACA Hershey</b> Hershey, Pennsylvania Oct. 10–13 <a href="http://local.aaca.org/hershey">local.aaca.org/hershey</a>
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## DETAILING PHASE II

### Tips and tools for keeping up your vehicle's shine

Story >> Ken Gross

Editor's Note: This is Part II of a two-part series on detailing your paint finish.

**LAST ISSUE**, we discussed various ways to deeply clean your paint surface before applying polishes, including the use of paint-cleaning clay. A great way to determine if there are contaminants on your paint finish and if it is in need of paint-cleaning clay is to put your hand in a thin plastic bag and run your fingers lightly over the surface. This provides better feedback than bare fingers. The next step is careful hand polishing with a product like Griot's Garage Fine Hand Polish or Meguiar's® Deep Crystal® Polish to bring out the luster in any finish.

If swirls are present, you must remove them by polishing off micro layers of paint to get to the bottom of the scratch. Always start with a fine-grit polish, such as Griot's Garage Machine Polish 3 or 4. If the scratches are deeper, polish with a more aggressive polish and then come back with a finer-grade polish. Hint: Always work with the softest polishing cloths you can buy. Invest in Griot's Garage Micro Fiber Cloths and Mini-Me Orange Polish Pads or Meguiar's Soft Foam Applicator or Even Coat™ Microfiber Applicator Pads.

### Machine polishing

Machine polishing, using a random orbital polisher, was once thought to be the province of experts. Not anymore. Griot's Garage Professional Machine Orbital spins at 4,000 to 7,000 orbits per minute, and a clever internal fan cools the backing plate, so there's virtually no heat buildup. Griot's Garage also sells a helpful 15-minute DVD on machine polishing.

Meguiar's Dual Action Polisher is a precision machine that greatly reduces the time and effort needed to apply polishes and waxes. With its combination of rotating and orbital action, it won't burn paint or create swirl marks. Hint: Once you use a machine orbital polisher, we'll bet you'll never go back to hand work.

### Waxing eloquently

Waxing is the final step. If your car is frequently exposed to elements, take time — once each quarter — to protect it by applying a quality, durable wax, like Griot's Garage Best of Show Wax, Griot's Garage Carnauba Wax Stick, Meguiar's Next Generation® Tech Wax® or Meguiar's Gold Class™ Liquid Wax. Hint: You can even wax the chrome on your car (after you've used chrome polish) to keep plated surfaces looking better longer.

Many owners (myself included) never wax their vintage or specialty cars. I only use Meguiar's Mirror Glaze® No. 7. Since my cars never remain outside for long, and see virtually no foul weather, frequent polish or glaze applications yield the soft, freshly buffed show car look that I prefer.



**Polishers greatly reduce the time and effort it takes to apply polishes and waxes. This Griot's Garage Professional Machine Orbital spins at 4,000 to 7,000 orbits per minute with virtually no heat buildup, which can burn paint or create swirl marks.**

### Cleaning other areas

For years I've used Wenol paste, Meguiar's All Metal Polish and Nevr-Dull absorbent cotton to clean chrome, brass and aluminum components, especially alloy wheels.

For fine leather upholstery, Griot's Garage Leather Rejuvenator, Meguiar's Gold Class Leather Cleaner/Conditioner and Vicar International's Hyde Food Leather Conditioner (especially great for older leathers) are my favorites. Lather 'em on and dry the surface very carefully, making sure to get any residue out of all the cracks and crevices.

### More helpful hints

For underhood panels and parts, engine surfaces, and wheel well cleaning, use Simple Green or Griot's Garage Engine Cleaner, along with soft brushes, in place of high-pressure power degreasers to ensure you don't remove original paint and precious decals.

For a lasting tire finish, I think there's nothing better than Meguiar's Gold Class Endurance.® This easy-to-apply gel yields a clean, slightly shiny look that doesn't appear artificial. Hint: Avoid spray-on tire and vinyl protectants. Their finish is too shiny, and they don't last the way a gel product does.

Lastly, I've used Blue Magic Top Cleaner for years on quality canvas convertible tops. If your car has a mohair or cloth interior, careful vacuuming and specialized cleaners from Griot's Garage or Meguiar's will restore the original look and feel. Hint: For the best possible results after hand washing or other work, I use GOJO® for my own final cleanup.

One final tip: Rewashing the car with cold water after it has been waxed seems to make the shine "pop" a bit more. 🚗



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**1954 Corvette**, Blue Flame Six, powerglide, numbers match, 67,849 actual miles. Polo White with Sportsman Red interior. Body-on restoration. 3.55 rear, Wonderbar radio, hubcaps, wide white tires. From California and the Ray Miller collection.



**1957 Corvette**, two tops, 283-245 hp, (2x4's), 4 speed. Onyx Black. Body-off restored. T-10, Wonderbar radio, dual fours, 3.55 rear.



**1959 Corvette**, 283-290 hp, (fuelie). Roman Red with Red interior. Body-off restoration. Wonderbar radio, fuel injection, off road exhaust. From Arizona.



**1961 Corvette**, 283-230 hp, 3 speed, one owner original paint Jewel Blue with Jewel Blue interior. Has the window sticker, California license plate, from past California owner of 45 years.



**1963 Corvette Split Window Coupe**, 327-360 hp, (ex-fuelie), 4 speed. Riverside Red (originally Black) paint. Very straight unrestored very rare 800AA paint code. Wonderbar radio, Great ex-fuelie project.



**1964 Corvette Coupe**, 327-375 hp, (fuelie), 4 speed. Tuxedo Black with Red interior. Rare color combination. Body-off restored. NCRS Top Flight certified. This car is jewelry! Power brakes, leather, posi, K.O. wheels. Documented.



**1964 Corvette Coupe**, 327-375 hp, (fuelie), 4 speed. Riverside Red with Red interior. Body-off restored. NCRS Top Flight certified. This car is jewelry! Power brakes, posi, K.O. wheels. Documented.



**1965 Corvette**, 327-375 hp, (fuelie), M-22 4 speed. 2 tops. Nassau Blue. Power windows, telescopic, 3.70 posi, F-40 suspension, Kelsey K.O. wheels. Documented.



**1966 Corvette Convertible**, 427-425 hp, 4 speed. Nassau Blue with Black interior. Body-on restored. NCRS Top Flight certified! Factory side exhaust, telescopic, headrests, transistorized ignition. M-21, 4.11 posi, K.O. wheels, goldstripe tires. Documented.



**1966 Corvette Coupe**, 427-390 hp, 4 speed. Complete rolisserie restoration. Rally Red. NCRS Top Flight. This car is jewelry! Factory air, factory side exhaust, power steering, brakes, teakwood wheel, telescopic. Documented.



**1967 Corvette Coupe**, 427-435 hp, 4 speed. Tuxedo black with Red interior. Super rare and real color. NCRS certified (2006). Factory side exhaust. B.O. wheels, red stripe tires. Tank sticker, owner history.



**1967 Corvette**, 2 tops. 427-435 4 hp, 4 speed. 17,800 actual miles. Marlboro Maroon. Multiple NCRS Top Flight certifications, multiple Bloomington awards including Hall of Fame, Documented. Triple Crown award + Benchmark Award.



**1969 Corvette T-Top**, 427-435 hp, 4 speed. Tuxedo Black with Gun Metal Gray interior. Absolute jewelry. Engine block heater, factory side exhaust, power steering, brakes, windows, leather, M-21, 4.11 posi, F-41 suspension. Documented.



**1969 Corvette T-Top**, 427-390 hp, 4 speed. Cortez silver, with Black interior. Nice straight Corvette with newer paint, interior, chrome, brakes, exhaust, and tires. Factory air, factory side exhaust, power brakes, tilt-n-telescopic, headrests. Documented.



**1972 Corvette T-Top**, 454-390 hp, 4 speed. Baldwin Motion paint scheme: Tuxedo Black. Detroit Autorama winner. Race suspension, factory air, factory side exhaust, power steering, brakes, leather, 17" torque thrust wheels.



**1996 Corvette Convertible**, two tops, LT-4, 6 speed with 5,563 actual miles. Sebring Silver with Red interior. Very rare color combination (one of 58 produced)! Bloomington Gold certified.

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# PUMPING IRON

*How Floyd Garrett created the automotive equivalent of Muscle Beach with his car museum in Sevierville, Tennessee*

Story >> Mike Mueller • Photography >> Joe Vaughn



Scenes from the Floyd Garrett Museum include this rare LS6 Chevy big block (left) and two of Garrett's pride and joys, the 1962 Impala SS and a 1970 LS6 Chevelle.



# FLOYD GARRETT

knows a thing or two about muscle car collecting. The former trucking company owner has been involved in the hobby for roughly 30 years now, so many know his name — and more learn it every day after hearing about his muscle car museum.

Opened in April 1996, Floyd Garrett's Muscle Car Museum — a Sevierville, Tennessee, institution — arguably contains more high-performance history per square foot than any other comparable horsepower hall of fame in America.

A knowledgeable automotive historian, Garrett, 66, makes sure that visitors will not only find a democratic mix of marques, types and eras (all wonderfully restored, save for an original race car or two). Within these walls, they'll also discover themselves surrounded by some of the rarest, most significant muscular models ever let loose on the road or track. Super Duty Pontiacs, Hemi Mopars, 409 Chevys, Boss Mustangs, 406 and 427 Fords, W-30 Oldsmobiles, Stage 1 Buicks, Super Stock AMCs — you name it and it's been put up on a pedestal at one time or another on his stage.

This is no static display. Garrett also ensures that return visitors will discover at least some fresh material the next time around. Actually, he can't help it: Other collectors are more than eager to see their valuable pieces put under the Garrett Museum's limelight.

"I've never had to seek any of these cars out," Garrett explains in his disarming Southern drawl. "They've shown up by word of mouth from the beginning." He generally asks to hang on to these loaners for a year, but some have remained on hand far longer.

Longtime friend Smokey Yunick of *The Best Damn Garage in Town* fame in Daytona Beach, Florida, once wrote that he personally valued Garrett's spoken word over a stack of legally binding contracts. In turn, Garrett nowadays can't mention Yunick, who passed away in May 2001, in anything but warm, reverent tones.

Garrett's own passion dates back to his teenage days working in a north Florida gas station. He became especially fond of Chevrolets. His first car was a '47 Chevy, followed by a '55 that he hopped up by stuffing a Duntov cam into its 265 two-barrel V-8. Within a year after graduating high school in 1960, Garrett was driving a 348-powered Impala, which he soon traded in on a 1961 409 four-speed.

His first job out of high school was at a local paper mill near Fernandina Beach, Florida. He started hauling



Garrett is partial to Chevrolets, especially the pavement-thumping variety like the '70 Baldwin Motion 454 Camaro (right) and his 1970 LS6 Chevelle SS (below).





Garrett (above) examines the engine of his '62 409 Impala SS. The Baldwin Motion Camaro (right) is one of the rarest muscle machines in the museum.

logs and pulp on the side, then started Floyd Garrett Trucking Inc. in 1973, which enabled him to buy his first muscle car, a 1970 LS6 SS 454 Chevelle. He paid about \$1,700 for it.

Chevy's 450-horse LS6 remains among his favorites, and he still owns one to this day. Garrett went after an LS6 convertible in the late '80s, but the owner sold to someone else before he got there. The asking price in this case was \$35,000. The same Chevelle today might fetch well into the seven-digit range.

The LS6 understandably tops Garrett's list of today's hottest collectible muscle cars. Among others he suggests pursuing are COPO (Central Office Production Orders) Yenko Camaros and Shelby Mustangs. Top-shelf Mopars, in his opinion, have been priced "too far into the hands of the elite," and in their place he now sees full-size big-block Chevys emerging as the latest, greatest players for the rest of us mere mortals to chase after (though maybe not for long).

Garrett also points to other four-wheeled legends that should be making hay but aren't, among these being Ford's reasonably rare Boss 429 Mustang. "This car costs about \$250,000 compared to maybe \$750,000 for a 1969 ZL-1 Camaro. I really don't know why."

Brand popularity, in his opinion, perhaps explains this disparity. "Plain and simple, Chevys always have been and still are the going thing," Garrett says. "It goes back to, say, the 1962 406 Ford vs. the 1962 409 Chevy. Back in the day, I remember a buddy's girlfriend secretly letting me know that she thought my 409 was far better looking than her beau's 406. What was true then remains true today. Looks, general popularity, whatever; it all still weighs more favorably on Chevrolet's side."

Along with Pontiacs, Chevrolets have long dominated Garrett's collection, which peaked at 64 muscle cars in 1996. But that's not to say he's been adverse to other brands. He still owns a 1963 427 Ford Galaxie XL convertible, and various lightweight Mopar super stocks have come and gone since the 1980s. Factory drag cars have always attracted his attention regardless of make. Perhaps even more beloved than his LS6 Chevelle was drag racer Dave Strickler's "Old Reliable" 1963 Z11 Chevy, an NHRA champion that he sold for a then unheard of \$300,000 in 1989. "Of all the vehicles I let go in my day, that's the one I most wish I had back," Garrett says.

Twice Garrett has sold off large parts of his collection, the first time in 1989 to help pay for his museum's planned development. He needed the working capital, but he couldn't bear to see his pride and joys roll away,



so he priced them at about 30 percent more than they were worth at the time. "Damned if [the buyers] didn't take 'em at that price," he recalls. Many in the bunch were later bought back for less than he sold them for after the market dipped. But, to Garrett's dismay, Old Reliable never has returned.

A second sell-off came about 10 years later after Garrett went toe to toe with the Internal Revenue Service. He sold his various Mopars then to help pay his taxes, but the sale unfortunately came before Hemi values began soaring into the stratosphere. Needless to say, he's not bought any of this 13-car batch back. His collection today numbers 11 highly prized cars, including a '57 fuelie Chevy and 1962 409 presently under construction at the hands of Garrett's right-hand restoration man, Bob Hancock.

Garrett knows his stuff because he's been there from the beginning, experiencing many of today's coveted collectibles when they were new. For those who weren't, all he can say is learn your numbers. Original parts are preferred, or at least date codes and such must match, he says.

Garrett recalls flying from Jacksonville, Florida, to Lubbock, Texas, back in the '70s or '80s to meet a man who swore he had the correct 409 block he was looking for. "He had an NOS block, all right, but it was a 409 truck block," Garrett says. "I just turned around and left."

That's about as rude as it gets in Garrett's book. ❗

## 3 Tips for Buying a Muscle Car

Buyer beware? Damn straight when it comes to muscle car collecting. Many supposedly super rare muscle cars running around out there today aren't what they seem. Identifying plates can be faked, numbers can be re-engraved, or some muscle cars simply didn't come with enough corroborating codes to begin with. Legendary collector Floyd Garrett offers up a few tips on how to make sure you get what you pay for:

**1 Do your homework.** Know which machines to investigate — and which to walk away from. Find out where to look for VIN codes, trim tags and build dates, among other things. Be familiar with what these codes mean and make sure all numbers match. Hagerty Plus has two pamphlets — *Researching Your Collector Car* and *The Paper Trail: Title and Registration Basics* — that can help you research a car's history and begin the title and registration process. To request them, call the "Ask Hagerty" Concierge Service at 888-310-8020, option 3, or you can download a copy on the "Freebies" section at [hagerty.com/library](http://hagerty.com/library).

**2 Get full factory-supplied documentation.** Don't even consider dropping big bucks without seeing printed documentation. The best way to guarantee the car you're pursuing is really right is to see some or all of the papers — original invoices, bills of sale, window stickers, build sheets and tank stickers — that came stashed inside, plastered on or handed over with said vehicle when new. But what if you're really hot for a car that can't be confidently documented? "If there's no paperwork, at least get a reduced price," Garrett recommends.

**3 Know the person you're dealing with.** Working with a renowned, reputable collector or seller may well be the only saving grace in this whole crazy market, what with some muscular models selling for more than a mill and all. Rarity is the driving force behind these huge numbers, and, as Garrett explains, "The rarer the car, the more important it becomes to know exactly who you're negotiating with."



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## Counterpoint

Unlike European cars, or even older American iron, there is little market outside of North America for muscle. With the sinking value of the dollar, you could be passing up a big part of the investment aspect of old car ownership by not, as they say, diversifying your portfolio. My favorite example is the Mercedes-Benz 300 SL, both Gullwing and Roadster. They are worth about the same on every continent except Antarctica, and if penguins bought cars they would bring the same there as well. Only we North Americans see millions of dollars for a 1970 or '71 Hemi Cuda convertible, and many of us are at a loss to explain why.

— Dave Kinney, author of *Cars That Matter*

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# GOING 'DUTCH'

Once almost a dead art, pinstriping continues to leave its distinctive mark on vehicles today

Story >> Ken Gross

**ARTISTIC, INTRICATE,** individualistic and utterly cool, pinstriping — also known as “line art” — has been in vogue for centuries.

Horse-drawn carriages were often adorned with simple, decorative painted lines. The accenting easily transitioned to horseless carriages. Although automakers ceased factory-applied striping before WWII, new car dealers found that personalized, hand-painted line art, crests and initials remained a popular after-sale moneymaker. Many dealerships still offer this service.

Historians believe auto racers adapted “nose art” and flames from decorative designs on combat aircraft, a trend that accelerated in the years following the war and coincided with the meteoric rise of hot rodding and customizing.

Herb Martinez, author of the best-seller *Guide to Pinstriping*, says, “... just as hot rod culture evolved as an antidote to the conformity of the '50s, pinstriping became one of the cornerstones of Kustom Kulture, really the visual expression of alienation and rebellion.”

Iconoclasts like the irrepressible Kenneth

Francis Howard, better known as Von Dutch, along with Ed “Big Daddy” Roth, Tommy “The Greek” Hrones and Dean Jeffries, pioneered the pinstriper’s art. Countless imitators have followed.

Von Dutch, a tortured, talented soul whose boundless — if not a bit weird — take on creativity initially manifested itself in striping, initiated and inspired the craze. Although it originated in Southern California, pinstriping spread like wildfire across the country and around the world thanks to exposure in magazines like *Hot Rod* and *Rod & Custom*.

Von Dutch once said that pinstriping originated because “we were just trying to cover up the grinder marks after a car was dechromed.” Perhaps that’s true, but striping quickly took on a life and breadth of its own.

There were never any defined pinstriping rules. The striper’s challenge is to paint each side of a design as close to a mirror image as possible. With intense concentration, the best strippers can create a seemingly unbroken, perfect line with an eerily consistent width.



RM AUCTIONS (2)

Although amateurs could buy professional brushes and proper one-shot paint, great pinstripers were true artists, each with a different style or signature. Right: An eight-color Steve Kafka design on the fender of a Harley-Davidson motorcycle.



BACKGROUND AND INSET ART COURTESY OF STEVE KAFKA

Pinstriping kits, brushes and paints sold via mail order were popularly purchased, but most neophytes found they didn’t have the keen eye, the rock-steady hand or the creative bent to be a true “line doctor.” So they sought out the best professional they could afford, and usually left the design up to the artist of choice. Curiously, Von Dutch, a habitual smoker and heavy drinker, was reportedly at his best late at night when he was at least mildly inebriated.

Over half a century ago, when Dutch first plied his trade on hot rods, custom cars, motorcycles and everything from guitar cases and helmets, the first thing many guys did was have their completed car striped, or “Dutched,” as the expression went.

With a resurgence of interest in the '50s as the definitive custom car period, pinstriping has returned with a vengeance — as if it ever went completely away. There are strippers at every major car gathering, intently applying their lines, seemingly unaware of admiring crowds that gather to comment, speculate and critique their work.

Dean Jeffries is the only one of the four major pioneers left alive. He no longer stripes, but a mob of talented newcomers, like Alan Johnson, “Dirty” Donnie Gillies, Herb Martinez, Steve Kafka, Skratch, Tom “Itchy” Otis, Jimmy C and many others have literally taken up the brush.

Kafka, a Phoenix-based striper, has traveled with the Pinstriping Legends Tour. One of five artists who decorated Ed Roth’s coffin, Kafka

is not a fan of pin lines (long horizontal lines down the side of a car). He prefers more intricate designs and flames.

“Pinstriping isn’t just for the hot rod, custom car and motorcycle communities,” Kafka says. “I do pickups, PT Cruisers, HUMMERs, whatever customers want.” Kafka has worked at shows all over the country. His videos and starter kits have encouraged many young, would-be strippers.

Eastwood (eastwoodco.com) offers many of Kafka’s essential products, including his Pinstriping Accessory Kit, Detail Brush Set and “Welcome to my World” instructional DVD, among other things. The site also offers several products from Beugler, plus stencils and color match cards.

Rather leave it to the professionals? Go to pinstriper.com or attend a nearby hot rod car show. Choosing a striper is like selecting a tattoo artist. You’ll want to see what he or she has done and talk to his or her clients. Good strippers will try to understand what you’d like, but most prefer to create what they think is right. Once you’ve bought your stripes, clearcoats aren’t necessary. Keep the lines well protected and looking fresh with a high-quality wax.

“I’ve been involved in just about every art form,” Kafka says, “and pinstriping is the most gratifying. Unlike an art gallery, with pinstriping you get to meet the clients, you get an expensive canvas to work on, you experience the clients’ gratitude; they shower you with \$100 bills, and then they become your agents. Plus a gallery takes half your money.”

Even Von Dutch would probably agree. ■■■



Kenneth Howard, known as Von Dutch, is considered the “father of modern pinstriping.”



# THE ULTIMATE SWAP MEET

Hershey has everything you're looking for — the challenge is to find it

Story >> Don Sherman  
Photographs >> Richard Chenet

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Universal white wall  
R:6 Tread

WANTED  
Kaiser Henry J  
NOS Steering shaft & worm  
Harley VL fenders & Tanks  
Anything Black Automobile

**IT'S THE WORLD'S** largest automotive haystack. For bona fide car enthusiasts, the premier "must do" event is the Antique Automobile Club of America's (AACA) Eastern Division National Fall Meet in Hershey, Pennsylvania, commonly known as the Hershey Swap Meet.

Hershey is unlike any other automotive event in the world. You'll literally find miles of vendors — 10,000 total — selling everything from Model T Ford radiators, Stutz wheels and Hudson Hornet hubcaps to original gas globes and porcelain signs.

Tuesday, October 9, will be set-up day this year at Hershey, which hosted its first meet in 1955. The car corral and flea market open bright and early that Wednesday for a four-day run. But, be warned: You'll need a map — and perhaps a helicopter — to cover what's there plus the auction grounds and food vendors. Veterans will wear their best pair of running or walking shoes and can be identified by the wagons or dollies they bring to haul their newfound treasures back to their pickups and trailers.

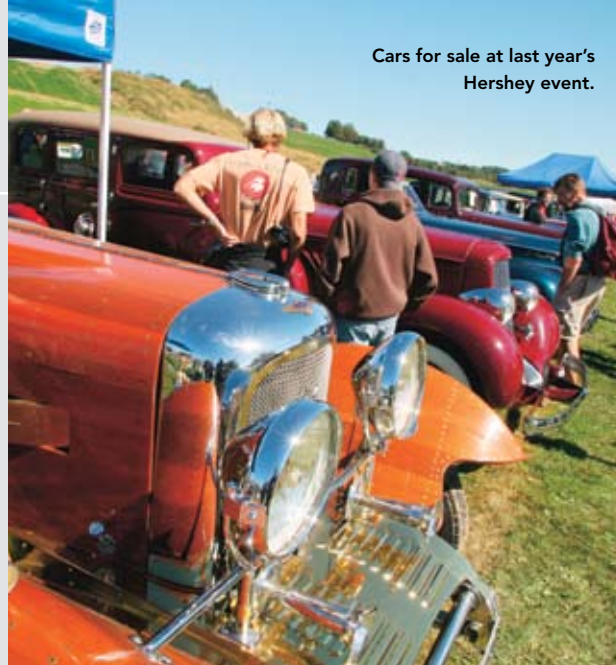
But Hershey is more than just parts. Tire kickers can shop an eclectic array of collector cars in the vendor spaces or in a dedicated car corral containing more than 1,000 vehicles. Several major auctions occur during the weekend, including the Hershey Auction by Kruse, a new RM auction and a Bonhams & Butterfields automobilia auction.

The Saturday concours is a gathering of 1,500 of the finest cars in America arrayed for judging in more than 100 classes. It's capped by a gala banquet and awards presentation that evening at the Hershey Lodge and Convention Center.



At Hershey, it pays to advertise your wish list (left). The flea market (center) and the Saturday AACA-judged car show (right) are highlights.





Remarkably, entrance to Hershey is free, another reason why car enthusiasts consider this event fall at its finest. You'll bump into friends and acquaintances here in spite of the 100-acre sprawl throughout the town chocolate made famous. You'll hear foreign tongues because Hershey has global reach. You'll see smiling faces because there is no reason to get testy during this week of the year, especially if you respect two caveats. First, don't assume that you'll snag the part you need to finish the restoration of your 1914 Xenia even though it's probably here — the needles at Hershey are hidden in the world's largest haystack. Second, the weather changes its mind more often than a bride-to-be.

### Braving the elements

I attended Hershey last October, not only to provide *Hagerty's* readers with this preview guide, but also to hunt for parts I needed. Pre-WWII British motorcycles and Ford Pintos are my soft spots. The latter affliction is attributable to the road racer *Car and Driver* magazine campaigned decades ago currently residing in my restoration bay.

While there, I ran into Ralph DeAngelis of Stamford, Connecticut, who has made uninterrupted visits to Hershey since 1957. The 85-year-old Model T enthusiast recalls, "In the beginning, most of the cars were inside the stadium with the flea market outside. After a few years of free admission, they began charging \$5 to display what you had to sell. [Today, a standard vendor space large enough to park one car costs \$80.] I came to sell and buy parts, some of which I took home for practically nothing. Cars are my hobby and I've owned a Model T since I was 9.

"We slept on the field in our van until one year when my wife, Josephine, woke up, looked out the window and exclaimed, 'My gosh, we're in the river!' It rained so hard during the night that the water was lapping over the top of our tires. Since then we've stayed at a motel."

But don't wait until the last minute to look for lodging: If you don't

book at least 60 days in advance, you'll be commuting up to an hour to and from the event.

### Finding hidden treasures

Experienced shoppers know Hershey attracts rainstorms the way a trailer park seems to lure tornadoes. While the mud and muck used to run knee deep in places, conditions have improved over the years.

Now the four fields — coded orange, green, red and chocolate — are located on asphalt. Only the car corral had turf underfoot last fall, but that's likely to change this year when the entire event will be staged on hard and dry (at least when it's not raining) surfaces.

Attendee Karl Krouch brings what must be the world's largest collection of tools and jacks to sell at Hershey. Back home in Mechanicsburg, Pennsylvania, he displays a few pieces in an antique mall. Packard owners bring copies of their car's factory toolbox contents to stir through more than 1,000 neatly arrayed wrenches, screwdrivers and pliers. Krouch's own merchandise is coded with a white tag, while his son's wares have green tags.

Matt Larson, a friend from the Motor City Cadillac-LaSalle club, was still in the Navy when he attended Hershey for the first time in 1969.

## While You're Here

If you're trying to sell your family on a visit to Hershey, here are some additional fall attractions:

**Fall Carlisle** — Traditionally the weekend before Hershey. Located 35 miles due west, this mega collection of post-war cars and parts is a nice complement to the chocolate stop for terminally addicted swap meet fans. ([carsatcarlisle.com](http://carsatcarlisle.com))

**AACA Museum** — Memorabilia and about 100 cars on display just down the road from the swap meet. ([aacamuseum.org](http://aacamuseum.org) or 717-566-7100)

**AACA Library** — The AACA Library & Research Center in Hershey houses an incredible wealth of automotive historical material. ([www.aacalibrary.org](http://www.aacalibrary.org) or 717-534-2082)

**Hershey Gardens** — Themed gardens, brilliant seasonal displays, the outdoor Butterfly House and the Children's Garden are on the menu here. ([hersheygardens.org](http://hersheygardens.org) or 717-534-3492)

**Hershey's Chocolate World** — The flavor of fun for everyone. Watch chocolate manufacturing and taste-test the end products. ([hersheyschocolateworld.com](http://hersheyschocolateworld.com) or 717-534-4900)

**Amish Farm Land** — Lancaster County, Pennsylvania, is Amish country. Enjoy a buggy ride, stay at a bed and breakfast, or purchase crafts and baked goods. ([padutchcountry.com](http://padutchcountry.com) or 800-PA-DUTCH)

Reminiscing, he explains, "My wife, Michaline, gave me 90 minutes to find the 1937 LaSalle headlamp parts I needed while she read a novel."

For the past 19 years, Larson has come with friends from Detroit to host the club's hospitality tent, which is a magnet for Cadillac and LaSalle enthusiasts from all over the world. "Al Haas, Jerry Karasinski, Paul Ayres and I rent a motor home, drive from Michigan and camp next to the tent for the duration," Larson says. "Showers and permanent restrooms are available on the premises. I've enjoyed watching Hershey grow by a factor of 10 to become the world's largest car enthusiast gathering."

Unlike an online auction, where you can quickly hone in on your prize, Hershey is all about the hunt, as often as not for unexpected treasure. I stumbled across the Erector Set and construction trucks of my youth in pristine condition. Only at Hershey would you find a pair of '72 VW Super Beetles parked in the car corral next to a 1927 Ford

Model T. I enjoyed witnessing a buyer who selected a rusty part from the \$1-a-piece pile haggle the seller down to 50 cents.

Tom White, a retired Massachusetts engineer who was asking \$195,000 for his exquisite 1957 Chrysler 300C convertible, told me about a unique 1958 DeSoto Adventurer he owns with working Bendix Electrojector fuel injection. My list of cool cars in the corral included a 1963 Valiant with 9,000 miles, a perfectly refurbished '72 Datsun pickup, and a '62 Corvair rampside pickup.

Rest assured anyone who ventures here with money to spend and a lust for cars probably won't leave disappointed. Thanks to the addictive nature of Hershey, I'll be back to continue my treasure hunt this year.

Visit [local.aaca.org/hershey/go.htm](http://local.aaca.org/hershey/go.htm) and click on the "Accommodations and Attractions" link for lodging information. ❗



The car corral (top) showcases more than 1,000 cars while the 10,000-strong vendor area features everything from parts to petroliana.

## Does the world still need Hershey?

The antique car part I will buy at the AACA Eastern Division Fall Meet this year will be carefully examined by me and I will be sure of its condition and correctness. The car I may wish to buy will be available for hours of inspection and friends who are with me may give me much needed advice. All important, but hardly what Hershey is about! Hershey is about friendships and camaraderie! Hershey is about 200,000-plus car nuts from many countries talking about one common denominator ... cars! Hershey is about swapping stories, chasing the elusive part, seeing incredibly rare cars and eating way too much junk food. Hershey is not about pressing a keyboard button.

— Steve Moskowitz  
AACA executive director

Nothing will ever rival the experience of going to Hershey. Yet, I accept that the relevance of Hershey is being diminished by three major factors: the rise of the Internet, changing demographics and economics. Flea market vendors will tell you that much of their business has already shifted to the Internet. Also, many young people today no longer see cars as a coveted personal statement, just an appliance. This generation is now showing less interest in the hobby than their predecessors. Finally, the ever-increasing cost of travel is affecting shoppers and vendors. I believe the writing is on wall: Hershey will change in size, scope and, inevitably, relevance in the coming decades.

— Jed Rapoport,  
freelance writer and longtime Hershey attendee



# SIGNS OF THE TIMES

*"The hobby" isn't restricted to old cars and trucks, as automobilia collectors will attest*

Story >> Carl Bomstead



**IT STARTS** off innocently enough. You find a sales brochure for your "new" collector car, a buddy gives you a cool porcelain sign he thinks would look great in your garage and you have no idea where the hood ornament you admire on your desk came from. Then one day you look around your garage and your several rooms full of automotive collectibles and wonder where it all came from.

### What is automobilia?

It's a rare car collector who doesn't have at least a few pieces of automobilia, which can be described as anything related to automobiles, except the cars and their basic parts.

Certain collectors go to great lengths to acquire petroliana (gas station-related items); others spend a small fortune on mascots (hood ornaments), while some covet the finest of porcelain signs.

Well-known hot rod authority and *Hagerty's* regular contributor Ken Gross has "a garage full" of vintage speed equipment intake manifolds. "I like to joke that I was speed equipment deprived as a child," he says.

Gross has collected more than 125 Ford flathead intake manifolds from famous and obscure manufacturers over the last 10 years by combing swap meets and shopping online auctions. "My wife, Trish, jokes that my collection must be breeding when I turn the lights off because it keeps expanding," he says. "Of course, she's never home when the UPS truck comes."

Spark plug collectors live in a world of their own, acquiring thousands of different plugs and countertop sales displays. Meanwhile, many automobilia collectors are also patrons of the arts, acquiring new and old paintings, lithographs and sculptures of automotive subjects.

Die-cast car models make up the largest segment of the automobilia market, with hundreds of thousands of them sold annually. However, "Limited Editions" of 25,000 are rarely good investments. They sell for little more than \$100 — which means a collection of the cars on your fantasy wish list can be acquired for a nominal amount — but, unfortunately, the resale value is about 20 cents on the dollar.

Early German tin plate toys, on the other hand, are at the other end of the spectrum, with the more elaborate examples in excellent condition often bringing prices well into the mid five figures.

### Where to find it?

One of the first questions asked when viewing an extensive collection is: "Where did you get all this stuff?" It usually takes countless stops at antique stores across the country, travel to numerous swap meets and annual treks to the AACA Annual Fall Meet at Hershey (see page 22 for related story).

Most collectors will tell you the key to their collections is networking. Frequent contact with others chasing similar items often results in the opportunity to trade or purchase duplicates. It also opens doors to personal collections not usually accessible to the general public.

Some automobile auction houses — most notably Bonhams & Butterfields — include major automobilia segments in their auctions and several fine concours — such as Pebble Beach and Meadow Brook — present displays of current automotive fine artists.

Several museums include extensive displays of automobilia and automotive art. The Blackhawk Museum (blackhawkmuseum.org) in Danville, California, is a must-see. Many years ago, they acquired portions of the famed Ray Holland collection, some pieces of which remain on display. The Nethercutt Collection (nethercuttcollection.org) in Southern California and the Gilmore Car Museum (gilmorecar-museum.org) in Michigan offer two of the finest displays of accessory and factory hood ornaments.

### Investment or hobby?

While many pieces of automobilia have been appreciating over the past few years, there are exceptions. The quality must be extraordinary and, in the case of signs and advertising cans, the graphics bold and appealing.

If the deal seems too good to be true it most likely is: Reproductions appear with increasing regularity as the value of the actual pieces continues to

increase. Even the most seasoned collectors make mistakes. But, as a novice, before you cover your garage walls with reproductions and off-quality pieces, get the advice of other knowledgeable collectors.

Once you take the plunge, you'll find automobilia collecting is fun and you'll meet interesting people. But be careful — you may have to buy a larger home (or garage) to display all your treasures. 📺



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## WHEELS OF WOOD

Story >> Jonathan A. Stein

**NOTHING DOMINATES** a car interior like the steering wheel. Before plastic and leather took over, many veteran cars and later sports cars used wood wheels.

There are four basic construction methods for wood rims over a cast, stamped or welded metal frame:

- **Solid wood segments over a partial "spider" frame:** Separate pieces of wood with finger joints — typically four — are screwed to a cast center frame that consists of a hub and three to four spokes without metal supporting the rim. In some cases, a single piece of wood is steam bent and shaped for the rim.
- **Solid wood segments over a complete frame:** Separate wood pieces, typically three to nine per side, are jointed and glued to the rims. Rivets were often used to add further security
- **Ply style laminate:** This construction consists of plywood using alternating veneers of mahogany and a light-colored wood. White obeechi and white sycamore were most commonly used.
- **Bent spiral, or barrel wound:** Solid wood boards are stripped into lengths and reglued as they are bent into a circle. Done properly, this will result in the appearance of a single, circular piece of bent wood with no obvious joints.

Steering wheel craftsman Mike Lempert says a wheel can be saved if the frame is intact. He first evaluates the wheel's condition and identifies the wood and construction type. Sometimes a new finish is all that's required — typically hand-rubbed marine spar urethane.

If pieces of the rim are missing, segments from a similar rim can be used to match the hue and grain. The other option is to replace all the wood. If only a bare frame is available, research will be required to find a similar example so the restorer knows the technique and wood originally used.

Many woodworking shops can repair a damaged wheel. However, a steering wheel specialist will be better qualified to accurately replicate a missing rim and is more likely to have the equipment and skill to create an accurate replacement. If all your wheel needs is a fresh finish, this may be a golden opportunity to do it yourself. ■

## Wooden Steering Wheel Restorers

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**Bruce Crawford Hardwood Classics**  
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MIKE LEMPERT



## IF I ONLY HAD A BRAIN

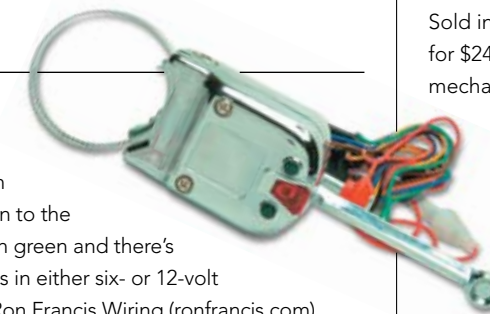
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## HENRY'S V-8

### Ford's Model A follow-up one-ups the competition

By Jonathan A. Stein

When it came time to replace the Model A, Henry Ford had a tough act to follow. Both the Model T and the A that followed it were rugged, cheap and easy to fix. But the four-banger A didn't have the smoothness or performance of the sixes used by competitors — especially Chevrolet. So Ford would do Chevrolet one better: He would bring out an eight-cylinder car at a six-cylinder price.

Originally, Ford championed an X-engine with four banks of two cylinders. When it proved heavy and troublesome, a V-8 was his second choice. Instead of the contemporary heavy and expensive V-8s, Ford insisted on one with a single lightweight casting integrating the cylinder block and crankcase. An engineering team consisting of Carl Schultz, Fred Thoms, Ray Laird and Emil Zoerlin worked through development problems and readied the V-8 for production. The engine and three-speed manual transmission were installed in a conventional chassis with leaf-spring suspension, live axles front and rear, and mechanical drum brakes.

Edsel Ford and designer Eugene "Bob" Gregorie styled the new Ford V-8 using many of the cues from the big Lincolns. Once the grilles, hood, fender and running board shapes were finalized, the body manufacturers were cleared to develop the various models. According to historian Lorin

Sorensen, Briggs Manufacturing Co. was responsible for the sedan, cabriolet, roadster, phaeton, sports coupe and truck bodies, while Murray Corporation of America built the coupes, victorias and convertible sedans.

Every dealer in the country had the new 65-horsepower V-8 — now called the Model 18 — by March 29, 1932, four days before the model's official introduction. Despite initial teething problems, Ford sold almost 180,000 units that first year, in addition to 75,000 four-cylinder Model Bs.

Years ago, collector Bob Ames owned a '32 Ford highboy roadster, but claimed he never liked driving it. He quickly sold it and thought about finding a stock roadster. "We've chopped so many they're worth more dead than alive," Ames says. "It's difficult to find a stock '32 that hasn't been pirated or hot rodded."

About four years ago, a close friend of Ames stumbled on a very original V-8 roadster (one of 7,413) through an online auction. After the friend died, his family offered Ames a chance to buy it. One of the first 5,000 built, it carries all the proper bits and pieces you'd never find today, including the correct carburetor and cylinder heads. It even has twin spares in welled fenders. It's now part of a collection that includes an Austin-Healey 100S, Ferrari Lusso, HRG, Lotus Super 7, '37 Buick Darrin Speedster, Lotus 19 and 1902 Renault. 🚗



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