

AMC ELECTRIC PROTOTYPE VEHICLES

OF THE 1970s



Hemmings

# CLASSIC CAR

THE DEFINITIVE ALL-AMERICAN COLLECTOR-CAR MAGAZINE

DECEMBER 2016 #147



**COACHBUILT FORD**  
EDEL'S ONE-OFF DESIGN



**MODEL AA TRUCKS**  
FORD'S OIL TANKERS

# PACKARDS OF THE '50s

THE DISTINCTIVE TWO-DOOR MODELS



**FORD REBUILD**  
RESTORATION  
OF A 1934  
CABRIOLET



**PLUS**  
1941 HUDSON  
1948 PLYMOUTH  
1979 MERCURY  
BOBCAT



V-16 POWER  
**1938**  
**CADILLAC**  
FLEETWOOD  
TOWN SEDAN



# A LEGACY OF PROTECTION

*The smell of vintage leather. The gleam of fresh carnauba wax.*

*An open country road on a sunny day.*

*We're driven by our senses and inspired by our dreams.*



**Ford Heacock**  
President

**Even better - a custom insurance policy with 100% Agreed Value at a great rate.**

***I guess you can buy peace of mind.***



COLLECTOR CAR INSURANCE

***That's just how we roll.***

800.678.5173 | [HeacockClassic.com](http://HeacockClassic.com)



# WE HAVE THE **BEST SELECTION** OF **RADIAL TIRES ON THE MARKET**



\*\*\*\*\* collector radials \*\*\*\*\*

## World's *Only* **Bias-Ply Look Radials**

- Award Winning Design
- Bias Ply Look
- Steel Belted Radial Construction
- Smooth Ride, Authentic Appearance
- DOT Approved
- Backed by our Life of the Tread Warranty

**ALL SIZES IN STOCK**



Starting at:  
**\$200**  
-Whitewall  
**\$176**  
-Blackwall



## **Wide Whitewall Radials**

- Since 1995, World's First Modern Radial Construction Wide Whitewall
- With Its Vintage Profile, This Is A Replacement For Original-Style Bias-Ply Tires
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:  
**\$160**



\*\*\*\*\* collector radials \*\*\*\*\*

## **Whitewall Radials**

- Classic Tread Design and Smooth Sidewall
- Wide and Narrow Whitewalls Available
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:  
**\$146**



## **Silvertown Whitewall Radials**

- True Whitewall Radial Construction
- Perfect for Restored Classics, Hot Rods and Customs
- S Speed Rating (112 mph)
- Wide and Narrow Whitewalls Available
- DOT and ECE (European Community) Approved
- Backed by our Life of the Tread Warranty

Starting at:  
**\$156**



FIND A FULL LIST OF PRICES IN THE BACK OF THE BOOK



BUY DIRECT FROM THE SOURCE FOR AUTHENTIC VINTAGE TIRES  
**SPEAK TO A TIRE & WHEEL EXPERT**  
TOLL FREE **866-922-0394** [cokertire.com](http://cokertire.com)





# CONTENTS

HEMMINGS CLASSIC CAR • DECEMBER 2016 • VOLUME 13, ISSUE 3

56

## FEATURES

- 22 **1951-'56 Packard History**
- 30 **driveReport:**  
**1953 Packard Deluxe Clipper Club Sedan**
- 36 **Edsel Ford's**  
**1934 Luxus Cabriolet**
- 48 **1938 Cadillac Town Sedan**
- 52 **1979 Mercury Bobcat**
- 56 **Driveable Dream:**  
**1941 Hudson Traveler Coupe**
- 60 **History of**  
**Automotive Design:**  
**Electrifying AMCs**
- 66 **Personality Profile:**  
**John Samsen**
- 70 **Restoration Profile:**  
**1934 Ford Cabriolet**



52



66



80



90

## DEPARTMENTS

- 08 NEWS REPORTS
- 10 LOST & FOUND
- 12 AUCTION NEWS
- 14 ART & AUTOMOBILIA
- 18 PRODUCTS & PARTS
- 20 AUTOMOTIVE PIONEERS
- 42 RECAPS LETTERS
- 76 DISPATCHES  
FROM DETROIT
- 78 DETROIT UNDERDOGS
- 80 I WAS THERE
- 82 REARVIEW MIRROR
- 84 REMINISCING
- 95 ODDIES BUT GOODIES

## COLUMNISTS

- 06 RICHARD LENTINELLO
- 43 PAT FOSTER
- 45 JIM DONNELLY
- 47 BOB PALMA
- 96 JIM RICHARDSON

## CLASSIC TRUCKS

- 86 CLASSIC  
TRUCK PROFILE:  
1931 FORD MODEL AA  
OIL TANKER
- 90 COMMERCIAL  
CHRONICLE



# YOU WERE NEVER ONE FOR TIES AND WINGTIPS.



There's a reason more people trust Hagerty with the cars they love. We make the experience of owning classics better, with insurance, valuation tools, an award-winning magazine and more—all created by people who share your passion for cars.

*Drive with us.* Hagerty.com | 877-922-1706 | Local Agent



Hagerty determines final risk acceptance. All coverage is subject to policy provisions and availability. Hagerty is a registered trademark of The Hagerty Group, LLC. ©2016 The Hagerty Group, LLC. Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services.



**AWARD WINNING RESTORATIONS**

SINCE 1985

1938 Dubonnet

We consider it our mission to provide you with the best restoration facility in the world.  
Partial or complete restorations by skilled craftsmen.

www.ddclassic.com

**D&D Classic**  
automobile restoration

800-332-7742 2300 Mote Drive, Covington, OH

**PUBLISHER**

**Jim Menneto, President**  
**EDITORIAL**  
**Terry McGean, Editor-in-Chief**  
**Richard Lentinello, Editor**  
J. Daniel Beaudry, Managing Editor; Interactive Editor  
Nancy Bianco, Managing Editor  
Thomas A. DeMauro, Senior Editor  
Jim Donnelly, Senior Editor  
Matthew Litwin, Senior Editor  
Mark J. McCourt, Senior Editor  
Kurt Ernst, Editor, *Hemmings Daily*  
David LaChance, Editor, *Hemmings Sports & Exotic Car*  
Mike McNessor, Editor, *Hemmings Motor News*  
Daniel Strohl, Web Editor  
David Conwill, Associate Editor  
Jeff Koch, West Coast Associate Editor  
Terry Shea, Associate Editor  
Edward Heys, Design Editor  
Jill Burks, Graphic Designer  
Judi Dell'Anno, Graphic Designer  
Zach Higgins, Graphic Designer  
Jim O'Clair, Columnist/Parts Locator  
Tom Comerro, Editorial Assistant

**CONTRIBUTORS**

Patrick Foster, Walt Gosden, Bob Palma, Jim Richardson, Milton Stern, Russell von Sauers

**ADVERTISING**

**Jeff Yager, Director of Advertising**  
**Tim Redden, Internet Sales Manager**

Ken DeVries, Senior Account Executive  
Randy Zussman, Senior Account Executive  
Stephanie Sigot, Ad Sales Coordinator  
Account Executives: James Hurley, Tim McCart, Lesley McFadden, Heather Naslund, Mark Nesbit, David Nutter, Collins Sennett, Bonnie Stratton

**MARKETING**

**Dan Stoner, Marketing Director**

**CIRCULATION**

**Scott Smith, Circulation Director**  
**Kathy Ryder, Circulation Manager**  
Sandy Beddie, Bev Breese, Peg Brownell, Peter Church, Dorothy Coolidge, Donna Goodhue, Eleanor Gould, Amy Hansen, Maureen Johnson, Sunny Litwin, Merri Mattison, Alaina Seddon, Amy Surdam

**CLASSIFIED SALES/GRAPHIC SERVICES**

**Jennifer Sandquist, Director**  
**Jeanne Bourn, Classified Manager**  
**Carol Wigger, Graphic Services Manager**  
**Mary Pat Glover, Graphic Services Coordinator**  
Jennifer Bono, Allen Boulet, Raina Burgess, Tammy Bredbenner, Mary Brott, Samantha Corey, Nicole Deuel, Christopher Drayton, Karen Gaboury, Carrie Houlihan, Adelaide Jaquith, Harlan Kip, Linda Knapp, Paige Kwasiak, Peg Mulligan, Rob Randall, Abby Shapiro, Joshua Skibbee, Missy Telford

**INFORMATION SERVICES**

**Gregory Hunter, IS Director**

Robin Burdge, Jeremy Meerwarth

**HEMMINGS DIGITAL**

**Steve Berry, General Manager**

May King, Web Developer

Kendall Carey

**ADMINISTRATION**

**Mari Parizo, Business Manager**

Jessica Campbell, Freda Waterman

**FACILITIES**

**Rick Morse, Facilities Supervisor**

Steve Adams, Brad Babson, Paul Bissoneffe, Joe Masia

**CAR SHOW REPRESENTATIVES**

**Trisha Grande, Car Show/Event Manager**

Carson Cameron, Rob Ware

**HEMMINGS CLASSIC CAR**

ISSN# 1550-8730 • www.hemmings.com

Published monthly by Hemmings Motor News

222 Main St., Bennington, VT 05201

**TO SUBSCRIBE:**

Call: 800-227-4373 ext. 79550 or 802-442-3101 ext. 79550

Fax: 802-447-9631

Mail: 222 Main St., Bennington, VT 05201

Mail: P.O. Box 196, Bennington, VT 05201

E-mail: hmnsubs@hemmings.com

Online: www.hemmings.com

Subscription rates in U.S. and Possessions 12 issues for \$18.95, Canada \$30.95 (price includes surface mail and GST tax). All other countries \$32.95 in U.S. funds. Occasionally, we make our subscriber list available to carefully screened companies that offer products and services that we believe would interest our readers. If you do not want to receive these offers and/or information, please advise us at P.O. Box 76, Bennington, VT 05201, or call 800-227-4373.

**TO ADVERTISE:**

Call: 800-227-4373 ext. 79630 or 802-442-3101 ext. 79630

E-mail: adsales@hemmings.com

Online: www.hemmings.com

Periodicals Postage Paid at Bennington, Vermont

and additional mailing offices.

**POSTMASTER:** send address changes to Hemmings Classic Car,

P.O. Box 196, Bennington, VT 05201

American City Business Journals, Inc.,

120 West Morehead St, Charlotte, NC 28202

Ray Shaw, Chairman (1989-2009)

Whitney Shaw, CEO

**An Electrifying Rivalry.**

At the end of the 19th century, the automobile excited peoples' imaginations like nothing else. Only ten years after the first auto was built, enthusiasts had become focused on the quest for speed. A contest was devised to see just how fast the best ones could go. Two of the foremost automobile manufacturers in Europe rose to the challenge. Their cars had advanced electric powertrains and their drivers were a French nobleman and a Belgian industrialist. These rivals battled to prove which car was faster, initially setting the first World Land Speed Record and then breaking it 5 times in 4 months!

To see which of these contestants finally came out on top, visit [grundy.com](http://grundy.com) and read the full story on our blog, Grundy Garage!

[www.grundy.com/grundy-news/blog](http://www.grundy.com/grundy-news/blog)

The Electric Count

The Red Devil

**Grundy**  
INSURANCE

[www.grundy.com](http://www.grundy.com)  
888-647-8639

"The Olde Original"

Whether insuring a priceless historic vehicle or a weekend cruiser, **no one knows more about insuring collector cars than Grundy!**

© 2016 The James A. Grundy Agency, Inc. All Rights Reserved.



# **MECUM** **AUCTIONS**

## COMING UP

### **DALLAS**

NOV 2-5  
DALLAS, TX  
1,000 VEHICLES

### **ANAHEIM**

NOV 17-19  
ANAHEIM, CA  
750 VEHICLES

### **KANSAS CITY**

DEC 1-3  
KANSAS CITY, MO  
700 VEHICLES

### **KISSIMMEE**

JAN 6-15  
KISSIMMEE, FL  
3,000 VEHICLES



TO BE OFFERED IN DALLAS - 1963 FORD GALAXIE 500XL CONVERTIBLE

## CONSIGN OR REGISTER TO BID TODAY

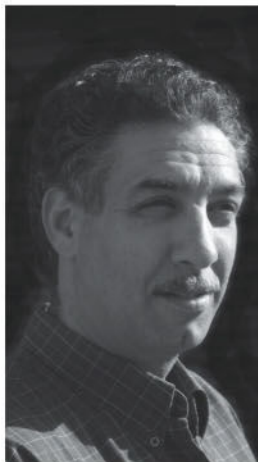
CA License #81410  
FL License #AB1919

THE EXPERIENCE BEGINS AT [MECUM.COM](http://MECUM.COM)

For Complete Auction Consignment or Bidding Information go to [Mecum.com](http://Mecum.com) or call 262-275-5050







## The Future is Here

In preparation for the onslaught of mail from readers who will soon voice their opinion that the Mercury Bobcat that's featured in this issue shouldn't be featured in this issue, or in this magazine at all for that matter, I thought I would give you our reasoning as to why we chose to profile it.

The simple fact is this: When they were new, nearly all old cars were nothing more than mass-produced cars built for the masses. They weren't special, just newly built automobiles created as transportation for the regular people. Be it a Sixties-era

Fury or Fairlane, a LeSabre or Lark, each of these now significant automobiles was nothing more than basic transportation that the average Joe could buy simply by walking into a dealer's showroom. Then, as time marched on, every one of these cars became more interesting, scarcer and collectible.

What happened to the cars of the 1960s, '50s, and '40s and all the prewar cars before them, is now happening to the cars produced during the late 1970s and early '80s. Whether we like them or not, these cars are now all collectible.

It seems like only yesterday that cars like the Mercury Bobcat were everywhere; then, quickly they became little more than \$200 used cars. Perhaps this is why older enthusiasts don't give them much respect in terms of collector car status. Nor were Bobcats engineering marvels or outstandingly styled. I remember well the day my friend Nicky picked me up at high school during my freshman year with his brand-new 1970 Pinto, the Bobcat's older cousin. For several years, we had a lot of good times in that little green Ford, and came to respect its rugged reliability, but never once would we have thought that it would one day be considered a classic. But that was 46 years ago.

From the time that the bright orange Bobcat that's featured on page 52 was built to now, 37 years have passed. If we go by the guidelines of the Antique Automobile Club of America—that a car gains collector-car status at 25 years of age—then the Bobcat is a certified collectible. If a Bobcat ever shows up on the lawn during Hershey's Saturday car show, I bet there will be a hoard of people surrounding it throughout the

day; not laughing at it, but admiring it.

Still don't think the Bobcat is a collector car? Then consider this. When they were new, Falcons, Novas, Tempests, Valiants and Ramblers were all low-priced, entry-level compact/economy cars that anyone could afford to buy. Now look at what they

are selling for, and how desirable they have become among their enthusiasts' groups. Well, the Bobcat was also that same type of entry-level car, and because Mercury built them in far fewer numbers they are now much rarer.

Yes, a whole lot has changed in the collector-car

scene these last few years, what with minivans and Volkswagen Rabbits now on display on AACA show fields throughout the country, and it will continue to evolve as later-model cars come of age and the younger car guys look to them as desirable, and affordable.

Personally, I would enjoy seeing this issue's 1979 Bobcat in real life. Just look at that wild interior! Regardless of the car's lack of engineering sophistication and questionable build quality, they were unique little cars that played an important role in this country's automotive history during the era they were on the market. With so few Bobcats remaining today—and Pintos, too—unlike the animal it was named after, the Mercury Bobcat is a dwindling species. Therefore it deserves the same preservation and restoration treatment as an early Corvette, Avanti, Imperial or 4-4-2.

The Bobcat has not reached the same admirable status, and there's a whole new generation of car enthusiasts who have never seen or even heard of one. For that reason alone, which was the main point of showcasing the Bobcat in this magazine, we need to let the younger car enthusiasts learn of its existence, its history and just how much fun it can be to own and drive. This includes, too, the Dodge Omni and GLH, Plymouth Horizon, Pontiac Astre and Sunbird, Chevrolet Cavalier and Citation, and Ford's wonderful little Escort.

Don't you agree? 🐾




//  
The simple  
fact is this:  
When they  
were new,  
nearly all old  
cars were  
nothing more  
than mass-  
produced  
cars built for  
the masses.



Write to our executive editor at [rlentinello@hemmings.com](mailto:rlentinello@hemmings.com).



A close-up photograph of a Mercedes-Benz grille with a prominent three-pointed star logo in the center. The grille has a dark, textured mesh pattern. The lighting is dramatic, highlighting the metallic sheen of the logo and the texture of the grille.

## You bought with your heart. Insure with your head.

As a car enthusiast, you simply want the best. Make sure your insurance is as extraordinary as your car.

With no depreciation, no deductible, and no hassles, there's no question...no one understands collector cars like Chubb.

Find out what makes Chubb Collector Car Insurance so extraordinary. Call us at 866-227-9648 or visit [chubbcollectorcar.com](http://chubbcollectorcar.com).

Chubb. Insured.<sup>SM</sup>

[www.chubb.com](http://www.chubb.com)

CHUBB®

©2016 Chubb is the marketing name used to refer to subsidiaries of Chubb Limited providing insurance and related services. For a list of these subsidiaries, please visit our website at [new.chubb.com](http://new.chubb.com). Insurance provided by U.S. based Chubb underwriting companies. All products may not be available in all states. Coverage is subject to the language of the policies as actually issued. Surplus lines insurance sold only through licensed surplus lines producers. Chubb Personal Risk Services, P.O. Box 1600, Whitehouse Station, NJ 08889-1600.





## Winter Rally

**AMERICA'S CAR MUSEUM** and the North American International Auto Show will celebrate America's automotive heritage during an 11-day, 2,150-mile winter journey from Beantown to the Motor City. "The Drive Home II: The Heritage Run" will take place starting in Boston December 28 and make way to Detroit on January 7 for the opening of the International Auto Show. America's Car Museum will feature its 1957 Chevrolet Nomad, '61 Chrysler 300G and '66 Ford Mustang, all of which participated in last year's "Drive Home" from Tacoma to Detroit. The rally features many stops along the way: coffee events, happy hours and get-togethers in many cities including Boston, New York, Washington, Philadelphia, Pittsburgh and Indianapolis, then four stops in Michigan culminating with a cruise down Woodward Avenue and a final stop at the NAIAS in Detroit. All car lovers are encouraged to join the events and participate in any of the legs of the journey. For more information, visit [americascarmuseum.org](http://americascarmuseum.org) and [naias.com](http://naias.com).

## AACA 2017 Schedule

**THE ANTIQUE AUTO CLUB OF AMERICA** has released its tentative schedule for next year's events, and there will be a show in most regions of the country. The AACA features some of the country's largest car shows, car corrals and tours that are open to all collector cars up to 1991. Be sure to bookmark AACA's web page and calendar as it is always adding local and regional events. Visit [www.aaca.org](http://www.aaca.org) for the latest news and information.

**February 9-11**  
AACA Annual Meeting  
Philadelphia, Pennsylvania

**February 23-25**  
AACA Winter Meet  
Gainesville, Florida

**March 23-26**  
AACA Western Spring Meet  
Palm Springs, California

**April 6-9**  
Southeastern Spring Meet  
Charlotte, North Carolina

**April 25-28**  
Western Divisional Tour (up to 1992)  
Mother Lode Region  
(Columbia, California)

**May 11-13**  
AACA Special Spring Meet  
Auburn, Indiana

**May 26-27**  
AACA Eastern Spring Meet  
Huntington, West Virginia

**June 4-9**  
Founders Tour (1932-later)  
Gettysburg Region (Pennsylvania)

**June 15-17**  
Annual Grand National Meet  
Kansas City Region

**August 17-19**  
Central Fall Meet  
Mississippi Valley Region

**September 17-22**  
AACA Glidden Tour  
Nebraska Region

**October 4-7**  
Eastern Fall Meet  
Hershey, Pennsylvania

## 2017 DATES

**January 27-29 • Grand National Roadster Show**  
Pomona, California • 877-763-7469  
[www.rodshows.com](http://www.rodshows.com)

**February 24-26 • Big Three Parts Exchange**  
San Diego, California • 619-599-0708  
[www.big3partsexchange.com](http://www.big3partsexchange.com)

**March 10-12 • Amelia Island Concours d'Elegance** • Amelia Island, Florida  
904-636-0027 • [www.ameliaconcours.org](http://www.ameliaconcours.org)

**April 14-16 • Englishtown Spring Swap Meet**  
Old Bridge, New Jersey • 732-446-7800  
[www.owntownraceway.com](http://www.owntownraceway.com)

**April 19-23 • Spring Carlisle**  
Carlisle, Pennsylvania • 717-243-7855  
[www.carlisleevents.com](http://www.carlisleevents.com)

**May 7 • Greystone Concours d'Elegance**  
Beverly Hills, California • 310-285-6830  
[www.greystoneconcours.org](http://www.greystoneconcours.org)

**June 19-23 • National Packard Meet**  
South Bend, Indiana • 866-427-7583  
[www.packardclub.org](http://www.packardclub.org)

**August 1-5 • Cadillac LaSalle Club Grand National Meet** • McLean, Virginia  
614-478-4622 • [www.cadillaclasalleclub.org](http://www.cadillaclasalleclub.org)



## Texas Two-Step

**NEXT YEAR'S CONCOURS D'ELEGANCE OF TEXAS** is announcing a venue change for the April 21-23 show. The event will be held at the Richard Greene Linear Park in Arlington, Texas. The three-day event begins with a Friday-morning escorted driving tour of local attractions and highlights of North Texas; the annual Texas Classic Auction will take place on Saturday; the Concours d'Elegance will be held on Sunday. The event is open to the public. To attend, please visit [www.concoursoftexas.org](http://www.concoursoftexas.org).



# How to Be Cut Off From Civilization

When it's you against nature, there's only one tool you need:  
the stainless steel River Canyon Bowie Knife—now **ONLY \$49!**

You are a man of the wilderness. The only plan you have is to walk up that mountain until you feel like stopping. You tell your friends that it's nothing personal, but this weekend belongs to you.

You've come prepared with your *River Canyon Bowie Knife* sheathed at your side. This hand-forged, unique knife comes shaving sharp with a perfectly fitted hand-tooled sheath. The broad stainless steel blade shines in harmony with the stunning striped horn, wood and bone handle. When you feel the heft of the knife in your hand, you know that you're ready for whatever nature throws at you.

This knife boasts a full tang blade, meaning the blade doesn't stop at the handle, it runs the full length of the knife. According to *Gear Patrol*, a full tang blade is key, saying "A full tang lends structural strength to the knife, allowing for better leverage ...think one long steel beam versus two."

With our limited edition *River Canyon Bowie Knife* you're getting the best in 21st-century construction with a classic look inspired by legendary American pioneers. What you won't get is the trumped up price tag. We know a thing or two about the hunt—like how to seek out and capture an outstanding, collector's-quality knife that won't cut into your bank account.

This quintessential American knife can be yours to use out in the field or to display as the art piece it truly is. But don't wait. A knife of this caliber typically cost hundreds. Priced at an amazing \$49, we can't guarantee this knife will stick around for long. So call today!

**Your satisfaction is 100% guaranteed.** Feel the knife in your hands, wear it on your hip, inspect the craftsmanship. If you don't feel like we cut you a fair deal, send it back within 60 days for a complete refund of the sale price. But we believe that once you wrap your fingers around the *River Canyon's* handle, you'll be ready to carve your own niche into the wild frontier.



**BONUS!** Call today and you'll also receive this genuine leather sheath!

## What customers are saying about Stauer knives...



"First off, the shipping was fast and the quality is beyond what I paid for the knife. Overall I am a satisfied customer!"

— D., Houston, Texas



Not shown actual size.

**River Canyon Bowie Knife** ~~\$79\*~~

Offer Code Price Only **\$49** + S&P Save \$30

**1-800-333-2045**

**Your Insider Offer Code: RCK187-01**

You must use the insider offer code to get our special price.



**Stauer**® 14101 Southcross Drive W., Dept. RCK187-01  
Burnsville, Minnesota 55337 [www.stauer.com](http://www.stauer.com)

\*Discount is only for customers who use the offer code versus the listed original Stauer.com price.



• Full tang 4 1/4" stainless steel blade, 9" overall length • Genuine horn, wood and bone handle • Polished brass guard and spacers • Includes leather sheath

*Smart Luxuries—Surprising Prices™*





## Done By Local Man

**THOUGHT THERE COULD ONLY BE SO MANY** double-ender cars out there? Thought it might have been a silly thing for a handful of people to build over the years? Apparently not, given the volume of two-faced car submissions we've recently received. We'll try to get to them all in due time, but let's start with this photo submitted by Fred Wilcox of Berwyn, Illinois.

"I remembered seeing this one in a museum quite a few years ago," Fred wrote, though he has since forgotten which museum he saw it in.

That alone should help us resolve who the "local man" was that built it, so if anybody does remember which museum housed this which-way Model A, please let us know.

## Great Sectioning

**YOU'RE ON A ROAD TRIP** to pick up the car of your dreams, you might as well make a vacation out of it and do some sightseeing along the way.

Or, at least, so appears to have been the case for the owner—likely the recently minted owner—of this trailered

sport custom that reader Steven Thompson spotted near the Grand Canyon in the late 1990s.

Just what the sport custom that Steven spotted was, he couldn't say, and he has yet to find out in the nearly 20 years since. Anybody else recall seeing it on its road trip?



## Steel 'Vette?


**ALL CORVETTE BODIES** are fiberglass, right? Maybe not entirely, according to a story related to us by reader Edmond Ray of Lambertville, Michigan.

Ray's father, also named Ray, worked in Chevrolet engineering during the Fifties and had the enviable position of helping launch the first 300 Corvettes in 1953. During the 50th anniversary celebrations for the Corvette in Bowling Green, which both Rays attended, Ray the younger overheard an interesting tidbit about one of those 300 cars:

"There was a lot of concern about engine bay heat and the fiberglass hoods, so they had a steel hood built for testing purposes," Ray wrote. "Nearing the end of the production run, they were short a hood so they painted the steel one, installed it and shipped the car."

We'd put this down as an urban legend were it not for Ray senior's time with Chevrolet. So, did any 1953 Corvette owner ever discover their car's mixed-materials body?



 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](mailto:dstrohl@hemmings.com). For more Lost & Found, visit <http://blog.hemmings.com/index.php/category/lost-and-found/>.



ALL-NEW  
Bigger  
Buttons

# “My friends all hate their cell phones... I love mine!” Here’s why.

No  
Contracts

FREE  
Car  
Charger

Say good-bye to everything you hate about cell phones. Say hello to the **ALL-NEW Jitterbug Flip**.

**“Cell phones have gotten so small, I can barely dial mine.”** Not the new Jitterbug® Flip. It features a larger keypad for easier dialing. It even has a larger display so you can actually see it.

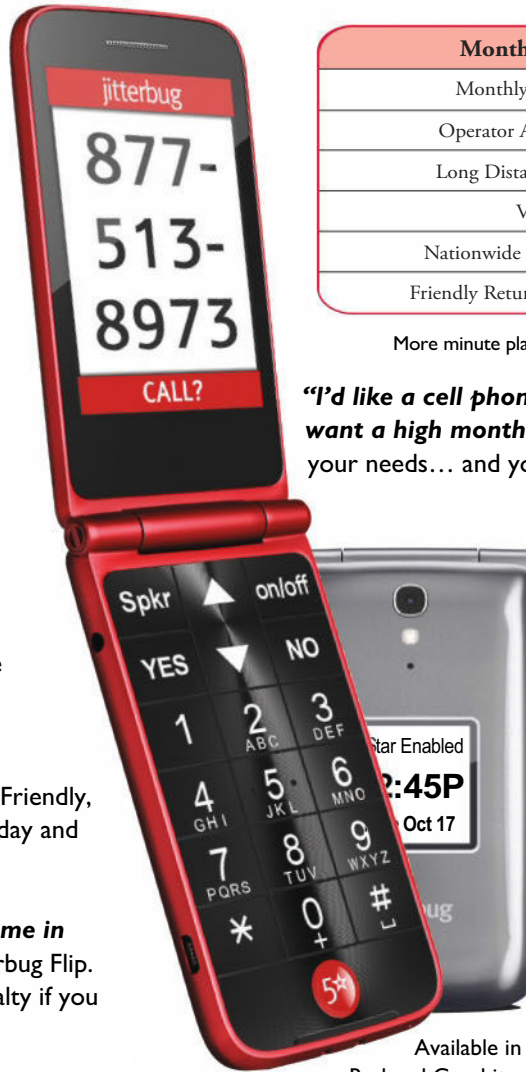
**“I had to get my son to program it.”** Your Jitterbug Flip set-up process is simple. We’ll even program it with your favorite numbers.

**“I tried my sister’s cell phone... I couldn’t hear it.”** The Jitterbug Flip is designed with a powerful speaker and is hearing aid compatible. Plus, there’s an adjustable volume control.

**“I don’t need stock quotes, Internet sites or games on my phone. I just want to talk with my family and friends.”** Life is complicated enough... The Jitterbug Flip is simple.

**“What if I don’t remember a number?”** Friendly, helpful Operators are available 24 hours a day and will even greet you by name when you call.

**“My cell phone company wants to lock me in a two-year contract!”** Not with the Jitterbug Flip. There are no contracts to sign and no penalty if you discontinue your service.



Monthly Plan	\$14.99/mo	\$19.99/mo
Monthly Minutes	200	600
Operator Assistance	24/7	24/7
Long Distance Calls	No add'l charge	No add'l charge
Voice Dial	FREE	FREE
Nationwide Coverage	YES	YES
Friendly Return Policy <sup>1</sup>	30 days	30 days

More minute plans available. Ask your Jitterbug expert for details.

**“I’d like a cell phone to use in an emergency, but I don’t want a high monthly bill.”** The Jitterbug Flip has a plan to fit your needs... and your budget.

**“Many phones have features that are rarely needed and hard to use!”** The Jitterbug Flip contains easy-to-use features that are meaningful to you. A newly designed built-in camera makes it easy and fun for you to capture and share your favorite memories. And a new flashlight with a built-in magnifier helps you see in dimly lit areas, the Jitterbug Flip has all the features you need.

**Enough talk.** Isn’t it time you found out more about the cell phone that’s changing all the rules? Call now, Jitterbug product experts are standing by.

Available in  
Red and Graphite.

Order now and receive a  
**FREE Car Charger** for your Jitterbug Flip –  
a \$25 value. Call now!

## NEW Jitterbug Flip Cell Phone

Call toll-free to get your Jitterbug Flip.

Please mention promotional code 60585.

**1-888-752-1193**

[www.jitterbugdirect.com](http://www.jitterbugdirect.com)

jitterbug  
flip

firstSTREET  
for Boomers and Beyond®  
1998 Ruffin Mill Road  
Colonial Heights, VA 23834



We proudly accept the following credit cards:



**IMPORTANT CONSUMER INFORMATION:** Jitterbug is owned by GreatCall, Inc. Your invoices will come from GreatCall. Plans and Services require purchase of a Jitterbug phone and a one-time setup fee of \$35. Monthly fees do not include government taxes or assessment surcharges and are subject to change. Coverage is not available everywhere. 5Star or 9-1-1 calls can only be made when cellular service is available. <sup>1</sup>We will refund the full price of the Jitterbug phone and the activation fee (or setup fee) if it is returned within 30 days of purchase in like-new condition. We will also refund your first monthly service charge if you have less than 30 minutes of usage. If you have more than 30 minutes of usage, a per minute charge of 35 cents will be deducted from your refund for each minute over 30 minutes. You will be charged a \$10 restocking fee. The shipping charges are not refundable. There are no additional fees to call GreatCall’s U.S.-based customer service. However, for calls to a GreatCall Operator in which a service is completed, you will be charged 99 cents per call, and minutes will be deducted from your monthly rate plan balance equal to the length of the call and any call connected by the Operator. Jitterbug and GreatCall are registered trademarks of GreatCall, Inc. ©2016 GreatCall, Inc. ©2016 firstSTREET for Boomers and Beyond, Inc.





## More Monterey

**RUSSO & STEELE WRAPPED UP ITS AUCTION** as nearly 250 cars were available over August 18-20 during the Monterey spectacular. Total sales reached \$10.9 million and this 1958 Impala Convertible was part of that tally, selling for \$107,800. The first-year Impala was given a body-off restoration in 2000 and had won many shows including the GM Nationals and Eyes on Design. Other American Classics were finding new homes and they ranged from a 1957 Cadillac Eldorado Brougham sedan at \$90,750, to a 1948 Buick Super Sedan for \$9,075. For a full listing of results, visit Russo's site at [www.russoandsteele.com](http://www.russoandsteele.com).

## Mecum Monterey

**THIS YEAR'S MECUM DAYTIME AUCTION** held August 18-20 during the Pebble Beach weekend saw a total of over \$50 million in sales, eclipsing last year's mark by more than \$5 million. The bulk of Mecum's sales was carried by several high-performance and exotic cars, but the top-selling American Classic was this 1932 Duesenberg Model J Phaeton. Upgraded to SJ specification, this Duesy had the original chassis and engine and was formerly part of the Al Wiseman Collection; the final bid rang home at \$600,000. Of the affordable deals were a 1949 Ford Deluxe selling for \$8,500 and a Chrysler 300 Pacesetter convertible from the 1963 Indy 500 selling at \$25,000. There were scores of great Detroit classics that crossed the block that weekend, and the results are all available online at [www.mecum.com](http://www.mecum.com).



## AUCTION PROFILE

**THE 1941 OLDSMOBILES** were equipped with a choice of six- or eight-cylinder engines, and the Series 66 had the 238-cu.in. straight-six. Paired with Olds's first fully automatic transmission, the Hydra-Matic, the 1941s were capable of 100hp at 3,400 RPM. Bodied by Hercules, the wagons were constructed with dark mahogany and lighter ash frames. Available for \$1,176, production counts are not official, but it appears a little over 600 were constructed in their final full year of production before wartime projects took precedence.

This Series 66 wagon received a full restoration four years ago by Vintage Motor Cars in Westbrook, Connecticut. Period-correct colors of cream and maroon interior with matching Everflex roof were striking. The restored woodwork is believed



<b>CAR</b>	1941 Oldsmobile Series 66 Station Wagon	<b>LOT NUMBER</b>	156
<b>AUCTIONEER</b>	Gooding & Company	<b>CONDITION</b>	#2+
<b>LOCATION</b>	Pebble Beach, California	<b>RESERVE</b>	No
<b>DATE</b>	August 21, 2016	<b>AVERAGE SELLING PRICE</b>	\$73,000
		<b>SELLING PRICE</b>	\$82,500

to be mostly original, and the car was exhibited in France for a brief time. It featured four-wheel hydraulic drum brakes, independent front suspension and live rear axle with semi-elliptical

leaf-springs. The high selling price no doubt was due in part to the head-turning appeal of the rare Woodie as well as the high-quality restoration done throughout.



# DECEMBER

1-3 • Mecum • Kansas City, Missouri  
262-275-5050 • www.mecum.com

2-3 • Raleigh Classic  
Raleigh, North Carolina • 919-269-5271  
www.raleighclassic.com

January 6-15, 2017 • Mecum  
Kissimmee, Florida • 262-275-5050  
www.mecumauctions.com

January 14-22, 2017 • Barrett-Jackson  
Scottsdale, Arizona • 480-421-6694  
www.barrett-jackson.com

February 24-25, 2017 • Leake  
Oklahoma City, Oklahoma • 918-254-7077  
www.leakecar.com


March 10, 2017 • Gooding  
Amelia Island, Florida • 310-899-1960  
www.goodingco.com

March 31-April 2, 2017  
Auctions America • Fort Lauderdale, Florida  
877-906-2437 • www.auctionsamerica.com



## Worldwide Auburn

**THE NINTH-ANNUAL AUBURN AUCTION** was held by Worldwide Auctioneers during the Auburn, Cord and Duesenberg Festival, and its September 3rd event saw sales of over \$3 million. One of the top sales was this 1929 Packard 645 Deluxe Eight Sport Phaeton by Dietrich. The Dietrich body was exclusive to the 645, and the car underwent a complete and detailed restoration. This Classic Car Club of America 100-point Senior Award Winner also had the original data tag remaining in place. When the bidding came to a conclusion, this Packard went to a new owner for \$319,000. Worldwide will gear up for its April 22 auction to take place in Arlington, Texas. Visit [www.worldwide-auctioneers.com](http://www.worldwide-auctioneers.com) for more information.

 View and search through thousands of upcoming auction vehicles in one place at the Hemmings Auction Showroom, [www.hemmings.com/auctions/](http://www.hemmings.com/auctions/).

# Universal<sup>®</sup>

## VINTAGE TIRE CO.



**AUTHENTIC TIRES FOR  
YOUR CLASSIC CAR OR  
VINTAGE TRUCK**



**Whitewalls**  
Starting at \$173



**Blackwalls**  
Starting at \$148



**Whitewall  
Bias-Look Radials**  
Starting at \$200



**Super Transport**  
Starting at \$148



**Whitewalls**  
Starting at \$166



**Super Traxion**  
Starting at \$153

*Dependable Vintage Tire Sales & Service Since 1968.*



**SAME DAY SHIPPING**  
from Hershey, PA

on in stock items  
ordered before 12 noon EST

DON'T FORGET

**TUBES  
&  
FLAPS**

**877-217-2558**

**universaltire.com**





## Roaring Oil

**800-423-5525 • WWW.CALCARCOVER.COM • \$144.99**  
 Motor oil was a huge and widely varied business in the first few decades of the automobile, and gasoline and oil companies created beautiful artwork for advertising. One example of this is the stately mascot for Lion Petroleum Products, producer of Lion Motor Oil. This sturdy and attractive reproduction of original 1930s artwork (item LP26) is genuine porcelain that has been fired onto a 26 inch-diameter steel sign. It features pre-drilled mounting holes with brass eyelets to ease hanging, and is proudly made in the USA. Only 100 pieces are being produced, so devoted Petroliana collectors will need to act fast.

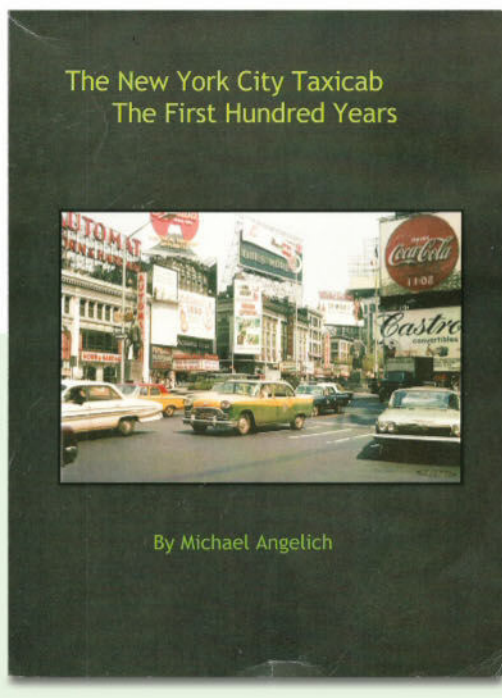


## 1957 Chrysler 300C

**888-910-2889 • WWW.AUTOWORLDSTORE.COM • \$89.99**  
 Incredible, lifelike detail is a hallmark of the Ertl Collectibles American Muscle series of 1:18-scale die-cast replicas, and this, their rendition of one of the cars on the cover of the February 1957 issue of *Popular Mechanics* magazine, is true to form. From top to bottom, outside and in, this 300C (item AMM1005)—representing one of 1,918 built—is a feast for the eyes. The detailing on the “Jiffy Jet” washer fluid bag next to the FirePower Hemi V-8 under the hood is as carefully handled as the seat upholstery, and of course, the undercarriage’s torsion bar/leaf spring suspension. Will you display it with the radio antenna extended or retracted? Front seats folded forward, or set back? This is more than a foot of die-cast goodness, sure to please any Mopar lover or Fifties fan.

## Rack 'Em Up

**928-708-0897 • WWW.BUSTEDKNUCKLEGARAGE.COM • \$29.95**  
 “No Scar, No Story” is the mantra of the Busted Knuckle Garage. Add to that, “No Searching for Lost Keys,” thanks to the Busted Knuckle Garage Key Rack. This fun and practical piece of home or garage décor (item 10-BKG-75301) sports four metal hooks and is made from sturdy MDF, emblazoned with a colorful applique logo and cool pinstriping. It's sized 12 inches wide by 11.25 inches tall by 1.5 inches deep, and is shipped in a gift box so it's ready to give away, or to keep as a present for yourself.



## The New York City Taxicab

**818-999-1485 • WWW.CHECKERPARTS.COM • \$24.95**  
 Whether you're a New Yorker or a Checker enthusiast, you will discover this 153-page softcover book to be an engaging read on the history of New York City's famed taxicabs. Actually, Checker cabs weren't the only automobiles used to pick up fares; there are profiles on Locomobile, Elcar, Ford, Chrysler, Dodge, GMC, Oakland, Hudson and Packard taxicabs, and the many other distinctive cabs that ruled the streets of Manhattan and the outer boroughs. Most interesting are the photos of vintage taxi driver's licenses and badges, medallions, cab cards and other taxi-related memorabilia. A truly entertaining book.

— RICHARD LENTINELLO



All-New **lively**<sup>®</sup>  
alert

# Cut the cost of your medical alert service in half.

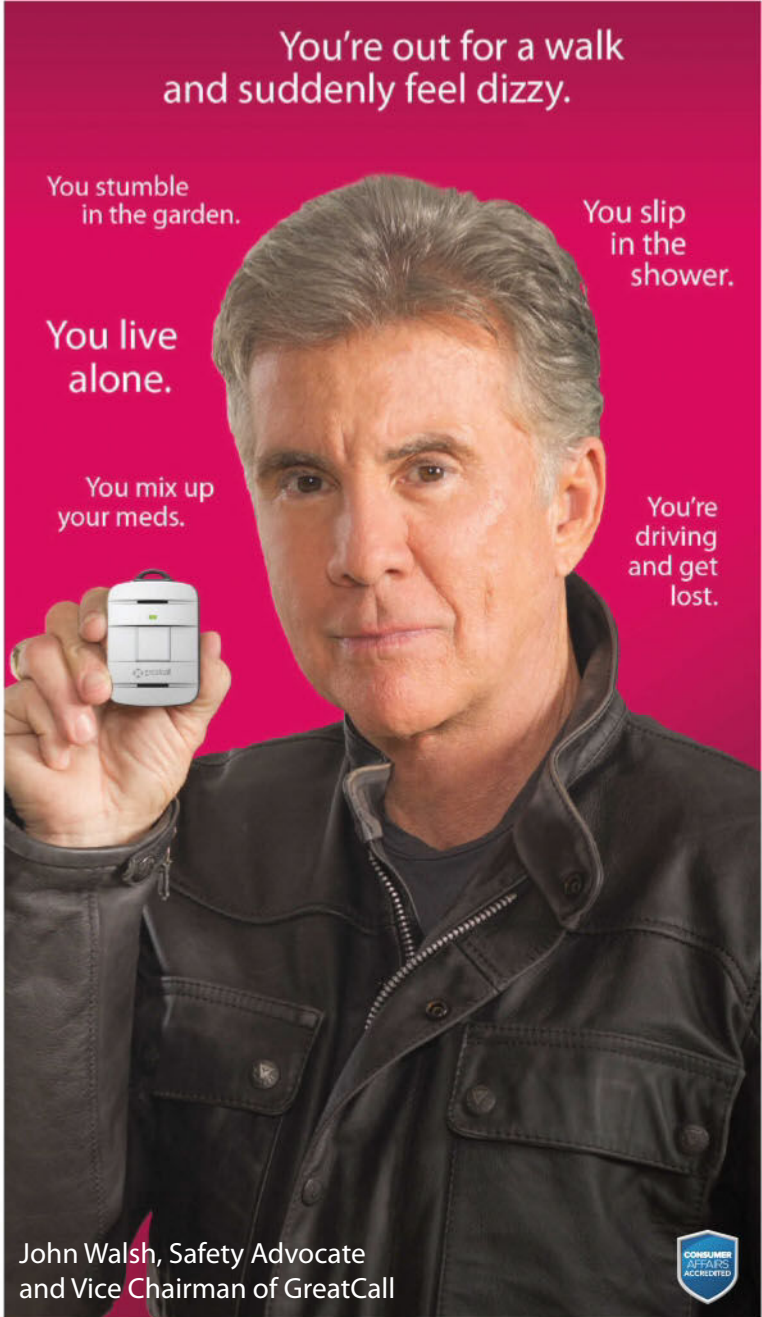
Why pay more every month on service fees when you can feel protected everywhere you go with the most affordable medical alert service on the market? The all-new Lively Alert has no installation costs and no additional equipment to buy. And there are no cancellation fees or contracts to sign. Just the highest level of service at the lowest price.

Save up to 50% in monthly service fees on the Lively Alert when compared to other medical alert services. With 5Star<sup>®</sup> service plans as low as \$19<sup>99</sup> per month, that's a savings of over \$200 per year, making the Lively Alert the most affordable on the market.

With no landline required, you're not restricted to your home. The Lively Alert works anywhere you choose to go. In any emergency, just press the button to speak immediately with a 5Star Medical Alert Agent, 24/7. The Agent will confirm your location, evaluate your situation and get you the help you need.

Plans as low as  
**\$19<sup>99</sup>**  
month

No contracts  
No cancellation fees  
No equipment to install



You're out for a walk  
and suddenly feel dizzy.

You stumble  
in the garden.


You slip  
in the shower.

You live  
alone.

You mix up  
your meds.

You're  
driving  
and get  
lost.

John Walsh, Safety Advocate  
and Vice Chairman of GreatCall



**firstSTREET**  
for Boomers and Beyond<sup>®</sup>  
1998 Ruffin Mill Road  
Colonial Heights, VA 23834

Fastest Agent  
response time\*

Available with  
Fall Detection

Patented GPS confirms  
your location

Nationwide  
coverage

New,  
smaller size

Waterproof design  
works in the shower

To learn more, call **1-888-874-2067** today  
or visit us at **www.LivelyDirect.com**

Please mention promotional code 60586.

IMPORTANT CONSUMER INFORMATION: Lively Alert is owned by GreatCall, Inc. Your invoices will come from GreatCall. \*Good Housekeeping Research Institute - Aug. 2014. \$200 savings calculation was determined by averaging PERS market leaders' monthly fees (not all PERS have the same features). Requires a one-time setup fee of \$35 and valid credit or debit card for monthly service. The Lively Alert is rated IPX7, and can be submerged in up to 3ft of water for up to 30 mins. Fall Detection is an optional feature. Fall Detection may not always accurately detect a fall. GreatCall is not a healthcare provider. Seek the advice of your physician if you have questions about medical treatment. 5Star or 9-1-1 calls can only be made when cellular service is available. 5Star Service will be able to track an approximate location when your device is turned on, but we cannot guarantee an exact location. Monthly service fee does not include government taxes or assessment surcharges, and is subject to change. GreatCall and 5Star are registered trademarks of GreatCall, Inc. Copyright ©2016 GreatCall, Inc. ©2016 firstSTREET for Boomers and Beyond, Inc.





## 1955 Buick Special

800-718-1866 • [WWW.DIECASTDIRECT.COM](http://WWW.DIECASTDIRECT.COM) • \$134.95

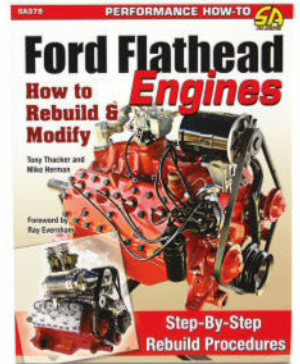
Three bright metal portholes per front fender are one of the characteristics that identify this 1955 Buick two-door sedan as part of the Special series. It's another fine example of hand-craftsmanship from the talented people at Brooklin Models in Bath, England. This 1:43-scale model is hand-somely and accurately painted in Dover White over Titian Red Poly, and features a gray and black interior. There's no mistaking the 1955-only grille design, or Buick's dynamic sweepspear body trim. Fans of the marque will certainly enjoy this hefty collectible.

## How to Rebuild and Modify Ford Flathead Engines

800-551-4754 • [WWW.CARTECHBOOKS.COM](http://WWW.CARTECHBOOKS.COM) • \$26.95

If you want to participate in certain areas of this hobby, particularly the Blue Oval variety, the skills that this book will impart are absolutely essential. Some of this is hot rod-oriented—the two authors, Tony Thacker and Mike Herman, are well-known to the chopped-and-fenderless set—but it's nonetheless an excellent entrée into the tech behind Ford's legendary L-head V-8. In 146 softcover pages, the authors delve into the flathead's history before taking on engine selection, disassembly, cleaning, machining, parts selection and final assembly. Subsections of the book examine parts inspection, magna-fluxing, relieving the block and porting, plus there's a separate chapter on building a full-house performance flathead. The step-by-step illustrations are easy to follow. We liked this clear-cut introduction to the world of the flathead.

— JIM DONNELLY



## 2017 Hemmings Calendars

800-224-4373 X79550

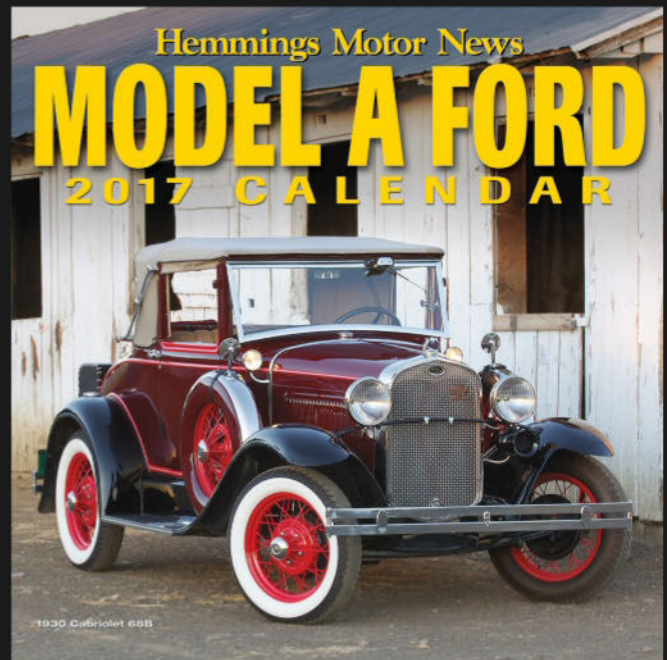
[WWW.HEMMINGS.COM/STORE/CALENDARS](http://WWW.HEMMINGS.COM/STORE/CALENDARS) • \$14.95

Perhaps the most highly anticipated merchandise to run through the Hemmings Store each year is our annual round of wall calendars. These limited-production collectibles are filled with beautiful color photography of intriguing vehicles that range the gamut from concours-restored to delightfully derelict. They offer more than pretty pictures, though, as the 2017 calendars have been revised with more than 100 car show and auction dates, along with notable historical events. They're perfect for the home, office or garage wall, and will make great gifts for the classic-car enthusiasts in your life.

ABANDONED AUTOS • CARS OF THE '50S • HEMMINGS CLASSIC CAR  
HEMMINGS MUSCLE MACHINES • HEMMINGS SPORTS & EXOTIC CAR • VINTAGE PICKUPS



CARS OF THE '60S



MODEL A FORD



# Faster than White Lightning

THE 1940 FORD DELUXE WAS THE MOST POPULAR CAR FOR BOOTLEGGERS TO OUTFRAN REVENUERS!

**CAR AND DRIVER**  
APPROVED SELECTION

Officially endorsed by  
Car and Driver magazine.

PRECISION-  
ENGINEERED  
DIE CAST IN  
IMPRESSIVE  
1:18 SCALE



## HOOD, TRUNK & DOORS ALL OPEN!

MAIL YOUR COUPON TODAY  
TO CLAIM YOURS

*Risk Free!*



During Prohibition era and the years that followed, daring drivers hauled home-made whiskey to sell for profit. The government didn't like losing the tax money on the sales, so they sent Revenuers out to shut down illegal stills and stop drivers from running moonshine.

So the runners would find the simplest of stock cars so as not to draw attention to themselves on the road, and then modified the cars to outrun the economy cars the Revenuers drove.

**Soon, drivers began to brag and argue over whose car was faster and who was the better driver.**

This led them to racing in open fields ... where spectators started watching ... which ultimately led to the formation of the National Association for Stock Car Auto Racing – NASCAR.

Now, collect the most popular bootlegging car as a 1:18-scale die cast – the 1940 Ford Deluxe.

**Precision-engineered**

Presented by Hamilton and distributed by OK Toys under license from Ford Motor Company, this quality-crafted die-cast car is fully loaded: heavy duty die-cast metal ... chrome-look bumpers, grille and trim ... opening doors, hood and trunk ... custom rims ... working steering with 4 treaded rubber tires ... powerful Flathead V8 engine ... and more!

**Step on it!**

Reserve yours today for just two installments of \$29.99\*, with only your first installment due prior to shipment. Hamilton's **365-Money Back Guarantee** assures your satisfaction!

Presented by Hamilton and produced by OK Toys under license from Ford Motor Company.

MAIL TO:

09-06537-001-BI

Presented By

**The Hamilton Collection**

9204 Center For The Arts Drive, Niles, Illinois 60714-1300

**YES!** Please reserve the "1:18-Scale Ford Deluxe 1940 with Custom Rims" for me as described in this announcement.

Name \_\_\_\_\_  
(Please print clearly.)

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Email (optional) \_\_\_\_\_

Signature \_\_\_\_\_

Orders subject to acceptance and product availability.

\*Add a total of \$13.00 for shipping & service. Deliveries to FL and IL will be billed appropriate sales tax.

**SEND NO MONEY NOW! 09-06537-001-E58071**

Allow 8 to 10 weeks after initial payment for shipment.





## Beehive Backups

These new '50s-style backup lamps with beehive lenses have a machined billet base with a brushed finish, and easily mount to a flat surface using the provided hardware. The lamps' overall dimensions are 2¼-inches in diameter at the base and 2-⅞-inches tall to the tip of the lens. Installation is simple and requires only three holes; full instructions are included. Also available in red and amber; sold in pairs. Cost: \$84.

**WATSON'S STREETWORKS**  
866-859-0513  
WWW.WATSONS-STREETWORKS.COM



## El Camino Fuel Sending Units

Owners of the 4.3-liter El Camino finally have the option of purchasing a new fuel sending unit that is a direct replacement of the OE unit. Constructed of CNC-bent stainless steel tubing, it comes with a fuel strainer, lock ring and seal. The part fits all 1985-'87 El Caminos and it is a great alternative if you can't find GM's discontinued originals. Call Dixie for more information. Cost: \$99.95.

**DIXIE RESTORATION DEPOT**  
877-243-4943  
WWW.DIXIERESTORATIONDEPOT.COM

## Interior Kits

LeBaron has expanded its line of ready-to-install interior upholstery kits to include 1916-'68 GM; 1928-'62 Ford and 1939-'62 Plymouth and Dodge. Less-common makes such as Pierce-Arrow, Hudson, Rambler, AMC, Studebaker and other independents are also available. If you're looking to replace only part of your car's interior, LeBaron also offers separate panel sets, tops, headliners, fabrics and carpets to fit your needs. All pricing is specific to your car's application, so contact LeBaron today for a quote. Cost: Components and kits starting under \$1,000.

**LEBARON BONNEY**  
800-221-5408  
WWW.LEBARONBONNEY.COM



## Dodge Truck Bits

To help spruce up your old Dodge pickup, new stainless steel tailgate hinges for all 1948-'85 models are now being reproduced. Each new hinge is laser cut, polished and buffed to a mirror finish, TIG-welded and re-buffed to a lifetime luster. The hinges come with rubber pads and matching fasteners. Also available are 1939-'56 Dodge low-side stake pockets. Perfect for replacing your torn and rusted originals, they are die stamped to shape and laser trimmed to size, so they can be used in any position on the box; rear crossmember brace is included. Cost: \$45/each (hinges primed steel); \$74/each (hinges polished stainless); \$0.93/each (stake pockets).

**BRUCE HORKEY'S WOOD AND PARTS**  
507-831-5625  
WWW.HORKEYSWOODANDPARTS.COM



## Slim Silencer

To reduce your vehicle's road and engine noise, this 2 millimeter damping material may do the trick. Its thin construction cuts down on low-frequency noise while reducing your cost and installation time. Apply it to floorboards, firewalls, door skins and overhead interior roof panels to bring silence to your cabin. Resistant to extreme hot and cold temperatures, the material is constructed of a viscoelastic polymer layer with an aluminum panel-stiffening skin which makes it flexible and easy to trim. Available in 2, 4, 6, 8, 10, 20 and 30 sheets (2.1 sq.ft. to 62.5 sq.ft.); be sure to contact Boom Mat for the best coverage options. Cost: \$20-\$376.

**BOOM MAT/DESIGN ENGINEERING**  
800-264-9472  
WWW.BOOMMAT.COM





# HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES



700+ Stores Nationwide

**WOW SUPER COUPON**

**WELDING STORAGE CABINET**

ITEM 62275  
61705 shown

**SAVE \$70**

~~\$149.99~~  
**\$169.99** comp at \$219.99

12935413

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**20% OFF**

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. \*Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, automotive lifts, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, Badland, CoverPro, Daytona, Diablo, Earthquake, Franklin, Grant's, Holt, Jupiter, Lynox, Maddox, Portland, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 2/11/17.

12990888

**How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?**

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple!

**Come visit one of our 700+ Stores Nationwide.**

**SCISSOR SUPER COUPON**

**FREE**

WITH ANY PURCHASE

CENTECH

**7 FUNCTION DIGITAL MULTIMETER**

ITEM 90899 shown  
98025/69096

**\$16.45 VALUE**

12984270

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one FREE GIFT coupon per customer per day.

**MECHANIC'S GLOVES**

SIZE	ITEM
MED	62434/62426
LG	62433/62428
X-LG	62432/62429

**YOUR CHOICE \$3.99**

Item 62429 shown

**SAVE 73%**

comp at \$14.97

12953075

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**RAPID PUMP® 1.5 TON ALUMINUM RACING JACK**

PITTSBURGH AUTOMOTIVE

• 3-1/2 Pumps Lifts Most Vehicles  
• Weighs 34 lbs.

**SAVE \$60**

Customer Rating ★★★★★

ITEM 69252  
68053/62160  
62496/62516  
60569 shown

**\$59.99**  
~~\$89.99~~  
comp at \$119.99

12993706

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**9 PIECE FULLY POLISHED COMBINATION WRENCH SETS**

SAE  
ITEM 63282/69043/42304 shown

METRIC  
ITEM 42305/69044/63171

PITTSBURGH

**SAVE 70%**

Customer Rating ★★★★★

**YOUR CHOICE \$5.99**  
~~\$8.99~~  
comp at \$19.97

12961325

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**US-GENERAL PRO 30", 5 DRAWER TOOL CART**

• 704 lb. capacity

ITEM 69397/61427  
63308/95272 shown

**SAVE \$230**

**WINNER**  
Best Mechanic's Tool Cart  
Truckin' Magazine

Customer Rating ★★★★★

**\$169.99**  
~~\$189.99~~  
comp at \$399.99

12990874

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**3 GALLON, 100 PSI OILLESS AIR COMPRESSORS**

A. HOT DOG  
CENTRAL PNEUMATIC ITEM 69269/97808 shown

B. PANCAKE  
ITEM 60637/61615  
95275 shown

**SAVE 59%**

**YOUR CHOICE \$39.99**  
~~\$59.99~~  
comp at \$98.62

12984368

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**WOW SUPER COUPON**

**WIRELESS SECURITY ALERT SYSTEM**

Banker Hill Security® ITEM 93068 shown  
69590/61910/62447

Customer Rating ★★★★★

**SAVE 60%**

**\$11.99**  
~~\$16.99~~  
comp at \$29.99

12993015

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE**

BADLAND ITEM 61256/61889  
60813 shown

Customer Rating ★★★★★

**SAVE \$453**

**\$299.99**  
~~\$399.99~~  
comp at \$752.99

12939191

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**MECHANIC'S SHOP TOWELS PACK OF 50**

Customer Rating ★★★★★

**SAVE 47%**

**\$9.99**  
~~\$12.99~~  
comp at \$18.98

12947709

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**4-1/2" ANGLE GRINDER**

Customer Rating ★★★★★

ITEM 60625 shown  
95578/69645

**SAVE 40%**

**\$11.99**  
~~\$14.99~~  
comp at \$20.26

12982800

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**PREDATOR 4000 PEAK 3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS**

• 70 dB Noise Level

ITEM 63079/69729/63080/69676 shown  
ITEM 69675/69728/63090/63089 CALIFORNIA ONLY

Customer Rating ★★★★★

**SAVE \$179**

**\$289.99**  
~~\$339.99~~  
comp at \$469

12988079

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**WOW SUPER COUPON**

**12 TON SHOP PRESS**

Customer Rating ★★★★★

**SAVE \$79**

ITEM 33497/60604 shown

**\$99.99**  
~~\$134.99~~  
comp at \$179

12956992

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**WOW SUPER COUPON**

**2 PIECE VEHICLE WHEEL DOLLIES**

PITTSBURGH AUTOMOTIVE  
ITEM 60343/67338 shown

Customer Rating ★★★★★

• 1500 lb. capacity

**SAVE 41%**

**\$49.99**  
~~\$59.99~~  
comp at \$85.99

12932890

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

**SCISSOR SUPER COUPON**

**1 TON CAPACITY FOLDABLE SHOP CRANE**

Customer Rating ★★★★★

ITEM 69512  
61858/69445 shown

**SAVE \$169**

**\$99.99**  
~~\$179.99~~  
comp at \$269

12974212

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/11/17. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed • 700+ Stores Nationwide • HarborFreight.com  
• Over 30 Million Satisfied Customers • Lifetime Warranty • 800-423-2567  
• No Hassle Return Policy • On All Hand Tools

At Harbor Freight Tools, the "comp at" price means that the same item or a similar functioning item was advertised for sale at or above the "comp at" price by another retailer in the U.S. within the past 180 days. Prices advertised by others may vary by location. No other meaning of "comp at" should be implied. For more information, go to HarborFreight.com or see store associate.



## Ralph Emerson Cross



**THINK ABOUT AN AUTO ASSEMBLY** line. Not the hordes of workers that used to occupy it, but a melding of people and machines. The machines take on most of the repetitive tasks in the process of assembly. Most people who buy cars never get to witness the process. But it's radically changed the procedure of building cars as they've grown increasingly complex. A whole cadre of engineers and designers have made the modern assembly line possible. Ralph Cross is probably the most towering giant in the world of auto manufacturing that you've never heard of because he existed in the rarified world of engineers who determined ways for automakers to streamline their manufacturing processes by using automation for complex tasks.

Cross's advances are arguably the most significant in car production since Ransom Eli Olds first developed the assembly line, which was later perfected and maximized in output by Henry Ford. That's how important this man was.

He was born in Detroit in 1910, the son of a machinist, Milton Cross, who operated a small shop that mainly sold maritime fittings and hardware. Ralph and his brother, Milton Jr., generally called their father "Skipper" rather than "Dad" because he loved to sail so much. The three of them spent countless hours on the water that surrounded Detroit, and the brothers drank up their father's knowledge about machine work. Both were experienced machinists by the time they were in their teens, and Ralph later enrolled in the Massachusetts Institute of Technology.

At MIT, Ralph focused on the then-new field of manufacturing engineering. His father, meanwhile, had expanded the family business into building marine engines, including an unusual four-cylinder, OHV design that would later be picked up for use by the auto industry. It turned out that the elder Cross wasn't only excited by boating. Dissatisfied with the existing state of auto manufacturing, he built his own car using a Cross-built marine engine, transmission and differential. That led him to experiment with ways to expand his own manufacturing capabilities, and the Skipper developed his own semi-automatic deburring machine, which could deliver gears with evenly rounded teeth on a fast, consistent basis, with only a single operator running several of the machines simultaneously. Chevrolet and Hupmobile were customers of Cross gears, and asked the Skipper to build similar deburring machines for them. The family firm was now in the business of producing sophisticated machine tools.

Cross Gear & Engine, as it was then known, became globally famous by building engines and transmissions for the powerboats that the great Gar Wood raced in the Twenties. By 1932, Ralph and his brother had taken over the company from the Skipper. Milt Jr. held the positions of president and sales manager, while Ralph held the reins of chief engineer. It soon became apparent that global war was looming. The brothers made a monumental decision: Take the company out of manufacturing automotive components entirely, and instead concentrate on designing and building specialized machine tools for use in large-scale assembly operations. That risky move turned out to be a stroke of genius.

During the late 1930s, Ralph created the Cross company's first precision machine tool, the Mill Lathe, which could simultaneously mill and turn two parts at a time. Later on, he developed the high-powered "shell" lathe, with enough potency to perform several cutting operations at once on the piece or component being worked, which originally were artillery shells. By 1937, the brothers were in a position to offer these machines to the auto industry at large. The firm grew exponen-

tially during World War II, as the manufacturing world clamored for their tools to speed up the process of making everything from armored vehicles to aircraft.

The war ended, and the auto industry was eager to sideline long-obsolete machining equipment in favor of faster, more efficient modern units. The Cross Company, as it was now called, was among the first to accelerate the process that became known as Detroit Automation. The most important early example of it was the device known as the transfer machine, essentially a small-scale assembly line that transports complex metalworking jobs from station to station for specific milling and cutting operations, all controlled by electronics or computers. Some transfer machines allowed their operators to change tooling on an individual operation without the need to shut down the entire line while the change was being made.

Ralph Cross designed one such transfer machine to mass-produce engine blocks. The machine was 350 feet long, performed 539 separate machining operations and could turn out 100 blocks per hour, controlled by a single operator. This revelation allowed the auto industry to hire semi-skilled workers as machine operators, instead of the highly skilled machinists who did the work at a slower pace in days gone by. In any case, they would have been in such short supply following the war that the industry would have never been able to reach the output levels that it ultimately experienced.

Ralph Cross was named president and chief executive of the firm after his brother died in 1967. The firm was then operating plants in Michigan, Great Britain, Japan and Switzerland. In 1979, he merged the firm with Kearney & Trecker, a Wisconsin-based manufacturer of advanced machine tools. Just prior to that, he had developed the industry's first fully integrated system for building and testing torque-converter stators in a single operation, along with the first automated system for building and testing disc-brake assemblies. In 1991, Giddings & Lewis of Fond du Lac, Wisconsin, bought Cross & Trecker, and the firm is now a subsidiary of the ThyssenKrupp AG conglomerate. Ralph Cross died in 2003. 🐾



# THE WORLD'S HARDEST-WORKING WIPES™

FROM FILTHY

TO FINE



Share your most challenging cleaning job with us and you could win a year's supply of Tub O' Towels.

Get details at [Tubotowels.com](http://Tubotowels.com)

- SATISFACTION GUARANTEED -

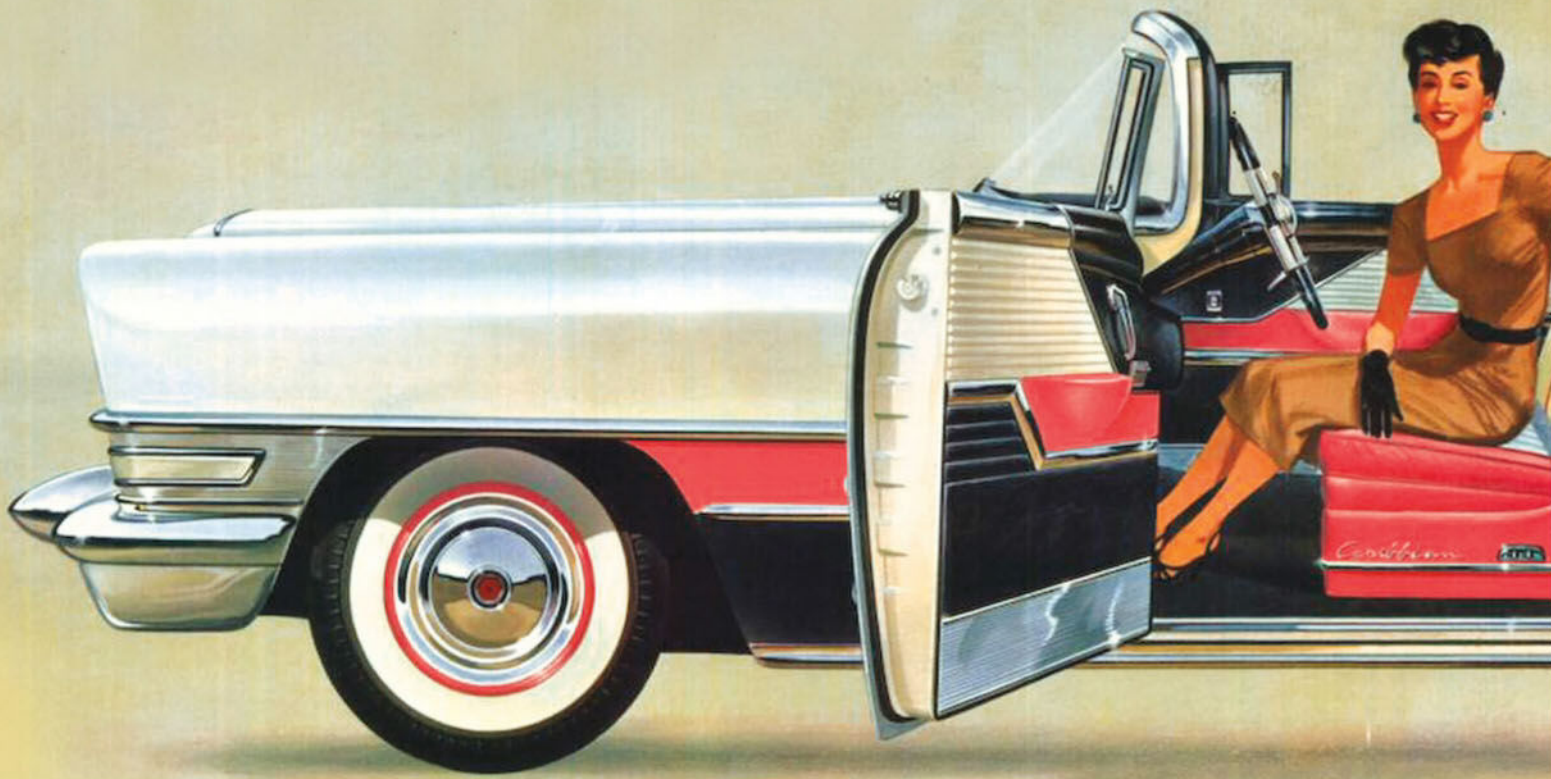


Tub O' Towels® heavy-duty cleaning wipes have the muscle to clean thousands of surfaces, including your hands!

- **Bond Buster™** additive breaks the molecular bond that holds grease and dirt to surfaces
- Wipes start and stay **100% solution soaked**
- **No harsh chemicals** – only biodegradable cleaning agents
- **Tough polyfiber weave** for heavy scrubbing
- **VaporLock™** canister seals in moisture

# TUB O' TOWELS®





# Mid-Century Mystique

*The highly distinctive and attractive two-door Packards of 1951-1956*

BY THOMAS A. DeMAURO • ARTWORK COURTESY OF THE HEMMINGS ARCHIVES

**D**uring the summer of 1950, buyers were anxiously awaiting the all-new Packards that were on deck for a 1951 model year debut. With over \$20 million invested, the all-new lower, longer, John Reinhart-styled 1951 models were introduced on August 24, 1950, and they began rolling out of Packard's plant

on East Grand Boulevard in Detroit. The reception was quite positive, and model year sales rebounded from 1950's lackluster figures to just over 100,000 automobiles despite material shortages due to the Korean conflict, government-imposed production limits and a rail strike.

In mid-1952, James Nance, from the Hotpoint division of General Electric, replaced Hugh Ferry as president of the Packard Motor Car Corp. He wanted to revitalize the model lines and the corporation, but would face some growing issues that affected most Independents.

The Big Three enjoyed myriad economic advantages over the Independents, due to their high production volume (and vast dealership networks). It allowed them to lower prices to better compete in the marketplace, while still maintaining a favorable profit margin by keeping per-unit costs down via bulk discounts on raw materials and by spreading the cost of design, engineering, manufacturing and marketing across more vehicles.

Yearly styling changes were more costly and risky for the

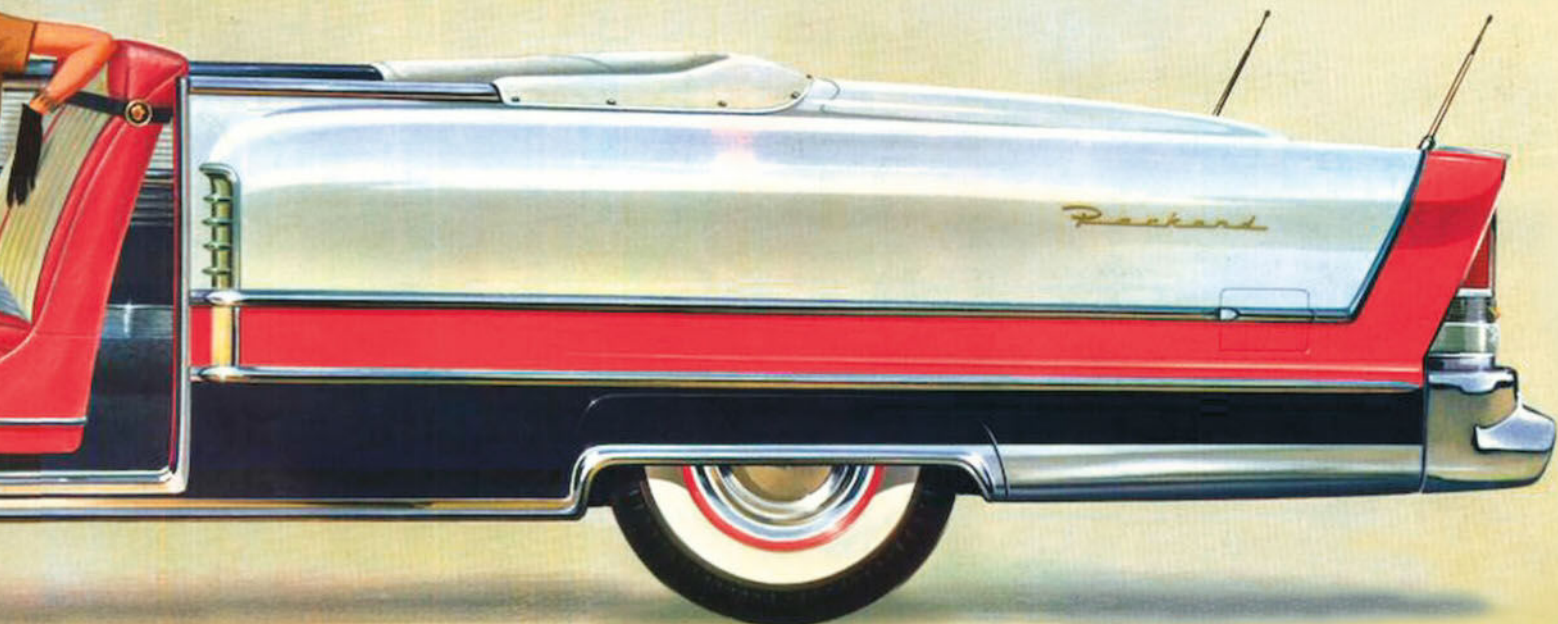
Independents as well, because given the investment required, one bad styling cycle that hurts sales could take years to recoup due to their lesser resources.

Realizing this, there was talk of Independents uniting in an effort to create a fourth high-volume player in the American auto industry to compete on a more equal footing with GM, Ford and Chrysler, but the large-scale merger never happened. By the time the few smaller ones did, it was essentially too late to save many from ruin—Packard among them.

A coal strike, a steel strike, a worker walkout at Packard, and government limits on manufacturing, adversely affected 1952 production, and model year sales dropped by more than 20 percent.

Nance's plan to improve the image of the medium-price cars to better compete with the Big Three's like offerings and return exclusivity and prestige to the senior Packard line to help it excel in its market included renaming the 1953 junior Packards Clipper and Deluxe Clipper. The mid-line series became the Cavalier.





1955 CARIBBEAN

Nance's desire was for customers to view the Clipper as a separate make from the senior Packards. Drawing more attention to the senior line, the company also revisited long-wheelbase (149-inch) car production with the new Corporate Executive series. Model year sales bounced back to about 90,000.

The 1954 model year would not unfold as Nance or Packard had hoped. While larger automakers went right on posting high sales, inciting price wars and bringing new models to market, Packard had myriad issues facing it. Chrysler purchased the Briggs Manufacturing Company very late in 1953. Briggs had built bodies for Packards since 1941, and Packard would have to lease the body plant from Chrysler and fully staff it to build its 1955 models.

Significantly restyled and reengineered Packards and Clippers would not go on sale until January 1955, and the 1954 models were little more than mildly updated 1953 models. Model year sales diminished to just 30,965 automobiles for 1954. The company also lost its government jet engine contracts, its marine diesel orders withered and it built a new engine plant and revised its straight-eight engine, despite the fact that its overhead valve V-8 design was nearing completion.

Then came the Studebaker purchase in October 1954. After many of the other Independents had found their corporate dance partners, Packard finally decided to join the party by buying Studebaker, which unfortunately was already in dire financial straits. Inexplicably, the company was renamed Studebaker-Packard (S-P) instead of the other way around. What was supposed to mark a new beginning, actually proved to be another of many factors that led to the demise of Packard.

On a brighter note, the 1955 models featured handsome modern styling, new overhead valve V-8 engines and torsion bar suspension. The automatic transmission was heavily revised. Sales for the model year improved to 55,247 units. The Professional line eight-passenger cars did not return for 1955.

The 1956 introduction was delayed until the end of October or early November (depending upon the source), due to a strike

at Studebaker-Packard. Adding insult to injury, quality issues with body assembly and transmission reliability were also garnering negative press and haunting a company whose cornerstone was building high-quality automobiles.

During the same year, control of Studebaker-Packard shifted to Curtiss-Wright. S-P President James Nance turned the reins over to Howard Churchill, and C-W president Roy Hurley helped run S-P via a consultant position that held considerable power. The Detroit Packard plant was closed, as was its new engine plant, and Studebaker's Los Angeles plant was closed per Hurley's orders. By model year end, Packard sales slid to just 28,835 cars.

Production of the 1957 Packards was moved to Studebaker's South Bend assembly plant, where a severely abbreviated line of rebadged and mildly restyled Studebakers became Packards.

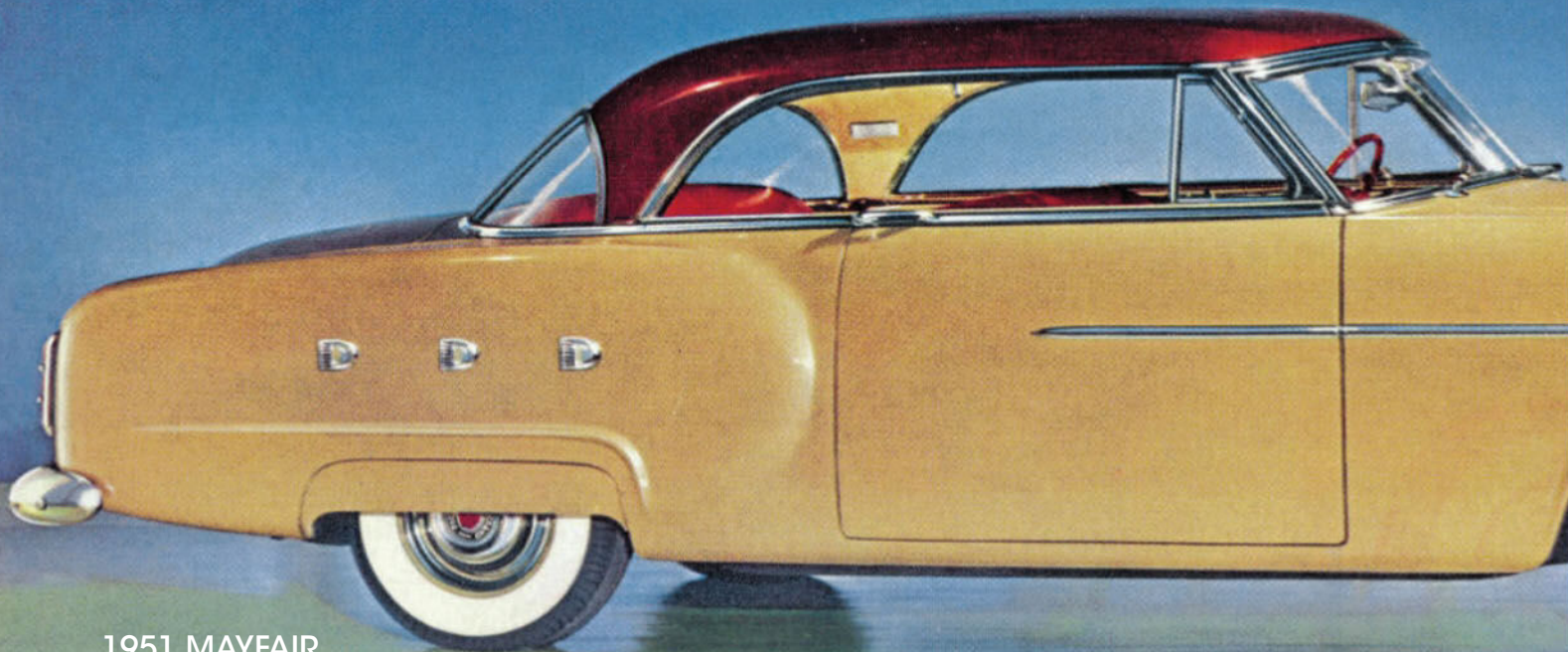
More Packard-badged models arrived in 1958, but by 1959 the nameplate had reached an unceremonious end, and by 1962, it was dropped from the company letterhead, thus laying to rest a legendary maker of fine automobiles with a distinguished history that had evolved over a half-century. Fortunately, Packard's achievements have never gone unnoticed nor have they been forgotten, as its varied models remain collectible today.

This producer of fine automobiles still managed to create captivating models in the turbulent times from 1951 to 1956, and we'll discuss some interesting aspects of Packard's two-door offerings from this era.

## 1951

Two-door models were only in the lower-priced, shorter-wheelbase 200 series—the juniors. The senior series was comprised of the more luxury-laden Packard 300 and Patrician 400, which were longer-wheelbase four-door sedans. Packard's 200 series was further split into standard and Deluxe models. The two-door models consisted of the club sedan, business coupe and Deluxe club sedan. On March 16, 1951, the Packard





1951 MAYFAIR

250 arrived with a convertible and a sporty two-door hardtop named Mayfair.

Retiring the bathtub styling of the 1948-'50 Packards, the new models were lower and exhibited more modern proportions. Hood height was reduced and the fender tops were raised, resulting in the new "Guide-Line" fenders, the ends of which could be seen from the driver's seat to aid in parking. "Horizon-View" visibility was realized via a one-piece curved windshield replacing the two-piece flat glass design of 1950, more narrow A-pillars and a redesigned roofline with a larger rear window.

Double-walled "Armor-rib" body construction was employed and storage space was increased. The grille was a split wide-mouth design and upper trim level cars like the 250, 300, and 400 had vertical tooth-like chrome pieces in the lower oval. Outboard were the parking lamp/turn signals. Packard lettering graced the hood, as did an ornament—a low one on the 200 and the taller Pelican on the 250. Front and rear bumpers were revised as well.

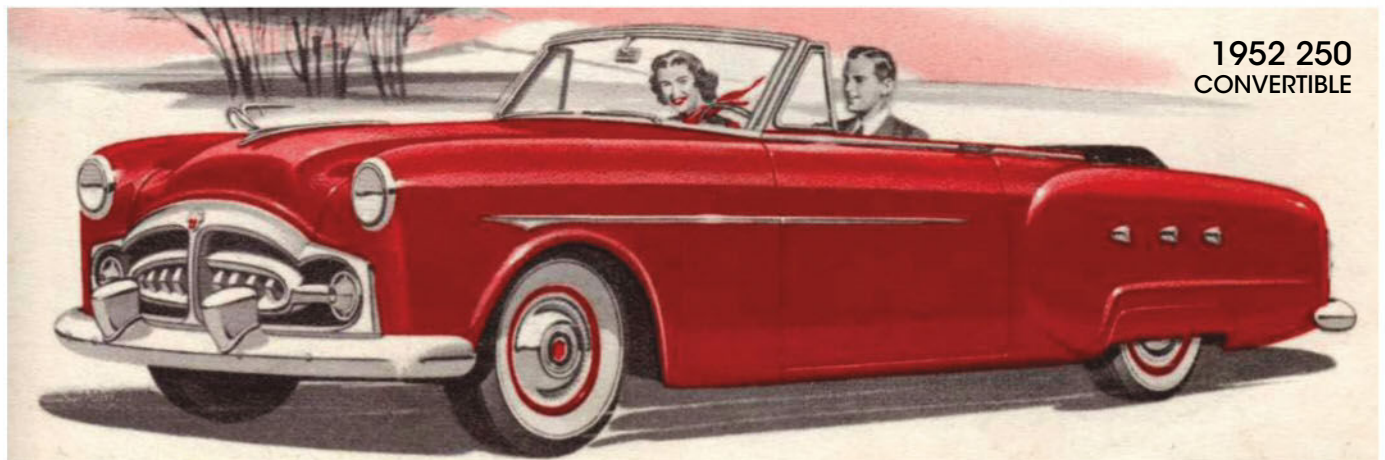
The body sides were sculpted with a bulge at each rear quarter panel. Front wheel wells were open, but the rear ones employed removable wheel-well skirts and had a body character

line above them. Spear-shaped trim ran from the front fender across most of the door. Oval vertical taillamps were divided into three sections and a Packard medallion with a bright trim-piece featuring Packard lettering was placed above it on the decklid.

Differences in exterior trim, standard equipment and interior furnishings delineated the series and models. For example, the Packard 250's rear body sides featured three chrome-plated louvers and bright trim that resembled small fins, at the tops of the rear quarter panels. Overall body length was 209 <sup>3</sup>/<sub>8</sub> inches.

The 200s were powered by the 135hp, 288-cu.in. L-head straight-eight Thunderbolt engine with solid lifters, a 7:1 compression ratio and a two-barrel carburetor. A high-compression cylinder head, used when the 288 engine was paired with the Ultramatic Drive transmission, increased the compression ratio to 7.5:1 and horsepower to 138. A dual downdraft carburetor was used.

Series 250 models rode on the 200 chassis, but employed the 327-cu.in. L-head straight-eight from the Packard 300 that incorporated hydraulic lifters, was rated at 150hp and had a 7:1 compression ratio. This engine was also an option for the 200 model. (The 155hp, 327-cu.in. nine-main-bearing engine—the other engines employed seven main bearings—was reserved for



1952 250  
CONVERTIBLE





was five inches shorter than that of the senior sedans. A steel "C"-section perimeter frame with a center X-member was supported by "Level-bedded, broad-beam suspension" with upper and lower front control arms, coil springs, kingpins, direct-action shocks and an anti-roll bar up front. In the rear were new 2.5-inch-wide semi-elliptic leaf springs with full-length inserts and direct-action shocks. Steel 15-inch wheels were fitted with 7.60 x 15 bias-ply tires on the 200 models, and the 250 models used wider 8.00 x 15 tires.

Inside, the "Tele-Glance" instrument cluster consisted of three round pods with a speedometer in the middle, a clock on the right and a grouping of smaller fuel and temp gauges and oil pressure and battery warning lamps on the left. "Fashion Forum" interiors mixed new colors, fabrics and appointments, and the seats had redesigned backs.

Broadcloth was used in the 200 Deluxe Club Sedan, and convertible interiors combined leather and a new "synthetic material with the feel of high quality cloth," but it was more washable and stain-proof. Mayfairs sported an upscale interior and had chrome headliner bows. A signal-seeking radio was one of the new options.

The least expensive two-door Packard was the business coupe at \$2,302, the most expensive was the 250 convertible at \$3,391.

the top-line Patrician 400.)

The standard "Unimesh" manual transmission was synchronized. Overdrive with the manual was optional. Packard's extra-cost Ultramatic Drive transmission boasted a torque converter for smoothness and solid direct drive at cruise speeds for efficiency. The rear axle was a Hotchkiss type, equipped with 3.90:1 gears or 3.54:1 with the Ultramatic.

Packard 200s were built on a 122-inch wheelbase, which

## 1952

On November 14, 1951, the 1952 Packards were introduced, sans the slow-selling three-passenger business coupe, but all the previous models returned. Though the company had professed to initiate yearly styling changes, those incorporated for 1952 were quite subtle and amounted to little more than trim and emblem revisions. The 200 Deluxe did, however, gain the tooth grille inserts, three louvers on each rear quarter-panel and chrome trim



1953 DELUXE CLIPPER



1953 CARIBBEAN





1954 CARIBBEAN  
CONVERTIBLE



1954 PACIFIC

rings, among other small items.

The chrome plating on 1952 and early 1953 cars of all automakers was of lesser quality due to shortages brought about by the Korean war. Interior upholstery designs were revised and optional "Easomatic" vacuum-assisted power brakes reduced required pedal pressure by 40 percent.

Chassis and powertrains essentially carried over from the previous year, but an optional cylinder head became available for the 327 engine in the Packard 250 to raise the compression ratio to 7.8:1 and output to 155hp.

Of the Packard two-door offerings, the club sedan was the lowest priced at \$2,495. The highest was the 250 convertible at \$3,450.

## 1953

In late November of 1952, the 1953 Packards debuted, with a new grille center section design, which also added brightwork that now wrapped into the fenders. Bumper guards, headlamp bezels and body trim were also updated. The body character line just above the rear wheel wells was removed and a new wraparound rear window was used. Overall length grew to 213.1 inches.

Packard's revered Clipper designation returned, and the Clipper and Deluxe Clipper comprised the base models in place of the previous years' 200. The Deluxe Clipper used full-length side trim that stepped down just behind the door. The two-door club sedan could be had in both levels and a new two-door Clipper Sportster was added. Though it retained the short Clipper side spears, the Sportster employed much of the upscale Mayfair trim elements and similar interior, and it had raised chrome trim at the ends of the quarter panels.

A new up-level Cavalier (four-door) also included a subseries that contained the convertible and the two-door Mayfair hardtop, which both employed plush interiors, the Deluxe Clipper side trim and the raised chrome quarter-panel trim.

Another new model was the Caribbean convertible. Introduced in January 1953, it was influenced by the previous

year's Pan American show car. Under contract to Packard, the Mitchell-Bentley Company of Ionia, Michigan, built 750 Caribbeans.

Riding on the Clipper's 122-inch wheelbase, the Caribbean's body was revised with a hood scoop, wide wheel well and rocker moldings, no center trim on the body sides, open rear wheel wells and a Continental kit for the spare tire. Taillights and bumpers were styled like the senior cars and revised, raised chrome trim was on the quarter-panels.

Standard were the 327, leather interior, and chrome wire wheels. Some additional options included the Ultramatic, power steering, brakes, windows, seats and antenna, three-way radio, dual heaters and defroster. The Caribbean was offered in special paint colors.

The Clipper's 288 engine produced 150hp and had a 7.7:1 compression ratio. Some of those engines had solid lifters and some hydraulic. Now boasting an 8:1 compression ratio and 160hp, the hydraulic-lifter 327 eight-cylinder was standard in the Clipper Deluxe. The Cavalier/Mayfair/Caribbean 327 engine's power increased to 180hp and featured a four-barrel carburetor and hydraulic lifters.

Transmission choices carried over, but development was ongoing, as evidenced by the fact that Packard claimed the Ultramatic benefited from "21 new





advancements" for 1953. The standard overall steering ratio was 27.8:1, but new optional power steering employed a reduced ratio of 22.5:1 for fewer turns to lock and reduced the effort by 80 percent. Power windows and power seats were also offered and interior updates were made.

The Clipper Special two-door club sedan was the most affordable Packard at \$2,534, and the Caribbean convertible was the highest-priced two-door at \$5,210.

## 1954

Shuffled again for 1954, the model lineup in ascending order of price and equipment included the Clipper Special, Deluxe and Sportster (moved to the Deluxe series), which were joined by the Clipper Super and Panama. Convertibles were in the Packard line and listed simply as the Packard convertible and the Caribbean. Two door hardtops were available as a Packard Pacific, or a Clipper Panama, and club sedans were still in the Clipper lines.

The Clipper Special club sedan had two shorter pieces of side trim at the same height—high on the fender and door, and on the rear quarter, but they did not touch or overlap. Higher-line Clippers had a thin trim strip on each side from stem to stern that dipped slightly at the back of the door. Clippers were adorned with bright ribbed filler plates on the fenders between the grille extension and the bumper. All Clipper quarter panels, now formed a "K" shape at the trailing edge and new taillamps were integrated into their tops. Senior Packards retained the previous years' rear treatment.

Packard model headlamp bezels were redesigned with a slight hood and a wind-split at

the top. The Packard Pacific and the Packard convertible side trim consisted of two spears, one that ran across the fender, door and onto the quarter panel, and a second one positioned lower that traversed the quarter. Three small horizontal trim pieces were set between them where they overlapped.

Many luxury features that were optional for 1953 became standard in the Caribbean. The previous year's quarters and taillamps were retained, but the backup lamps were now underneath them. New were the headlamp bezels, swept-back side molding, bright trim on the hood scoop, squared rear wheel wells, two-tone paint color-keyed to the interior, Caribbean script on the front fenders and Packard script on the rear quarters.

The Caribbean, Pacific, and the Packard convertible received the new nine-main-bearing 359-cu.in. straight-eight engine that featured 8.7:1 compression ratio, hydraulic-lifter cam shaft and four-barrel carburetor, which helped it develop



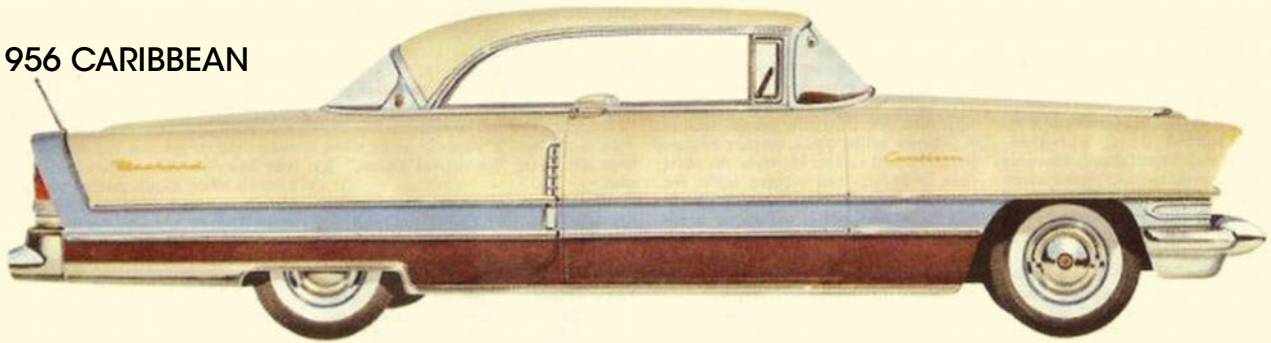
1955 CLIPPER  
CONSTELLATION



1955  
FOUR HUNDRED



## 1956 CARIBBEAN



## 1956 CLIPPER SUPER



212 horsepower. The two-barrel 327 engine output increased to 165hp to power the Clippers, and the 150hp two-barrel 288 engine did the same for the Clipper Special.

Ultramatic was standard on the Caribbean and optional on others, and came with 3.54 rear gears (3.23 for the Clipper Super and Deluxe). The optional overdrive manual transmission used a 4.10 gear, and 3.90s were employed with the standard Clipper three-speed manual. The suspension carried over and the instrument panel and cluster were redesigned.

Least expensive of the 1954 two-door models was the Clipper Special club sedan at \$2,544. Most expensive was the Caribbean convertible at \$6,100.

## 1955

Model names and series positions were shuffled once again. Two-door offerings from most affordable to most opulent included the Clipper Super, Clipper Panama, Clipper Custom Constellation and Packard Four Hundred—all hardtops—and the Caribbean convertible.

Following the ever-present lower, wider, longer theme that characterized the 1950s, chief stylist Richard Teague's sleek exterior modernization included a wall-to-wall grille, heavily hooded headlamps and a front bumper featuring an air intake and bulbous guards. The grille trim wrapped around the fenders to flow into the side trim.

Interior appointments and exterior trim were also revised and generally varied with each model, and multi-tone paint treatment choices seemed more prevalent than ever.

Except for the new wraparound windshield and revised vent windows, the roofline resembled that of the 1954 models, as did the rear of the Clippers, except for trim and emblems, and the

backup lamp's integration under the taillamps.

The Caribbean and the Four Hundred, however, received new quarter panels with a chrome simulated air intake at the leading edge behind the door and tall cone-shaped taillamps that filled in the ends of the fins and had backup lamps under them. Also new was the better integrated rear bumper that featured pass-throughs for the tailpipes. Body trim, the grille texture and the wraparound parking lamps were also different from the Clippers'. The Clippers were now 214<sup>13</sup>/<sub>16</sub> inches long and the



## 1956 EXECUTIVE



Packard was 217<sup>7</sup>/<sub>16</sub> inches. Width was 78 inches for both lines.

Packard's highly-anticipated overhead-valve V-8 finally came to fruition. The 352-cu.in. V-8 produced 275hp in the Caribbean and had a dual exhaust. The 352 V-8 in the Packard Four Hundred generated 260hp and, in the Clipper Constellation, produced 245hp. The 320-cu.in. V-8 in the Clipper Super and Deluxe produced 225hp. All engines had an 8.5:1 compression ratio and employed four-barrel carburetors—the Caribbean actually had two carburetors.

A new Twin Ultramatic transmission featured a two-stage torque converter and retained direct drive. It was standard in the Caribbean and Packard and optional in other models. Manual transmissions were paired with 3.90 rear gears. A set of 3.23 gears was used with the automatic in Clippers, except for the Deluxe, which ran 3.07s, and 3.54 gears were in the Packard. The electrical system was also upgraded, to 12 volts.

The 127-inch wheelbase was maintained for Packards (the Caribbean had it for the first time), as was the 122-inch length for Clippers. New Torsion Level Ride was innovative, replacing the coil/leaf springs with torsion bars. Direct-action shocks were retained and anti-roll bars were also employed front and rear to aid in reducing body lean in cornering. A Load Levelizer unit was mounted on the frame to level the car when a load change was detected. Most Clippers retained coil-spring/leaf spring suspension, but torsion bars were used on the Clipper Custom.

Drum brakes at the four wheels measured 11 inches and 7.60 x 15 tires on 15 x 5.5 wheels were mounted on Clippers. The Packards had 12-inch brakes and 15 x 6 wheels with 8.00 x 15 tires.

The low-price leader 1955 two-door model was the Panama Super at \$2,776; the highest was the Caribbean at \$5,932.

## 1956

The lineup remained mostly the same: The Caribbean convertible was joined by a hardtop, and the Executive debuted in the spring to fill a price gap in the lineup by applying Packard grilles and much of its body trim to a Clipper

and fitting it with the 275hp, 352 powertrain.

The grille patterns, shape and the front bumper were revised, as the guards were moved outward. A grille was added to the bumper air intake as well. The Clipper's and the Executive's taillamps and rear bumper were new, forming an integrated boomerang shape on either side of the rear. Body-side trim patterns were changed, and once again exterior trim and hood ornament design, emblem placement and interior materials helped visually differentiate between the various models of Clippers and Packards.

Headlamp hoods were lowered and the fenders were extended on Packards and Executives, and the wraparound parking lamp shapes were revised. Clippers also had new parking lamps.

The 320 V-8 was discontinued and the 240hp, 352-cu. in. two-barrel V-8 with 9.5 compression ratio became standard in the Clipper Deluxes and Supers. The Clipper Custom and Executive lines used the more powerful 275hp, 352 engine. A new, larger, 374-cu.in. V-8 with a 10:1 compression ratio produced 310hp in the Caribbean and 290hp in the Four Hundred.

Transmission choices carried over for 1956, but Electronic Push-Button controls for the automatic were new, as was the Twin Traction Safety Differential (limited-slip) and a 2.87 rear gear ratio for maximum economy. Packards came with 3.54 gears, and 2.87, 3.07 and 3.31 were optional. Some Clippers came with 2.87 gears and some with 3.07, with the other ratios optional.

Torsion bar suspension finally became standard across the board, but the Clipper Deluxe still had coil and leaf-spring suspension until late in the season. Interior upholstery patterns were revised and two-door prices ranged from \$2,916 for the Super Panama hardtop to \$5,995 for the Caribbean convertible.

These 1956 models concluded the production of the long-established Packards, as the 1957 and later models became Studebaker based. 🚗

**Thanks to Ross Miller for his assistance with this article.**







# The Return of the Clipper

*Packard's medium-priced car may have been just too good, as this 1953 Deluxe Clipper Club Sedan demonstrates*

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

**Y**ou couldn't blame the buyers for having become confused about what Packard stood for—after all, even the company's new president, James Nance, had a hard time spelling out what it was that separated the premium cars from the mid-market lines that provided the great majority of the factory's production. But the master salesman had a solution, which he called his "New Packard Program."





The way to bring back clarity to the brand, Nance declared shortly after his hiring in 1952, was to create a separate marque to go toe-to-toe with Buick, Mercury, Chrysler and the rest, and to free Packard to challenge Cadillac. To distinguish the volume-production cars from the rest, he dusted off a name that had not been used since 1947: Clipper.

Since 1951, when John Reinhart's new, high-beltline design had swept away the unloved "bathtub" Packards of 1948-'50, production had been divided into five lines, ranging from

the 122-inch wheelbase 200 and 200 Deluxe models to the 127-inch-wheelbase 300 and 400 models, all badged as Packards. In his first major move to re-establish Packard as a luxury make, Nance decreed a reorganization of the lineup for 1953 into Packard and Packard Clipper. It was a step on the road toward his ultimate goal: splitting Clipper off as a separate marque.

The top-of-the-line car, the Packard 400, was reborn as the Patrician, still riding on a 127-inch wheelbase and powered by Packard's most powerful engine, a 327-cu.in., 180-horsepower





The Bedford cord upholstery of this example has proven its makers claim for durability. There's a clear view of the instruments, though warning lights took the place of generator and oil pressure gauges. Esamatic power brakes and a signal-seeking radio were options.



straight-eight with a four-barrel carburetor and nine main bearings. The 300, a less-expensive senior Packard that shared the 400's chassis and a seven-main-bearing version of the 327, became the Cavalier. The mid-level Packard 250 Mayfair two-door hardtop and Convertible Coupe introduced midyear in 1951

joined the 300 line; these combined the junior cars' 122-inch wheelbase with the Cavalier's 180hp eight-cylinder. And the 200 and 200 Deluxe were marketed as the Packard Clipper and Deluxe Clipper.

Though the Clippers were lower-priced Packards, they were still fine cars. Both employed the 122-inch chassis, with the Clipper getting the 150hp, 288-cu.in. straight-eight, and the Deluxe Clipper a 160hp, two-barrel version of the 327. Where the Patriotic and Cavalier were offered only as four-door Touring Sedans, the Clipper line included a four-door Touring Sedan, a two-door Club Sedan and a Sportster two-door coupe that mimicked the style of the Mayfair.

Though time and funds were short, Nance saw to it that the Clippers were more stylish than their 200 predecessors, with redesigned wrap-around backlites, squared-off windshields, new grilles and cleaner side trim. Keen on drawing more women into Packard's showrooms, he pushed for new, bright colors and contemporary interiors. The Deluxe Clipper could be distinguished by its trim spears that ran uninterrupted along the body, and by the pair of heavy chromed fins that sprouted from its rear fenders.

To establish the Packard Clipper and re-establish Packard, Nance raised his advertising budget by 60 percent. Magazine ads for this "great new medium-priced line from Packard, America's oldest producer of fine cars," heavily emphasized the "Clipper" part of the name, hammering it home in capital letters. "Pay a visit to your Packard CLIPPER dealer and give this new car a careful going-over, including a ride of your own choosing!" the ads read. "You're in for the surprise of your life! First at the feel, comfort and power of this fine, strong, graceful car—and then at the price! You'll find that this CLIPPER by Packard is practically in the same price league with dolled-up, low-price cars—and is certainly one of the best buys you ever saw on its home ground:



Though built on the shorter wheelbase, the Clippers offered generous rear legroom. The wraparound backlite lends an airy feel.



the \$2,500 and up medium price field!" If exclamation points could sell a car, East Grand Boulevard was in for a banner year.

Though Packard's high-quality engineering shone through, the Clipper had two significant shortcomings. First, Reinhart's design, though certainly tasteful and fresh, was restrained at a time when buyers were demanding pizzazz. And second, Packard was still having to make do with its fine old L-head straight-eight engine when buyers were clamoring for modern OHV V-8s. It was a tough sell against a car like Oldsmobile's glamorous 88, which stickered for just \$90 more than the Deluxe Clipper.

When the books were closed on 1953, the factory had turned out 63,872 Packard Clippers, a healthy rebound from the 46,720 examples of the 200 built the year before, though below the 71,362 produced for 1951. Among Clippers, production of the base model slightly outweighed that of the Deluxe Clipper, at 33,167 to 30,705, with four-door Touring Sedans accounting for 77 percent of the output. That puts our driveReport car, a Deluxe Clipper Club Sedan, among the less common Clippers, with just 4,678 produced.

Among those who went in for the new Clipper was Chuck Flinchbaugh's father, who traded in his 1951 Packard 200 for a 1953 Packard Deluxe Clipper Touring Sedan. Several years ago, Chuck, of Glens Falls, New York, "just got kind of a craving to get what I grew up with," and began searching for a 1953 Clipper of his own. "I was looking for a Club Sedan, a two-door, versus the Touring Sedan my dad had. I liked the two-door models."

After narrowly missing out on a Clipper that he spotted in the car corral at Hershey in 2011, Chuck found the example that's on these pages in a *Hemmings Motor News* ad in 2012. It was even Orchard Green, just like his dad's. He struck a deal

with the seller, a Pennsylvania Volvo specialist named Joe Lazenby, who instantly came down with seller's remorse. "He said, 'If you ever decide to sell it, give me a call.'"

Chuck's Clipper was quite a find. It was almost entirely original, except for replacement rocker panels and some touched-up paint, and had covered just 37,000 miles since new. Autosol, a

German polish, returned the shine to the chrome, while elbow grease made the original Bedford cord upholstery more than presentable. "There must have been 75 years of dust in it! But I did get it cleaned up," Chuck says. "The headliner was more a gray than a green, and that's a semi-green now. I don't know where they stored it. It was dry, but it must have been awful dusty."

Ross Miller, a Packard specialist who had done some work on a 1941 Packard 160 long-wheelbase sedan Chuck had previously owned, inspected the Clipper and gave it his approval. He made a number of repairs, the most significant of which was the rebuilding of the Ultramatic automatic transmission. Since then, Chuck has added about 5,000 pleasurable miles to the odometer, his longest trip having been to the Packard Club national convention in Ohio.

Let's go for a drive. Never mind that the script on the slide-out glove box is limited to a humble "Clipper," this is an imposing vehicle, one that lives up to its maker's reputation for craftsmanship and the use of high-quality materials. The driver's door swings open a full 80 degrees to reveal a seat the size of a sofa, a huge steering wheel and three simple round gauges, all impeccably finished. Is the interior styling plain, or restrained? That's in the beholder's eye. There's no shortage of brightwork on the painted dash, though.

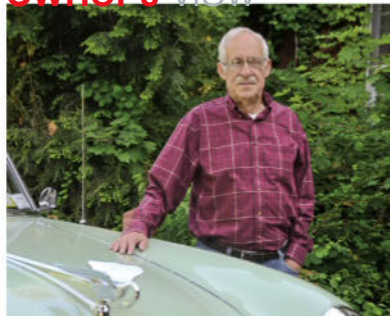
The starting routine consists of switching on the ignition—it's

“I’m just the happiest with this Packard. It drives so well on back roads and interstates, and interestingly enough, the women seem to love it!”



The 327-cu.in., L-head "Thunderbolt Eight" in the Deluxe Clipper made 160 horsepower with its two-barrel carburetor; senior Packards got four barrels and 20 more horses. Lacking a V-8, Packard boasted about the 8.0:1 compression ratio of its engine.





I'm just the happiest with this Packard. It drives so well on back roads and interstates, and interestingly enough, the women seem to love it! I don't know what it is, whether it's all that color, the Orchard Green, or that massive chrome grille that you just don't see anymore. A lot of people think the '53s and '54s were the high point of the Packard eight, and they probably were.



on the left, near the door—and depressing the accelerator until the starter engages. The 327 comes to life immediately, with a distant roar, and settles into a smooth tickover as I take my foot off the pedal. I shift the Ultramatic into “H,” for High range, and the Packard accumulates speed, urged along by its 295-lb.ft. of torque.

Though the Ultramatic is a two-speed unit with a torque converter, it does not automatically shift between gears—it's up to the driver to select Low or High. At a certain speed—as low as 15 MPH under light throttle—the torque converter locks up, providing a direct mechanical connection between the 104-lb. crankshaft and the differential. When these cars were new, some drivers would start in Low and shift to High to achieve the best acceleration, but with only a two-second difference from zero to 60, there's not much reason to bother.

The power brakes—“Easamatic,” in Packard speak—might employ nothing fancier than 12-inch drums, but just brushing a toe against the iPad-sized brake pedal is nearly enough to bring the Clipper to a screeching halt. Lesson learned. One nice touch: The brake pedal is level with the accelerator, so it's easy to find.

The ride is as comfortable as you'd expect, with independent suspension up front, and long leaf springs in the back. But

if you've never driven a Packard from the Fifties, the athleticism of the chassis might surprise you. It's no sports car, but this 3,700-lb. coupe can make its way around a corner at speed without threatening to peel the tires off the rims, and the unassisted steering is free of play and wander. With a hefty X-frame under the body, there's no flexing, squeaks or rattles.

At Chuck's suggestion, we venture out onto the interstate, where the Packard feels perfectly at home among modern traffic. It naturally settles in at a nice, relaxed 68 MPH, and feels like it could stay there all day long, its straight-eight silently and smoothly churning away. It's pretty effortless for the driver, too.

Our drive at an end, I find myself wondering: Could the “senior” Packards have been better enough than this Clipper to justify their higher price tags? “It's the top line of the Clipper line, which is kind of an upper medium-priced car,” Chuck observes. Aside from the shorter wheelbase and 20 fewer horsepower, “it's basically the same as the luxury Packards, the Patrician and the Cavalier.

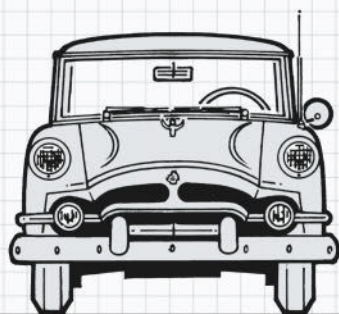
“I think that might have been a problem Packard found themselves in—their volume car was kind of a stripped luxury car. And in those last years they were having problems making much money on them.” 🐼



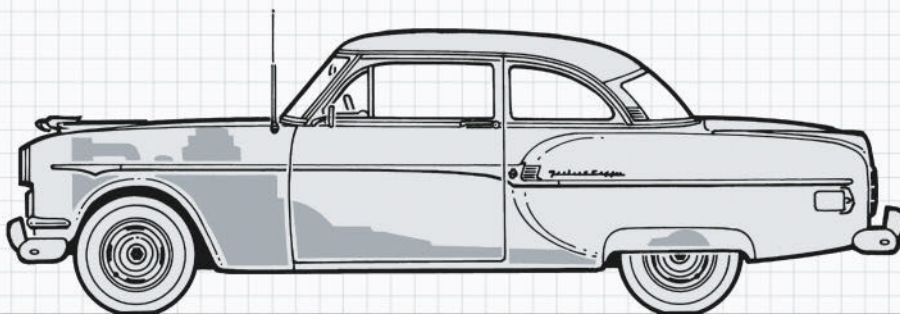


# 1953 PACKARD DELUXE CLIPPER

ILLUSTRATIONS BY RUSSELL VON SAUERS,  
THE GRAPHIC AUTOMOBILE STUDIO ©2016 HEMMINGS CLASSIC CAR



← 59.5 inches →



← 122 inches →

## SPECIFICATIONS

### PRICE

BASE PRICE \$2,471  
 PRICE AS OPTIONED \$3,023.25  
 OPTIONS Easomatic power brakes (\$39.45), three-way signal-seeking radio with manual antenna (\$118), rear speaker (\$16.80), back-up lights (\$10.80), fresh-air heater and defroster (\$79.50), Ultramatic automatic transmission (\$199), hydraulic valve tappets (15.30), whitewall tires (\$30), rear fender skirts (\$21.45), wheel trim rings (\$11.40) non-glare rear-view mirror (\$5.95), door-mounted rear-view mirror (\$4.60)

### ENGINE

TYPE Packard Thunderbolt L-head inline-eight, cast-iron block and cylinder head  
 DISPLACEMENT 327 cubic inches  
 BORE X STROKE 3½ x 3¾ inches  
 COMPRESSION RATIO 8.0:1  
 HORSEPOWER @ RPM 160 @ 3,600  
 TORQUE @ RPM 295-lb.ft. @ 2,000  
 VALVETRAIN Hydraulic lifters  
 MAIN BEARINGS Five  
 FUEL SYSTEM Carter WGD two-barrel carburetor with automatic choke  
 LUBRICATION SYSTEM Full pressure, gear pump  
 ELECTRICAL SYSTEM Six-volt  
 EXHAUST SYSTEM Single, mild steel, single muffler

### TRANSMISSION

TYPE Packard Ultramatic two-speed automatic  
 RATIOS 1st: 5.88:1  
 2nd: 3.23:1  
 Reverse: 5.30:1

### DIFFERENTIAL

TYPE Hypoid; semi-floating axles  
 RATIO 3.23:1

### STEERING

TYPE Worm-and-roller  
 STEERING RATIO 27.8:1  
 TURNS, LOCK TO LOCK 5.5  
 TURNING CIRCLE 21.5 feet

### BRAKES

TYPE Hydraulic, four-wheel drum, power assisted  
 FRONT/REAR 12 inches

### CHASSIS & BODY

CONSTRUCTION All-steel body; pressed-steel, I-beam, box-section X-type frame  
 BODY STYLE Two-door, six-passenger coupe  
 LAYOUT Front engine, rear-wheel drive

### SUSPENSION

FRONT Independent; coil springs, A-arms, tubular shock absorbers  
 REAR Live axle, semi-elliptical leaf springs, tubular shock absorbers

### WHEELS & TIRES

WHEELS Five-lug pressed steel disc  
 FRONT/REAR 15 x 5.5-inch "K" rim  
 TIRES 15 x 7.60, four-ply

### WEIGHTS & MEASURES

WHEELBASE 122 inches  
 OVERALL LENGTH 213 inches  
 OVERALL WIDTH 77.9 inches  
 OVERALL HEIGHT 62.7 inches  
 FRONT TRACK 59.5 inches  
 REAR TRACK 60.7 inches  
 SHIPPING WEIGHT 3,705 pounds

### CAPACITIES

CRANKCASE 7 quarts  
 COOLING SYSTEM 20 quarts  
 REAR AXLE 3.75 pints  
 FUEL TANK 20 gallons

## PROS & CONS

- + Handsome styling
- + Exceptionally roomy
- + Wonderfully smooth engine
- Touchy brakes
- Ultramatic somewhat lethargic
- Low-speed steering effort

## WHAT TO PAY

**LOW**  
\$2,500 – \$4,000

**AVERAGE**  
\$7,000 – \$9,000

**HIGH**  
\$12,000 – \$14,000

## CLUB CORNER

**THE PACKARD CLUB**  
 c/o Cornerstone Registration  
 P.O. Box 1715  
 Maple Grove, Minnesota  
 55311-6715  
 Phone: 866-427-7583 or  
 763-420-7829  
 Website: [www.packardclub.org](http://www.packardclub.org)  
 Dues: \$40 annually  
 Membership: 3,600





# Continental Flair

*Did Edsel Ford's secret one-off, German-bodied 1934 Luxus Cabriolet inspire the most legendary of all Lincolns?*

BY MARK J. McCOURT • PHOTOGRAPHY BY RICHARD LENTINELLO





**H**ave you ever seen a thought process manifested, a concept brought to life? We all try to make our hopes into reality, but few auto enthusiasts have the full measure of resources to turn the idea of a car into something that can be driven on the road. Edsel Bryant Ford was one person who had the creative vision and wherewithal to have unique cars made for his own use. Edsel's keen appreciation of





Unlike production U.S. open-top Fords, this custom Luxus has a hinged, venting windshield with trafficators built into the frame.



The restored walnut fascia contains a 5,000-RPM Stewart Warner mechanical tach, a Brewster gauge cluster and an AM radio. Tight confines make shifting the three-speed hard for taller drivers.

European design led to the construction of the special Ford on these pages, which—as its caretaker of more than a half-century posits—was the forerunner of the glamorous Lincoln Continental that would arrive five years later.

From his teens, Edsel had commissioned cars wearing bodies of his own design, and in 1932 and 1934 he had stylish, open Speedsters built using Ford V-8 components. These sports cars were penned under Edsel's guidance by Ford styling chief E.T. Gregorie, and reflected his desire to achieve a look akin to something found "on the Continent," a favored holiday destination for him and his wife, Eleanor. Those cars were kept away from the critical eye of Henry, who deemed such projects frivolous, and stored on Edsel and Eleanor's Gaukler Point estate in Grosse Pointe Shores, Michigan. It was the summer of 1934 when Edsel had another open car built to his specifications, but rather than being sporty, this one was a luxurious tourer in the fine European tradition.

In a telegram to the manager of the Ford plant in Cologne, Germany, marked "Personal business," the young president of the Ford Motor Company requested a two-window convertible body in the style of the German Ford Rhineland model, but sized to fit an American V-8 chassis. This body would be hand-built at Cologne's Karl Deutsch Karosseriewerk, fitted with a lined trunk, gray leather upholstery and a light-tan cloth top supported by functional landau bars. It was finished in little over one month's time and dispatched to America on the *SS Hamburg*, and upon arrival, subsequently painted, re-trimmed and mated to a standard V-8 chassis, all this most likely happening in the Lincoln plant near Edsel's office. This Model 40 Luxus (Luxury, in German) Cabriolet, chassis number 18-1144953, was listed on the Gaukler Point garage inventory from 1934-1936, and subsequently vanished from record.

"I was working as a junior mechanic for a speed shop on Long Island in September 1963," owner Chris Koch tells us. "When I wasn't turning wrenches on cars, the shop would send me to drop off parts and pick up cars at a local body shop. I remember walking in the shop and seeing this neat old Ford in the back, covered in dust. I asked what its story was, and heard





its owner had dropped the car off about a year prior. That guy was the CFO of a large company, and within that year, a lot of money went missing from the company, and then shortly after, he disappeared. He'd told the owner of the body shop that this car had belonged to Edsel Ford."

The timing of Chris's discovery of the unusual Ford was fortuitous, as the body shop would shortly be moving, and the shop owner wanted the car out of the way. "They'd put a new top on it," the Palm Coast, Florida, resident recalls. "He told me, 'The guy owes me money, and he never came back. I'm trying to sell it just to cover the storage bill on the car: \$125.' I told him I'd love to have the car—it was really weird, and I'd never seen anything like it. He said he wanted it gone, and if he couldn't sell it, he'd put it in the crusher."

"I knew it was different than an American Ford, and like nothing I'd seen before, even though at age 22, I was not an expert on old cars," Chris continues. "It was very plain dark gray—the paint was oxidized and tired—with matching wheels, a lighter gray double-pinstripe, and black side-wall tires. With that thick, padded top and landau irons, plus big map pockets in the door panels, it had a European look. It had not been hot-rodded, and still had the original 21-stud engine that was greasy and dirty, and hadn't been disturbed for years. The front and rear fenders were dented, but the body itself was in good shape. The car wasn't running, but it was all there. It had a gargoyle radiator mascot signed by Jacques Cartier and stamped 'Paris,' the steering wheel was unique, and the sill plates had German writing on them, while the dash instruments and hubcaps said Brewster, not Ford. I thought, 'This is a strange bird!' I knew it was important, a very special car, and knew enough to get my hands on it before anyone else did." Chris had to borrow the \$125 from his sister, promising to repay this loan at the rate of \$20 per week; the Ford officially became his on September 9, 1963, and has remained in his possession ever since.

The history of this 1934 Luxor Cabriolet would remain a mystery to its owner for 37 years, as Chris couldn't substantiate that assertion that the car had belonged to Edsel Ford, despite it having been painted in the same "Pearl Essence Gunmetal Dark" hue as a number of Edsel's other

personal cars, including the aforementioned Speedsters.

That mystery gave Chris the freedom to remake this unusual car in his own vision, although that would take decades to fully accomplish. "It was initially stored in a friend's aunt's garage, and then I rented other garages for \$10 per month, as I worked my way through college. After I got a degree, I moved from Long Island to Turnersville, New Jersey, to work for Ford Motor Company. We bought our first house there around 1967, and I started the car's restoration in earnest, taking the body off the frame—this was the first time they were separated since the car was built! I was working on the car by myself, with things progressing very slowly until kids came along, job priorities and the move to a larger house. The car moved with us, and again—the frame in one piece, the body was over there, the buckets and boxes and bushel baskets with labeled and tagged parts in them," he says with a laugh.

While the Luxor Cabriolet body was a one-off, the frame, driveline and other components underpinning it were standard



**The Cologne, Germany-built body was placed on a standard Model 40 chassis when it arrived in Michigan in August 1934, so its 85hp V-8 engine is stock.**



CHARGE TO THE ACCOUNT OF

CLASS OF SERVICE DESIRED	
DOMESTIC	INTERNATIONAL
TELEGRAM	POSTAL TELEGRAPH
DAY LETTER	INTERNATIONAL CALL
WEEK END MESSAGE	WEEK END LETTER
WEEK END SERVICE	WEEK END LETTER
WEEK END MESSAGE	WEEK END LETTER

**Postal Telegraph**  
THE INTERNATIONAL SYSTEM

Commercial Cables      All America Cables  
Mackay Radio

RECEIVED NUMBER  
CLASS  
TIME FILED  
STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to Form 2-C

3:00 PM (CABLE) June 21 1934

E C Heine  
FordMotor  
Cologne (Germany)

Please send me a two-window Luxus cabriolet body, type Rhineland, for V-eight chassis, upholstery preferably grey leather Stop Do not paint body Stop Acknowledge by repeating back

Edsel Ford

(Personal business)



The insulated top has a spring-loaded mechanism that locks it down and helps raise it partway. Note the inscribed sill plate.

CHARGE TO THE ACCOUNT OF

CLASS OF SERVICE DESIRED	
DOMESTIC	INTERNATIONAL
TELEGRAM	POSTAL TELEGRAPH
DAY LETTER	INTERNATIONAL CALL
WEEK END MESSAGE	WEEK END LETTER
WEEK END SERVICE	WEEK END LETTER
WEEK END MESSAGE	WEEK END LETTER

**Postal Telegraph**  
THE INTERNATIONAL SYSTEM

Commercial Cables      All America Cables  
Mackay Radio

RECEIVED NUMBER  
CLASS  
TIME FILED  
STANDARD TIME

Send the following message, subject to the terms on back hereof, which are hereby agreed to Form 2-C

5:00 PM (CABLE) June 26 1934

E C Heine  
FordMotor  
Cologne (Germany)

Prefer light tan waterproof cloth for top similar to Lincoln Phaeton Stop Prefer body type with trunk built on back Stop Am sending photo

Edsel Ford

(Personal business)



1934 Ford Model 40. This meant it rode on a 112-inch wheel-base and was powered by the famous V-8 engine displacing 221-cu.in. through a 3 1/16 x 3 3/4-inch bore and stroke. That engine featured a 6.3:1 compression ratio and two-barrel downdraft Stromberg carburetor, and made 85hp at 3,800 RPM and 150-lb.ft. of torque at 2,200 RPM. The three-speed manual transmission's shifter was on the floor, while leaf-sprung front and rear suspensions hid behind four-wheel mechanical drum brakes and Kelsey-Hayes welded spoke wheels.

"I finally decided to get it together when I bought a Ford dealership in 1976, Chris explains. "I kept the car in the shop, and when I found people with no work to do, I put them on this car, since they were guaranteed 40 hours of pay. Some of the finer detail work was beyond the scope of the mechanics, so when the car was largely back together, I sent it to a professional body shop. That went out of business, so I sent it to another guy," Chris recalls with a note of frustration.

The car's mechanical rehabilitation was a breeze compared to restoring the body, interior and top. Karosserie Deutsch had been founded prior to World War I, and gained early fame by building bodies for German luxury automaker Horch and the Cologne-based arm of France's Citroën. This firm reportedly made between eight and 10 bodies a day for the Ford factory in 1934. As was typical period coachbuilder practice, the craftsmen at Deutsch created an ash wood frame to support hand-formed aluminum bodywork, along with special steel fenders. The 1935 Ford-style grille and hood this car wears would be unique, as the grille was mounted at a steeper angle, and the 1934 Ford hood panels were stamped with 1935-style horizontal louvers; these components were likely created and fitted in the U.S., along with components from Brewster & Co., the New York-based coachbuilding firm that had recently begun creating Town Cars on Ford chassis at Edsel's suggestion.

"I couldn't find anyone to remake the dry-rotted ash framing pieces for the body,"

Chris says. "I eventually sent it to a guy who makes fine furniture. He took the aluminum skin off, nail by nail. The original wood was intact, all the joints and angles were good, so it could be used as a template. It was a work of art, like a piece of furniture! That took a couple of years, and he nailed the skin back on the frame, a Herculean task."

The choice of two-tone green paint over a tan interior was

STATE OF MICHIGAN  
DEPARTMENT OF STATE  
MOTOR VEHICLE TITLE DIVISION  
LANSING, MICHIGAN

**Application for a Certificate of Title for a Motor Vehicle**

FRANK D. FITZGERALD, SECRETARY OF STATE, LANSING, MICHIGAN: I, [we] \_\_\_\_\_  
EDSEL B. FORD

the owner of the following described motor vehicle, hereby make application for certificate of title of ownership for said vehicle, and for that purpose state the following facts:

Residence Address 1100 Lake Shore Road, Grosse Pointe Shores, Macomb  
Business Address Ford Motor Co. Dearborn Wayne  
Name of Car Ford Style of Body Luxus 2-Win. Year Built 1934  
Weight of Car 3000 Cabriolet Commercial Car  
ENGINE NO. 18-1144958 SERIAL NO. MODEL NO. 40  
LETTER-Important

Has engine number been altered or tampered with NO If so, how: New Engine Yes Plate  
Removed New Cylinder Block Numbers chiseled off License Number  
I [we] purchased or acquired the above-named car New Date Sept. 4, 1934  
from Ford Motor Company  
whose address is 1874 Schaefer Road Dearborn Mich  
By Cash Cash, trade, gift, reposition, etc.  
Liens or Encumbrances NONE Kind of Lien  
Date of Lien 19 In favor of  
Whose address is Edsel B Ford  
STATE OF MICHIGAN Signature of Applicant  
COUNTY OF WAYNE By Secretary  
On this 4th day of September 1934 before me, a Notary Public, in and for said County and State, personally appeared Edsel B. Ford by A. J. Levine, Secretary who makes oath that the statements made above are true.  
My commission expires June 28, 1937  
Mail the certificate of title herein applied for to Edsel B. Ford  
Ford Motor Co. Dearborn Michigan Edsel B. Ford  
By Signature of Applicant Secretary

A creative search through the Henry Ford Archives turned up documents that authenticated this as Edsel Ford's personal car.





inspired by a very Germanic-looking prewar Mercedes-Benz that Chris had admired, and the restoration work on the interior turned up a fascinating clue to the car's history. "When I pulled up the rear seat bottom and removed the torn old leather, I found an oilcloth tag for the Jenks & Muir Mfg. Co., Detroit, Michigan, tucked up in one of the springs. It was marked 'Special,' and hand-written on it was 'Ford Motor Co- Lincoln, Attn. Curray. R.B. S.O.#1098. 11-6-34.' 'S.O.' denotes a Special Order," he explains.

The restoration of this still-unauthenticated German Ford was completed in 1996, and it would be another four years before Chris and his wife Kathleen got the concrete proof they'd been seeking for a long time. In March 2000, they spent two days pouring through files at the Henry Ford Archives at Greenfield Village, and were about to give up when Kathleen made a key discovery. "The first day was a bust. On the second day, I decided to think out of the box. Where else could records of this car be?

"We were going through the 1934 paperwork from Ford of Germany. I was taking my time reading through the files, while Kathleen was quickly thumbing through the file of annual reports, and, Voila! There were the telegrams to Germany about this car. I saw how Edsel Ford personally ordered the two-window Luxus Cabriolet on June 21, how he'd followed up asking for the trunk and Lincoln Phaeton-style top cloth—an original fabric sample, now green from mold, was still attached to the telegraph! We got a copy of the original application for this car's title, filled out by Edsel's secretary Albert J. Lepine, bearing Edsel's name and home address and showing it was purchased from the Ford Motor Company, paid for in cash. The serial number of my car matches that title.

"It felt incredible to find this information," Chris says with a grin. "We felt liberated. I'd been struggling with this since 1963, trying to find the answer to the puzzle. I had written everyone I could think of to research the car, acting like a private investigator, and had doors shut in my face for decades. No one knew anything about it. I later learned the reason—this was a secret project that was kept away from 'Father!' Edsel had learned from earlier mistakes involving Henry, who'd called him a Dearborn dandy for his personal interests and socialite lifestyle. Those 'Personal business' notes on the correspondence was code for 'Don't let the Old Man find out about this!'"

The restoration of the Luxus Cabriolet is now 20 years old, but the car still looks new because it's primarily kept as a museum piece; indeed, it will be on display at the Seal Cove Auto Museum ([www.sealcoveautomuseum.org](http://www.sealcoveautomuseum.org)) in Seal Cove, Maine, from May 1 through October 31, 2017.

"After stitching all the pieces together, I'm convinced this was the genesis of Edsel Ford's original thought in 1934 of how to capture the luxury and 'Continental flair'—his own words—of Europe, and bring that to the production line at the Ford Motor Company. The final result of this thinking was Lincoln's Continental model that debuted in 1939," he muses. "This has been a 'forever' car for me; I'm glad that when opportunity knocked, I answered the door. It was serendipity, and the smartest car buy I've ever made." 🐾

“This has been a ‘forever’ car for me; I’m glad that when opportunity knocked, I answered the door. It was serendipity, and the smartest car buy I’ve ever made.”





## I ABOUT GAGGED WHEN I READ THE

article in HCC #144 about the Crosley Hot Shot being America's first postwar sports car. Now that's a stretch. Being a two-seat vehicle with four wheels is not a "sports car." In fact this "car" is little more than a street-legal golf cart. I am really tired of Corvette bashing, which is what your article implied. Any decent auto history book reminds all of us that the Corvette was not the first two-seater envisioned after the war. It is, however, the only one that was successful. Some may say early Corvettes weren't much for sports cars themselves, although they could beat the pants off of anything similar in size. And by 1955, it was over. The V-8 Chevrolet stuffed between those fiberglass fenders assured that the Corvette was a sports car and the rest is history.

How much is a restored Hot Shot compared to a restored 1953-'55 Corvette? Also, please show me somebody brave enough to drive a Hot Shot beyond 70 MPH as well. (And I am sure it was downhill in a tornado back draft.) Besides, the Crosley's ugly exterior is enough to stop the clock on the dash of any real sports car. Or even a golf cart.

Dennis Koons  
Stafford, Virginia

## ISSUE #145: ANOTHER GOOD ONE.

Richard, our fearless editor, demonstrates his compass is in good working order when he postulates that, "Watching all the collector car auctions and related TV shows will falsely make you believe you need \$50,000 or more to obtain an old car that's worthy to own. But you don't." He goes on to prove his point with logic and passion.

And then there's Jim Richardson. Jim and I are very contemporary. I like his column and mourn the demise of his TV show. But Jim's got to leave the Lada out when he takes a swing at Russian cars. The Lada was/is a Fiat-licensed copy of the 1970s Fiat 124 sedan. There's almost no DNA connection with the Fiat 124 Spider or Coupe or the 131 cammer ilk. This RWD sedan was a taut little four-speed with seating for four; semi comfortably in the back seat. Its 1,400cc OHV engine had a two-barrel carb, solid lifters that had to be adjusted, and coil springs and disc brakes on all four corners. From Yreka, California, to Reno, Nevada, our 1973 model got 37 MPG running 60-65 MPH. Maybe Jim knows something detrimental

about the Russian version but, for 80K miles, we had "almost a BMW 318" for a quarter of the price.

Joe Ward  
Shady Cove, Oregon

## PAT FOSTER LOVES TO PONDER

about the "what ifs," but he seems to be missing a "what did" when it comes to the Studebaker pony car (HCC #143). The Avanti was introduced in 1962 on a Lark platform with a 109-inch wheelbase, a 289-cu.in. V-8, bucket seats and choice of a three-speed manual, a four-speed manual or an automatic transmission. Mustang was introduced in 1964 on a Falcon platform with a 108-inch wheelbase, a standard six-cylinder engine, and with a ton of available options. Studebaker's mistake seems to have been the price point for the car which was over \$4,400. Maybe if Studebaker had built a six-cylinder version with a vinyl interior and with fewer standard amenities it could have hit a starting price nearer to that of the Mustang and nearly two years sooner. But as they say, a miss is as good as a mile. Studebaker blew it.

Marty Richelsoph  
Cave Creek, Arizona

*Pat Foster replies:*

*The truth is, I thought of the Avanti but I've always considered it more of a Grand Tourer than a pony car, which tend to be priced and marketed in the compact end of the market, while GTs tend to be higher-priced and target a more sophisticated audience.*

*In 1964 Avanti was priced at \$4,454, while the 1964 1/2 Mustang began at \$2,368. That by itself put them in separate categories.*

## I ENJOYED THE ARTICLE IN HCC

#145 about the 1973 Thunderbird. I, too, own one of these massive luxury cars. It's equipped with the 429-cu.in. V-8, opera windows, dual remote mirrors and no A/C. My grandfather ordered this car new, and back then when you ordered a Thunderbird it came with a nameplate with your name engraved on it mounted above the glovebox.

My Thunderbird now has 42,000 miles on it and is mostly original, but not perfect. As it turns out, my grandson is also named Anthony like my grandfather, so the name on the dashboard makes him

think someday that car will be his.

This Thunderbird originally came with Firestone 500 tires. Back when they were recalled, Firestone installed their 721 radials. Those 721s are still on the car, and I need to change them soon as they have been on the car since 1979.

Gary Swiatowy  
Gasport, New York

## I HAVE RETITLED RICHARD'S

column in HCC #145 from "The Forgotten Rambler" to "The Embarrassing Rambler." Coming from a small town, Matawan, New Jersey, the greatest enjoyment of my youth was the frequent drag racing on Cemetery Road after a long day in high school. It was 1966, when about 10 cars showed up at the local drag spot. One classmate brought his mom's brand-new green Ambassador 880 two-door to test the competition. I was first up with my purple 1956 two-door Bel Air which had previously claimed many a win. We laughed at the 2,800-lb. Rambler with its 232-cu.in. straight-six pushing 155 horses. However, that quickly changed as the Rambler blew my doors off. Immediately, I wanted a second shot which, again, embarrassed my 265-powered Powerglide Chevy. My friends roared and mocked me, but only until the Rambler destroyed the next car up, a 1955 Chrysler New Yorker. It was then on to round 4, 5 and 6, where mama's 880 breadbox went undefeated and gained the respect of many. Finally, a 1957 Chevy edged the Rambler, but only by a foot or so.

It has been 50 years since, and much has escaped my memory, except "the Green Rambler." So, the "Forgotten Rambler" is NOT forgotten—it's an embarrassing childhood memory.

As I read your article and looked at the photos of "America's Funky Compact," I had to call that old classmate. What do you think the topic of our conversation started with? Correct, "Remember when we raced and everyone was shocked at how quick the Rambler was?"

Thanks for making me laugh, and cry, at a treasured moment in my life.  
Rich Dalfonzo  
Freehold, New Jersey

*Continued on page 44*



## Nash Turns 100

What a tremendous milestone we celebrate this year—the 100th anniversary of the founding of Nash Motors. And what an incredible company it was.

Nash was the company that offered a sports car years before Corvette, introduced the first

compact car and offered a captive import long before the Vauxhall or English Ford hit these shores. Nash's famous seven main-bearing six-cylinder is one of the truly classic American engines, smooth as buttermilk,

powerful as a locomotive and sturdy as an anvil. Perhaps most importantly, Nash pioneered the modern Budd-type unibody construction still used today. Not to mention the fact that it established the basic principles for the modern heating/ventilating system and the first under-the-hood air conditioning system. Nash was even the first car in the U.S. to feature quad headlamps. To say the company was innovative would be an understatement.

I've worked the Independent car beat for most of my career, and I love them all, but my favorite is probably Nash. Why? Because it was a different kind of car company. From its earliest days, Nash reveled in its role as an independent auto maker to a greater extent than any other car company. In fact, during the 1930s it advertised itself as "The Great Independent."

But more than anything, it reflected the life and values of its founder Charles Nash. He was a man who knew the value of a dollar and was determined to give people a car that was worth the price tag. "We will build up to a standard, not down to a price," he once said. And he meant it.

How Charlie learned about value is a fascinating tale. He was six when his parents divorced, and since neither seemed to want him, was bound out by court order to live and work for a local farmer. He milked cows, swept barns and did other chores for his keep until age 12 when he ran away, deciding he could do better on his own—an amazing decision for one so young. He found work on another farm for \$12 a month and began literally saving every penny he could. "I vowed just as hard as I could to work myself out of poverty or die trying," he later recalled.



In 1891, fate brought him to Flint, Michigan, where he went to work for carriage magnate Billy Durant. Charlie was such a hard worker and keen manager of men that within six months he was plant superintendent. After Durant founded General Motors he made Charlie president of Buick, its main division. A few years

later Charlie was elevated to GM president, and he left in 1916 to start his own company. For a penniless boy from the sticks, he'd done alright.

Charlie and a few investor friends purchased the Thomas B.

Jeffery Company, maker of Jeffery cars and trucks and, before that, the famous Rambler. Charlie renamed the company Nash Motors and, since there was a large amount of inventory on hand, continued building Jefferys while his engineers designed an all-new car to sell under the Nash brand. A medium-priced six-cylinder model, it debuted for 1918 and was an immediate hit. It was sturdy, robust and represented excellent value for the money.

"A new broom sweeps clean" is an old business adage. But that wasn't Charlie's style. He didn't fire anyone in the Jeffery organization, keeping everyone on as he quickly grew the company. The year he bought Jeffery, the company built 6,725 vehicles. Nash nearly doubled that the following year, and by the end of 10 years the company was producing over 135,000 cars per year. During the First World War, Nash even became the largest truck producer in America, manufacturing thousands of four-wheel-drive Nash Quads for the military.

Charlie pretty much invented lean manufacturing—his inventory turnover ratio was the best in the business by a huge margin—so Nash Motors earned good profits most years. At the depth of the Great Depression in 1932 only two car companies made money—General Motors, which earned \$164,979 and Nash Motors, which made over one million dollars. Is it any wonder that even GM president Alfred P. Sloan was a Nash stockholder? They'd worked together at GM, and Sloan knew how good an executive Nash was.

From touring cars to bathtubs, Nash never built a bad car and it often built great ones. So let's celebrate a great American independent. 🍷



I've

worked the

Independent

car beat for

most of my

career, and

I love them

all, but my

favorite is

probably

Nash.





## I WILL TRY TO EXPRESS HOW MUCH

Richard's column "The Forgotten Rambler" meant to me. Perhaps the message has been given before, but his column says what I have been thinking for decades now. I'm sure it struck a chord with many other readers as well. It was very well stated; you don't need a high-end dollar car to enjoy the hobby. You don't have to smoke the tires or drive fast to relish the feeling you get when you drive an old car.

As Richard stated, "*The whole point of owning an old car is simply to be able to drive a car that's old.*" I love it!

My father worked for AMC in the styling department from 1958 'til the end when it was bought out. He brought home all the dealership brochures, tech manuals, Jo-Han promotional models and brought many AMCs home for us to examine and ride in, so I am quite familiar with most of them. Yes, they are quite unique.

But the main thrust of Richard's column for me was about the hobby and having fun with them (not always fun working on them maybe, but...) and enjoying what you may have.

Mark Cyers

Redford Township, Michigan

## I LIKED MILTON'S RAMBLER STORY.

I, too, get a kick out of the low-end, everyday cars of the early Sixties. I paid \$2,000 for a 21,000-mile 1964 Plymouth and put another \$1,200 into it doing brakes, ignition, exhaust system, tires and complete fuel system. It's completely rust free and drives like a two-year old car. The slant-six engine will cruise at 70 MPH smoothly and quietly. The only options are automatic, heater, front seat belts and undercoating.

Neil Ternet

Monroeville, Indiana

## I REALLY ENJOYED THE ARTICLE

about the often-neglected 1962 Rambler American. One minor issue I saw was the statement that "no other American car company" offered the dual-master brake cylinder as standard equipment. In fact, Cadillac had standard dual-master brake cylinders on all its 1962 models including the Commercial Chassis.

Still, that's pretty darn good company for an independent car company.

Rich York

Rohrersville, Maryland

## I APPRECIATED JIM DONNELLY'S

comments on the Gus Wilson stories in "A Model Upbringing" in HCC #145. I grew up reading them in my father's *Popular Science* collection that dated back to the late 1940s. However, I was a bit disappointed when Jim didn't mention Mike Hammerberg's excellent Gus Wilson's Model Garage website ([www.gus-stories.org](http://www.gus-stories.org)). Mike has archived every Gus Wilson story dating back to the first in July 1925 and has background information on the series. It's a treasure trove of automotive history, and reading the earliest ones detailing what was needed in the 1920s and '30s just to keep a car on the road gives you a new appreciation for how well-engineered today's cars are.

Frank Williams

Acworth, Georgia

## "A MODEL UPBRINGING" BROUGHT

back many memories. As a teenager, I couldn't wait for my monthly delivery of both *Popular Science* and *Mechanix Illustrated* magazines.

In *Popular Science*, I would immediately turn to Gus Wilson's model garage stories and picture what it would be like to live in that small town, work alongside Gus, and learn all his tricks of the trade.

In *Mechanix Illustrated*, I found the road tests of Tom McCahill informative, educational, witty and clever. He had the ability to "tell it like it was." I still feel he was one of the most entertaining automotive writers and was certainly fun to read.

Mark Petry

Augusta, Georgia

## IN "A MODEL UPBRINGING," WHAT

popped out for me was Donnelly's passing reference to Joe Gutts, the near-mythical writer-reviewer in *Science & Mechanics* magazine during the 1960s. In recent years I have done several online searches for information on Mr. Gutts, but have always come up empty-handed. He'd make for a great Personality Profile subject, if any information could be found on him.

His writing style seemed, in hindsight, early redneck-counterculture, similar to, but not a copy of, Hunter Thompson's gonzo journalism. It had a sly humor to it, unlike Mr. Thompson's outrageousness. Mr. Gutts also had

a Q&A column in the magazine, illustrated with a picture of him with Ray-Bans and a walrus moustache. I still recall one exchange I read when I was a preteen:

"Question: *What's a good hobby for an 11-year-old girl?*" (Signed, so-and-so, from a small town.)

"Answer: *A 12-year-old boy.*"

Frank Behlau

Lancaster, Pennsylvania

## I READ WITH INTEREST THE

Detroit Underdogs column on the Chevrolet Malibu in HCC #145. In 1979, I ordered a new Malibu Classic coupe and still own it today. It was our family car for many years while we raised three daughters. It has been a great car all these years and still gets attention whenever I drive it anywhere. Mine is not quite the normal Malibu, though. It's a V-8, four-speed car with F41 suspension, sunroof and bucket seats. I have not seen one just like it in the 37 years I have owned it. I do wish these cars got more attention for the good design they are. There's one group of enthusiasts who appreciate the Malibu though; those are the folks in the hot rod and drag racing community. So many Malibus have been modified in one way or another or just run into the ground that I'm told that it's now very hard to find a good example.

Milton hit it right on the nose when he talked about the non-opening rear windows. Without the A/C on or the top open, there is absolutely no air movement in that back seat.

Rick Powers

Washington, Indiana

## IN 1981, GM OF CANADA BUILT

25,000 four-door Malibus equipped with a Saginaw three-speed transmission and 229-cu. in. V-6 for sale to Iraq, to serve there as taxis. The order was cancelled about half-way through, leaving some 12,000 of the cars on the factory grounds in Oshawa, Ontario, and on the loading docks in Halifax, Nova Scotia. Unfavorably optioned for the domestic market, GM Canada was forced to sell off the Malibus well below market value. An online search using the keywords "Iraqi taxis" indicates that there still seems to be a few of them around.

Eric Cook

Montréal, Québec, Canada



## Trucks That Matter

I'll make no claim that this is anything approaching an objective list. You folks know well that we focus closely here on automotive design and aesthetics. Yesterday, I was tooling my way north on the New York State Thruway, watching thunderstorms roll in ahead of me. I was sharing the road with a ton of trucks, both Canadian and American, and I started ruminating on what aesthetically powerful vehicles they can be. And beyond that, I considered how important some of them have been to our history as a nation and a people.

You know what they say, that if you've got it, a truck brought it. And if trucks stopped running all of a sudden, this nation's economy would be shut down in a matter of days. We simply cannot survive as a people without these diesel-fueled behemoths.

As the rain started to pelt down and the wipers swept rhythmically across the windshield, I began to wonder about which trucks had the most to do with our development as a society, and I'm not waxing idiotic there, or at least, I hope not. I truly believe that our heritage of commerce, transportation infrastructure and highway folklore is tied directly to the heritage of the motor carrier. What do you say we pick a few of the most significant haulers in the history of motorized transportation?

Let's start out with the Mack AC, the fabled Bulldog. Even if these trucks had never hauled anything besides sawdust, they'd be important. When American city skylines started reaching for the clouds, and roads were first constructed along the track of muddy farm-to-market trails, the Bulldogs were there. These were the trucks that built the Lincoln Tunnel, the Pennsylvania Turnpike and the Hoover Dam. Nothing whatsoever can detract from their role in our history. They're that important.

I think another Mack belongs on this list, too, with both commercial and beauty justifications. I absolutely adore the Mack B-series trucks of the 1950s and 1960s. Has any truck ever boasted such muscular good looks as this one? Countless thousands of trailers were dragged across the landscape by B-series tractors. Others pulled construction equipment along to building sites. And a B-rig transformed into a fire truck? Don't get me

started. Philadelphia used to have some gorgeous tractor-drawn aerial ladders pulled by open-top B tractors with Buckeye Roto-Ray warning lights. And Long Beach, California, operated Mack B pumpers with sedan-cab, four-door bodies, enclosing the company's entire crew. Spectacular.

Like I said, this is not a scientific analysis or the sort of thing that's usually subjected to argument, at least I hope not. But I feel obligated to pick a winner here. By that, I mean a truck that did more than any other to affect change, leave a lasting impact, make something happen that really, really counted. I don't mean to leave stuff out like the original Kenworth and Peterbilt, the Advance Design trucks, or even the early ones that eschewed chain drive for a Hotchkiss-style driveshaft and differential. And I personally

love International's big Emeryville. But none of them have the overwhelming historic significance of the trucks that won World War II. General Motors Corporation gets the nod here, having built more than 584,000 of these government-spec rigs, most in 6x6 configuration and most with 2½ tons of cargo capacity. This was the fabled "deuce and a half" rig that hauled military materiel everywhere from the route of the Red Ball Express to the choking sand trails of the Pacific.

These were, and are, legendary trucks, fighters for freedom in the truest sense of the word. It's an old bromide that an army travels on its stomach, but the reality is that its supply lines must provide a lot more than that—a six-wheeled chain that stretches from the front lines back to the seaport where everything comes aground. GMC built the CCKW, as these trucks were officially known to the War Department, but other copies were built under license by Chevrolet and Studebaker, with varying cargo capacities. In the case of Studebaker, Josef Stalin was so awed by the trucks' capabilities that the Kremlin ordered them cloned by their War Ministry down to the last bolt head.

I like trucks, I admire what they do and I appreciate the people who drive them. As the great Merle Haggard once sang, the white line is the lifeline of the nation. If you don't agree with my list, at least give a nod to the fact that we depend on truckers more than most of us probably realize. 🚛



STUDEBAKER NATIONAL MUSEUM



I truly believe

that our

heritage of

commerce,

transportation

infrastructure

and highway

folklore is tied

directly to the

heritage of the

motor carrier.







✓Yes



✓Yes



✗No



✓Yes



✓Yes



✓Yes

- ✓ Reliably Low Prices
  - ✓ Easy To Use Website
  - ✓ Huge Selection
  - ✓ Fast Shipping
- [www.rockauto.com](http://www.rockauto.com)



# J.C. TAYLOR INSURANCE



1-888-ANTIQUE

JCTAYLOR.COM



## All New, All Over Again

Automotive advertising aficionados may recognize the title of this month's column; it was Chevrolet's 1959 advertising response to Plymouth's dramatic 1957 "Suddenly, it's 1960!" campaign. Of course, the 1959 Chevrolet wasn't all new, nor was the 1958 model for that matter, when you consider base engines and transmissions. But given 1957-'58-'59 styling differences, customers might have believed that the 1959 Chevrolet really was, "All New, All Over Again."

Columnist Jim Richardson expressed angst about "all new" advertising hype in his column in *HCC* #143. Therein, Jim implied a valid question: What constitutes an all-new car? Few would agree that a car is all new just because the marketing department says it is.

Jim's column stimulated a conversation about all-new Chevrolets with a friend and *HCC* subscriber in Ohio, Bill Pressler. My friend Bill has an unusual religious practice: He worships the ground under any Evening Orchid 1965 Impala Sport Coupe. Bill opined that the 1965 model was the most changed Chevrolet in the marque's history. I begged to differ, in that mechanical architecture other than the frame was carried over from 1964.

Bill asked if I could name any Chevrolet that was more "all new" than the 1965 model. That was easy: 1955. Compared with 1954s, 1955 Chevrolets featured:

1. An all-new body
2. An all-new frame
3. Ball-joint front suspension replacing king pins
4. An overdrive transmission available
5. An open driveshaft replacing torque-tube drive
6. An available, all-new V-8 engine
7. A 12-volt electrical system replacing a 6-volt system
8. Center-link steering replacing center-point steering
9. Suspended brake and clutch pedals replacing through-the-floor units
10. The brake master cylinder moved under the hood for easier servicing

So, if 1955 was the closest model year ever to an all-new Chevrolet, what other makes and models might be considered virtually all new when

compared to the previous year's offering?

Wasn't the 1928 Model A Ford all new? Not really. Although greatly refined, it wasn't all that different from the 1927 Model T, technologically. It still had an L-head, four-cylinder engine, transverse-spring, straight-axle front and rear suspension, mechanical brakes, and torque-tube drive. Only the clutch and transmission design were all new.

Moving on in the 1930s, Studebaker introduced its last all-new car: the 1939 Champion. Every "new" Studebaker after the 1939 Champion had at least one major component carried over from the previous model year.

From all outward appearances, 1948 Hudsons, 1949 Fords, 1951 Kaisers and 1952 Nashes were all new. But the Hudson was all new only when equipped with the new 262-cu.in. six-cylinder. The

others, and Hudson eights, weren't all new because they had older engines under the hood.

Nash-based 1955 Hudsons and Studebaker-based 1957 Packard Clippers were all new when compared to their respective 1954 and 1956 models. (Agreed; they may have proven that "new" doesn't necessarily mean better!) But Hudson's 1955 sixes were their own basic 1954 units, so they were all new only when fitted with the optional 320-cu.in. Packard V-8.

One all-new 1960s car was the 1965 Ford six. The seven-main-bearing, 240-cu.in. straight-six was an all-new engine in an all-new automobile.

Downsized cars defined the second half of the 1970s. Again, while appearing to be all new, they were inevitably powered by tweaked versions of earlier engines.

The 1980s front-wheel-drive revolution finally spawned many honestly all-new cars. For example, contrast 1985 Buick LeSabres and Oldsmobile Deltas with the following year's models. Ironically, this resulted in the confusion of having two totally different cars marketed as 1988 Oldsmobile Cutlass Supremes; the all-new FWD Cutlass Supreme and the older, RWD Cutlass Supreme Classic!

Bill and I are still friends, and he acknowledges that 1955 Chevrolets were closer to being all new than his beloved 1965 Impalas. How about you? What do you consider an all-new car? 🗨️



What

constitutes an  
all-new car?

Few would

agree that a  
car is all new

just because

the marketing  
department

says it is.





# Colossal Cadillac

*In 1938, Cadillac built this V-16 Series 90 Fleetwood Town Sedan for a GM executive—it has never been restored.*

WORDS AND PHOTOGRAPHY BY JEFF KOCH







“Action,” avant-garde artist Pablo Picasso once avowed, “is the foundational key to all success.” Though they were contemporaries, we’re betting that Picasso never met Colonel Sam McLaughlin. As the scion of a successful Canadian carriage maker, Robert Samuel McLaughlin could easily have lived off

the fat of his father’s successful McLaughlin Carriage Works; it was, in the last third of the 19th century, one of the largest builders of horse-drawn buggies in the British Empire.

But sensing a sea change, Sam took a chance. He established the McLaughlin Motor Car Company in late 1907, and struck a deal with one Billy Durant to use Buick engines in his endeavor; in 1908, McLaughlin sold more than 150 cars. McLaughlin and Durant soon exchanged half a million dollars’ worth of stock in each other’s’ companies. By 1910, McLaughlin was a director of the General Motors Holding Company; by 1919, he was president of General Motors Canada Limited. The McLaughlin-Buick name lived until WWII, McLaughlin

himself until 1972, meaning the man outlasted the marque that bore his name by two and a half decades. As all this occurred, McLaughlin managed to run Canada Dry (which his brother created, during WWI), became an honorary colonel in the 34th Ontario Regiment, became president of the Canadian Pacific Rail Road, remained chairman of the board of GM Canada until his passing, and lived to be 100 years old. Grass did not grow under the man’s feet.

One of the perks of being a bigwig at GM was a company



In some ways, the V-16 was treated as a pair of straight-eights—each bank had its own downdraft carburetor, intake manifold, ignition, fuel and water pumps, and fan belts—though fuel lines across the vee meant that either fuel pump could feed either carburetor.







**It was the chauffeur's duty to keep an eye on the mechanical condition of the car; a full complement of gauges was pressed into service. Leather seating was custom-ordered. Horn button left no doubts.**

car. Why not? They built them. And it's not like someone the stature of Col. Sam McLaughlin was going to settle for something off the shelf. Oh, no. McLaughlin didn't even let stubborn pride insist that he be shuttled to and fro in a car that bore his name. No, he figured Cadillac was the top GM car to own, and a Cadillac would be his chariot of choice. An enclosed Cadillac, of course; it gets cold north of the 49th Parallel. And it would be a Sixteen, naturally; none of this piddling V-8 nonsense.

This is the Cadillac Col. Sam McLaughlin had built. He was keen to take advantage of the extra room in the rear cabin, despite a wheelbase more than a foot shorter than the 1937 model. Of the 12 available Series 90 body styles (two or five-passenger coupe; two-passenger convertible coupe; five-passenger convertible sedan; five- or seven-passenger sedans, Imperial sedans, town sedans or formal sedans), he elected for body style 9039, the Fleetwood five-passenger Town Sedan. With a starting price of \$5,695 (in a day when a Ford started at \$595), it's little wonder that just 20 examples were built. Twenty. Barely 300 Series 90s of all body styles were built for 1938.

A look at the order outlines a number of special additions:

a divider from the Imperial Sedan, with the panel in the rear tonneau to be equipped with a pair of small glove compartments and a larger compartment below, interior hardware "color-plated" to match the upholstery, floor mats to match the upholstery, a leather seat for the driver, a heater/defroster, sheepskin rugs, a leather-covered roof wrapping around the backlite, and something only referred to as "special attention." As if a V-16 Cadillac wasn't already going to be given special attention as it trundled down the line.

This is the third Fleetwood Town Sedan built; the first two are said to have been dispatched to the Secret Service in Washington, D.C. It was the only Town Sedan built with the division window separating front and rear seats. Other special touches included a leather front seat, padded roof and a unique upholstery design in the rear compartment. It was always chauffeur-driven during Col. McLaughlin's ownership.

In a wholly remarkable car, full of history and ownership intrigue, the V-16 engine deserves special mention. The engine itself was a feat of contemporary engineering, one of the last all-new engines to be introduced before WWII broke out, and designed to offer the smoothest-possible driving experience.







Footstools, hidden compartments in privacy screens, clocks, ashtrays, dome lamps... a passenger wanted for absolutely nothing in the back of a Series 90 Cadillac. A window shade could obscure the backlight if desired.



You wouldn't necessarily realize it with a glance at the specs: Both the new engine and Cadillac's previous V-16 put out 185 horsepower. But in Cadillac's desire to bring V-16 power to volume sales (well, as high a volume as Cadillac could reach in its rarified air), it made the new V-16 compact enough that it fit under the same length hood as a V-12. How?

The nine-bearing, cast-iron en bloc casting was physically longer than the outgoing Cadillac Twelve, but the engine's low 135-degree vee made room for the dash and toeboard to move forward, increasing room in the cabin while not extending the nose of the car any further. Bore and stroke were square, at 3¼ inches each, with the resulting engine measuring 431 cubic inches. Compression ratio was a then-high 6.8:1. The compact L-head cylinder arrangement meant that, despite the radical vee-angle, the new engine wasn't unnecessarily wide, and hydraulic valve lifters meant easy maintenance. The low vee also lowered the center of gravity, which helped stability at the velocities that it could easily obtain. A single cam rested on five bearings. The complete V-16, with clutch, put more than half a ton of weight upon its five live-rubber mounts, but it was still somehow lighter than the old aluminum-block 368-cu.in. V-12.

And with the new-for-1938 bodies being bigger and lighter than previous models (This Fleetwood V-16 Town Sedan weights nearly 1,000 pounds less than a comparable 1937 model!), a V-16-powered 1938 Cadillac was about the quickest American car you could buy.

With war coming, it seemed likely that McLaughlin would want to get his hands on something a little... newer. Why settle into the war with a years-old car, when you don't know when you'll be able to get another? In 1940, McLaughlin sold his special Cadillac to Canadian stockbroker Dorothy Killian, who took it between her Montreal home and her Nova Scotia summer home, and occasionally to New York City where she had some business matters. It was also chauffeur-driven during this time. Some maintenance work was performed while in New York, though not to the satisfaction of Ms. Killian's representative; when she refused to pay, the car was sold out from under her (without title) to the Roaring '20s Museum in Wall Township, New Jersey. Following legal action and then a sheriff's sale, it changed hands in the early 1980s, now has a proper title, and has been in the hands of long-term collectors since.

Today, title issues since sorted out and still only ever used very gently, it's owned by Tom Hamilton of Allyn, Washington. It is a largely original car, showing 45,000 miles, and has never been restored, repainted or rebuilt. The Classic Car Club of America recognizes all V-16 Cadillacs as Full Classics, in keeping with their status and rarity, making this a special and remarkable piece, even within Tom's collection. "I collect Cadillacs," Tom says, "and this is my first from the prewar era. I found the history intriguing, and the research to find the ownership chain was very rewarding. Their rarity makes them expensive and difficult to restore." Luckily, Tom had to do only basic maintenance to get his Fleetwood Town Sedan up to snuff. That said, driving a Cadillac wasn't as easy prewar as it was postwar: "These Series 90s are big, and have the turning radius of a supertanker. The manual steering requires very strong arms."

Action may well be the foundational key to all success. To which we would only add, to the victor go the spoils. 🏆

“These Series 90s

are big, and have

the turning radius

of a supertanker.

The manual steering

requires very strong

arms.”







# Dearborn's Innovator

*Ford's Pinto was a gift horse that Mercury gladly accepted, and turned into its subcompact Bobcat*

WORDS AND PHOTOGRAPHY BY JEFF KOCH

**T**he Mercury Bobcat was a pioneering car. When life was simple and there was a pecking order to a car company's offerings, luxury cars were eight yards long and teeming with leather and air and power everything, while economy cars were just that—small enough to fit in the trunk of a full-size and sufficiently stripped-out.

Prices were low, and, so was the self-esteem of anyone who couldn't afford something bigger.

Today, the premium compact car is a given in your local

showroom. Despite advertised highway mileage in the mid-30s, there's a reason they aren't called "economy" cars anymore. You can get a stripper if you really want it, but look at a Buick



# Bobcat



Verano, or a Ford Focus Platinum or a Chrysler 200. Remote start, 4G Wi-Fi, backup cameras, Bluetooth, better stereos than in most homes, transmissions with more gears than you have fingers—all for under 30 grand. And for 20 grand, you get a complement of equipment that was undreamed of in any car, much less a small one, just a few years ago.

Ford's Pinto was arguably America's first premium-content sub-compact car. In the mid-1970s, once the 5 MPH bumpers and 2.3-liter engine came onboard, a color-keyed, moon-roofed, shag-carpeted Pinto was an opera lamp short of fully embodying the "personal-luxury" malaise craze. Really, the only thing a fully optioned Pinto was missing was a premium nameplate and power windows.

With Chevrolet keeping the Vega true to its economy-car roots (hatching the Monza for small-luxury exploits), Chrysler going overseas for its subcompacts (Plymouth's British Hillman-built Cricket didn't do so well; Dodge's Japanese Mitsubishi-built Colt did better), and AMC sinking so much capital into the Pacer that it couldn't afford to Ambassadorize the Gremlin, Ford's Pinto was alone. And it was in a good spot, selling between 400,000 and half a million cars per year. Its only real competition was its stablemate the Mustang II, which sold nearly 300,000 copies in its V-8-less debut season. Small, plush cars were selling.

And so, the Bobcat. With the benefit of hindsight, you could argue that the Mercury Bobcat was a Pinto with a special grille, that even the grille became more conventional as time went on, and that this was clinching proof that true brand differentiation within FoMoCo was dead. That it was a cynical and thinly disguised ploy to cash in on the growing small-car trend in the wake of the gas crisis. That Ford tried to make maximum cash from a bare minimum investment. That Ford, home of Better Ideas, finally saw its light bulb burn out.

Yet in its day, in the heat of the moment, a Bobcat made sense. First, Mercury had gone small previously, with the original Comet. The nameplate went intermediate in the last half of the 1960s, but starting in 1971, the Comet was compact again, a stablemate of the Maverick, and based on more or less the same chassis that it wore in 1960. So it's not like the sub-compact Bobcat was a huge leap into new territory for Mercury.

More important, consider the sales numbers: Mercury sold 488,000 cars in 1973 and sat in eighth place in the sales race. Nearly half a million cars. Not bad. Then came OPEC, the First, in the fall of 1973; sales of small cars swelled, and Mercury suffered because it had none. For the 1974 model year, sales fell to 403,000 cars in what turned out to be a down year for everyone, but the division dropped to ninth in the sales race. That's a 17.5 percent sales dip year-to-year. Who moved up the chart to replace Mercury in eighth? Why, AMC, that independent purveyor of mostly small cars; it jumped about 40,000 units as Mercury fell. Mercury brass saw that Pinto, by itself, was selling half a million units a year—as many cars as the entire Mercury division. Small was in, and Mercury wanted in.

What's more, Ford Division hit on a winning financial formula, one that encouraged the idea of the small car with big-car comfort and features. In 1979, the year of our feature car, a Mercury Bobcat started at \$3,797, which was within \$50 of a comparable Pinto. But once you cram in \$484 worth of A/C, \$307 worth of automatic transmission, a \$199 moonroof, the \$223 Sport Accent Group, the \$182 Deluxe interior and a \$157 AM/FM stereo with tape deck, you're beyond the sticker price



Ford's 2.3-liter four-cylinder engine had been under the hood since 1974, and was the go-to engine in the gas-crisis year of 1979.





The bright seats seem to float atop the black carpeting, while the paint and vinyl on the Tangerine doors completely match.

of a base two-door Cougar. And so, a customer under pressure from the sales manager had a choice. Was the Cougar the better bet, using the buy-it-by-the-pound theory, or was the Bobcat the savvy call, because you could have everything you ever wanted in a Cougar (save for V-8 torque) in a package that could achieve more than 30-plus miles per dollar-a-gallon gas? Ultimately, the question was moot: Mercury was going to get your \$5,500, whatever car you spent it on.

All of this for zero engineering expenditure plus the cost of a new grille and taillamps, a hood stamping, a trim shuffle and a stack of brochures to sell it. No wonder Mercury wanted in.

Excluding the station wagon versions, Bobcat sales were as follows: 28,905 for 1976 (and a small part of 1975); 18,405 for 1977; 23,428 for 1978; 35,667 for 1979; and 28,103 for the nameplate's final year, 1980. That's 134,508 Bobcats—a few months of Pinto sales, but a blessing from heaven for the Mercury sales force.

In the face of those sales, whether the Bobcat could be considered a success is once again dependent on your outlook. The glass-half-empty brigade will say that the Pinto was still selling nearly 200,000 a year at its end despite all of the news about exploding gas tanks, that five years of Bobcat sales couldn't measure up to a single season of Pinto sales and that

Mercury ought not to have bothered. The glass-half-full bunch will recall that selling 134,508 cars, even at \$4,500 each, brought Ford Motor Company more than \$600 million in an era when the Big Three were hemorrhaging cash. Also, Bobcat sales helped boost the division out of ninth place in 1974 to as high as sixth, from 1978-'80.

Model year 1979 was the Bobcat's best-selling season, with sales jumping by more than a third year-to-year, for a few reasons. First, OPEC II drove Americans to the nearest small cars in the showroom when it came time to buy.

Second, the Pinto and Bobcat both received comprehensive face lifts. Unlike the Pinto, which previously had an exterior redesign in 1974 and '76, this was Bobcat's first restyle. Pinto and Bobcat shared a hood, new front fenders and rectangular headlamps, while the Mercury lost its traditional chromed upright grille in favor of a more aero-friendly version with prominent vertical bars. Since the platform was only scheduled to last two more years, even less effort was made to differentiate between Ford and Mercury than previously. Inside, a new instrument panel featured a speedometer that displayed your speed in both miles per hour and kilometers per hour. A little more chrome, a little less blackout trim and voila! Bobcat.

And third, a widely-touted year-to-year price reduction



Beyond the grille, that faux-royalty segmented crest in the horn button and some lettering, like the chromed all-glass tailgate handle seen here, it got harder to tell the difference between Pinto and Bobcat as time wore on. Tach a sporting touch for a less-than-sporting car.



“ It was such an amazing

time capsule, we had to buy it.

It deserved to be preserved and appreciated!

It makes people happy. ”

suggested that Bobcat was even better value in those double-digit-inflation-wracked days. Whether it was a prime motivator for Bobcat buyers, or icing on the cake, it all boils down to the same thing: historic high sales for the Bobcat in 1979.

Our feature car is one of those historic-high sales models. Owned by Scott King and Sandy Edelstein of Palm Springs, California, they found this unrestored, unprepared 1979 Bobcat in the Sacramento area with less than 55,000 original miles. It's got an interesting array of options: automatic transmission with manual steering and power brakes, A/C with moonroof and, of course, the Alpine Plaid cloth interior that matches the Tangerine exterior. It also features the Sports Instrumentation Group, which includes tach, temp gauge, fuel, amps and the Sport Steering Wheel, which is a fine bit of business to hold onto. The only change, other than a thorough cleanup during their ownership, was swapping out the original wheel covers for a set of styled-steel wheels on new 175-section Firestone radial tires.

Inside, it's every bit as orange as the outside. The Tangerine interior and exterior are so closely matched, you'd never know that the interior door panel wasn't a single piece. Even the seatbelts are color keyed; the black carpet serves to make the seats look as if they float, and really makes the colors pop. Oh, and the



license plate encourages you to call it by its correct name.

“It was such an amazing time capsule, we had to buy it,” Scott told us of the car that won the 2009 Concours d'LeMons “Best BADge Engineering” award in its initial showing. “It's well equipped, and has a great color and upholstery.” (So great, in fact, that Scott and Sandy have matching shirts that they wear when they take it to car shows.) “People love to see this car. It deserved to be preserved and appreciated! It makes people happy.”

Detroit continued to build small cars that wear big-car price tags and options; the Cadillac Cimarron is but one notorious example, but American car companies finally seem to have gotten a handle on the concept. That concept had to start somewhere. And in truth, it started with the Pinto. But the Bobcat carried things to their logical conclusion—a premium small car from a premium dealership and brand. For our money, that makes the Mercury Bobcat a pioneering car—one vastly underappreciated by the old-car world at large. 🐾



For a driving impression of this car, go to [blog.hemmings.com](http://blog.hemmings.com), and search: Mercury Bobcat driving impression. For a discussion of a Pinto-based Lincoln, search “What if Lincoln built a Pinto.”







# Stepped-Up Performance

*How Twin-H power transformed a 1941 Hudson Traveler Coupe into a dream driver*

BY DAVE CONWILL • PHOTOGRAPHY BY RICHARD LENTINELLO

Restoration and hot rodding have a contentious relationship. Both branches of the old-car hobby depend on a finite number of collector cars for their raw material. Until relatively recently, hot rodding often meant ripping out everything from an old car and grafting newer parts on in the pursuit of high performance, the perception of greater reliability and increased “cool.”

One area where the disciplines overlapped was a shared interest in “phantom” cars—vehicles that could have been built but never were: Think of a 1941 Chevrolet four-door convertible or an Edsel Ranchero. Add in the growing interest in hot rodding as it existed before the 1970s and hot rodders have only increased in their respect for history and a desire for preservation more

in line with the restorer’s philosophy.

Case in point is this 1941 Hudson Traveler coupe. As recently as 2008, it was still an untouched original, right down to the paint—but just a few years on the road showed that for all its rarity and originality, it wasn’t up to the pace of present-day traffic. Before long, perhaps because of the demands placed on it by keeping up with modern Florida roads, the original engine was crying for renewal.

The Hudson 112, introduced in 1938 as an entry-level car gained an inch of wheelbase for the 1940 model year, and became the Traveler Six, retaining the previous 175-cu.in. L-head straight-six engine. For 1941 the wheelbase was stretched to 116 inches, and the Traveler weighed 2,790 pounds in three-passenger coupe form. That

same 175 engine, now with a higher 7.25:1 compression ratio, saw an increase in horsepower to 92, but the performance was a far cry from the kind that owner and restorer Dave Lanning of Englewood, Florida, was used to from his 1935 Terraplane or his postwar Hudson Hornets.

That engine and its sorry output posed a bit of a quandary for Dave. He’d bought the Hudson with the intention of hot rodding it. “I’d never had a hot rod,” Dave tells us. “Down here all the guys my age, at least three-quarters of them, have hot rods. I figured with all the cars I have, it wouldn’t hurt to have one.”

That hot-rod plan originally involved the ubiquitous Chevrolet small-block, but then, as Dave explains: “I drove the Hudson around a bit, and it was so nice and





original that I just didn't have the heart to modify it. I didn't want to be like everybody else. I never have been."

Good fortune came Dave's way when a friend who was dealing with a bout of ill health decided he wasn't going to have time to complete a hot rod project he'd been working on, a project that was based around a 1956-spec Hornet 308-cu.in. flathead six built to the vaunted 7X speci-

fication that allowed Hudson to dominate NASCAR races in the early 1950s.

With the 7X engine in hand, Dave felt he could be true to the car's Hudson spirit without being forced to deal with a meager 92 horsepower. The 7X's were hand built in Hudson's factory shops starting around 1952 as an improvement beyond the 308 engine that had been introduced for the Hudson Hornet in 1951. The Hornet six-

cylinder, in its final year of 1956, produced 165 hp in standard trim and a whopping 175 hp when equipped with "Twin-H" dual carburetion.

The 7X engines, with hand-selected blocks, larger valves, ported and polished intake and exhaust tracts, heavy-duty fasteners and higher-compression cylinder heads, yielded outputs reputedly in the 210 to 220 horsepower range. Dave's 7X engine, over bored to 320 cubic inches and equipped with even larger valves and a higher-lift camshaft, goes further yet.

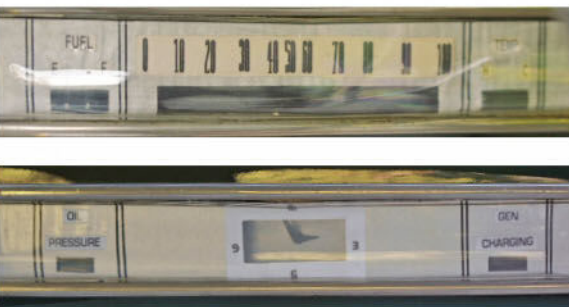
When Dave first announced to the internet Hudson community that he intended to install the 7X in a Traveler, he was met with several declarations that the car was too small, and the engine would never fit. Those predictions were half right—the car was too small, but the engine did fit thanks to judicious use of an air hammer to recess the firewall a full two inches. To make certain he didn't overdo it, Dave test-fit the engine several times in the process.

Dave also found that the original anti-roll bar interfered with the installation of the 308 engine and removed it. Then, in a concession to the Florida weather, he installed an aftermarket air-conditioning





The original interior was well preserved but treated to new carpet and headliner. The column shifter still controls the Traveler's original three-speed transmission. Cavernous trunk swallows a salesman's samples, a couple's luggage or chairs and cooler for shows.



The Traveler is undoubtedly capable of pegging the 100 MPH speedometer. Other gauges were supplanted by an under-dash panel.

system while performing the engine swap, which led to a 12-volt electrical conversion and the addition of a larger aluminum radiator from Summit Racing.

Luckily, the original column-shifted three-speed manual transmission bolted right to the 1956 Hornet bellhousing, retaining the original wet clutch in the process. When the engine swap was initially completed, Dave elected not to reinstall

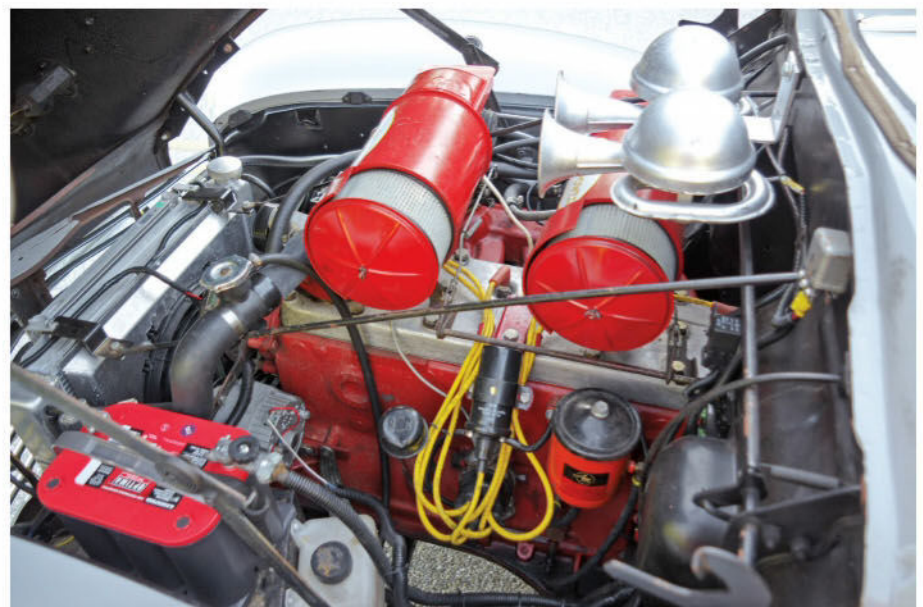
the reverse-opening hood until he worked the bugs out. He spent several weeks driving the car around sans hood and was pleased with the result.

When it came time to reinstall the hood, however, Dave discovered that the aftermarket radiator prevented hood closure. He told us: "I had to drop the radiator down five or six inches to clear the hood. I didn't even get to town and she began overheating. When I dropped the radiator down that far, the fill hole was below the thermostat and I wasn't getting adequate flow." Evidently, an air pocket was forming because the filler on the radiator was lower than the thermostat, so a new filler needed to be higher.

So Dave went down to his favorite local auto-parts store where he's good friends with the fellows behind the coun-

ter. A diligent search revealed that the upper radiator hose of a Dodge Durango had an integrated filler that ended up above the Traveler's radiator and thermostat. It worked perfectly, and that was the end of the car's cooling woes.

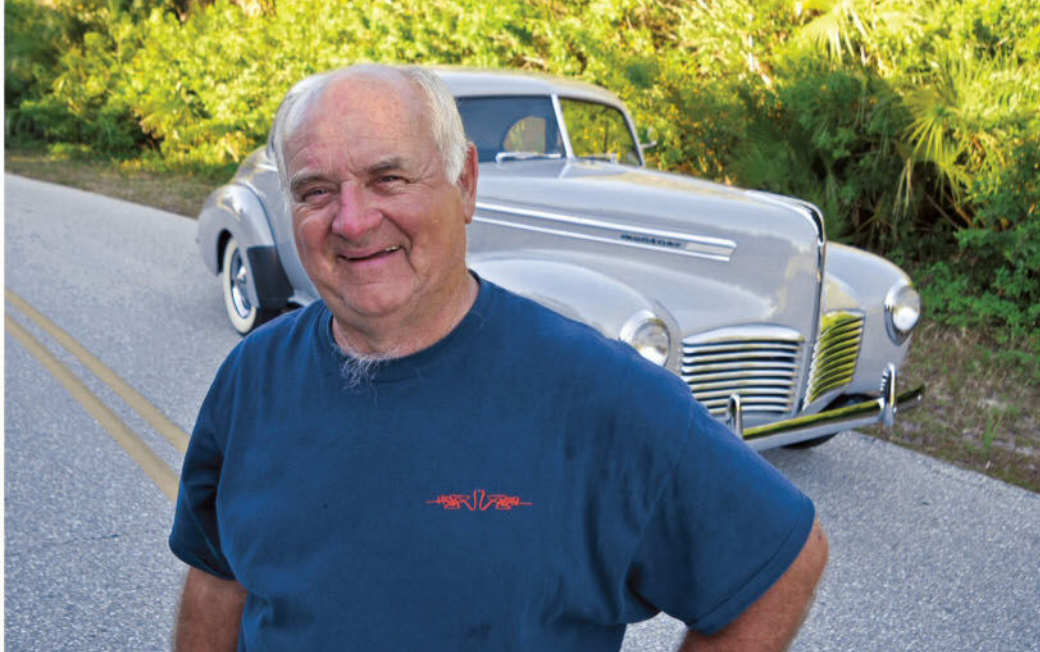
Because of its original small engine, the Traveler was equipped with 4.11 gears to get moving. With no overdrive



Carefully recessed firewall makes the 1950s 7X 308 look like it was factory installed in 1941. A Dodge Durango radiator hose provides a perfect solution to the early cooling issues caused by the dropped radiator—necessary for hood clearance. Note electric fan.



“ I drove the Hudson around a bit, and it was so nice and original that I just didn't have the heart to modify it. I didn't want to be like everybody else. I never have been. ”



on hand, Dave quickly found the torquey 308 engine to be hobbled by the steep gearing. “At 50 miles per hour,” Dave says, “It sounded like the engine was going to come right out through the hood!”

To rectify this, Dave located the rear axle from a 1953 Hornet originally equipped with a Hydra-Matic transmission and thus packed with 3.07 gears. The significantly narrower track width from the step-down Hornet necessitated a pair of two-inch spacers to put the wheels back at their proper location. The driveshaft also had to be shortened by  $\frac{3}{4}$ -inch, but the installation was otherwise drama free. The result of Dave's hard work transformed the once slow Traveler into a great cruiser, although, Dave notes, “If I come up to a real tight corner I have to downshift into second,” something that was not required

even with the original engine.

Driving the car also revealed that the front anti-roll bar was more than just a nice thing to have, it was a necessity. “At 45 or 50 MPH it would kind of weave going down the road,” Dave says. At first, he tried the installation of four new shock absorbers, which helped a lot, but ultimately Dave decided to retrofit a new anti-roll bar. Remarkably, the unit he found is also from a step-down model and fit without modification.

The rest of this prewar Hudson remains very close to the condition in which Dave found it. Running boards, in the process of going out of style in the early 1940s, were optional on the Traveler and this example never had them. The original green finish was too compromised to save, so Dave had the car repainted in a period-

correct gray but with a dash of green and red metallic for some flash and as a nod to the car's original taupe, worsted boucle interior was retained, albeit with replacement carpet and headliner.

Whether you think of it as a continuation Terraplane or a prewar Hornet, it's a point of pride with Dave that his phantom is entirely Hudson. As a hot rod, it checks all the proper boxes: increased performance thanks to the 7X engine, better reliability thanks to the under-stressed components and definitely that cool factor thanks to being a rare car well preserved and nearly all Hudson.

Dave gives the modified car a ringing endorsement: When asked what he doesn't like about it he tells us, “I like it all. Otherwise I'd sell it.” 🏎️







# Electrifying AMCs

*American Motors' electric vehicle prototypes*

BY PATRICK FOSTER • PHOTOGRAPHS COURTESY OF PHIL LUNDY AND THE PAT FOSTER COLLECTION

In the middle of the 1970s, Americans had to face the first serious gasoline restrictions since World War II.

Drivers went from having easy access to cheap gas to a severely restricted supply and much higher prices. For a while, refueling was allowed only on odd or even days depending on the car's license plate number. Fistfights sometimes erupted amongst drivers waiting in long lines at gas stations, and there were even occasional shootings—all for the sake of a tank of gas. And prices seemed to crank upwards almost

on a daily basis. The days of gasoline at 30 cents per gallon ended forever.

America's response to the fuel crisis was wide ranging. Detroit automakers began to downsize their big cars, and rushed new, more fuel-efficient small cars into production. And interest began to grow, once again, in electric cars.

Since electric cars went out of favor in the 1920s, their return had been heralded many times. Over the years a variety of dreamers, investors and plain backyard mechanics had unveiled various electric cars, but none were

successful. Even in the 1960s a number of electric cars had appeared, and although a few saw limited production, not one of them sold in volume.

But with the onset of the gas crisis the interest in electric cars revived. Before long, entrepreneurs were showing off prototypes and concept electric automobiles that were, they said, just around the corner. Some were purpose-built electric vehicles (EVs) with unique chassis and body. Many others were simply existing production cars that had been converted to electric





Neat-looking Hornet sedan electrified by Electric Fuel Propulsion. The building in the background is the original American Motors headquarters on Plymouth Road in Detroit.



The gas cap conceals the plug-in for recharging the battery pack.

power. This was a popular route to take because it was quick, required a minimal investment, and ensured a high quality vehicle that would meet basic safety standards.

For a variety of reasons: small size, lightweight construction and a fuel-efficient image, American Motors products were often the base cars selected to be converted to EVs. To many, AMC cars seemed a natural choice. As a matter of fact, AMC itself was involved in EV research several years before there was any indication a fuel crunch was coming.



Exterior modifications to the EFP Hornet were minor. Grille fascia was unique, as were nameplates on front fenders.





**EFP Electric Hornet in front of the AMC headquarters. Where is this car now?**

The first AMC electric vehicle shown to the public was the Amitron, an American Motors concept car first revealed in December of 1967. The Amitron was the product of a joint venture between AMC and Gulton Industries of Metuchen, New Jersey. The venture called for a research and development program aimed at developing an electric automobile—Gulton would develop a new battery pack, and AMC would design and engineer the car it would power.

The Amitron was a small three-

passenger runabout for in-town use. It was a dramatically futuristic-looking car featuring an egg-shaped body with all four wheels pushed out to the corners and a unique cockpit/roof that was designed to lift open like a fighter jet's canopy (although the Amitron's never did). As attractive as it was, the concept vehicle was simply a fiberglass shell mounted on a non-motorized chassis—what designers call a "pushmobile." The non-opening door was only outlined in the shell, so the only way the cockpit could have opened would be if someone took a hacksaw to it.

The Amitron never became operational. It was, as they say, "For display purposes only." The vehicle still exists in the hands of a private owner.

A few years later another AMC electric car made its appearance, and this one really ran. In 1969, the Globe Battery Division of Milwaukee-based Globe-Union Inc. constructed a battery-powered test car for research and engineering purposes. The base car was a 1969 American Motors Rambler two-door sedan. Why Globe-Union decided to use a Rambler is unknown. Perhaps



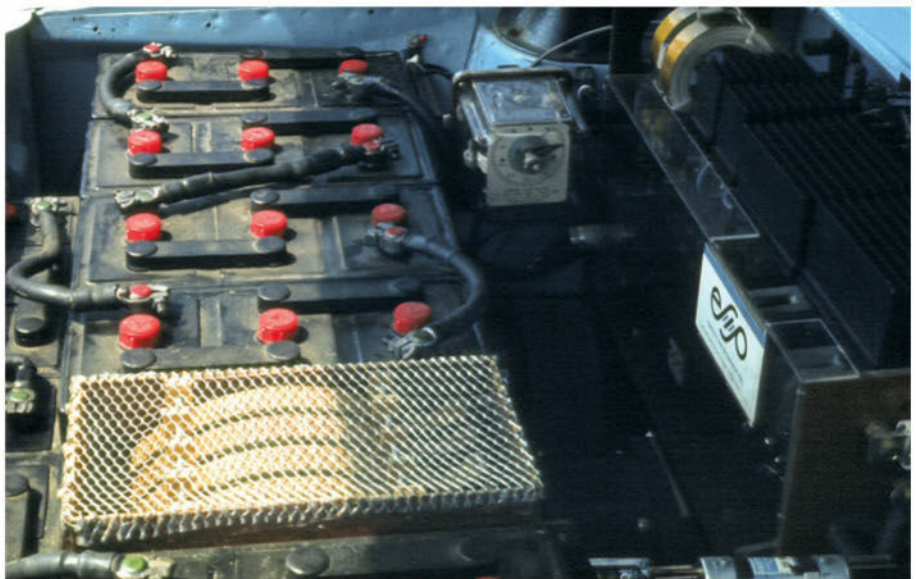


the car was chosen because AMC's assembly plant was near Milwaukee, or perhaps because Globe was a supplier of batteries to AMC. Whatever the case, Globe equipped the little Rambler with a 27-horsepower, direct-current, 120-volt electric motor along with 20 lead-acid automotive batteries for motive power. Another battery was installed to supply electricity for lights and auxiliary equipment. With all those heavy batteries, the total weight of the electric Rambler was around 4,000 pounds.

Surprisingly, considering the technology of that era, the Rambler EV was capable of reaching speeds of up to 55 MPH and reportedly had a cruising range of 40 to 50 miles on a single charge. That was outstanding performance for an EV at the time, but as good as it was, the Rambler was strictly a one-time test project, and no production models evolved from it. We talked with several engineers at Globe but no one seems to have any clue what became of the test car. Anyone out there know?

Electric vehicles began to really take off in the 1970s. One company at the forefront of EV design and production was Electric Fuel Propulsion Corporation (EFP) located on Eight Mile Road in Detroit. Over the years, EFP introduced an assortment of electric vehicles, many of which were AMC-based. EFP produced electric versions of the AMC Hornet, Gremlin and, surprisingly enough, even AMC's big Matador sedan.

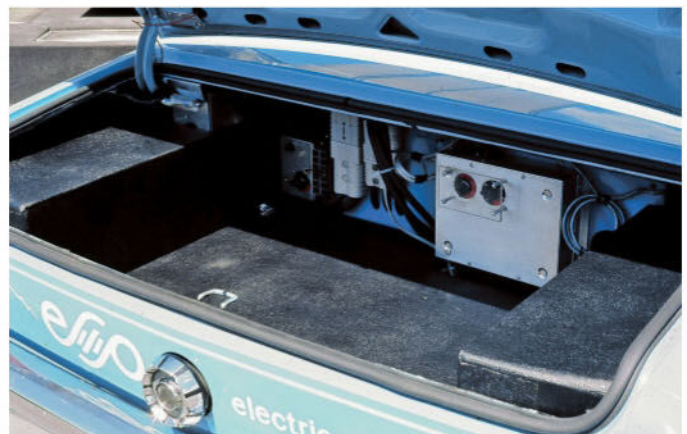
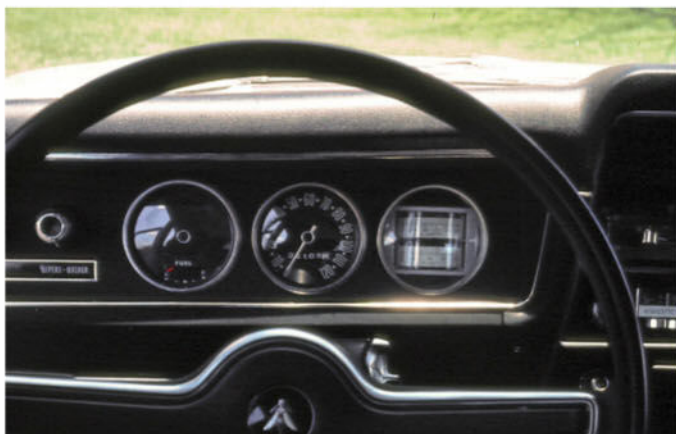
For many years, I wondered exactly how EFP purchased the base cars—whether they were bought from the factory or from dealers. Finally, I was able to track down the man who could give us the inside story. Phil Lundy worked for American Motors in a department known as Engine and Component Sales. Attached to the Parts & Service Division, it was responsible



Under the hood of the EFP Hornet is crammed with batteries, motor and electronics.

for selling AMC-produced engines and components to outside firms. "I went to work for AMC in 1970," recalls Phil. "Before that I worked for Gray Marine, which purchased engines from AMC. At AMC we were selling complete cars to Electric Fuel Propulsion, which converted them into electric power in their facility out on Eight Mile Road.

Bob Aronson was EFP's president. We worked with him to put together the right package, developing spring rates and so forth. EFP didn't want to buy cars with engines or transmissions, but of course, they had to—that was the only way we could move the car out of the factory. EFP ended up selling the engines and transmissions. The company bought, I



Instrument panel for electric Hornet has a gauge to keep track of charge. Trunk held a few electronics, but still left room for luggage.





**EFP Electroport was a high-end electric-powered station wagon based on the AMC Hornet Sportabout. Apparently, only one was ever constructed.**

# electroport

believe, about a dozen Matadors, one of their earlier products, which went out to Power Company fleets. The Matador was actually quite a nice car. It was very

quiet on the road, and when you came to a stop, it was absolutely silent. EFP also bought Hornets and Gremlins.”

Apparently, the first AMC-based EFP

product was the EFP Hornet, a four-door 1970 AMC Hornet with a 144-volt powertrain. Aside from graphics and nameplates, the only appearance change was the grille, which was replaced by a body-color panel with inset turn lamps. Chrome “EFP ELECTRIC” nameplates adorned the sides. Top speed was listed as 85 MPH, and a driving range of 92 miles on a single charge was claimed. According to a company with roots to EFP, only one electric Hornet was produced in 1970. A revised EFP Hornet



Electric Fuel Propulsion Inc electric car based on a 1972 AMC Matador. Photo taken at AMC headquarters on Plymouth Road in Detroit.





**The 1973 X-144 Electricar by EFP was a two-door sedan built on a Gremlin chassis. Priced at \$3,450, it had a range of 60-75 miles per charge. A top speed of 60 MPH was claimed.**

was listed for 1971, with a 120-volt powertrain, top speed of 70 MPH and range of 70 miles.

Also announced by EFP in 1971 was the Electrospout, a Hornet Sportabout station wagon with a 138-volt lead-cobalt battery pack, and a 20hp electric motor. EFP pitched the Electrospout as a "... unique addition to the premium car market." The Electrospout was certainly premium priced—it listed for \$11,900, delivered, versus \$2,594 base price for a 1971 six-cylinder Sportabout. In advertising materials, Abercrombie & Fitch was listed as an EFP dealer.

Hoping for a volume product, EFP introduced for 1973 its X-144 Electricar, a Gremlin converted to electric power. EFP felt the Gremlin would make a good light delivery car, describing it as "...a peppy two-passenger car with a large carpeted flat floor behind the front seat for 15 cubic feet of cargo." A main feature of the X-144 was its price—just \$3,450 was the fleet price, very reasonable for an EV (a stripped Gremlin at the time cost just over \$2,000). Range was listed as 60-75 miles, although 100 miles was possible in an eight-hour day if a quick booster charge was done at noon. A top speed of 60 MPH was claimed. EFP guaranteed purchasers a \$1,500 trade-in at the end of five years towards the purchase of another EFP product. The EFP Gremlin was sturdy, with heavy-duty springs and shocks and oversize brakes and tires. EFP estimated the life of the driveline components at 20 years.

Interestingly, the president of EFP stated that because of the great interest in the X-144, introduction of the Electrospout Station Wagon—the electric Sportabout—



**Glass hatch window opened up to a rear section boasting 15 cubic feet of cargo space, ideal for small delivery firms.**

was being delayed until 1974. Apparently, that delay is still in effect—it's believed only a single Electrospout was ever manufactured. Reports vary as to how many electric Gremlins were produced. "I don't recall how many Gremlins and Hornets they bought," says Phil Lundy, "but it was probably in the dozens."

Gasoline availability eventually

stabilized, people got used to higher fuel prices and interest in electric cars disappeared—again. Most of the small-time EV producers went into other fields or out of business. American Motors took another shot at building a viable electric vehicle when its AM General subsidiary produced a little over 500 battery-powered postal Jeeps. 🚗

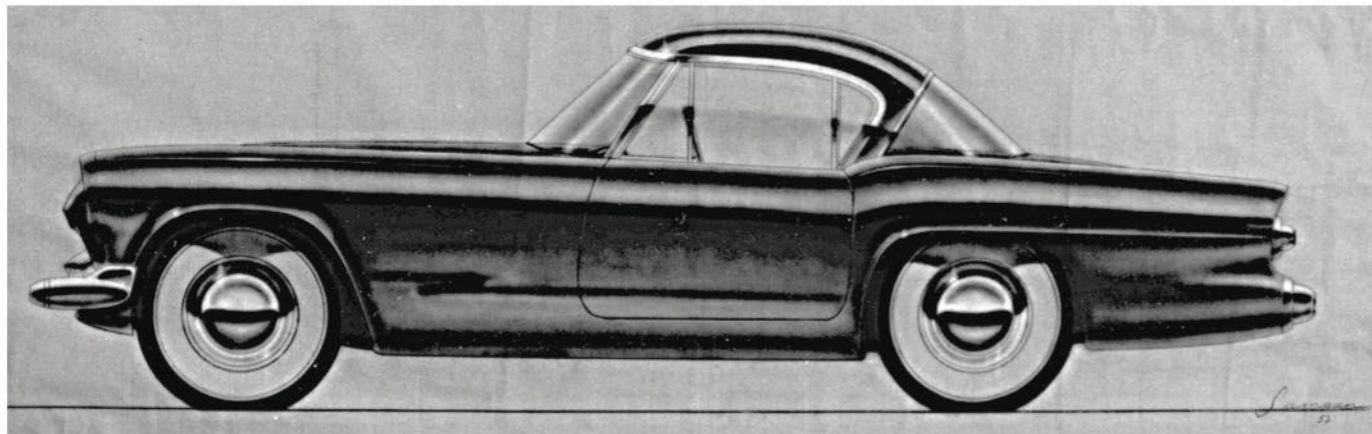


**Globe-Union created this battery-powered Rambler American in 1969.**



# John Samsen

*The inside story from one of the creators of the Ford Thunderbird*



BY JIM DONNELLY • IMAGES FROM THE COLLECTION OF JOHN SAMSEN

**W**ork hard, play your cards right, keep your eyes open and in the car industry, you may get to accomplish something that's truly magical. The right situation will allow you to have a hand, or hands, in the creation of an iconic motor vehicle. That's what happened to John Samsen, who was an integral part of the team that designed the original Thunderbird for the Ford Motor Company.

If you're a fan of the Early Birds, just love their appearance, John's the guy you get to thank. The interplay between its hood, front fenders and rear quarters is all his handiwork. It's especially apropos because John—or Dick, as he was known in those years—backed into the auto industry

in a very real sense. This is his story, and we started out by asking him how he got involved in cars to begin with. The answer is, by designing aircraft.

"I grew up in Fort Wayne, Indiana. I got to be very good at drawing and sketching, and as a young man during World War II, I was crazy about airplanes," John told us. "Of course, cars were part of it, too. We were 20 miles from Auburn, Indiana, so I got to see things like Cords and Auburns on the road. I remember that my dad had a Model J phaeton Duesenberg. I expected to go to war; all of us did, but by the time I graduated, the war had ended. I chose Purdue over Indiana University because they had a program there that would allow you to design planes of the future,

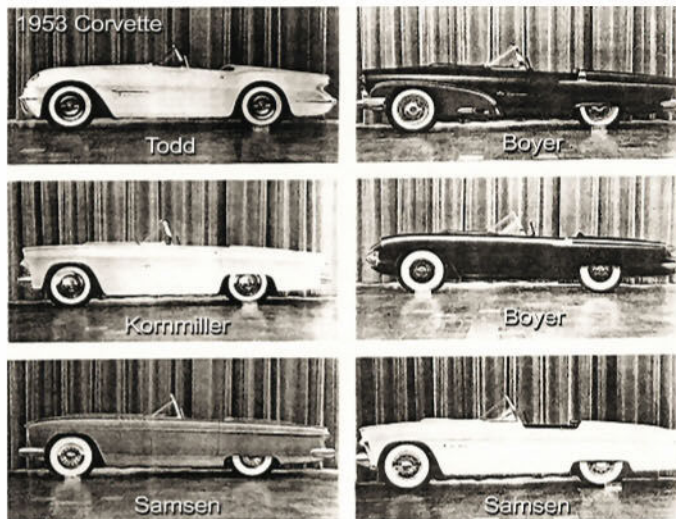
even though I had no background at all in industrial design."

After the war, John graduated from Purdue University with a degree in aeronautical engineering. Long story short, he learned quickly that form followed a mile behind function when it came to designing aircraft, but he shortly ran into Bob Bourke, who managed the Raymond Loewy design studio at Studebaker in South Bend, Indiana. "Bourke and the other Loewy designers coached me in sketching and rendering techniques," John recalled. "That was when I first realized, 'Wow, this is what I want to do.' I put together a portfolio of my car-concept sketches, and as Loewy had no open requisitions, I took my amateurish portfolio to Ford and hit Frank Hershey at the right moment."

Franklin Hershey was the head of Ford's design studio. Born in Detroit, his family had relocated to Beverly Hills in Southern California where he went to work for Murphy, the coachbuilder, and later followed former boss Frank Spring to Hudson where he joined the design staff. After a stint at General Motors, where he created the nascent tailfins of the 1948 Cadillac, Hershey moved on to Packard until he was recruited in 1952 to join the Ford styling staff. He headed the FX-Atmos and Mystere concept studies until he was put to work on the Ford Sports Car project, the job that became the Thunderbird.

Not long before he met Hershey, John was working at McDonnell Aircraft in Saint Louis, doing engineering work on the new

**The quest for a proper Ford sports car started with a Chevrolet, the Corvette. Ford initially called its counterpunch the Sports Car, and it went through several design iterations. Full-scale renderings were usually drawings that were affixed to plywood mountings. The straight-through centerline of the fenders was an early theme.**

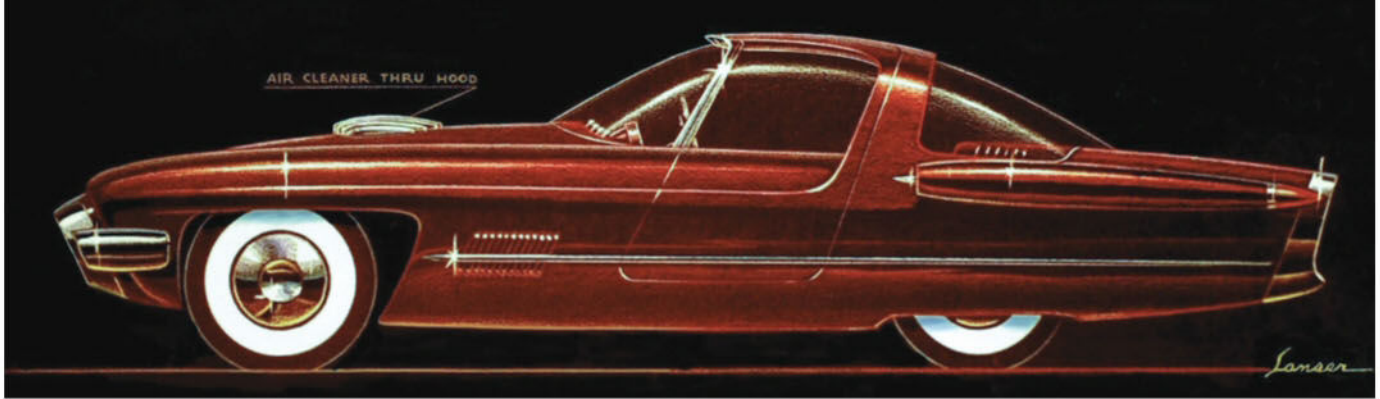




“ Bourke and the other Loewy designers coached me in sketching and rendering techniques. That was when I first realized, ‘Wow, this is what I want to do.’ I put together a portfolio of my car-concept sketches, and as Loewy had no open requisitions, I took my amateurish portfolio to Ford and hit Frank Hershey at the right moment. ”







What might have been? Samsen's early concept had clamshell doors, reversed louvers and an exposed air cleaner.



Early clay model shows original front end, with floating front bumper. Design studio staff bucked the model onto a lightweight wood frame after initial full-size drawings were approved by management. This was close to the actual production version.

breed of jet fighters. He then spent nine months at Studebaker before Hershey persuaded him, without too much difficulty, to come to Ford. Because he had a background in mechanical engineering, John was first pressed into service doing body design work under Damon Woods. But a few months later, he found himself on the Ford Sports Car team, which came to be after it became apparent that Chevrolet's whispered, post-Motorama plans for the Corvette were indeed about to become reality. For his own part, John couldn't have been happier. Upon arrival in Dearborn, he'd joined the Ford Motorsports Club immediately and began taking part in time trials and gymkhanas in his own MG TD.

John related to us that when he first approached Hershey about a sports car design, he was rebuffed. Yet a few weeks later, Hershey called John and designers

Bill Boyer and Alan Kornmiller into a meeting, which was where they learned that Ford intended to build a two-passenger sports car to counter the Corvette.

That was in early 1952. In talking to John, he said that many of the tales about the Thunderbird's development have been off the mark to varying degrees. By that time, he told us, Hershey already knew that GM had green-lighted the Corvette. As John recalls, Hershey was then directed by top Ford management to come up with a two-seater sports car. "There was no official design program for a two-seater until January 1953, but we had it finished and approved by then. Company records state that the project began in 1953. This is misleading. Our studio was off limits to all personnel except those involved in the project. I saw Henry Ford II and other top execs in the studio during the design work

of 1952, contrary to the story that (former Ford vice president of design) George Walker put out. We designers made many sketches, and some were selected that we airbrushed in 3/8th scale. Hershey chose a design from each of us and had us render them in full scale on large sheets of black construction paper. These were mounted on plywood cut to the profile."

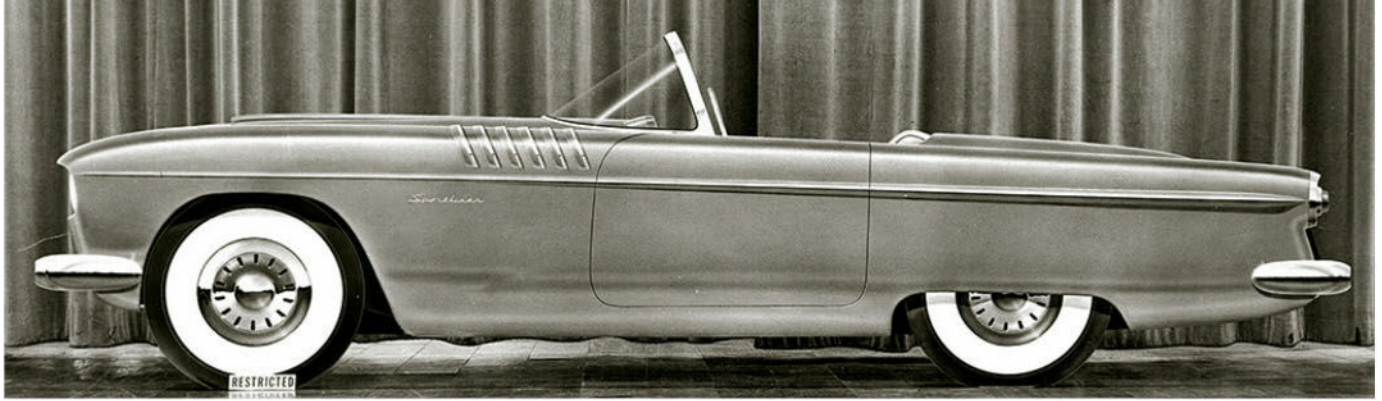
John's concept was decidedly European in bent, but it's still easy to recognize the Ford lines of the front fenders and rear quarters. That resulted in Hershey's assigning him to do the front end, hood and fender lines of the clay model that would be created from the successful 3/8th-scale rendering. Boyer got the nod to do the wraparound windshield and the rear end, while Kornmiller's assignment was to continue sketching ideas of various views of the car for future development. "This work was great fun compared to engineering," John said. "It was hard to believe my good fortune."

From the outset, Ford assigned a team of engineers to work with the Thunderbird stylists. Two of them were Frank Pinkham, who John had met while studying at Purdue, and John Zimmerly. For economic reasons, Ford had dictated that a shortened passenger-car chassis would be the basis for the car, but John said that the stylists and engineers agreed that the finished product would be too nose-heavy. A new frame was penned with the engine set back about 10 inches. Ford Engineering was developing a new fuel-injection system at the time, which it hoped to have ready for use

**This version of the frontal treatment got tweaked, and the big-eggcrate grille didn't survive, although the dual bumper bullets did indeed. Headlamps also lacked the deep brows that came to characterize the production Thunderbird. Hood scoop is also in place.**







Samsen got the nod to create the front end, hood and fenderlines of the clay model. This drawing shows how correct his concepts were.

on the sports car. That didn't happen, but the design team learned that a new intake manifold was designed, which failed to work properly. This caused Ford to revert to the stock Y-block intake, which would have been higher than the hood. John came up with the idea of having a custom polished air cleaner protrude through the hood, with an air scoop over it. Despite John's dramatic sketches, Ford didn't like the idea, although John can take credit for creating the first shaker hood scoop a good decade before Ford and Chrysler popularized it on their muscle cars. John also disputes that Walker, Joe Oros and Elwood Engel were involved in the project at this point. They didn't join up until much later, when the original Samsen-Boyer-Kornmiller team had already moved on from the basic car and were drafting its hardtop roof.

Unlike most prospective Ford products, no 3/8th-scale clay model of the Thunderbird was ever produced. John and his team instead advanced the project straight to where a full-scale model was produced. He recalled a mysterious interlude that occurred just after the Thunderbird project was abruptly canceled—Engineering intended to build the cars in steel, not Corvette fiberglass, which meant that numerous examples would have to be sold so the break-even point for covering the cost of the body dies could be met. Yet a few weeks later, the clay model was returned to their studio, and they were told to keep tweaking it. "The word I got was that Henry Ford II insisted on bringing this car out, even if it lost money," John said.

By this time, sales executives were making their own feelings known. "They wanted it to resemble the 1955 Fords as much as possible, so a straight-through fender line was mandated," John explained. "Boyer and I held a sweep—a long strip of wood—to the model and knifed in a new fender line. Bill changed his rear-end design to incorporate 1955 Ford taillamps, and brought the form in the rear quarter forward through the door. I suggested bending the line upward and putting a row of louvers next to it, to give it a reason for being.

I wanted 'real' louvers, but the diecast ornaments were substituted later. Engineering vetoed the grille extending below the front bumper, so I lowered the bumper and revised the grille. I added 1953 Mercury bumperettes to protect the grille."

Cost considerations also eliminated the unique instrument panel that the design team had originally envisioned; instead, a standard 1955 Ford "Astra-Dial" panel was used in its place. By this time, Oros—who, as John recalled, was being kept at arm's length from the Thunderbird project by Hershey—came in with his own idea for a removable hardtop. John later realized that Walker had copied it from the roofline of the Continental Mark II, which was under design simultaneously with the Thunderbird. John and Boyer took a field trip to the Detroit Public Library after thinking about portholes as an element of the roof, based on their use by luxury carriages during the horse-drawn era. Their idea was ultimately approved in time for the 1956 model year.

The entire body design for the Thunderbird was finished by the end of 1952, when the full-size clay went to the Ford Exterior studio. One determination that had to be made was what to call it, given that it was still officially known as the Ford Sports Car. Among the first of the names considered were Sportsman and Sportsliner, but other proposed monikers included the Saville, El Tigre, Denab, Coronado

and even the Lightning Rod. Nobody could agree on a name until interior designer Alden Giberson suggested Thunderbird. Henry Ford II was lukewarm at best about Giberson's idea, but ultimately approved it for the production car.

Kornmiller had since gone off to join American Motors, where he helped to create the 1955 Hudson and worked closely with Pininfarina before moving on to Chrysler, from which he retired. Boyer was promoted in 1961 to chief design executive for all Ford passenger cars. Among his creations were the 1967 Thunderbird, and later, the Continental Mark III for Lincoln-Mercury, before being transferred to Ford of Australia as chief designer. After three years Down Under, he returned to the United States where he headed the team that created the 1983 Thunderbird. John, for his part, left Ford in 1955 when Virgil Exner recruited him to join Chrysler's styling staff, where he stayed until starting a consulting firm in 1976. Now retired and living near Hilton Head, South Carolina, he's most proud of the work he did at Chrysler designing its vaunted fleet of muscle cars, especially Plymouths. And among Plymouths, John's especially taken with memories of the Barracuda, including its original giant backlite, which he conceptualized.

"I suggested the name Barracuda, but unlike Giberson, who received a fine suit for the name Thunderbird, I wasn't even thanked," he recalled. "Oh, well." 🐉

**Samsen had a firm hand in creating one of the Ford Motor Company's most iconic automobiles. Understandably, he's still a big fan of the Thunderbird, posing with one near his current home in the Low Country of South Carolina. He is a certified Ford design legend.**







# Labor of Love

*The three-year restoration of a 1934 Ford Cabriolet erases three decades of dormancy*

BY MATTHEW LITWIN • PHOTOGRAPHY BY JIM DONNELLY; RESTORATION PHOTOGRAPHY COURTESY OF DANIEL BROWN

In 1983, novice restorer Dan Brown was actively searching for a collector car project from the Thirties to call his own. Settling on a particular make or even a specific body style from the era was not a priority for Dan. In hindsight, this proved fortuitous since fate made the decision for him.

"I had a coworker that purchased an old Ford as a project out in Ohio, but once he got it home and started to dig into it, he changed his mind. All I knew then was that it was an open-top 1934 Ford, a complete basket case. The body was attached to the frame with just a couple of bolts and the

interior was almost completely gutted. Most of what wood Ford utilized in its construction was missing, the top was gone and there were several buckets and crates of completely unorganized parts. I looked at the body style, and the lines were very appealing to me, so I purchased the Ford with





nothing but good intentions," says Dan.

Once the car was delivered to his garage in Scotia, New York, Dan immediately began the restoration by removing the body and placing it on a couple of sawhorses. He then pulled the 261-cu.in. flathead V-8 engine and three-speed manual gearbox from the chassis and sandblasted the frame down to bare metal. "I painted the frame and the suspension parts red, then reinstalled the engine and transmission, and that's about when I began to realize that I was in way over my head. The thought process was there, but not the knowledge and expertise needed to see it through," he laughs.

It was at this point when Dan's project slid into the dreaded and all-too-common

realm of "stalled project" status. According to Dan, "I had moved it to my back garage, where it stayed secure under cover in pieces. It just sat in that unfinished state for a long time."

Just how long did the Ford sit in restoration purgatory?

"In late 2011, I was remodeling my friend's kitchen when he asked about the car and commented that I should have Cliff Shanty come over and examine it. Cliff used to own his own body shop and, although he retired, he had been restoring cars. After looking over what I had started, Cliff told me that he'd like to take on the project. About two months later—right after the first of the year—I delivered the body to

his home shop. Unfortunately, we had both noticed that moisture had worked its way into the steel body quite a bit in the three decades of inactivity, causing a lot of rot. I also learned that the 'old Ford' was in fact a Cabriolet rather than a Roadster."

Although several knowledgeable restorers cautioned against it, Cliff started to attend to the body without the aid of its frame. To do so, he fabricated a jig from square tubing, complete with locking wheels that would aid in its maneuverability when required, yet keep it locked in position while work was being performed. The body was then secured to the jig, and square tubing was tack-welded within to prevent the body from twisting.

While the body jig was being fabricated, Dan began to sort through the piles of parts, taking inventory of what was missing or incorrect. Among the litany of key parts that needed to be obtained was a correct front seat, rear rumble seat hardware, package tray, radio with integrated ash tray, windshield, chrome vacuum windshield wiper motor and the dual horns. A more immediate need arose after Cliff spent more time inspecting the body. Several panels appeared to be afflicted with far more corrosion than initially believed, which in turn had Dan on the hunt for—if possible—suitable replacements.

"Due to his experience, Cliff could tell that the rot was in the lower portions of the panels, but just how much became evident when he hit the panels with a rotary sander in lieu of media blasting," Dan recalls. "The amount of body filler he removed from the body was incredible; in some places it was a half-inch thick. Our problem was that we couldn't find replacement panels for the Cabriolet."

Cliff turned to years of fabrication experience to repair the body. Using damaged sections as templates, he transferred the patterns to new pieces of 18-gauge sheetmetal that were then shaped with a combination of a hydraulic press and English wheel; finite adjustments were made with an array of metal-shaping hand tools. After a series of test-fits and adjustments, the replacement sections—which included lower portions of the front cowl, inner and outer door panels, inner fender wells, tail panel and door sills—were tacked into place with a MIG welder, alternating from opposite directions to prevent both the original and replacement metal from warping due to excessive heat buildup. This pattern was repeated when it came time to completely seal the seam; the welds would be ground smooth soon after with a rotary sander.

During this stage of the work, Dan was finally able to deliver the Cabriolet's original





The second attempt to start the 1934 Ford Cabriolet's restoration commenced when the body was delivered without its frame. The body was secured to a purpose-built mobile jig and then thoroughly braced to prevent unwanted twisting.



As the body was slowly receiving its corrective measures, the frame was finally delivered to the shop. Still wearing its red paint from the initial restoration attempt, the body is temporarily reunited to the frame to help facilitate the repairs.



At this stage of the restoration, a patch panel has been MIG-welded to the passenger door, and the rear fender has been repaired and sealed in black self-etching primer. The bare-metal inner fender well has just been tack-welded into position.



With nearly all the exterior body repairs completed, the restoration effort turned to the floorboards. The original metal had been all but destroyed by moisture, forcing replacement sections to be fabricated using the originals as a pattern.



By December 2012, the Cabriolet's body repairs have been completed and sealed in a protective coat of self-etching primer. Note that the body has been re-secured to the jig, and the Ford's original frame has been disassembled and made ready for media blasting.



Within a six-month window, the frame and its suspension systems have been refinished in chassis black paint and reunited. In this image, the team is ensuring that the recently rebuilt 261-cu.in. V-8 engine and three-speed manual are properly secured.





While the chassis was receiving its portion of the restoration effort, the last coat of primer is slowly curing on the Cabriolet body panel. In all, three layers of the Shopline epoxy primer were applied, each sanded smooth with 400-grade paper.



In late summer 2013, the body shell and other removable panels were each given five coats of PPG paint matching the Ford's original Tacoma Cream color. Wet-sanding with 1500-grade paper was one step that would help bring forth a superior shine.



Having been finished several weeks earlier with new leather from a reproduction upholstery kit, the rumble seat has been secured into the Cabriolet with the aid of hard-to-locate hardware that was missing at the time the Ford was purchased.



Early fall 2013, and in this image several key reassembly items have been accomplished beyond the rumble seat. All four wheels, plus the spare, have been restored in Aurora Red enamel, weather seals have been added and several trim items returned.



Having earlier fabricated the front seat's main frame from wood, restorer Cliff is assisting his daughter, Diana, with the upholstery phase of the restoration. Properly stretching and securing the new leather is an exercise in extreme patience.



With the fresh paint carefully protected in some areas, Diana is in the process of installing the new Cabriolet top to the refinished bows. The original top kit was incorrect, but skill, diligence and careful coordination resulted in a new kit.





The woodgrain instrument panel, gauges and steering wheel, were restored onsite; plated door and window cranks were merely polished.

frame, at which point the body was temporarily transferred from the jig. This enabled Cliff to ensure proper body alignment had been maintained, especially as work shifted to replacing the heavily corroded floorpan. This, too, had to be fabricated, although a replacement toeboard—manufactured from wood, replicating Ford’s factory effort—was located, easing some of the workload.

As to preparing the exterior portion of the body for the next phase of the restoration, “Cliff doesn’t believe in using plastic filler; instead he used lead to smooth out

the body. It’s a lost art, and he took the time to show me the procedures he learned and employs in conjunction with paddles so that the finished sections would be as smooth as glass,” said Dan. “After that was done he would lay down a coat of self-etching primer to prevent rust from reforming while he worked on the next section. In all, I think he used about 50 pounds of lead.”

With the entire body eventually sealed in black self-etching primer, Cliff transferred the shell back to the jig so that he could turn his attention to the frame.

Stripped of its leaf-sprung front and rear suspension, the metal frame was media blasted, carefully examined for damage, and refinished in a protective coat of chassis black paint. Likewise, the suspension was refinished with the same paint and reunited with the frame, including the Ford’s steering box and rear differential that Cliff had rebuilt earlier. Not to be left out was the original flathead V-8 and three-speed manual, both of which were cleaned, rebuilt to OE specifications, and refinished. New brakes and an OE-style single-exhaust system was installed, too.

As the chassis was being restored, the sealing primer applied to the body earlier had cured, permitting the application of three coats of Shop-Line Epoxy sandable primer. After curing, each layer was smoothed with 400-grade sandpaper in preparation for receiving five coats of PPG Tacoma Cream paint. The finish coat was wet-sanded with 1500-grade paper and then buffed to a high sheen.

A litany of other projects needed to be completed during the process, which included rebuilding the speedometer and auxiliary engine gauges, cleaning the fuel tank, restoring the heavily damaged steering wheel, resurrecting a used radio Dan was fortunate enough to locate, painting the 17-inch wire wheels Aurora Red, installing the wiring harness, and beginning the long task of polishing the Cabriolet’s plated trim. Also on the list was the need to obtain an upholstery kit and top from LaBaron Bonney.

“There was a catch, though. While



Powering the Cabriolet is the Ford’s original 261-cubic-inch 21-bolt “flathead” V-8 engine, which has been carefully restored to original equipment specifications.





**M**y hobby is restoring old homes, so I understand the effort it takes to restore a car and how it is an art in and of itself—the time, diligence, knowledge and skill it requires. Cliff spent almost every day bringing my 1934 Ford back to life. The process has many rewards; however, if asked to offer advice to others contemplating undertaking a restoration of their own, I suggest they start with an automobile that is as complete and rust-free as possible. If it's a relatively rare car, take inventory of its parts needs first and start looking, even before you start to dismantle, as it will save you time and keep the project moving.

the rumble seat was correct for the car, the front seatback and cushion that came with it weren't. It took some effort, but Cliff located a used set for \$100. It was in rough condition, but he was able to save the metal framework and springs so that his daughter, Diana, could start to refinish it with the new foam supports and leather upholstery," Dan says. "Earlier, I had ordered a new wooden front seat cradle; however, it never arrived. While she was installing the new leather to the front seat framework and the rumble seat, and stitching new leather door panels, Cliff and I abandoned any hope of seeing the cradle arrive, so he carefully studied reference material, the metal seat framework and the car's interior dimensions. He then designed and built a replacement cradle that perfectly matched the factory's effort. While doing so, Cliff added channels with roller bearings so that the seat could be adjusted front-to-rear."

Final assembly began when the body

was properly mounted to the frame in late 2013, at which point the floor pan received a layer of sound-dampening material. Cliff and Diana then carefully put in the reupholstered rumble seat prior to the installation of the instrument panel and reproduction floor carpet. While Diana installed the new front seat assembly and door panels, Cliff began to repopulate the body with refurbished trim pieces such as the front and rear bumpers, door handles and the Cabriolet-only



**Among the hard-to-find parts required to finish the Ford was corresponding hardware.**

chrome windshield wiper motor.

Last on the list, but certainly not the least important, was the installation of the new top. In theory, this is supposed to be a relatively straight-forward process; however, as work began, Diana discovered that the kit was incorrect for a Cabriolet. Working closely with LeBaron Bonney, Diana had a new top created per her pattern. By comparison, it was only a minor setback, and by September 2014 the project was finally complete.

"During the restoration, we ended up nicknaming the car 'Christine' because there were so many little things that kept slowing us down," Dan tells us. "I would go to Cliff's shop a couple of times a week and help where possible, and I would also locate parts, hopefully, in advance of when they were needed. It was a labor of love, the result exceeded my expectations, and we all become very good friends during the restoration." 🐾





## 1942 Buick



### SPECIAL SERIES 40

Wheelbase, 118 inches

A group of five capable cars, compact enough to fit easily in the garage, maneuver handily in traffic, or slip into a tight parking space. Abundantly powered. Compound Carburetion is available as extra equipment.

### EXTRA SPECIAL SERIES 40

Wheelbase, 121 inches

About six inches longer over all than Special models, the Extra Specials provide generous additional back seat legroom. Models 41-SE and 46-SSE, at slight extra cost, feature Buick Century equipment, which includes Compound Carburetion, Foamtex cushions, and other de luxe appointments.

### SUPER SERIES 50

Wheelbase, 124 inches

Completely new bodies and extremely smart exterior lines make this group of three cars brilliant style-masters of the highways. They are long, low, fleet looking. Roomy, too – front seats measure sixty-two inches wide. New airfoil fenders add to their dashing beauty, permit extra-wide doorway clearances, and enclose the handy entrance steps.

### CENTURY SERIES 60

Wheelbase, 126 inches

Two fleet, notably roadworthy models that stand out for style and performance. Powered with the giant Buick Fireball valve-in-head straight-eight with Compound Carburetion as standard equipment – the most powerful automobile engine in scheduled production – they travel as you like and without effort. And they ride all roads steadily without galloping over bumps or swaying on curves.

### ROADMASTER SERIES 70

Wheelbase, 129 inches

Long-powered for travel as you like it, the three Roadmasters are also spacious for comfort, smartly styled for good looks. Their bodies are completely new, roomier than ever, and are strikingly set off by airfoil fenders, massive bumpers and other distinctive style features.

### LIMITED SERIES 90

Wheelbase, 139 inches

Built not for ostentatious show but to provide the utmost degree of true comfort and luxury, these Limited models are unsurpassed in performance ability, restful riding ease, smart styling, and completeness of appointment.



**HAUL WITH CONFIDENCE**

**ALUMA**

866.415.3285 ALUMAKLM.COM

**THE ULTIMATE IN PAMPERED PROTECTION**

**MPT Classic**  
Polish / Finish

*Durable Long-Lasting Protection*  
Safe for all paint finishes including clear coats and urethanes

MPT Classic Polish/Finish coats your vehicle with a slippery-smooth durable finish that will protect your vehicle from debris, bugs, and anything mother nature can dish out. Experience the ease of maintaining a long-lasting high gloss finish with MPT Classic Polish/Finish.

**MPT INDUSTRIES**

MPT Industries  
Dover, NJ 07801  
Phone: 800-491-4492  
www.mptindustries.com  
Hours: 8AM-5PM EST, M-F

**CLASSIC LOOK...  
POWERFUL SOUND...**

**Radios & Accessories**  
for Classics, Customs & Street Rods!

OEM Looks & Fit with iPod, MP3, CD and Bluetooth Connectivity

**SINCE 1977**

**Find a dealer near you!**

**custom autosound**  
MANUFACTURING, INC.

800-888-8637 • www.casmfg.com

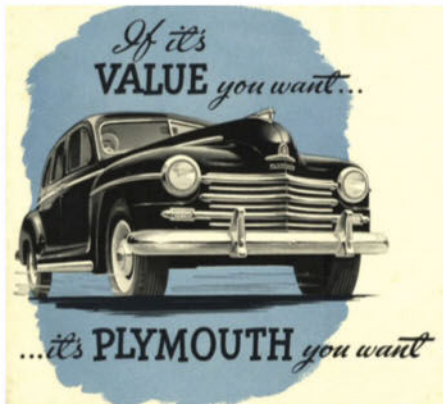
**Quality Crafted Rubber Parts and Weatherstripping**

**Steele**  
RUBBER PRODUCTS

Order a FREE Catalog Today!  
888-778-2237  
 STEELERUBBER.COM



## Postwar Plymouths



**THEY WEREN'T THE FLASHIEST OR THE** most daring automobiles. They weren't the most exciting or thrilling. However, they were considered among the most soundly engineered and best built in the low-priced field. They were as tough as Chrysler tanks—practically immune to rust, with engines and transmissions you could not kill. If you're looking for a classic car that is easy to own, requires very little maintenance, and will provide miles of trouble-free driving, then a postwar Plymouth sedan should be on your list.

Due to their stout construction, these postwar Plymouths don't need to be put through a complete restoration to be enjoyed by enthusiasts. Every week, I see one for sale in original or unrestored condition that needs no more than an oil change and a new set of tires. They are also the perfect car for introducing a young person to the joys of classic-car ownership and maintenance. Just about anything can be repaired or replaced by a shade-tree mechanic.

For 1946, there were the Plymouth P15S De Luxe and P15C Special De Luxe. Both series included a four-door sedan, two-door sedan, club coupe and business coupe. Non-underdogs include the Special De Luxe convertible coupe and wood-body station wagon. All were slightly updated prewar models, but it didn't matter. If you built it, they bought it. It was a great time to be a car salesman.

There were also few mechanical updates in 1946. The 217-cu.in. flathead six generated 95 horsepower at 3,600 RPM. Aluminum pistons replaced the heavy cast-iron ones, which were mandated



during the war. The only transmission available was a three-speed manual with "synchronous meshing" in second and third gear. The front suspension was independent with coil springs at a time when Fords were still riding on Model T-era transverse leaf springs and a solid axle up front; the rear was suspended by parallel leaf springs. Ten-inch hydraulic drum brakes assured ample stopping power at all four wheels.

Now, a word from your fan of underdogs about flathead sixes. They aren't as slow as many would have you believe. I drive two cars with flathead six-cylinder power, and I can tell you that you will enjoy the simplicity, smooth operation, cool "sewing machine" sound, and efficiency of these mechanically friendly engines. You can perform a complete tune-up and adjust the valves in less than an hour. You may not win any races, but how fast do you need to go? You will keep up with traffic, merge onto the freeway with ease, and climb hills with confidence. You will also pass more gas stations than anyone else in a road rally.

If you are fortunate enough to buy



one of these postwar Plymouths, don't put a set of wide whites on it. For the first few years after the war, they weren't an option. I am looking at the 1948 Plymouth brochure as I write this, and all the cars have blackwall tires. The 1949 brochure shows whitewalls, but keep in mind that they were not an inexpensive option at the time, and many shopping in the low-priced field were careful about what they added to the build sheet, usually choosing a heater over whitewalls.

There were two big developments for the 1949 model year. One was Plymouth's all-new styling, which looked much like an evolution of Plymouth's old styling. The front fenders were integrated





The car that likes to be compared!

into the body, but the rear fenders still bulged; rear doors were no longer suicide style. The second was America's first all-steel passenger-car-based station wagon (if you don't consider the Willys Jeep Wagon introduced in 1947 passenger-car based). Plymouth was also the first to offer ignition-key starting in the low-priced field. Plymouth would also be the first in the low-priced field with a standard oil filter—a canister type. Most other mechanicals stayed the same, except the engine gained two horsepower.

I did a little searching to prove my point, and I found some interesting bargains. Among them was a 1948 Plymouth four-door sedan in original condition with some surface rust but nothing major. The owner said it needed a restoration. I disagreed, and I went to look at the car. No restoration was needed. It ran without smoking, it turned, it stopped, it shifted and it was solid with no rust-through or broken glass. The front seat showed the expected wear, but no springs were poking me. All it needed were a few odds and ends and the replacement of the 1970s whitewalls. He was asking \$4,000, and it was worth every penny and then some.

The best one I found was an all-original 1949 Plymouth De Luxe four-door sedan for \$4,950. This car was in amazing shape and had the correct blackwalls. I asked the owner if he had any interested parties. His response was that most who stopped by found the car to be too dull and boring, and they balked at owning a flathead six.

Dull and boring? Are you kidding me? What's cooler than an all-original postwar Plymouth for less than \$5,000 that you can drive anywhere? ☺



**COOL CRAFT** HIGH PERFORMANCE RADIATORS  
888.587.7234

**Radiators That Look & Fit Right!**

**AMX / REBEL**

1967-70 L6



DROP-IN REPLACEMENT  
2-ROW STARTING AT  
\$320

1967-1970 V8



DROP-IN REPLACEMENT  
2-ROW STARTING AT  
\$345

**22" & 26" MOPAR**




2 ROW HIGH EFFICIENCY ALUMINUM  
\$380

**SHROUDS**  
CUSTOM SHROUDS - UTILIZE YOUR ENTIRE CORE!




STARTING AT  
\$100

All we need is your core size. Available with or without fans.

**WWW.COOLCRAFT.COM**  
**888.587.7234**

\*Prices subject to change without notice

**Statement of Ownership, Management and Circulation**, as required by Act of August 12, 1970; Section 4675, Title 39, US Code. Date of filing: September 30, 2016. Title of publication: **Hemmings Classic Car**. Published monthly with business offices on 222 Main Street, Bennington, Vermont (Mailing address: PO Box 196, Bennington, VT 05201). Publisher: James Menneto, (same address). Editor: Richard Lentiniello, (same address). Managing Editor: J. Daniel Beaudry, (same address). Owner: Hemmings Motor News, Inc., P.O. Box 256, 222 Main Street, Bennington, Vermont 05201. Directly or Indirectly through Intermediate Corporations to the Ultimate Corporate Parent, Advance Publishing, Inc. Sole Voting Stockholder: The Advance Voting Trust, 950 Fingerboard Road, Staten Island, NY 10305. Known bondholders, mortgagees or other security holders: none.

Circulation	Average no. copies each issue for preceding 12 mos.	Actual no. copies of issue nearest to filing date
A. Total no. copies printed	179,248	176,414
B. Paid/requested circulation		
1. Paid/requested outside county mail subscriptions	142,983	140,235
2. Paid in-county subscriptions	0	0
3. Sales through dealers and carriers, street vendors and counter sales	9,038	9,071
4. Other classes mailed/USPS	0	0
C. Total paid/requested circulation	152,021	149,306
D. Nonrequested distribution by mail		
1. Outside County	61	50
2. In-county	0	0
3. Other classes mailed/USPS	132	49
4. Outside the mail	556	123
E. Total nonrequested distribution	750	222
F. Total distribution	152,771	149,528
G. Copies not distributed	26,477	26,886
H. Total	179,248	176,414
I. Percent paid/requested circulation	99.51%	99.85%

# CLASSIC TUBE

BENT ON PERFECTION<sup>SM</sup>

**CHOOSE GENUINE  
CLASSIC TUBE<sup>®</sup>  
REPLACEMENT TUBES**



**IMPORT  
OR  
DOMESTIC**

- **Stainless Steel or  
OE Steel pre-formed tubing**
- **Brake • Fuel • Trans**
- **D.O.T Stainless Brake Hoses**
- **Custom bending to your specs**
- **DIY tubing, fittings & tools**



**800-882-3711**  
**CLASSICTUBE.com**

**80 Rotech Drive, Lancaster, NY 14086**



## Edward McMurray Model Maker Ford Motor Company

**IN AUGUST OF 1963, I STARTED MY** apprenticeship as a metal model maker at Ford Engineering Research and Development Center in Dearborn, Michigan. When the Engineering Center opened in 1955, it was laid out like a college campus.

Entry was through a 20-foot-tall wrought iron gate. As you drove onto the campus, you passed two air-conditioning ponds. There were some very large goldfish swimming in these ponds. On the right was the New Body Engineering department where I worked. This building held design and development people. There was the Wood Shop where wood mock-ups of the newer models were made. Across the hall was the Metal Shop; it was here that driveable prototypes were built.

During my time at New Body Engineering, I got to work on some neat projects. We converted a 1963 Pontiac station wagon to one with a “flipper roof” to make it easier to get into the back seat that would be rear facing on later-model Fords. I built into a 1963 Mercury parking lamps that turned with the steering. Silly me, I thought that was something new, but years later I discovered that Preston Tucker had designed the “Cyclops” headlamp in the middle of the 1948 Tucker front end.

Our work started on the bench where all the experimental parts were handmade. There was a hammer room where sheetmetal was beaten by hammers into various shapes—mostly roof and door panels. These parts were then sent to the Side Assembly area where complete body sides were assembled. These body sides were sent to the “bucks” where the body sides were then spot welded to the floor pans and roof panels.

In 1964, Tom King and I had the privilege of putting together the first fastback Mustang. It is a slow process of setting parts in place, putting the door, windshield and backlite plugs all in place. These facilitated the assembly and spot welding that would make the “body-in-white” vehicle.

Depending on the vehicle this process could take up to three weeks before the plugs were pulled. Then you would be able to see what the Mustang looked like when it was assembled together.



PHOTO COURTESY OF THE FORD MOTOR COMPANY ARCHIVES

Of course the big shots were in a hurry to see the finished Mustang. Our boss kept asking us, “When are you going to pull the plugs?” Frustrated at being asked this question repeatedly, Tom told him, “When we’re finished.” We were told to pull the plugs so the mucky mucks could see the car.

Tom and I stood around while people swarmed over the car, looking at this and that. Those of you who remember that first 1965 Mustang fastback might remember that the trunk opening was pretty narrow. I began to wonder if it was wide enough.

The lead engineer stuck around after all the big shots left, and I approached him with a question. “You’re designing this car with the young people in mind, right?” “Yes,” was his response. I countered with, “Will a case of beer fit into the trunk?” “Why,” he asked. I said, “Well, the young people are going to toss a case of beer into the trunk and head to the beach. If a case of beer won’t fit in the trunk, you’re in big trouble.”

After lunch the lead engineer came up to me and said, “It will just fit.” Apparently during lunch he either got an empty beer case and tried it or he took the measurements of a case and compared them to the opening in the trunk. Dodging that bullet, the launch of the 1965 Mustang fastback continued.


I had a great career of 35 years building many one-of-a-kind cars. The one that sticks out the most was built in

1976-’77. It was to be Ford’s first front-wheel-drive vehicle; it was code named “Mini-Max.” It was a minivan with a fold down rear door making a ramp to facilitate loading and unloading of a small motorbike. It was a beauty. Lee Iacocca took it home for a drive over the Christmas holidays. While driving, the shift knob came off in his hand; he was furious. Someone got a royal chewing out.

In 1978, Henry Ford II fired Iacocca because, “He forgot whose name was on the building.” Iacocca was being called, “The Father of The Mustang,” and Henry was not pleased. All work was stopped on the Mini-Max and two other front-wheel drive vehicles that were in the process of being built.

Iacocca took the idea for the minivan to Chrysler, worked for \$1.00 per year and launched Chrysler’s own version of the minivan. If you place photographs of the Ford Mini-Max and the Chrysler minivan side by side, you’ll see the silhouette is exactly the same, except for window treatments.

And the rest, as they say, is history. 🗨️

 **I Was There relates your stories from working for the carmakers, whether it was at the drawing board, on the assembly line or anywhere in between. To submit your stories, email us at [editorial@hemmings.com](mailto:editorial@hemmings.com) or write to us at I Was There, c/o Hemmings Classic Car, 222 Main Street, Bennington, Vermont 05201.**





**AUTOMOTIVE RESTORATION PRODUCTS**

WOOL BROADCLOTH & BEDFORD WILTON, SQ WEAVE, LOOP & VELOUR CARPET  
 LEATHER & VINYL  
 CONVERTIBLE TOPS FOREIGN & DOMESTIC  
 CONVERTIBLE TOP MATERIALS  
 HEADLINING MATERIAL WOOL & COTTON  
 M-B INTERIORS  
 ROLLS-ROYCE INTERIORS  
 HI-TEMP COATINGS  
 ENGINE ENAMELS  
 RUST PREVENTION PRODUCTS  
 FUEL TANK SEALER & REPAIR KITS  
 CUSTOM LEATHER FINISHING  
 AND MUCH MORE....

**WWW.HIRSCHAUTO.COM**  
 800 828 2061 or 973 642 2404  
 396 LITTLETON AVE.  
 NEWARK, NJ 07103

**OUTSTANDING VALUE!**



*Manufacturing reproductions of GM parts since 1982*

**LARGEST IN-STOCK SELECTION**

**OVER 85,000 RESTORATION PARTS AND ACCESSORIES**

**EXPERT ADVICE WITH BEST-IN-CLASS SERVICE**

**FREQUENT BUYER PROGRAM AND VOLUME DISCOUNTS**



Sign up at [opgi.com](http://opgi.com) to receive the latest offers by email



CALL TOLL FREE: 1.800.243.8355  
 ORDER ONLINE: [WWW.OPGI.COM](http://WWW.OPGI.COM)

USA/CANADA



**REPLACEMENT PANELS**  
 ROCKERS, FLOOR PANS, DOOR SKINS  
 QUARTER PANELS, FRAME SECTIONS

**FREE CATALOG**

**CALL TODAY!**

**For over 20 car makes!**

800-228-6436

- Everything from Chevy to Pontiac, BMW to Volvo

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

**COOL IT!**  
 Thermo lec

**BEAT THE HEAT**

THERMO-SHIELD #14002

24K HEAT BARRIER #13775

THERMO-SLEEVE #14025

EXPRESS SLEEVE #14030

VISIT US AT  
 SEMA BOOTH #23313 NOV. 1-4  
 PRI BOOTH #1808 DEC. 8-10

[www.thermotec.com](http://www.thermotec.com) | 800.274.8437  
 CALL FOR A FREE CATALOG OR A DISTRIBUTOR NEAR YOU

Made in America





**FORD** recognizes the evolving need for versatility and offers a line of exceptional station wagons as part of its Wagonmaster lineup among the Escort, LTD and LTD Crown Victoria model lines. Also available is the Club Wagon if you should have van pooling needs.

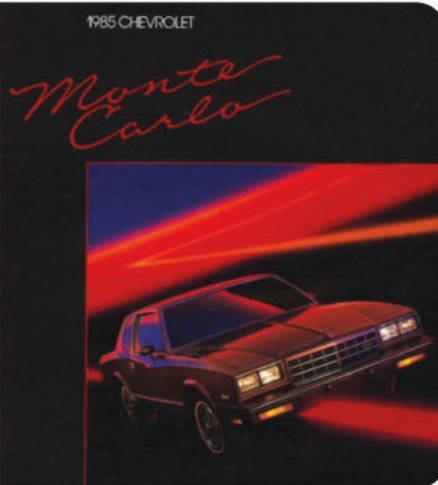
## Dollars & Cents (AVERAGE)

- New house – \$84,300
- Annual income – \$16,822
- One gallon of gas – \$1.17
- New car – \$11,838
- Video cassette (VHS or Beta) – \$5.97
- First-class stamp – \$0.22
- Ticket to the movies – \$3.55



**AUTO COMPANIES** sell a total of 15.6 million units of domestic and imported cars and trucks, the highest total since the previous record in 1978.

**CHEVROLET'S MONTE CARLO** returns with the 4.3-liter V-6, optional 305-cu.in. V-8 or the SS with the Hi-Po 305. Now available with the standard three-speed or four-speed overdrive, the Monte Carlo has new cloth interior trim, new standard wheel covers and comes in Silver, Maroon, White or Black. Now on sale for as low as \$9,540, the stylish Monte Carlo blends great looks with performance and economy.



**At a secret base, somewhere in California, Carroll Shelby is developing a new generation of weapons for Dodge.**

*In case you haven't noticed, drivers of Dodge-powered vehicles have been sucking up titles from Stern's "Fast to Baga." And it's no accident. Dodge has made a commitment to excel at performance, both on the track and in the streets. It's called the Performance Revolution... and you don't have to be a race driver to join.*

*We've put Carroll Shelby in charge of our new California-based Performance Center to develop new ways of putting together our hottest cars and trucks and our Direct Connection performance parts... and to develop some brand-new ones.*

*You'll see some of the results in the record Dodge is setting in competition. But you'll see the best reasons for the Dodge-Shelby connection at your Dodge showroom... in some of the fine sporty vehicles you can buy right now.*

**a performance revolution**

**DODGE AND CARROLL SHELBY** continue to team up to offer the Shelby Charger and the Omni GLH. These sporty high-performance cars modified by Shelby but sold under the Dodge name provide speed on the street and track at an affordable price. The Omni GLH is available as a Turbo or non-turbo and starts at \$7,620, and the Shelby Charger can be had for less than \$9,600. Both are limited in production, so visit your local dealer today.

STEVEN SPIELBERG Presents  
**BACK TO THE FUTURE**  
A ROBERT ZEMECKIS Film

He was never in time for his classes...  
He wasn't in time for his dinner...  
Then one day...  
He was in his time of all.

"BACK TO THE FUTURE" stars MICHAEL J. FOX, CHRISTOPHER LLOYD, LEA THOMPSON, CRISPIN GLOVER  
Produced by ROBERT ZEMECKIS & BOB GALE. Screenplay by ALAN SILVESTRI. Story by BOB GALE. Directed by ROBERT ZEMECKIS.  
MCA UNIVERSAL, A UNIVERSAL PICTURE  
STEREO

**BACK TO THE FUTURE**, starring Michael J. Fox, Christopher Lloyd and a time traveling DeLorean, tops the year's box office gross with over \$210 million.





**THE CHARITY SINGLE** *We Are the World*, written by Michael Jackson and Lionel Richie, raises over \$60 million in humanitarian aid for Africa and the United States.



**JOE MONTANA OUTDUELS**  
Dan Marino as the San Francisco 49ers defeat the Miami Dolphins 38-16 in Super Bowl XIX.



**RONALD REAGAN** is sworn in for a second term as 40th President of the United States.

# SMS AUTO FABRICS

All American Cars 1930-2000

Cloth & Vinyl  
Wool Broadcloth  
Leather  
Door Panels  
Headliners  
Embossing  
Windlace  
Vinyl Tops  
Trunk Lining  
Carpet Sets

[www.smsautofabrics.com](http://www.smsautofabrics.com)  
[facebook.com/smsautofabrics](https://facebook.com/smsautofabrics)  
(503) 263-3535

All items proudly made in the U.S.A.

## TOP & WINDOW PARTS

New Parts For All U.S. Cars!

Top cylinders  
\$139 each



Motor pump 1955+ \$229  
Hose Set \$100

Call for Window Motors  
& Power Vent Gears



Window Cylinders \$149 each

America's Convertible Headquarters

## HYDRO-E-LECTRIC



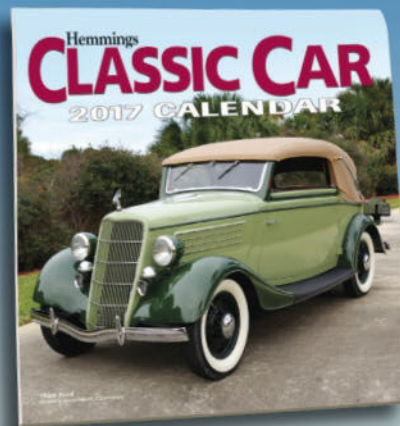
5530 Independence Court  
Punta Gorda, FL 33982

**800-343-4261**

**941-639-0437**

**www.hydroe.com**

# Hemmings 2017 Collector Calendars



## 8 TITLES FEATURING:

- \* Professional photographs of collector cars or trucks that are suitable for framing.
- \* 12" x 12" opens to a giant 24", with classic easy-to-use format.
- \* Informative and entertaining captions.
- \* 100 car show & auction dates listed, holidays, and nearly 300 notable automotive historical events make these calendars uniquely fascinating.

▶ **RESERVE YOUR 2017 CALENDAR TODAY!**

*Only Available Through  
Hemmings Motor News  
These Go Fast So Get Yours  
While Supplies Last!*

**Order Today!**  
**Call 800-227-4373,**  
**ext. 79550**

Or order online at  
[hemmings.com/calendars](http://hemmings.com/calendars)

CCAL1216



## Lifelong Mustanger

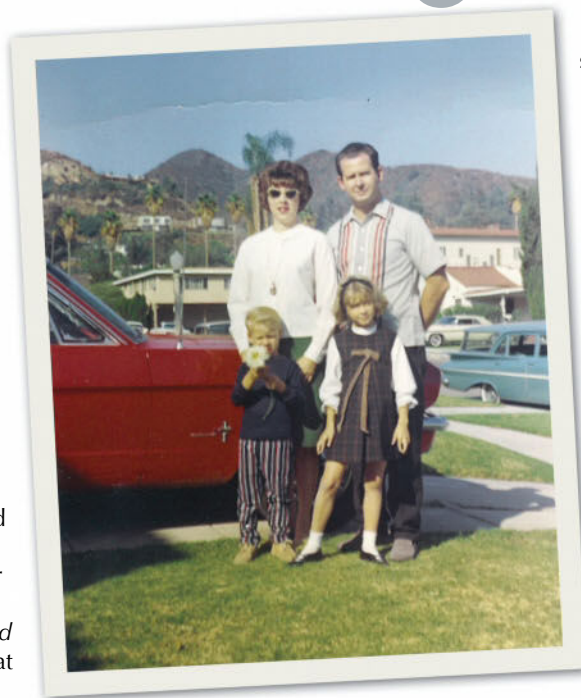
**IN THE SPRING OF 1965, MY** father bought a red 1965 Mustang coupe, equipped with a two-barrel 289-cu.in. V-8 and C4 automatic. Almost as soon as he brought it home he had it equipped with dual exhaust, including headers and glasspacks. The family name for this car was the “Red Bomb,” and it served as Dad’s daily transportation for the next four years.

Although I was only four years old at the time, I was similarly equipped with a matching red Mustang pedal car. I spent many a happy mile tooling around our Hollywood, California, neighborhood with my best friend, Omar, in the next lane. In late 1969, following our move into the hotter climate of Los Angeles’ San Fernando Valley, the *Red Bomb* was traded in for a new car that had air conditioning.

Seller’s remorse struck almost immediately, especially when Dad saw the car being driven by the daughter of the car dealer he traded it in to. The wistful look on his face told the entire story of his rash and regrettable decision.

After a succession of practical family cars, including a Plymouth Satellite, Ford LTD, and three Pintos, it was now 1978, and I “needed” a car to get to and from high school. I had seen an old *National Geographic* magazine, which had an advertisement for a 1961 Chevrolet Impala Sport Coupe. I had to have that car! But father knows best, and Dad tried to convince me that what I *really* wanted was a 1965 Mustang. I was skeptical, but kept an ear open to his exhortations. After all, he had the power of the purse, and anything was better than borrowing his 1976 Pinto hatchback, or Mom’s 1977 Granada!

One day, Dad ordered me into the Pinto for a shopping trip. We pulled into a place called Mustangs ETC.... Dad had been doing some research, and had located this establishment, and looked at some of their cars for sale. Keep in mind that this was well before the resurgence



**Mom, Dad, my sister and me next to the *Red Bomb* in the shadow of the Hollywood Hills, 1965.**



**My best friend Omar and me at the drive-in, about 1967.**

of interest in classic Mustangs—they were at that time simply nice used cars. Mustangs ETC... was ahead of the game, sensing what was to come only a few years hence.

I test drove a Honey Gold 1965 GT coupe. It seemed awfully loud (compared to the Pinto), but Dad explained that it was because of the dual exhaust. We left for home, and further consultations with Mom. After gaining approval, we returned

several days later, only to discover that the GT had been sold. But as a consolation prize, they had a pristine Ivy Green 1966 coupe, with 289 V-8, C4, power steering, and original owner’s manual. Selling price: \$1,800. On that day, this became my first car and basic transportation.

About a year went by, and Dad began to wonder how he got stuck with the Pinto, while I drove the classic Mustang. In February, 1979, we returned to Mustangs ETC... and found a very nice Tahoe Turquoise 1966 fastback. It did not require much arm twisting to convince Dad to bring it home as his replacement for the long lost *Red Bomb*. However, I soon became enamored of the extra gadgets on the fastback, such as the air extractors, folding rear seat, and door into the trunk.

I convinced Dad to swap with me, and so the fastback became my daily driver for the remainder of my senior year in high school, all of college and into graduate school. In the meantime, Dad’s coupe was stolen and used as the getaway car in a bank robbery. Fortunately, we recovered it, with very little damage, but that is another story.

I moved to Virginia and started a career, taking the fastback with me. By this time, I had bought a truck as my daily driver, and the Mustang was the weekend toy. Finally, I decided to do a down-to-bare-metal repaint, and treat the car as it deserved.

My pony and I have had a 30-plus-year love affair, been through blizzards, desert dust and on across the country road trips several times. She still has the original rear seat upholstery, interior paint and door panels, and her exterior body panels have not rusted since she left San Jose in August 1965 as #995 of the 1966 model year. She turns heads wherever we go, and the offers to buy never end. I am fortunate to have had her for so long, and can say that it was my destiny from the time I was four years old that I would be a lifelong Mustanger. 🐾



SUBSCRIBE TO  
**HEMMINGS**  
**CLASSIC CAR**  
TODAY!

**800-  
227-  
4373**  
ext.  
**79550**

## Wire Harnesses

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

- Authentic Reproductions
- Molded Terminal Ends
- Handcrafted Quality
- Easy installation Instructions
- Call for your FREE catalog today!

**800-874-9981**

*Classic*  
**EDGE**



WIN THIS beautiful 1957 Studebaker Golden Hawk at the 44th Annual Studebaker York Swap Meet, March 9-10-11, 2017. Ps, pb, auto trans., supercharger, 63,XXX miles, believed actual miles, gold exterior, gold vinyl interior, one older repaint. Only 5,000 tickets will be sold at \$10 U.S. each! 2nd Prize: \$2,000. Drawing March 11, 2017. (Need not be present to win, winner responsible for taxes, fees & transport). Benefits SDC Keystone Region Inc. programs. Checks payable: Keystone Region Chapter, Inc., send SASE (include phone number) to: Vince Habel, 1582 Emerson Drive, Mount Joy, PA 17552-7241; email: redavanti@comcast.net. Vendor space/info: Bob Sheaffer, 717-341-3141. Buy tickets online at: [www.sdckeystoneregion.com](http://www.sdckeystoneregion.com)

**CHEVROLET & GMC**  
QUALITY REPRODUCTION PARTS  
1916-1964 Cars & 1918-1987 Trucks

380 Page catalog \$7.00  
FREE Catalog on CD

Serving the hobby since 1979



THE  
**FILLING  
STATION**

ONLINE CATALOG  
[www.fillingstation.com](http://www.fillingstation.com)

**800-841-6622**

## RESTORATIONS

CLASSIC • ANTIQUE • MUSCLE

Over 35 years' experience goes into each restoration! Having your car restored at Hill's Automotive does have its rewards. Numerous cars restored at our facilities have gone on to receive some of the country's most prestigious awards.

**Hill's**  
AUTOMOTIVE

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

CLASSIC CAR RESTORATION & PARTS  
29625 Bashan Rd., Racine, OH 45771  
Info & tech support: 740-949-2217  
E-mail: [tbird1957@frontier.com](mailto:tbird1957@frontier.com)



**THE FUTURE OF  
RESTORATION IS IN  
YOUR HANDS.**

**RPM**  
FOUNDATION  
RESTORATION. PRESERVATION. MENTORSHIP.

The RPM Foundation, is a grant-giving organization that accelerates the growth of the next generation of automotive Restoration and Preservation craftsmen through formal training and Mentorship.

Preserve the past.  
Build the future.  
Donate today.

[www.rpm.foundation](http://www.rpm.foundation) | 1.855.537.4579

A Public Service of Hemmings Classic Car





## Henry's A-Game Hauler

*Ford's well-built, inexpensive AA picked up where the TT left off*

BY MIKE McNESSOR • PHOTOGRAPHY BY RICHARD LENTINELLO

Henry Ford could've built a new Model A for every driveway in America, but without trucks to haul building materials, dry goods and of course fuel for all of those passenger cars, the nation would've come to a standstill.

Ford, clearly, wasn't the country's only truck manufacturer before World War II—Dodge, International, Mack, White, GMC, Federal, REO, Autocar and a host of others could've ably met demand. But Ford's one-ton TT had carved out a significant place for itself in the commercial market by the time production wound down in 1927. Like the Model T, the TT wasn't the fanciest or the biggest, but it was rugged, reliable and affordable.

The TT had also reached its expira-

tion date. The competition's offerings were advancing rapidly, growing larger and more powerful each year, and because the TT shared so many parts with the Model T, an all-new truck based around the Model A was not just advisable but absolutely necessary.

The AA arrived on the heels of the Model A in late 1927 for the 1928 model year. The family resemblance was unmistakable because the AA shared so many parts with the Model A pickup: cab (built by Budd), hood, fenders, radiator shell, headlamp buckets and more.

The 1.5-ton AA was powered by the Model A's 200.5-cu.in. L-head four-cylinder engine with a Zenith carburetor and 4.22:1 compression ratio, which added up to 40hp at 2,200 RPM. The standard

transmission was a three-speed, but an auxiliary "Dual High" gearbox was an option early on, giving the AA operator six forward gears and two in reverse.

Initially, the AA was available with a 131.5-inch wheelbase and rode on 20-inch spoke wheels. Up front was a heavy-duty 12-leaf, transverse leaf spring and straight axle while a set of cantilevered 17-leaf springs pulled their weight in the rear. The first AAs used a worm-type rear axle packed with either a deep 5.17 or even deeper 7.25 gear set. Buyers didn't have to go deep to buy one of these rigs, however: The base price for an AA chassis (with powertain and no body) was a mere \$460, though that would increase to \$540 later in 1928.

For 1929, the AA received stout





the worm-type rear axle was dropped in favor of a more robust spiral-bevel-type gear set. Late in 1929, the Dual-High add-on gearbox option was phased out in favor of a four-speed transmission.

Even more change was in store for the AA in 1930 when Ford rolled out a 157-inch wheelbase as an option over the standard 131-inch truck model. This allowed customers to outfit their trucks with 12-foot-long bodies. The AA also received the same cosmetic overhaul as the pickups (and the passenger cars) with new cabs, hoods and radiator shells that made the trucks appear more modern and less boxy.

From the outset, Ford had offered AAs as a chassis, chassis and cab, or with express, panel, platform or stake bodies. But with the arrival of the longer chassis, Ford upped the ante and made a wide variety of specialty bodies available to AA buyers, including gravity dump or hydraulic dump, as well as garbage and coal-hauling bodies and more.

Also in 1930, Ford opened plants in Long Beach and Richmond, California, to replace its San Francisco facility, while in the Soviet Union, AAs were assembled at Moscow's Avtomobilnoe Moskovskoe Obshchestvo plant under license.

The AA's final year, 1931, brought

**A four-compartment fuel tank made this 1931 Ford Double AA a versatile delivery truck. Additional side-saddle tanks could dispense motor oil or kerosene.**

ventilated steel disc wheels in place of the spokes used on early trucks. In the rear, the use of discs made it possible to outfit AAs with dual wheels for added stability and payload capacity, though factory

duals wouldn't be added to the option list until early 1930. The AA's front suspension and axle were also beefed up for the 1929 model year, as were the radius rods and king pins. Brakes were also improved, and







more specialty bodies such as funeral coaches, ambulances and buses, but production fell substantially as automakers continued to feel shockwaves from the Great Depression. Ford eventually dropped out of the upfitting business with its trucks, realizing it was more profitable to keep it simple and let outside vendors supply and install bodies.

This month's feature 1931 AA tank truck, properly restored in Pure Oil livery, is currently on display at the Elliott Museum on Hutchinson Island in Stuart, Florida. It was donated to the museum along with 54 other Model A's and AAs by the late Elliott Donnelley of Palm Beach, Florida. Donnelley—whose great-grandfather Richard Robert Donnelley founded the R.R. Donnelley & Sons Company, a Fortune 500-ranked commercial printer based in Chicago—was vice-chairman and director of the board of the Gaylord and Dorothy Donnelley Foundation as well as a staunch supporter of Henry Ford's beloved Model A's and AAs.

"Elliott Donnelley was fascinated with Model A cars and trucks," Elliott Museum Associate Curator John Giltinan recently told *Hemmings Classic Car*. "He was particularly interested in the commercial vehicles as he believed that these rugged, inexpensive trucks gave many entrepreneurs an opportunity to buy a truck, start a small business and boot-

strap themselves out of the Great Depression. He began collecting Model A's in 1968 when he purchased a Model A Standard Coupe, which we have here at the museum. He believed that the Model A was the best car ever designed, and that more modern cars really offered little advantage to these well-built vehicles. Accordingly, he drove his cars and trucks on a daily basis and could often be seen tooling around Palm Beach Island in a Model A car or a Model AA truck."

Donnelley found the tanker truck in California back in 1986. It was complete but in need of a restoration, which was expertly carried out by Kenneth Quirk of Lake Worth, Florida.

The AA is powered by a 200.5-cu.in. four-cylinder engine with a four-speed gearbox and is equipped with a four-compartment fuel delivery tank with a hose, meter and PTO-driven pump. It is also outfitted with tanks and hand pumps for delivering kerosene and motor oil as well as some interesting period petroleum containers.

Despite being a museum piece, the AA is fully capable of heading out to make fuel deliveries today. A few years back, it drove the 20 miles from a storage facility to the museum so it could be displayed in the Stuart's Wheels of Change gallery. One of the museum's directors and former AACA president, Joe Vicini and its senior



**A ground chain was used to discharge static electricity preventing a spark from igniting gasoline vapors. Some period accessory petroleum cans and bottles complete the truck's as-worked look.**

mechanic, Bill Yunger, first rebuilt the AA's carburetor, and sent the radiator out for a new core after the truck overheated three miles from the start of the trip.

Not surprisingly, museum volunteers who've had a turn behind the wheel describe the prewar workhorse's road manners as primitive. "The guys assure me that the truck is slow, very hard to steer, and stopping it requires some advance planning as well," John told us. 🐾



**YOUR FIRST CLASS RESTORATION  
DESERVES THE WORLD'S FINEST  
CHROME!**



Connect:   

Chrome isn't just chrome. At Advanced Plating we carefully take your parts and strip them to their raw material, followed by meticulous repair and restoration, before the start of the plating process. No core exchange here, it is always your parts start to finish. We strive for perfection. Call us today for more info and a free quote.

**ADVANCED PLATING**  
EST. 1962  
Nashville, Tennessee  
THE WORLD'S FINEST CHROME!

NASHVILLE, TN • 800-588-6686 • [ADVANCEDPLATING.COM](http://ADVANCEDPLATING.COM)

**BUY FDA-APPROVED  
Viagra, Cialis**  
Plus More Brand Medication  
**ONLINE!**

**SAFE • SECURE • DISCREET**

- All FDA-approved brand name medications.
- USA Pharmacies and Doctors since 1998.
- Order Online or by Phone (888-743-6337)



Promotional discount available at  
[Viamedic.com/hemmings](http://Viamedic.com/hemmings)

**Hemmings**



**3 SAE CHOICES:**  
SAE 10W30 Synthetic Blend \* \$53.95  
SAE 20W50 Synthetic Blend \* \$53.95  
SAE 15W50 Full Synthetic \* \$69.95

**FOR CLASSIC CARS,  
MUSCLE CARS,  
AND EVERYTHING  
IN BETWEEN**

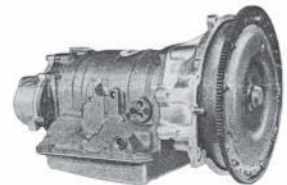
Contains high levels of zinc and phosphorus, giving exceptional protection for flat tappet cams, lifters and rockers.

To order *\*(by the 6-pack only)* visit  
[www.hemmings.com/classicoil](http://www.hemmings.com/classicoil)  
or shoot us a call at: 800-227-4373, Ext. 79550

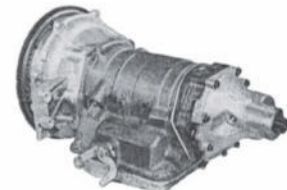
Shipping included within Continental U.S. Alaska and Hawaii call for rates.

**TRANSMISSION  
PARTS**

- Hydra-matic
- Torque-flite
- Powerflite
- Dyna-flow
- Powerglide
- F-85
- Ford
- Slim Jim
- Jet-away
- Dual-path



Master Kits, Major Kits, Overhaul, Filters, Bands, Bushing Kits, Converters, and Hard Parts.



Domestic and imported automatic transmission parts for cars and light trucks, including 4x4 and military common to the U.S. from 1946 to date.

**CALL TO  
ORDER**

Outside N.J.: (800) 524-0485  
In N.J.: (973) 227-2487  
Worldwide FAX: (973) 227-5414

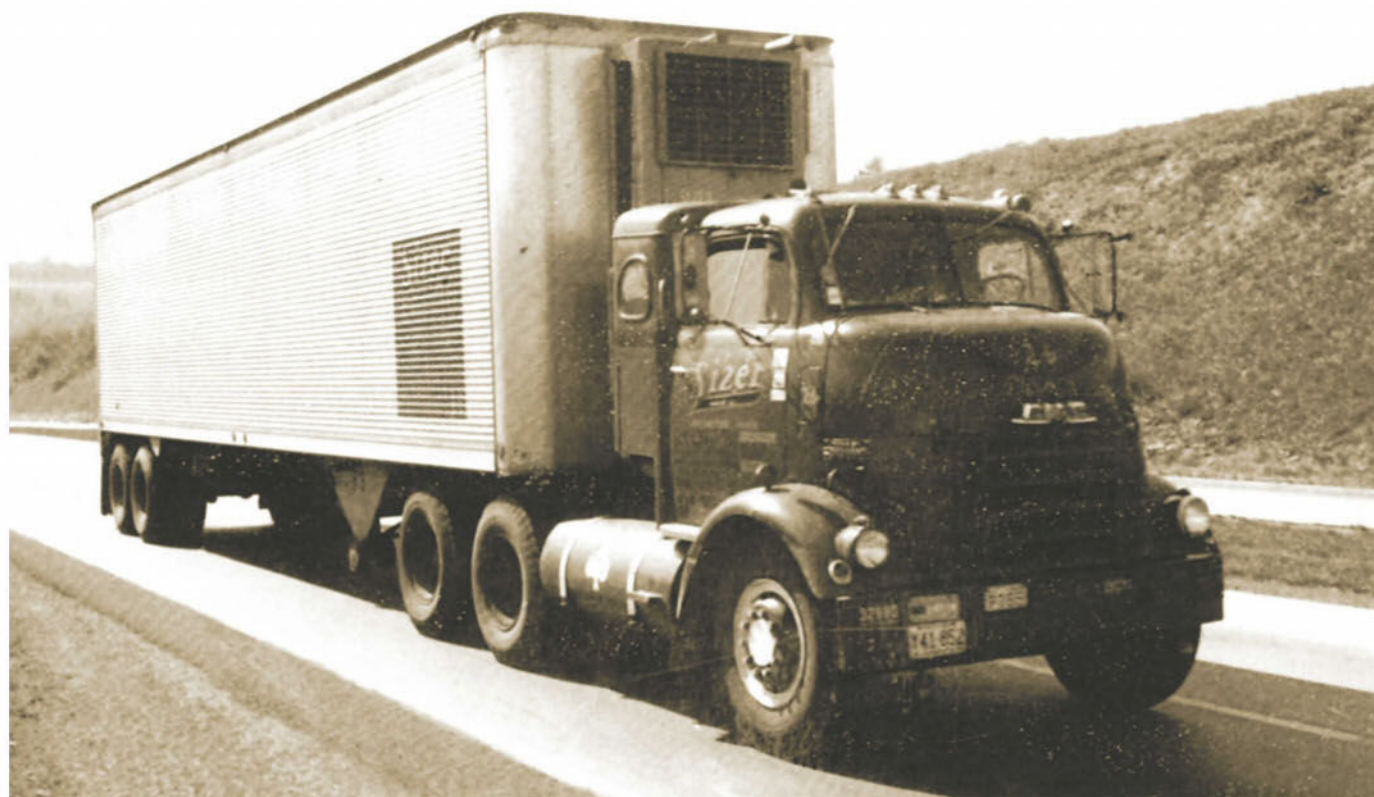
**FATSCO TRANSMISSION PARTS**

P.O. Box 635, 337 Change Bridge Rd., Pinebrook, NJ 07058

**fatsco.com**

email: [fatsco@verizon.net](mailto:fatsco@verizon.net)





## A Cannonball Blast

*Tooling from the upper Midwest in a GMC legend*

BY JIM DONNELLY • IMAGE FROM THE ARCHIVES OF RON ADAMS

In 1958, the syndication of TV dramas was still a fairly new thing. Most cities in the United States had stations for the three network affiliates, and that was it. But millions more people were watching the flickering gray screen every year, and programming had to come from someplace. It gave us non-network shows such as *Whirlybirds* and *Waterfront*. It also gave us a short-lived highway drama that lasted for about two years, produced in Canada with a Canadian cast, called *Cannonball*.

During its run, *Cannonball* followed the adventures of truckers Mike Malone and Jerry Austin as they hauled cargo across the Canadian prairies. It was the same sort of imported fare that would later give rise to the likes of *Dr. Simon Locke* and *Police Surgeon* during the 1970s. Mike and Jerry arrowed across the provinces in

a mid-1950s GMC cab-over with a single drive axle. According to the opening credits, Mike, played by Paul Birch, was known professionally as “Cannonball.” Not that many people watched the program, because it was gone after its second season, but the name stuck. Not to Mike, so much, as to the tractor. That nearly forgotten TV show immortalized a whole generation of GMC trucks.

Here’s one of them. Ron Adams of Lenhartsville, Pennsylvania, took one of his many trucking images from his favorite spot along then-new Interstate 78 in 1966, near his hometown in the eastern part of the Keystone State. This model GMC has one of the most immediately recognizable profiles in the annals of postwar trucking. It can trace its origins back to 1948, when General Motors was in the midst of a wholesale restyling of both its light

and heavyweight truck models. This was a spin-off, of sorts, from when the new Advance Design pickups from Chevrolet and GMC appeared, a process that had actually started the preceding year. In the alphabet soup that was GMC’s model designation system during the late 1940s and early 1950s, these cab-overs were generally known as a series HDF, or gasoline powered, a 620-series.

Ron identified this one, with an obviously heavier capacity, as a Model 860 diesel pulling a Trailmobile refrigerated trailer. It’s running hard along eastbound I-78 with a load of perishables, possibly bound for the fabled Hunts Point Market in New York City’s borough of the Bronx. Ron recalled taking the image along the highway and said this was likely powered by a General Motors 6-71 blown diesel or if it was repowered later in life, possibly a Detroit



Diesel 318. The hauler is Sizer Trucking Incorporated of Rochester, Minnesota, one of many firms that hauled refrigerated food-stuffs from the upper Midwest to the East Coast during those years, its cargo bound for supermarket food cases throughout the New York metropolitan area.

When we look the tractor over, two characteristics buttonhole it as an older Cannonball. First are the big-hub disc wheels on the steering axle, which really date back well into the 1940s for heavy GMC trucks. The second is the tiny one-person sleeper, with its semi-streamlined side windows, which offered about the same level of accommodations as Mike and Jerry got when they swapped seats. Look very closely, and you can see an auxiliary running light or turn indicator at the bottom of each West Coast side mirror, a nice touch. The quiltwork of license and authorization plates on the rig's front bumper indicate the kind of hoops a trucker had to pirouette through to get from state to state before the industry was deregulated a decade or so later.

This kind of photo can stir the imagination, especially for those of us who love a good, long road trip. It's very easy to perform a mental image of a driver rocking atop the shrieking diesel engine, double-sticking the rig up and down the gear range with his elbow crooked through the steering wheel's rim. You'd head east from the heartland as the Allegheny Mountains rose up through your bug-smeared windshield and then fell away behind you. These are thoughts that shout out, "adventure."

Mike and Jerry lived out these kinds of odysseys through the scripts of their TV show, dodging wrecks, hijackers and storms, always getting their loads to their destinations right on the dot. Every week. Maybe you were only a young kid when *Cannonball* spent its eyeblink of time on the air. Maybe you, too, remember it fondly. Just maybe, it propelled you to a career behind the wheel, just like Sonny and Will did for a lot of kids when *Movin' On* aired nearly a generation later. If that's the case, think of those two Canadian cowboys the next time you're rolling along on a lonely section of highway very late some night. Mike and Jerry could still be out there someplace. 🚚



We enjoy publishing period photos of authentic, old-time working trucks, especially from the people who drove them or owned them. If you have a story and photos to share, email the author at [jdonnelly@hemmings.com](mailto:jdonnelly@hemmings.com).

## BOB'S SPEEDOMETER SERVICE, INC.

Speedometers, Clocks, Tachometers

All gauge instrumentation repaired & restored

\$99  
GM Cluster Rebuild

Cables, Gas Sending Units

10123 Bergin Road, Howell MI 48843  
800-592-9673 • 810-632-0400  
Fax: 810-632-6587  
www.BohsSpeedometer.com  
E-MAIL: BohsSpeedometer@aol.com

1958-1966 Thunderbirds

## BIRD NEST

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

[www.tbirdparts.com](http://www.tbirdparts.com)

No Internet then call:  
800-232-6378

## LEBARON BONNEY COMPANY

The Best Restoration Interiors  
For Over 56 Years

We offer the most accurate, best fitting and highest quality restoration interiors available. Others have tried to follow in our footsteps, but just don't measure up. Dodge, Ford, GM and many more.

### LB DESIGN SERVICE

Trouble finding the upholstery you need? We can reproduce your interior as a high quality kit that's complete and ready to install. Interiors can be reproduced as restoration correct, similar to factory, or custom, and at a price to suit your budget. Contact us for information.



800-221-5408 • [WWW.LEBARONBONNEY.COM](http://WWW.LEBARONBONNEY.COM)

## ROBERTS MOTOR PARTS

17 Prospect St  
West Newbury, Massachusetts 01985

NEW & NOS PARTS



FOR PLYMOUTH,  
DODGE, CHRYSLER,  
& DeSOTO CARS  
& TRUCKS!

PH: 800-231-3180 • 978-363-5407

FAX: 978-363-2026

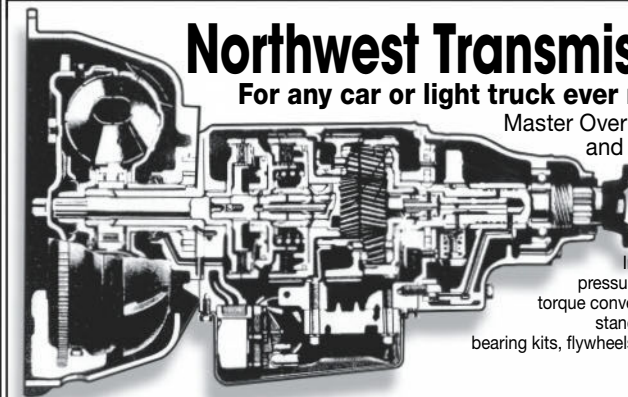
Send \$4 for our car & truck catalog (free with order)  
9-6 weekdays MasterCard & VISA

[www.robertsmotorparts.com](http://www.robertsmotorparts.com)

## Northwest Transmission Parts

For any car or light truck ever made in the U.S.A.

Master Overhaul Kits for automatics  
and standards, 1933 - 1985



TONS OF PARTS  
READY TO SHIP

Including standard shift clutches, pressure plates, pumps, drums, bands, torque converters, bushings, thrust washers, standard shift gears, small parts kits, bearing kits, flywheels, speedometer gears and more.

## Hibernia Auto Restorations, LLC

- Body, Woodworking & Plating
- Engine and Chassis Rebuilding
- Upholstery & Top Restoration
- Electrical & Machine Work
- Full Concours Detailing
- Transportation Available
- Pre-Purchase Inspections & Appraisals
- Small Jobs to Full Concours Restorations

Our color books date back to 1928



Climate-Controlled Automotive Storage Facilities

**A Reputation for Quality • A Tradition of Excellence • A Continuing Legacy of Service**  
Since 1964, Hibernia Auto Restoration has cared for and restored vehicles of virtually every make, model and year. Owners of a classic, collector, or antique automobile don't trust their vehicle to just anyone. Hibernia Auto Restorations understands why, and for more than 45 years we have been providing exceptional restoration services to automobile owners worldwide. We manufacture Authentic Nitro Cellulose and Acrylic Lacquer.

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

52 Maple Terrace, Box #1, Hibernia, NJ 07842 • fax 973-627-3503 • tel 973-627-1882



# HOLIDAY GIFT GUIDE

*Thunderbird Headquarters.com*

Complete 1955 - 1969 Thunderbird Parts Warehouse

925-825-9550

800-227-2174

Free Catalogs

parts@tbirdhq.com

# Turn your car into cash.

## And vice versa.



**Whether you're buying or selling, let Hemmings help you do it.**  
We're the largest collector car marketplace in the world and we've been bringing  
buyers and sellers together for more than 60 years.

**Hemmings Motor News**  
hemmings.com or 800-227-4373



Pumps  
Gears  
Valves  
Cylinders  
Couplers

**LARES**  
CORPORATION

Over 250,000  
Steering  
Components  
Sold



**MADE IN USA**

www.larescorp.com | 1.877.830.7145



# DIECAST MODELS MAKE GREAT GIFTS!

Hundreds To Choose From



1962 Ford Thunderbird  
Scale 1:43  
#FPM-522 \$84.95



ELVIS  
Elvis Presley - 1960 Jeep Surrty  
CJ3B2  
Scale 1:43  
#GL86472 \$19.95



1963 Chevrolet  
Corvair Coupe  
Scale 1:18  
#SS1486  
\$57.95



diecastdirect.com • 800-718-1866



Dedicated to Excellence



Supplying Concours-Quality  
Upholstery, Parts and  
Accessories for Over 40 Years!

**Restoration Parts & Accessories**



- ★ Great Prices!
- ★ Huge Inventory!
- ★ Experienced Parts Specialists!
- ★ Fast Shipping!



**Call Today! (800) 854-0393**

Larry's Thunderbird & Mustang Parts  
1180 California Ave #B • Corona, CA 92881



Find us On The Web At: [www.larrystbird.com](http://www.larrystbird.com)

HOLIDAY GIFT GUIDE



# www.LucasClassicTires.com

WORLD'S LARGEST SELECTION OF ANTIQUE, CLASSIC & SPORTS CAR TIRES

**Firestone**

## LUCAS TIRES



TIRE SIZE	PRICE	TIRE SIZE	PRICE	TIRE SIZE	PRICE
525/550-17	A \$119.00	650-19	C \$179.00	32x4-1/2	D \$259.00
450-18	A \$119.00	475/500-20	A \$139.00	33x5	A \$269.00
525/550-18	A \$129.00	600-20	B \$159.00	32x4	A \$259.00
600/650-18	B \$149.00	440/450-21	A \$ 99.00	33x4-1/2	E \$269.00
475/500-19	A \$ 99.00	525-21	A \$149.00	33x4	A \$269.00
550-19	B \$149.00	31x4	A \$239.00	34x4	A \$275.00

## WARDS RIVERSIDE

TIRE SIZE	COLOR	PRICE
30x3-1/2	Black	\$152.00
30x3-1/2	All-White	\$219.00
30x3	Black	\$151.00
30x3	All-White	\$212.00



**GOODYEAR**

**U.S. ROYAL TIRES**

## GENERAL TIRES



TIRE SIZE	WW WIDTH	PRICE	TIRE SIZE	WW WIDTH	PRICE
750-14	2-1/4"	C \$164.00	800-15	3" or 4"	B \$195.00
800-14	2-1/4"	C \$179.00	820-15	Black	C \$175.00
950-14	2-1/4"	A \$229.00	820-15	1" or 2-3/4"	C \$209.00
670-15	Black	A \$147.00	915-15	1"	C \$209.00
670-15	2-11/16" or 3-3/4"	A \$173.00	600-16	Black	A \$144.00
760-15	3" or 4"	B \$186.00	600-16	3-1/2"	A \$169.00

## ROYALTON 78 Series

TIRE SIZE	WW WIDTH	PRICE
G78-14	1", 2-3/4" or 3-1/4"	\$165.00
560-15	Black	\$149.00
560-15	1" or 3"	\$166.00
600-15	Black	\$152.00
600-15	1" or 3"	\$169.00
G78-15	1", 2-1/2" or 3-1/4"	\$168.00
H78-15	1", 2-5/8" or 3-1/4"	\$169.00
L78-15	1" or 3"	\$179.00
L78-15	4"	\$185.00

**SPECIALTY TIRES OF AMERICA, INC.**

## CA 67 CN 72



## CN 12 CN 36

TIRE SIZE	CINTURATO	PRICE	TIRE SIZE	CINTURATO	PRICE
165VR14	CA-67	\$199.00	185/70VR15	CN-36	\$299.00
155HR15	CA-67	\$269.00	205/70VR15	CN-12	\$329.00
165HR15	CA-67	\$229.00	205VR15	CN-72	\$499.00
185VR15	CA-67	\$389.00	185VR16	CA-67	\$399.00

## Our best-selling VW TIRES

We stock the original sizes for your classic Volkswagen! **Royalton's** reasonably-priced 560-15 and 600-15 are now available in black, 1" WW, and extra-wide 3" WW.



**LESTER**

**MICHELIN**

## MILESTAR

## BLOCKLEY

## SPEEDWAY

TIRE SIZE	WW	PRICE	TIRE SIZE	TREAD	PRICE	TIRE SIZE	PLY	PRICE
155/80R13	1/2"	\$59.00	550-15 (tube type)	5-Block	\$282.00	600x16	NDT 6-P.R.	\$89.00
175/80R13	1/2"	\$66.00	550-16	5-Block	\$328.00	700x16	NDT 8-P.R.	\$114.00
185/75R14	3/4"	\$76.00	600-16	5-Block	\$356.00	750-16	NDT 8-P.R.	\$125.00
195/75R14	3/4"	\$87.00	650-16	5-Block	\$381.00	900x16	NDT 8-P.R.	\$219.00
205/70R15	3/4"	\$90.00	450/500-18	3-Block	\$258.00	750-20	NDT 8-P.R.	\$219.00
205/75R15	3/4"	\$92.00	550-18	3-Block	\$321.00	<b>BARGAIN TIRES</b> We frequently get trade-ins, close-outs, blem tires, and racing take-offs which we can offer at great savings. More than 250 tires. No guarantees. Call for your specific needs.		
215/70R15	3/4"	\$95.00	400-19	3-Block	\$226.00			
215/75R15	3/4"	\$95.00	450-19	3-Block	\$236.00			
225/75R15	3/4"	\$103.00	205/70VR14	Dog Bone	\$379			
235/75R15	3/4"	\$105.00	205VR14	Dog Bone	\$429			
			165VR15	Dog Bone	\$219			
			185/70VR15	Dog Bone	\$299			
			185VR15	Dog Bone	\$269			
			205/70VR15	Dog Bone	\$299			
			185VR16	Dog Bone	\$359			

## BEDFORD

SIZE	BLACK	SINGLE WW	DOUBLE WW
700-17	\$229	\$309	\$399
750-17	\$239	\$319	\$439
700-18	\$219	\$309	\$399
750-18	\$229	\$319	\$439
700-19	\$259	\$329	\$429
750-19	\$259	\$349	\$469
600-20	\$179	\$279	
650-20	\$180	\$299	

**Universal**

**American Classic**

CALL TO REQUEST OUR FREE CATALOG  
 LucasClassicTires.com

## PORTAWALLS

BEFORE	AFTER
8 x 1-1/16".....\$47.95	15 x 1-3/4".....\$59.95
10 x 1-3/16".....\$47.95	15 x 3".....\$76.95
12 x 1-1/2".....\$59.95	16 x 1-7/8".....\$59.95
13 x 1-7/8".....\$59.95	16 x 3".....\$79.95
13 x 2-1/2".....\$65.95	19 x 1-1/4".....\$59.95
14 x 2".....\$59.95	<b>Sold in sets of 4</b>

**BFGoodrich**

**VEDESTEN**

**TOLL FREE 1-800-952-4333**  
 Hours: 9am - 5pm (OPEN UNTIL 8pm EST)

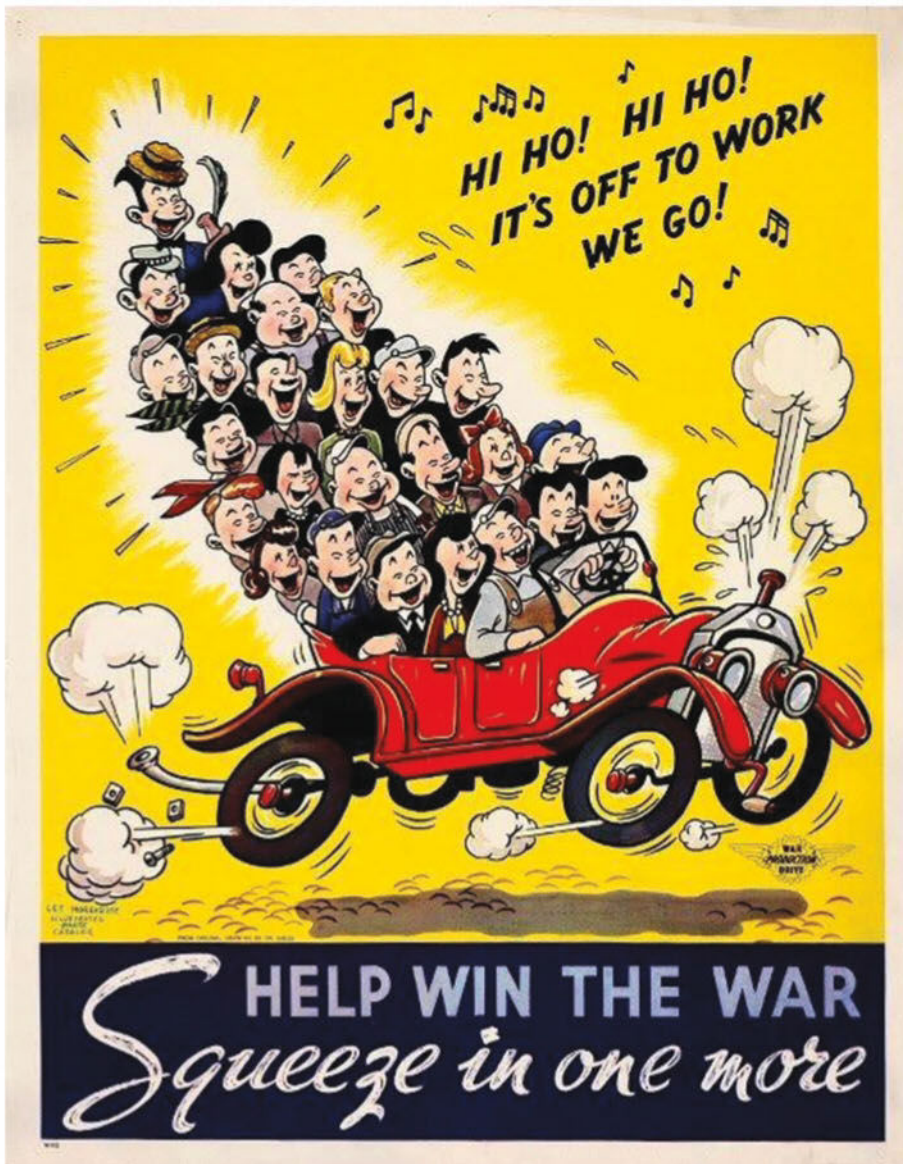


Phone 562-595-6721 • Fax 562-595-0381  
 2850 Temple Ave. Long Beach, CA 90806



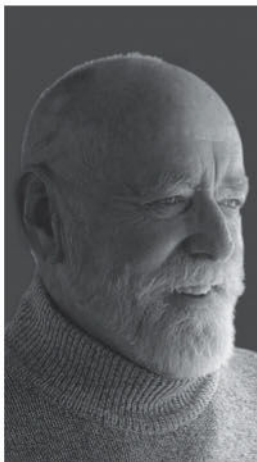
## Advertisers in this issue

ADVANCED PLATING.....	89
ALUMA TRAILERS.....	77
BIRD NEST.....	91
BOB'S SPEEDOMETER SERVICE, INC.....	91
CHUBB INSURANCE.....	7
CLASS-TECH.....	85
CLASSIC TUBE.....	79
COKER TIRE.....	1
COOL CRAFT.....	79
CUSTOM AUTOSOUND.....	77
D&D CLASSIC.....	4
DIECAST DIRECT.....	93
FATSCO TRANSMISSION PARTS.....	89
THE FILLING STATION.....	85
firstSTREET/JITTERBUG.....	11, 15
GRUNDY.....	4
HAGERTY CLASSIC CAR INSURANCE.....	3
THE HAMILTON COLLECTION.....	17
HARBOR FREIGHT TOOLS.....	19
HEACOCK CLASSIC COLLECTOR CAR INSURANCE.....	inside front cover
HIBERNIA AUTO RESTORATIONS, LLC.....	91
HILL'S AUTOMOTIVE.....	85
BILL HIRSCH AUTOMOTIVE RESTORATION PRODUCTS.....	81
HOLIDAY GIFT GUIDE.....	92-93
HYDRO-E-LECTRIC.....	83
J.C. TAYLOR ANTIQUE AUTO INSURANCE.....	46
KEEN PARTS.....	81
LARES CORPORATION.....	93
LARRY'S THUNDERBIRD & MUSTANG PARTS.....	93
LeBARON BONNEY CO.....	91
LUCAS CLASSIC TIRES.....	94
MECUM AUCTIONS.....	5
MILL SUPPLY.....	81
MPT INDUSTRIES.....	77
NATIONAL PARTS DEPOT.....	back cover
NORTHWEST TRANSMISSION PARTS.....	91
ORIGINAL PARTS GROUP, INC.....	81
ROBERTS MOTOR PARTS.....	91
ROCKAUTO LLC.....	46
RPM FOUNDATION.....	85
SDC KEYSTONE REGION CHAPTER.....	85
SMS AUTO FABRICS.....	83
STAUER.....	9
STEELE RUBBER PRODUCTS.....	77
THERMO TEC.....	81
THUNDERBIRD HEADQUARTERS.....	92
TUB O' TOWELS.....	21
UNIVERSAL VINTAGE TIRE CO.....	13
VIAMEDIC.....	89



Office of War Information  
1941-1945





## Talking Cars

Automotive journalists are always citing dimensions, statistics, performance, history, styling, etc., but what they don't mention very often is what our cars say about us. By us I mean primarily people who give some thought to what kind of car they want to own, be seen in and, by extension, how they want to be perceived.

I lusted after a 1957 Corvette as a youth in 1957 because they were beautiful and fast; and I also thought it would make me look like "trouble" was my middle name. A Corvette would send the message to the fair sex that I was single and had enough money to own a flashy expensive roadster, too.

In reality I made do with a 1947 Chevrolet that needed a ring job back then. And today, in my reclining years, I would still enjoy having a 'Vette, but now, as then, it would convey a false message. These days I would rather be perceived as a guy who doesn't care about appearances, knows he's old and is proud of it. My '58 Chevrolet Apache pickup could give that impression, but may also emphasize my redneck heritage.

Back in the Fifties in my neighborhood of mass-produced, look-alike, two-bedrooms-and-a-den tract houses, the main way people distinguished themselves and accrued prestige was with the cars they drove. Of course, just as today, many of us expressed ourselves with our automotive purchases without even thinking about it. Our car *is* who we are, and was then too.

For example, the music teacher at our high school drove a Morris Minor, and it was small and unique, just like the music teacher. We also had a large formidable, elderly librarian named Miss Rex who drove an ancient black mid-Thirties Chrysler Airflow sedan. It, and she, was downright scary. I was more afraid of her than the dean of boys.

And then my best friend's dad, Mr. Francelli, drove the most beautiful ivory-colored 1957 Eldorado convertible anyone had ever seen. He owned a nightclub and was always dressed to perfection, so he was deemed rich, even though he, too, lived in a two-bedroom-and-a-den house like the rest of us. His son, my pal, used to sort of hint that his father might be "connected," which added to his macho aura; but it turns out Mr. Francelli didn't know anybody. He was just the hardest working guy in our neighborhood and never took a day off. His wife was the hostess at the club, and he ran the place.

And then there were Chet and Shirley, our next-door neighbors. Chet had a green 1949 Buick Roadmaster sedanette. He worked at the local aircraft factory on the assembly line, as did most guys in our town. I would hear his old Buick cranking over slower and slower until it only clicked. I knew the drill, so I would pull on my

boots and go help him push start it. I would then brush the green oxidation off of my Levis before going back in the house.

Chet and Shirley saved their money though, and finally put together the down payment for a new car. Then Chet got the idea to go to Vegas and parlay their stash into the entire amount needed for the purchase. They left one Friday night in the old Buick, and returned on Sunday... still in the old Buick. Nothing was said, but we push-started that aging wildebeest several more times before they finally bought a new 1957 Buick. Chet was a Buick man. After all, Buick conveyed

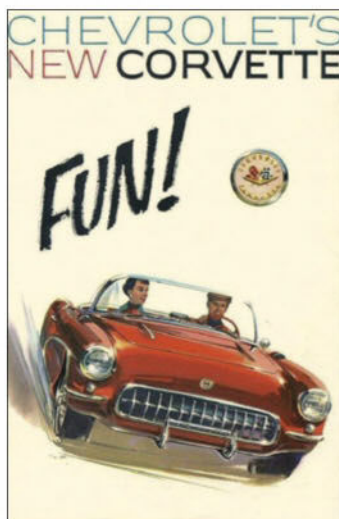
sporty good taste and success.

My father drove a 1956 Chevrolet 210 four-door. He was an inspector at the aircraft plant. He didn't care what his car said about him, and just wanted a vehicle that was dependable, carried his family of four in comfort, and would be easy to fix. He saw it as a weakness if a man couldn't fix his own car.

And then there was Mr. Ballantine who drove a 1953 Kaiser Dragon, and was about to become rich thanks to the chinchilla farm he had in his garage. In the end it didn't work out though, because the power went off one day and his chinchillas died. The Ballantines were still driving the old Kaiser when I got married and moved away.

Mr. Aarnio across the street was a Studebaker mechanic and drove a gorgeous 1954 Starliner coupe. He taught me how to work on cars and to appreciate Studebakers. I am sure he got a discount at the dealership, but his car conveyed sophisticated good taste and individuality.

Do I still want a 1957 Corvette? Well, yes, but I think my 1939 Packard 120 convertible expresses my personality more accurately. It says "Old car that was hot stuff in its day, driven by an old guy who wasn't." That's honest. And better than "Old guy trying to relive his youth" as some people might surmise if I drove a Corvette. "Trouble" really isn't my middle name and never was. 🐾



//  
I lusted after a  
1957 Corvette  
as a youth  
because they  
were beautiful  
and fast; and  
I also thought  
it would make  
me look like  
"trouble" was  
my middle  
name.





2017  
HEMMINGS MOTOR NEWS  
**GREAT RACE**  
JACKSONVILLE, FL TO TRAVERSE CITY, MI  
RALLY ALONG THE DIXIE HIGHWAY  
PRESENTED BY  
HAGERTY

TRAVERSE CITY, MI

SAULT STE. MARIE, MI

Alpena, MI

FRANKENMUTH, MI

Chesterfield, MI

YPSILANTI, MI

Hickory Corners, MI

AUBURN, IN

Wapakoneta, OH

FRANKLIN, IN

French Lick, IN

BOWLING GREEN, KY

Murfreesboro, TN

CHATTANOOGA, TN

Newnan, GA

TIFTON, GA

JACKSONVILLE, FL

OVERNIGHT STOP  
LUNCH STOP

June 24 - July 2, 2017



Hemmings  
Motor News  
**HAGERTY**



800-989-7223  
GREATRACE.COM







"Hello, I just wanted to give praise to your company and the great job you do. In a world that seems to lack in customer service, as well as a complete business plan, your company is head and shoulders above the rest. Being a long time car restorer, tech advisor and a shop supervisor, it is a pleasure to deal with a company of your quality. Through the years I have tried other companies but your company is the best... Once again thanks for providing a great service to the car hobby."

Brent B. — Iowa

# Make your dream happen.

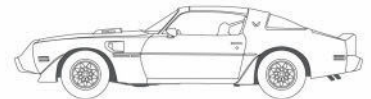
**4 LOCATIONS NATIONWIDE • HUGE IN-STOCK INVENTORIES  
24/7 PHONE SUPPORT • LOW SHIPPING RATES**



65-73 MUSTANG



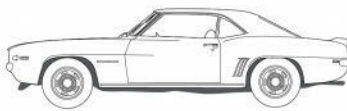
67-73 COUGAR



67-81 FIREBIRD / TRANS AM



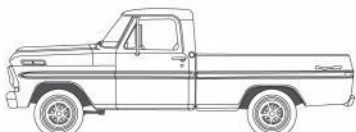
79-04 MUSTANG



67-81 CAMARO



64-87 CHEVELLE  
MALIBU / EL CAMINO



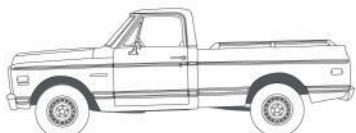
48-96 F-SERIES TRUCK



66-96 FORD BRONCO



64-72 GTO / TEMPEST / LEMANS



47-98 CHEVROLET  
C/K - 1/2 TON TRUCK



55-57 THUNDERBIRD



Restoration/Performance  
Parts & Accessories

VISIT US AT

[WWW.NATIONALPARTSDEPOT.COM](http://WWW.NATIONALPARTSDEPOT.COM)



**FREE**

Parts Catalogs Call 24/7

**800-874-7595**

**40**  
YEARS

Restoring  
American  
History  
Since  
1976.

**4 LOCATIONS**  
**WALK IN HOURS**  
Mon.-Fri. 8am-7pm  
Sat.-Sun. 9am-5pm

**FLORIDA DEPOT**  
**800-874-7595**  
900 SW 38th Ave  
Ocala, FL 34474

**MICHIGAN DEPOT**  
**800-521-6104**  
2435 S Haggerty Rd  
Canton, MI 48188

**N CAROLINA DEPOT**  
**800-368-6451**  
7000 MacFarlane Blvd  
Charlotte, NC 28262

**CALIFORNIA DEPOT**  
**800-235-3445**  
1376 Walter St #1  
Ventura, CA 93003