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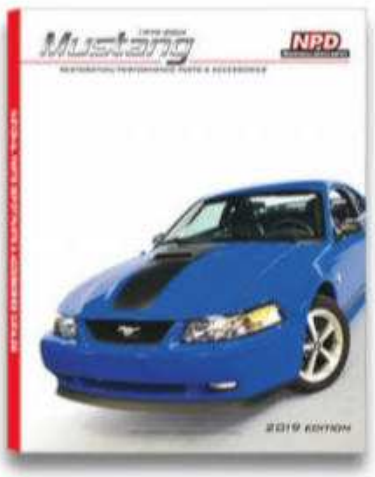

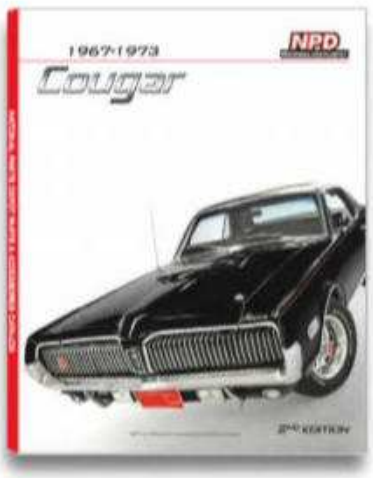

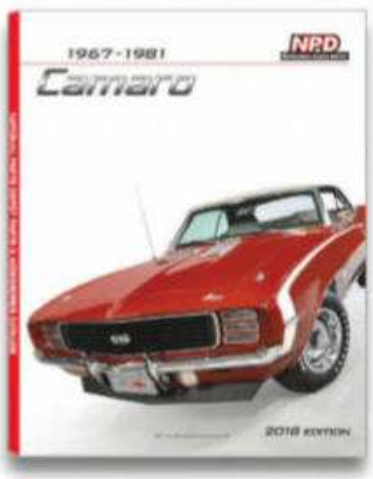

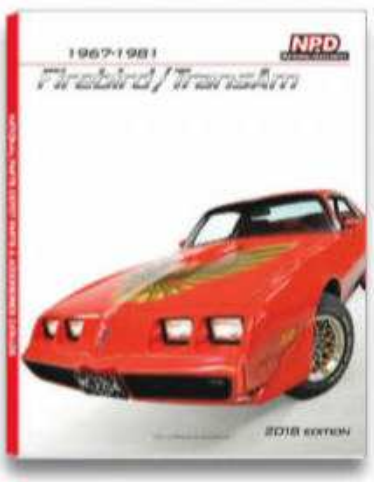

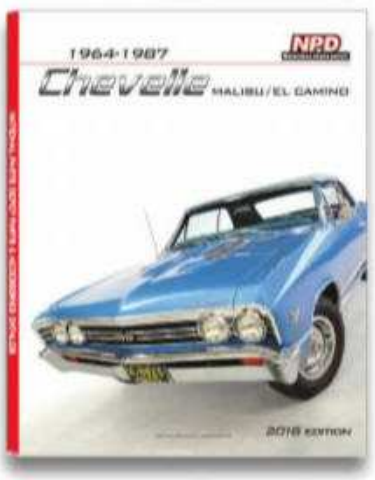

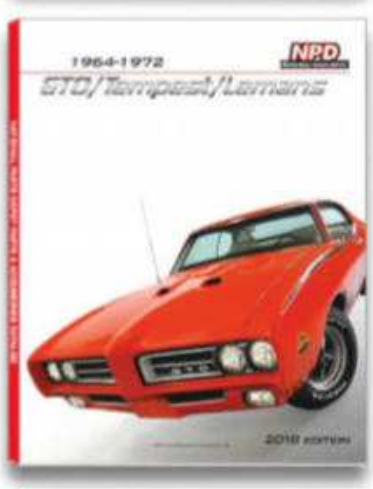

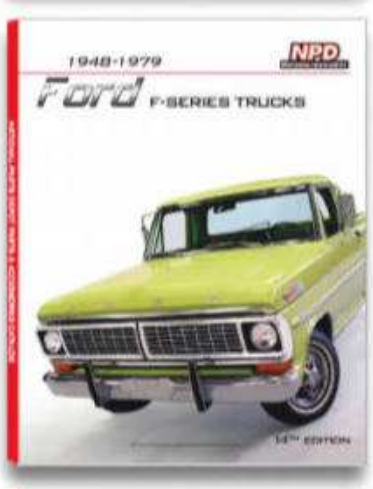

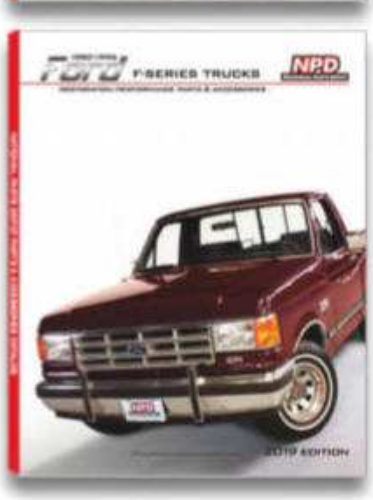

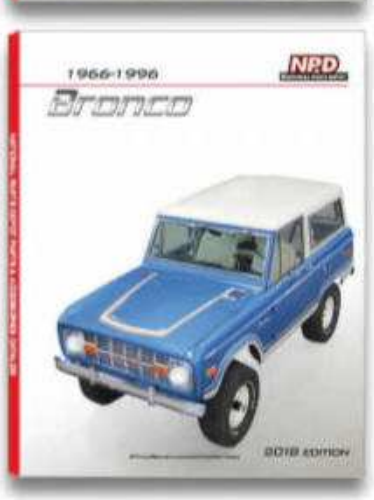

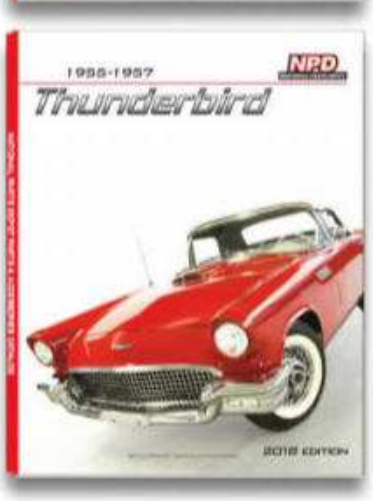

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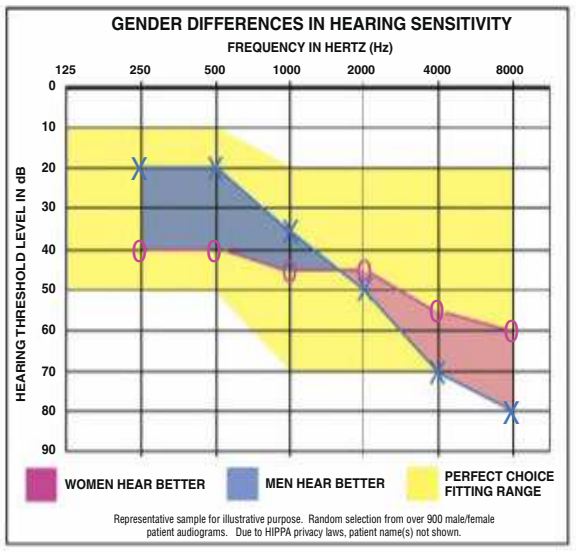

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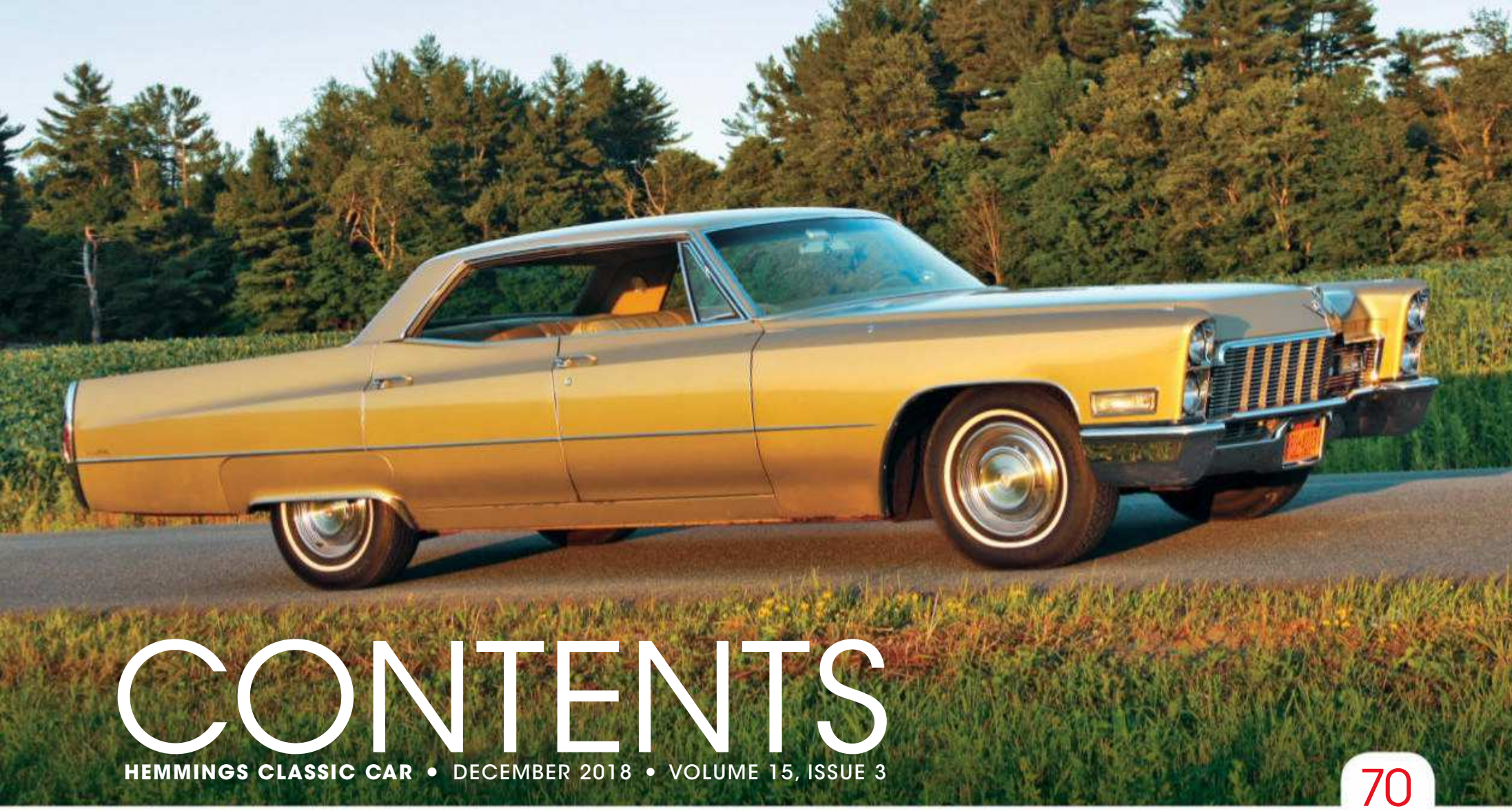

CONTENTS

HEMMINGS CLASSIC CAR • DECEMBER 2018 • VOLUME 15, ISSUE 3

70

FEATURES

20

22

44

94

DEPARTMENTS

COLUMNISTS

CLASSIC TRUCK

48
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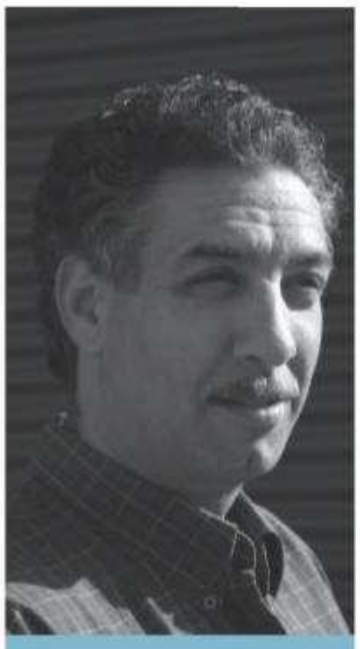

No Options!

I've been entertaining the thought of buying a new car next year, and so began checking websites and going to showrooms to see what's available that meets my needs. I truly want to buy an American brand, but have come to the sad realization that our choices are not only very limited, but basically the auto manufacturers are building cars in a way that maximizes their profits; they have zero interest in offering the buying public variety, or catering to our needs and desires. We either buy what they build, or we don't buy at all.

Be it Buick, Chevrolet, or Ford, if it's a car you want, you have no choice but to buy a four-door sedan or a muscle car. Aside from Buick's Cascada, which is a convertible, they are not building two-door cars anymore. I have no interest in SUVs, and with my kids grown and on their own, I only need two doors, not four. Although my number-one preference would be to buy a station wagon, the only American manufacturer building wagons is Buick. Its new Regal TourX is certainly a good-looking automobile, but it turns out that it's just another example of us having no real choice but to get what they decide is best for us.

The Regal TourX is only available in all-wheel-drive and *only* with a 2.0-liter turbocharged four-cylinder engine. I don't need all-wheel-drive, and I certainly don't like turbos. I'm also not interested in spending $30,000-plus on a car, especially one that doesn't even get 30 miles per gallon. Because of Buick's total lack of variety and engine and drivetrain options, I simply will not cave in and buy what the company thinks is best for me.

Nearly all the imported brands are doing the same. Why all the manufacturers suddenly decided that we only need four-door sedans simply baffles me, but, as they say, just follow the money trail. By building only a single body style, they generate much greater profits. That is why they have convinced the buying public that they need to drive an SUV. Their profit margins on higher-priced SUVs is far greater than on cars, and maximizing their profit margins is all they care about. If that wasn't true, then why is it that nearly all manufacturers offer interiors upholstered only in black?

In one particular dealership I asked the salesman about the lack of two-door sedans and station wagons, and his response was your typical salesman B.S.: "People today don't want those kinds of cars, they only want four-door models." So I shot back by saying: "You know that's a lie. People can't buy what isn't available to them." He didn't respond.

> "During Detroit's glory days, manufacturers went out of their way to give buyers options."

During Detroit's glory days, manufacturers went out of their way to give buyers options. They built two- and four-door sedans, two- and four-door hardtops, coupes and business coupes, six- or nine-passenger station wagons in either two- or four-door models, and convertibles, too! And with the wide variety of colors and fabrics offered, there were literally hundreds of striking combinations available that allowed buyers to individualize their cars.

So, Buick, if you really want to sell lots of those TourX wagons, here's some advice. Offer it without all-wheel-drive (I can survive without it during the two days a year that I drive in snow), and with an engine that delivers greater torque, such as your well-engineered 3.8 V-6 (we buy wagons to carry stuff, and torque is what's needed to get a heavy car moving). I only need two speakers (my hearing is good enough without needing six speakers). I don't need a back-up camera (I can still turn my head around, *and* I can even look through the rear-view mirror!). I don't need a navigation system (I know how to read a map or program my iPhone). I don't need a warning buzzer to alert me that fuel will soon be needed (I know what "E" means on the fuel gauge). I don't need side-mirror warning lights (I know how to stay in my lane). And I certainly don't need you to turn the wipers on for me (sometimes I like driving without the wipers on, especially when it's only misting out). Oh, and how about offering us the option of a brown, red, or blue interior? Don't worry, you can afford to lose the $1.35 on each car ordered without your boring black upholstery.

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Henry's Camper

ONE OF HENRY FORD'S CAMP CARS IS NOW ON DISPLAY at the Lincoln Motor Car Heritage Museum in Hickory Corners, Michigan. This 1922 Lincoln transported Ford and his friends, collectively known as "The Four Vagabonds," on various camping trips. Ford, Thomas Edison, Harvey Firestone Sr., and John Burroughs, the original vagabonds, were among the biggest names of the time. The group would later include President Warren Harding, Luther Burbank, and E.C. Kingsford. The camp car would venture into the wilderness and mountains all over the country, from California to the Deep South, and even made a trip to visit President Calvin Coolidge at his home in Vermont in 1924. Built on a 136-inch-wheelbase Model L chassis, the camp car would be expected to carry food, utensils, equipment, tools, supplies, tents, an icebox, chairs, and even a large round folding table. For more details, visit www.lincolncarmuseum.org.

2019 AACA Schedule Announced

THE ANTIQUE AUTOMOBILE CLUB OF AMERICA has released its 2019 schedule and national events are set to take place all over the country. There will be no shortage of shows and tours that all specialize in older American classics. The club currently has more than 60,000 members, so get ready to find some good deals from some of the most enthusiastic hobbyists. AACA is constantly updating its events page, so be sure to check www.aaca.org for information about its regional shows and national meets.

FEB 7-9 • Annual Meeting • Philadelphia, Pennsylvania

FEB 21-23 • Winter Meet • Ocala, Florida

APR 4-7 • Southeastern Spring Meet • Charlotte, North Carolina

APR 29-MAY 1 • Southeastern Divisional Tour • Wilmington, North Carolina

MAY 30-JUN 1 • Annual Grand National • Auburn, Indiana

JUN 2-7 • Founders Tour • Seward, Nebraska

JUN 26-29 • Eastern Spring National Meet • Parsippany, New Jersey

AUG 4-9 • Vintage Tour • Kingston, Ontario, Canada

SEP 22-27 • Glidden Tour • Charlotte, North Carolina

OCT 9-12 • Eastern Fall National Meet • Hershey, Pennsylvania

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2019 EVENTS

January 6 • Sumter Swap Meet
Bushnell, Florida • 727-848-7171
www.floridaswapmeets.com

February 22-24 • Big Three Parts Exchange
San Diego, California • 818-879-3965
www.big3partsexchange.com

March 8-10 • Amelia Island Concours d'Elegance
Amelia Island, Florida • 904-636-0027
www.ameliaconcours.org

April 12-14 • Englishtown Swap Meet
Old Bridge, New Jersey • 732-446-7800
www.etownraceway.com

April 24-28 • Spring Carlisle
Carlisle, Pennsylvania • 717-243-7855
www.carlisleevents.com

May 16 & 30 • Hemmings Cruise-Ins
Bennington, Vermont • 800-227-4373

June 7-9 • The Elegance at Hershey
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www.theeleganceathershey.com

June 13 & 27 • Hemmings Cruise-Ins
Bennington, Vermont • 800-227-4373

June 22-30 • The Great Race
Riverside, CA, to Tacoma, WA • 423-648-8542
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Dick's Classic Car Garage Closing

LOCATED IN SAN MARCOS, TEXAS, Dick's Classic Car Garage Car Museum has hosted an impressive collection that includes Duesenbergs, Packards, Hudsons, and a Chrysler Imperial that served British royalty and an American president, as well as a Tucker with less than one mile on the odometer. Sadly, on December 31, the museum will close and the collection will be up for auction in 2019.

Founded by collector Richard Burdick in 2009 more as an educational center than a museum, the collection featured over 70 cars from 1911-'59. Mr. Burdick passed away in February, and the museum and his family have decided to sell the cars and create an education foundation in his name. There's still time to visit the museum, if you're in the Austin and San Antonio area, to see these cars together before they're sold. Go to www.dicksclassicgarage.com.

DICK'S CLASSIC CAR GARAGE

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The sun rises and sets at peak travel periods, during the early morning and afternoon rush hours and many drivers find themselves temporarily blinded while driving directly into the glare of the sun. Deadly accidents are regularly caused by such blinding glare with danger arising from reflected light off another vehicle, the pavement, or even from waxed and oily windshields that can make matters worse. Early morning dew can exacerbate this situation. Yet, motorists struggle on despite being blinded by the sun's glare that can cause countless accidents every year.

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

Sometimes it does take a rocket scientist. A NASA rocket scientist. Some ordinary sunglasses can obscure your vision by exposing your eyes to harmful UV rays, blue light, and reflective glare. They can also darken useful vision-enhancing light. But now, independent research conducted by scientists from NASA's Jet Propulsion Laboratory has brought forth ground-breaking technology to help protect human eyesight from the harmful effects of solar radiation light. This superior lens technology was first discovered when NASA scientists looked to nature for a means to superior eye protection—specifically, by studying the eyes of eagles, known for their extreme visual acuity. This discovery resulted in what is now known as Eagle Eyes®.

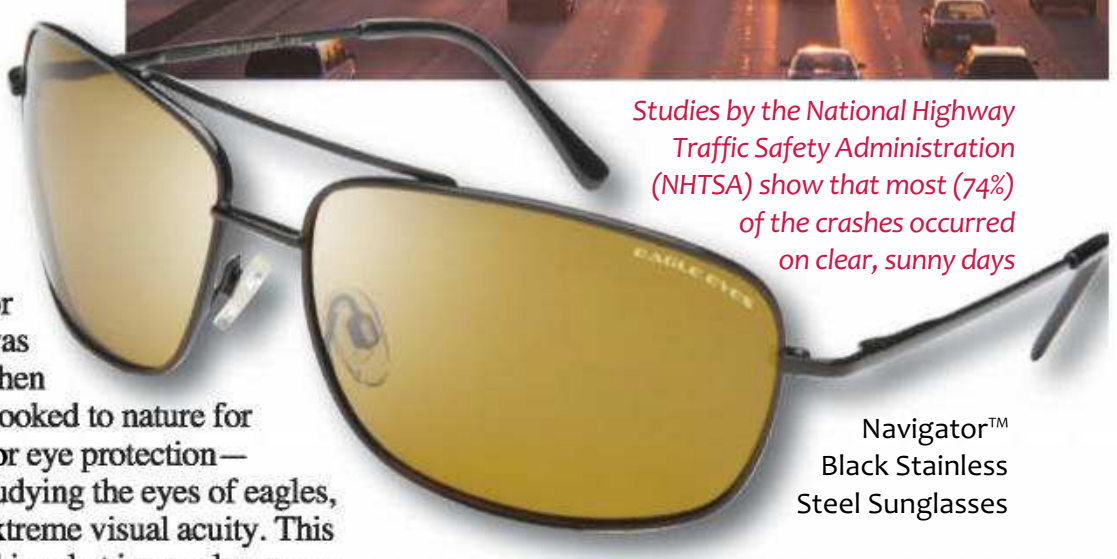
Slip on a pair of Eagle Eyes® and everything instantly appears more vivid and sharp. You'll immediately notice that your eyes are more comfortable and relaxed and you'll feel no need to squint. The scientifically designed sunglasses are not just fashion accessories—they are necessary to protect your eyes from those harmful rays produced by the sun during peak driving times.

The Only Sunglass Technology Certified by the Space Foundation for UV and Blue-Light Eye Protection. Eagle Eyes® features the most advanced eye protection technology ever created. The TriLenium® Lens Technology offers triple-filter polarization to block 99.9% UVA and UVB—plus the added benefit of blue-light eye protection. Eagle Eyes® is the only optic technology that has earned official recognition from the Space Certification Program for this remarkable technology. Now, that's proven science-based protection.

The finest optics: And buy one, get one FREE! Eagle Eyes® has the highest customer satisfaction of any item in our 20 year history. We are so excited for you to try the Eagle Eyes® breakthrough technology that we will give you a **second pair of Eagle Eyes® Navigator™ Sunglasses FREE—a $59.95 value!**

That's two pairs to protect your eyes with the best technology available for less than the price of one pair of traditional sunglasses. You get a pair of Navigators with stainless steel black frames and the other with stainless steel gold, plus one hard zipper case and one micro-fiber drawstring cleaning pouch are included. Keep one pair in your pocket and one in your car.

Your satisfaction is 100% guaranteed. If you are not astounded with the Eagle Eyes® technology, enjoying clearer, sharper and more glare-free vision, simply return one pair within 30 days for a full refund of the purchase price. The other pair is yours to keep. No one else has such confidence in their optic technology.Don't leave your eyes in the hands of fashion designers, entrust them to the best scientific minds on earth. Wear your Eagle Eyes® **Navigators** with absolute confidence, knowing your eyes are protected with technology that was born in space for the human race.



Navigator™ Black Stainless Steel Sunglasses

Receive the Navigator™ Gold Sunglasses (*a $59.95 value*) **FREE! just for trying the Navigator™ Black**

Navigator™ Gold Stainless Steel Sunglasses

Certified EAGLE EYES® was developed from original NASA Optic technology and was recently inducted into the Space Foundation Technology Hall of Fame.

Fit-ons available for $39 +S&H
Black or Tortoise-Shell design

Two Pairs of Eagle Eyes® Navigator™ Sunglasses ~~$119.90~~†

Offer Code Price **$49** + S&P **Save $70.90**

Offer includes one pair each Navigator™ Black and Navigator™ Gold Sunglasses

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

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Rating of A+

† Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

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LOST & FOUND

BY DANIEL STROHL

Saturn Via Iowa

THE CUSTOM CAR IN THIS 1976 PHOTO OF A CHICAGO PARADE that we found in the collections of the University of Illinois at Chicago should have been familiar to us, and indeed, we'd come across it nearly a decade ago.

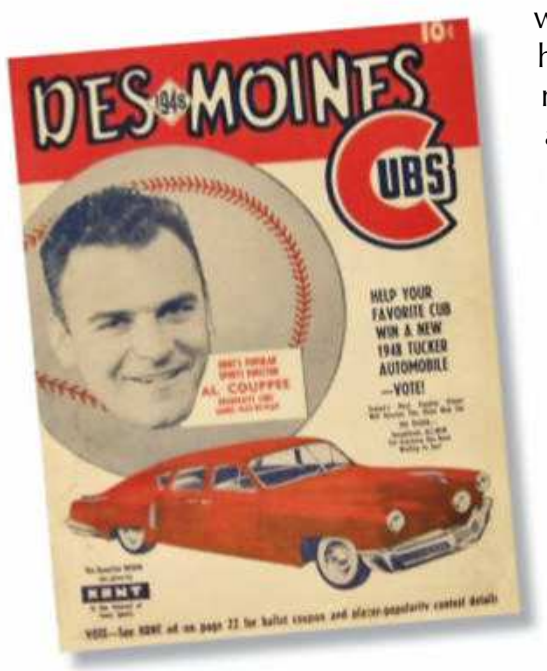
First, the car: Lloyd Templeton and his sons in Ames, Iowa, built the car from 1950 to 1952, starting with a Mercury chassis. Over the next few years, Templeton showed it all over the country, and Bob Hope reportedly owned and drove it for part of that time. Then, over the next few decades, it circulated in and out of the Templeton family's possession before it crossed the auction block at RM's Arizona sale in 2009 (and sold for $148,500).

Now, the circumstances: Templeton apparently owned it at the time of the photo, though how a 25-year-old custom car came to be in a parade promoting Chicago politician Frank Annunzio's bid for another term in the U.S. House of Representatives, we're not sure. Ames is a good five-and-a-half-hour drive from Chicago, after all.

Tucker Via Iowa

SPEAKING OF THE HAWKEYE STATE (AND ITS connections to Chicago), Bob R. came across a circa 1948 promotional flyer for the Tucker that tied into the Des Moines Cubs, apparently a predecessor team to the current Iowa Cubs Triple-A affiliate team. It even offered a Tucker as a prize, though for a Cubs player and not for a fan, oddly enough.

We ran the flyer by the Tucker Club and received a response from Mark Lieberman, who said, to his knowledge, nobody ever won a Tucker in any of the various giveaway contests around the country at the time.



So, exactly how the contest worked and how it came together shall remain a mystery for now.

S101S

FINALLY, UNRELATED TO THE STATE OF IOWA, WE HAVE ANOTHER PALINDROMIC vehicle, this one an S-10 that Gary Spradling saw in a strip mall in Stephenville, Texas. Because, when considering a pickup, who really needs a bed?

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

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SUPER COUPON

EARTHQUAKE XT BEATS Snap-on*

1/2" HIGH TORQUE AIR IMPACT WRENCH

EARTHQUAKE EQ12XT		Snap-on PT850
1190 FT. LBS.	TORQUE BOLT BREAKAWAY	1190 FT. LBS.
1210	BLOWS PER MINUTE	1270
YES	LOW SOUND LEVEL	YES
YES	ONE-HANDED FORWARD/REVERSE	YES
4.4 LBS.	WEIGHT	4.2 LBS.
$149.99	PRICE	$599.95

Customer Rating

SAVE $469

NOW $129.99

ITEM 62891

84510057

LIMIT 5 - Coupon valid through 2/12/19*

*Snap-on PT850 stated specs

SUPER COUPON

FREE
WITH ANY PURCHASE

3-1/2" SUPER BRIGHT ALUMINUM FLASHLIGHT
- 9 LED
- Compact, Lightweight

COMPARE TO RAYOVAC $1.50 MODEL: BRS9LED-B

ITEM 69111/62522/62573/63599 63875/63884/63886/63888/69052 shown

84546272

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 2/12/19 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF
ANY SINGLE ITEM*

84540788

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, compressors, floor jacks, safes, saw mills, storage cabinets, chests or carts, trailers, trencher/backhoe, welders, Admiral, Ames, Bauer, Cobra, CoverPro, Daytona, Diamondback, Earthquake, Fischer, Hercules, Icon, Jupiter, Lynxx, Poulan, Predator, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 2/12/19.

YUKON

SUPER COUPON

46" MOBILE STORAGE CABINET WITH WOOD TOP

Customer Rating

NEW

NOW $229.99

- 15,704 cu. in. of storage
- 1200 lb. capacity

COMPARE TO KOBALT $269.10 MODEL: 831097

SAVE $39

$249.99

ITEM 64023/64012 shown

84510591

LIMIT 5 - Coupon valid through 2/12/19*

HARDY

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100
- 5 mil thickness

12¢ PER PAIR

Customer Rating

SAVE 40%

NOW $5.99

COMPARE TO VENOM $9.99 MODEL: VEN4145

$7.99

ITEM 64417, 64418, 61363, 68497, 61360, 61359, 68498, 68496 shown

84512468

LIMIT 9 - Coupon valid through 2/12/19*

PREDATOR

SUPER COUPON

8750 MAX. STARTING/ 7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATOR

Customer Rating

ITEM 63086/68530/63085 shown

ITEM 68525/63088/63087 CALIFORNIA ONLY
- GFCI outlets

SAVE $2,069

SUPER QUIET

COMPARE TO HONDA $2,599 MODEL: EB6500X1AT

Wheel kit and battery sold separately.

$599.99

NOW $529.99

84513759

LIMIT 3 - Coupon valid through 2/12/19*

PITTSBURGH #1 SELLING JACKS IN AMERICA

SUPER COUPON

RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK

Customer Rating
- 3-1/2 pumps lifts most vehicles
- Lifts from 3-1/2" to 14-1/8"
- Weighs 34 lbs.

NOW $59.99

$79.99

COMPARE TO K TOOL $125.68 MODEL: KTI63094

SAVE $65

ITEM 68053/62160/62496/62516/60569 shown

84514112

LIMIT 4 - Coupon valid through 2/12/19*

BADLAND Battle Tested

SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL
- Weighs 14.3 lbs.
- 11-1/8" L x 4-1/2" H

SAVE $140

Customer Rating

COMPARE TO SUPERWINCH $189.99 MODEL: 1125220

Voted Best Winches

$69.99

NOW $49.99

ITEM 61840/61297/63476/61258 shown

84514743

LIMIT 3 - Coupon valid through 2/12/19*

COVERPRO

SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating

COMPARE TO SHELTER LOGIC $270 MODEL: 76377

SAVE $100

NOW $169.99

$199.99

ITEM 62859/63055/62860 shown

84515232

LIMIT 4 - Coupon valid through 2/12/19*

WARRIOR

SUPER COUPON

29 PIECE TITANIUM DRILL BIT SET

Customer Rating

NOW $9.99

COMPARE TO DEWALT $64.99 MODEL: DW1369

SAVE 84%

$17.99

ITEM 62281/61637 shown

84520347

LIMIT 8 - Coupon valid through 2/12/19*

SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP

Customer Rating

NOW $2.99

COMPARE TO BLUE HAWK $9.98 MODEL: BG6X10-Y

SAVE 70%

$4.99

ITEM 69115/69121/69129/69137/69249/877 shown

84524023

LIMIT 8 - Coupon valid through 2/12/19*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

VEHICLE POSITIONING DOLLY
- 1250 lb. capacity

Customer Rating

COMPARE TO GOJAK $190.75 MODEL: GOJG5211

SAVE $120

$89.99

NOW $69.99

ITEM 62234/61917 shown

84524993

LIMIT 4 - Coupon valid through 2/12/19*

PITTSBURGH

SUPER COUPON

Customer Rating

CLICK-TYPE TORQUE WRENCHES

LIFETIME WARRANTY
- Reversible

DRIVE	ITEM
1/4"	61277/63881/2696
3/8"	61276/63880/807
1/2"	62431/63882/239

Item 239 shown

COMPARE TO HUSKY $84.97 MODEL: H2DTWA

SAVE 88%

$19.99

YOUR CHOICE $9.99

84526733

LIMIT 9 - Coupon valid through 2/12/19*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

2 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating

- Boom extends from 41" to 61-3/4"
- Crane height adjusts from 73-5/8" to 89"

COMPARE TO TEQ $239.99 MODEL: 1404PV

$229.99

NOW $179.99

SAVE $60

ITEM 60388/69514 shown

84529058

LIMIT 5 - Coupon valid through 2/12/19*

CENTRALPNEUMATIC

SUPER COUPON

29 GALLON, 2 HP, 150 PSI CAST IRON VERTICAL OIL-LUBE AIR COMPRESSOR

Customer Rating
- Air delivery: 5.9 SCFM @ 90 PSI 7.3 SCFM @ 40 PSI

NOW $329.99

$354.99

COMPARE TO SANBORN $429 MODEL: SLC1683066

SAVE $99

ITEM 62765/61489 shown

84529621

LIMIT 4 - Coupon valid through 2/12/19*

PITTSBURGH AUTOMOTIVE

SUPER COUPON

MECHANIC'S ROLLER SEAT
- 250 lb. capacity

Customer Rating

NOW $19.99

Tools sold separately.

COMPARE TO $44.99 ACDELCO MODEL: 34803

SAVE 55%

$24.99

ITEM 61653/3338 shown

84532444

LIMIT 7 - Coupon valid through 2/12/19*

PITTSBURGH MOTORCYCLE

SUPER COUPON

1000 LB. CAPACITY MOTORCYCLE LIFT
- Diamond plate steel platform and ramp
- Lift range: 7" to 29-1/2"

Customer Rating

NOW $299.99

$399.99

COMPARE TO DIRECT-LIFT $799.99 MODEL: 873100

SAVE $500

ITEM 69904/68892 shown

84532687

LIMIT 5 - Coupon valid through 2/12/19*

drill master

SUPER COUPON

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

Customer Rating

NOW $8.99

COMPARE TO BLACK & DECKER $28.06 MODEL: HG1300

SAVE 67%

$14.99

ITEM 62340/62546/63104/96289 shown

84533730

LIMIT 9 - Coupon valid through 2/12/19*

CEN-TECH

SUPER COUPON

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating

NOW $4.99

SAVE 50%

$9.99

ITEM 69594/69955/64284/42292 shown

84537758

LIMIT 9 - Coupon valid through 2/12/19*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 2/12/19.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

AUCTION**NEWS**

BY TOM COMERRO

MECUM AUCTIONS

Mecum Monterey

MECUM SAW A 38-PERCENT INCREASE at Monterey this year, with sales reaching $47 million. The top sale was a 1933 Duesenberg Model J convertible coupe that pulled in $3.85 million—all the firm's top-10 sales were above the million-dollar mark. This 1932 Packard Eight 902 coupe really caught our eye, though. The Full Classic was said to have undergone a comprehensive restoration and was driven only about 2,000 miles since. The elegant Packard found a new owner with a final bid of $104,500. Mecum's results are available online at www.mecum.com.

RM Sotheby's at the Petersen

RM SOTHEBY'S IS MOVING ITS SANTA Monica event to the Petersen Museum in Los Angeles, slated to take place December 8. The sale is expected to have over 50 automobiles and is an appropriate backdrop housing hundreds of rare cars, making it one of the best automotive museums in the world. The auction has limited consignment space and is expected to attract many collectors and enthusiasts. For more information, visit www.rmsothebys.com.

PETERSEN MUSEUM

AUCTION PROFILE

STUTZ SAW SIGNIFICANT CHANGES IN 1928, with redesigned fenders, headlamps, and body. Wire wheels—which were then becoming the norm—replaced wooden-spokes, and a fender-mounted spare was added. There were several bodies available, but the most affordable and frequently purchased were the BB Speedsters, which ranged from two- to seven-passenger variants. The four-passenger Speedsters that year were available for $3,595, which equates to over $52,000 today.

This particular Stutz received a thorough restoration a little over 20 years ago and won AACA and Pebble Beach class awards in 1998. In 2008, there were some mechanical upgrades bringing the compression ratio up to 7:1 from 5:1. A new camshaft and improved valvetrain were installed, as was a Schebler S carburetor with a Laycock overdrive unit to help reduce the rpm at high speeds. This Stutz would go on to win another class award at Pebble Beach in 2011, and is a fine example of Roaring '20s excess with subtle mechanical advancements.

GOODING & COMPANY

CAR:	**1928 STUTZ MODEL BB FOUR-PASSENGER SPEEDSTER**
AUCTIONEER:	**GOODING & COMPANY**
LOCATION:	**PEBBLE BEACH, CALIFORNIA**
DATE:	**AUGUST 24, 2018**
LOT NUMBER:	**25**
RESERVE:	**NONE**
AVERAGE SELLING PRICE:	**N/A**
SELLING PRICE:	**$143,000**

DECEMBER

6-8 • Mecum
Kansas City, Missouri
262-275-5050 • www.mecum.com

7-8 • Raleigh Classic
Raleigh, North Carolina
919-269-5271 • www.raleighclassic.com

8 • RM Sotheby's
Los Angeles, California
519-352-4575 • www.rmsothebys.com

OWLS HEAD TRANSPORTATION MUSEUM

Owls Head Results

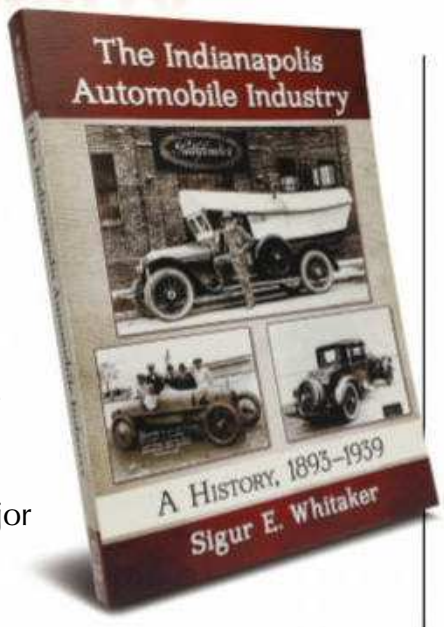
THE OWLS HEAD TRANSPORTATION MUSEUM wrapped up its 41st New England Auto Auction with 178 vehicle lots sold and over $4.3 million taken in, in the two-day sale. Of the cars that were part of the 72-percent sell-through rate, a 1957 Dual-Ghia was the top sale. There were also many good bargains to be had, including some American iron going back as far as a 1910 Brush D-24 Runabout. There was also a 1955 Nash Statesman Sedan with Swamp Cool air conditioning. Complete with rebuilt straight-six and transmission, the Nash had everything working for it including the Weather Eye. When the sale was over, the Nash found a new home for just $5,830. A full listing of results from Owls Head is available at www.owlshead.org.

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

ART & AUTOMOBILIA

BY MARK J. McCOURT

The Indianapolis Automobile Industry



800-253-2187 • WWW.MCFARLANDPUB.COM
$39.95 (PAPERBACK)
$9.99-$14.99 (KINDLE-NOOK EBOOK)

Detroit has long represented the heart of the American car world, but it was far from the only prominent city in automotive circles. Before World War II, Indianapolis was a major producer of fine automobiles, a home to innovative engineers and parts-manufacturing firms, as well as the location of this country's most famous racing circuit. Indiana native Sigur E. Whitaker pays tribute to the heritage of her hometown in this 319-page paperback (ISBN 9781476666914), subtitled *A History, 1893-1939*. Working with major historical resources, the author dives into the early days of the Speedway, explores the period developments of local firms like Waverly, Cole, Parry, Premier, Stutz, Marmon, and Duesenberg, and takes the reader through the interwar period, ending when the Great Depression effectively killed sales of these trend-setting, premium-priced motorcars. Whitaker has illustrated this book with fascinating period images and advertisements, and serious automotive historians will appreciate its 50-plus pages of chapter notes, the bibliography, and index.

Texaco LED Marquee

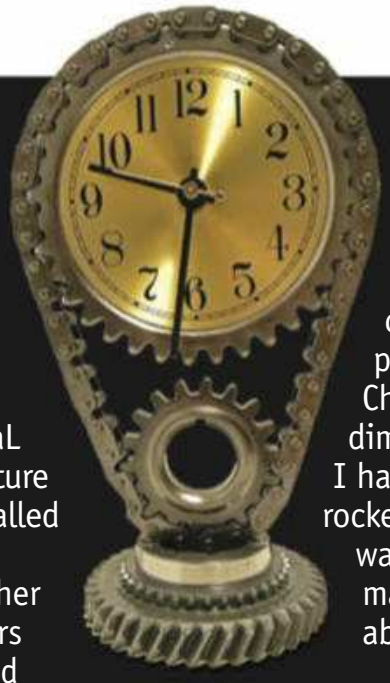
800-230-3030
WWW.SUMMITRACING.COM • $49.99

With 117 years of history behind it, Texaco has been around nearly as long as the automobiles that use its gasoline and oil products. This internationally famous brand is popular in Petroliana-collector circles, and Summit Gifts now offers a stylish dual-sided marquee that will get people talking. Sized 25-inches tall by 7½-inches wide, this vintage-looking metal sign (item SDF-160037) is enhanced by four AA-battery-powered LED lights. It offers three-dimensional lettering and a gently weathered appearance, and is sure to be a focal point of your garage or den wall. This item can be shipped to your home or picked up in a Summit Racing store in Ohio, Nevada, Georgia, or Texas.

Heavy Metal Style

WWW.ETSY.COM/SHOP/FROSTAUTODECOR
ITEMS START AT $69

When you combine creative talent with frustration over not being able to find a decorative item you're looking for, anything can happen — even the foundation of an exciting new enterprise. That was the situation that Oologah, Oklahoma, resident Brandee Frost encountered, and which led to the 2014 creation of Miss*MetaL Automotive Decor, the automotive-themed furniture and home ornamentation business that is now called Frost Auto Décor.



Brandee envisioned a particular mirror for her office that incorporated automotive timing gears and chains, but couldn't find one; this prompted her to dig in the pile of discarded parts in her husband Keith's auto repair shop, Frost Auto Service, and to fire up the MIG welder. Her mirror creation would be the first of hundreds of crafty old-car inspired decorative items that the couple would build for their own use and to sell, and their pieces have been displayed in homes and businesses as far away as Cyprus and New Zealand.

As a longtime enthusiast of vintage performance cars, Brandee understands her audience. This former Army mechanic explains, "I have to be very knowledgeable about car parts. My success comes from being able to reproduce popular pieces, so that means I need to know a rare 327 Chevrolet balancer when I see one poked away in a dim corner under the shelf of an old machine shop. I have to know the difference between a lifter and a rocker arm, or a connecting rod and a pushrod. I don't want a Ford balancer on a Chevy valve cover lamp. I make art for hot rod enthusiasts, so I'm very picky about the parts I use."

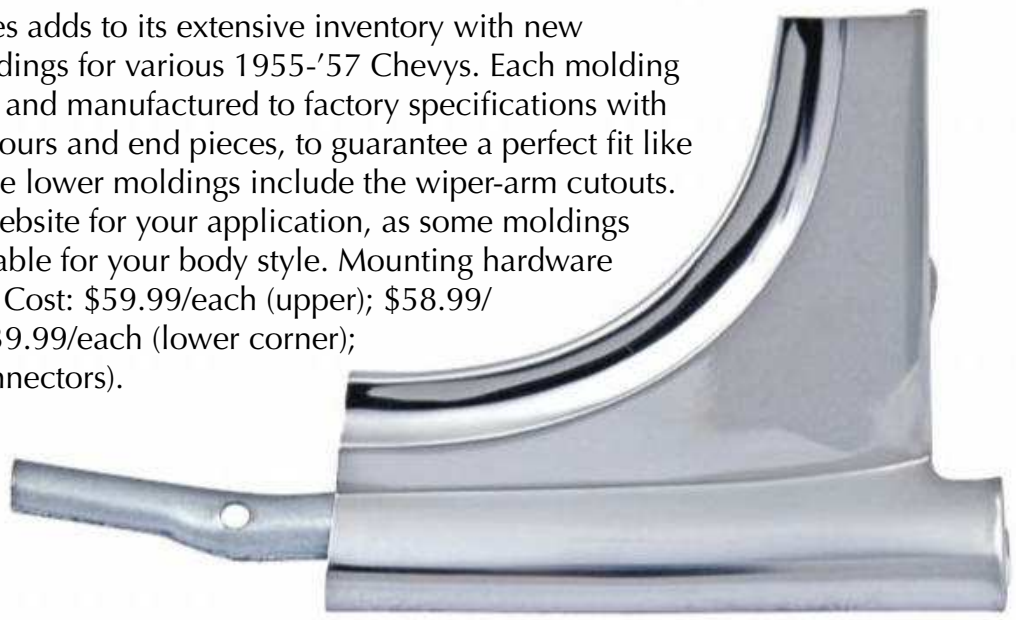
From sourcing the engine components that will be used to make tables, lighting, wall art, and more, to cleaning, sandblasting, welding, and painting the finished products, Brandee and Keith do all the work themselves. The overwhelmingly positive feedback on their Etsy.com online store echoes the pride they take in creating functional car art.

BY TOM COMERRO

Tri-Five Moldings

CLASSIC INDUSTRIES • 855-357-2787 • WWW.CLASSICINDUSTRIES.COM

Classic Industries adds to its extensive inventory with new windshield moldings for various 1955-'57 Chevys. Each molding is stainless steel and manufactured to factory specifications with the correct contours and end pieces, to guarantee a perfect fit like the originals. The lower moldings include the wiper-arm cutouts. Visit Classic's website for your application, as some moldings may not be suitable for your body style. Mounting hardware is not included. Cost: $59.99/each (upper); $58.99/each (lower); $39.99/each (lower corner); $7.99/each (connectors).



Light It Up

STRIKER CONCEPTS • 704-508-1031
WWW.STRIKERCONCEPTS.COM

The Striker FLEXiT flashlight is different from other lighting systems. It's more versatile, and boasts a solar-rechargeable lithium-ion battery. The flexible unit can be bent into any shape, and functions as a floodlight, flashlight, or 360-degree lantern. Use it in your hand or attach it to a metal surface with its magnetic handle for hands-free use. The lighting output is 500 lumens, and it's equipped with four red LEDs for "night vision," as well as rapid flashing hazard. The 360-degree pivoting hang hook increases versatility. The light charges by day, or use a USB cable to minimize charging time. Cost: $49.99.

Tip Top

GRIOT'S GARAGE • 800-345-5789
WWW.GRIOTSGARAGE.COM

Vinyl and cloth tops can be difficult to clean, but Griot has developed a convertible top cleaner that should fit your needs. The cleaner will help keep your top's factory appearance without leaving any residue that would attract dust or dirt. Highly effective on vinyl, canvas, and cloth, it's available in 22-ounce bottles. Just pre-rinse your top, spray the cleaner on evenly, and scrub it with a brush or microfiber mitt. Cost: $9.99 (22 ounce).

Hot Hands

MILWAUKEE TOOL • 800-729-3878 • WWW.MILWAUKEETOOL.COM

Sometimes it's difficult to keep your hands warm when working in the garage, so Milwaukee Tool has introduced heated gloves designed to protect your hands from the harsh elements. The gloves are USB rechargeable and provide you with up to six hours of warm operation. In addition to keeping your hands comfortable in cold temps, the gloves are built to provide maximum dexterity and mobility. Three settings—low, medium, and high—are available and will fully heat up in less than three minutes, plus they're water resistant. Also included is a Smartswipe patch on the index finger that allows you to use touch-screen devices without removing the gloves. They are powered by RedLithium technology and come in M-XL sizes. Battery packs, controller/chargers, heavy-duty charging cord and a wall plug is included. Cost: $179.

WIN THIS 1963 STUDEBAKER. 1st prize: 1963 Studebaker, R1 engine, ps, pdb, TT rear, Avanti AM/FM radio, gold exterior, fawn & tan interior. 2nd prize: $2,000. $10 per ticket. Only 5,000 tickets will be sold. Winner need not be present to win. Car is raffled in as-is condition, winner responsible for all taxes, withholding tax, title fees, tags & transportation. Winning tickets drawn 2 pm, Saturday, April 6, 2019, AACA Museum, Hershey, PA. Info & order tickets online at: www.sdckeystoneregion.com, or include SASE, phone, email address, along with check payable to: Keystone Region Chapter, Inc. Send to: Vince Habel, 1582 Emerson Dr, Mount Joy, PA 17552-7421; redavanti@comcast.net; 717-653-0886.

WIN YOUR CHOICE 2018 MUSTANG OR 2018 FORD F-150 OR $50,000 IN CASH. Second prize is $1,000, third prize is $500. Grand prize Drawing is February 14, 2019 at 5 p.m. Tickets are $100 each. New promo, buy 5 tickets, get 1 FREE. Buy your tickets early for extra chances to win! Loyalty club early bird drawing is October 15, 2018, $1,000. Additional early bird drawings are November 14, 2018, $750, December 14, 2018, $750 and January 14, 2019, $750. Winner need not be present. Call 330-474-0480; order tickets online at www.portagefoundation.org/car-raffle

TRANSMISSION PARTS

- Hydra-matic
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- Dyna-flow
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- F-85
- Ford
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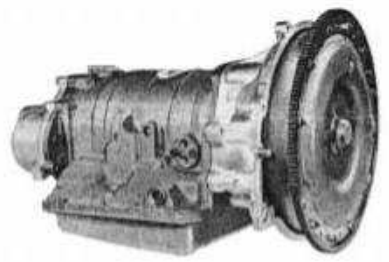
- Jet-away
- Dual-path



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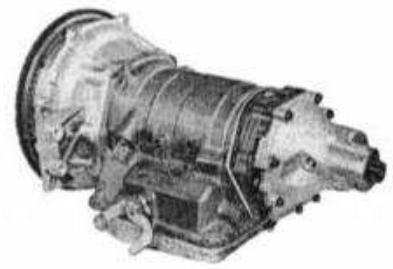

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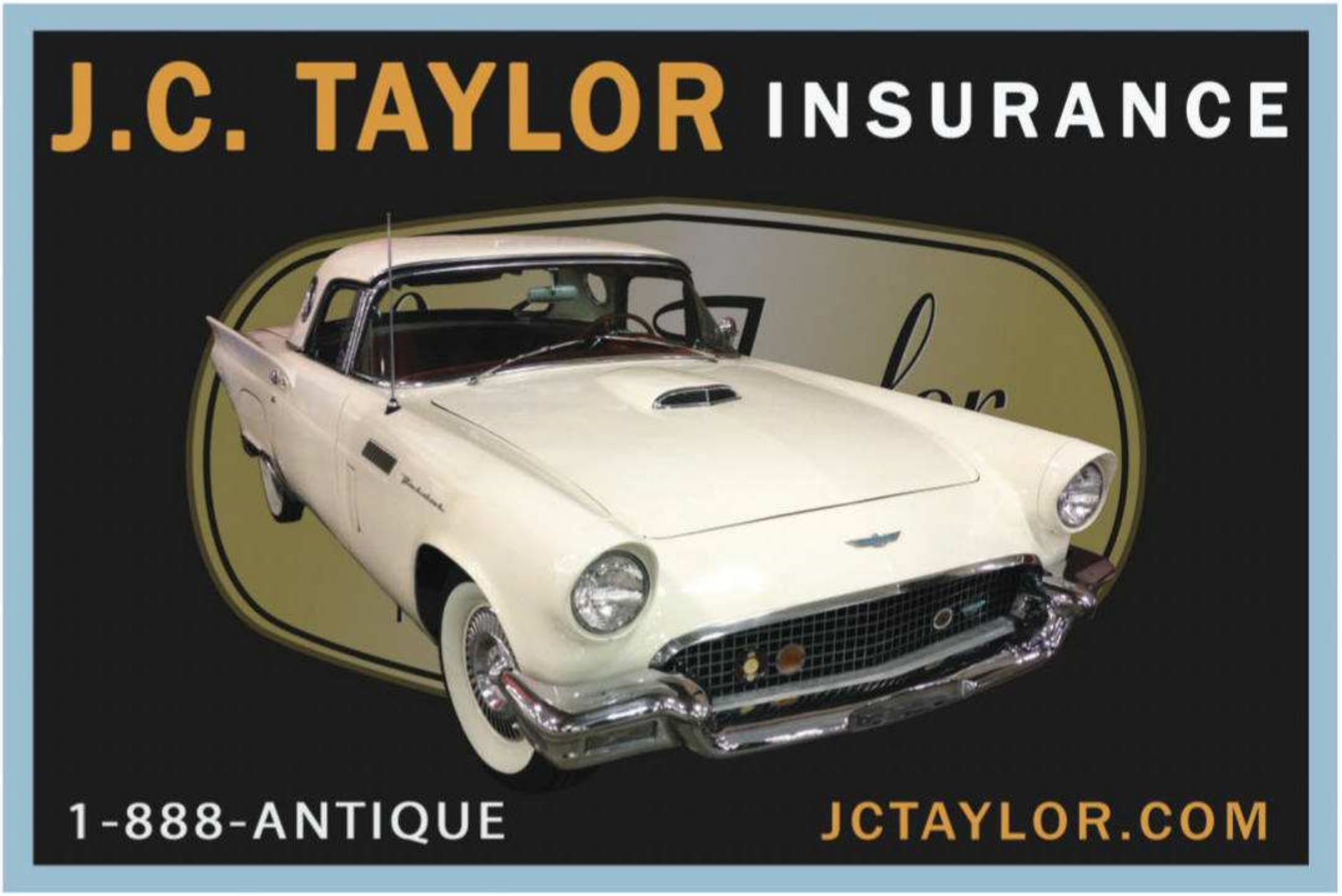


BY DAVID CONWILL
PHOTOGRAPHS COURTESY DETROIT PUBLIC LIBRARY (PORTRAIT) AND CAROL JEAN LAMBERT (BUCKEYE)

John Lambert

MALLORY AND IRVINE MIGHT HAVE summitted Everest in 1924, but nobody saw it, so the credit goes to Norgay and Hillary in 1953. Likewise, John Lambert might have driven his gasoline buggy on Ohio roads in 1891, two years before the Duryeas, but he couldn't attract any attention to his creation.

Born almost two years before Charles Duryea, in Mechanicsburg, Ohio, Lambert had his first brush with automobile technology in 1876 when his father, George, told him of an engine at a tannery that ran without the use of steam. The Lamberts traveled to Greenville, Ohio, to see it, only to find the tannery had burned. Searching in the wreckage, Lambert found the charred remains of an Otto engine, which ran on coal gas. Intrigued, he disassembled it to see how it worked.

Lambert was mechanically inclined from a young age, having invented a commercially successful handheld corn planter at the age of 16. With such a technical background, he knew what he was looking at when he autopsied the Otto, and he was taken with internal combustion from then on.

In the 1880s, the by-then-financially successful Lambert heard rumors of self-propelled vehicle experiments in Germany, using internal-combustion engines. It reignited his fascination with the Otto, and he resolved to make his own attempt at producing a horseless carriage. To begin with, he went in search of a powerplant—a gasoline engine light enough to successfully use in a self-propelled application.

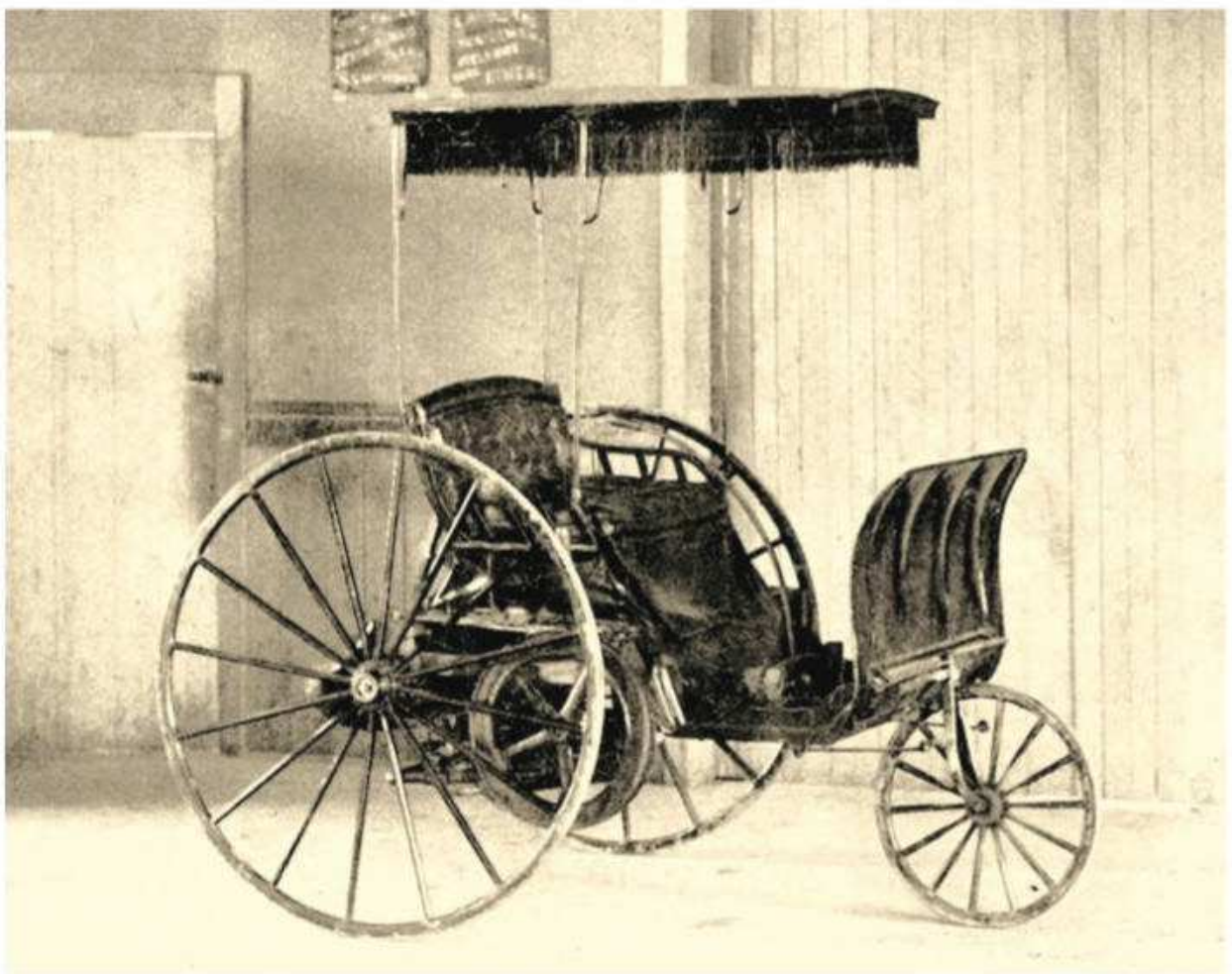
Finding nothing suitable, Lambert arranged with a German engineer to develop a new engine of appropriate size and weight, spending around $3,000 in pursuit of this goal in 1890—about $83,000 adjusted for inflation. Without even a working prototype to show for his investment, Lambert and the German parted ways, with Lambert retiring to continue his project in secret.

Overcoming obstacles, such as developing an effective transmission and carburetor at the same time, he completed the engineering required to make a running gasoline engine. In 1891, Lambert finally constructed his "Buckeye" gasoline buggy. All testing was carried out behind closed doors or late at night, but it is alleged that he had a running, driving prototype well before the Duryeas.

Feeling his vehicle was ready, Lambert unveiled the Buckeye to the public via sales brochures, but response was tepid—despite inquiries he received no orders. Deciding that the market wasn't yet ripe for a horseless carriage, he turned to the lucrative market for stationary gasoline engines where his experience was appreciated. He remained interested in cars, however, and continued experiments and pleasure driving for another decade. He even briefly revived his bid to offer the Buckeye for sale again in 1895.

Lambert finally and successfully entered the market in 1902 with an automobile dubbed the Union in Indiana. Powered by a two-cylinder engine of Lambert's design and using his novel friction-drive transmission system, the Union was sold until 1905. In 1906 the Union was succeeded by the Lambert, a move perhaps spurred by the transfer of production from Union City to Anderson, Indiana. Specs on the Lambert varied, but all used friction drive. Lambert cars remained in production until 1917, trucks until 1918.

Lambert himself lived to the ripe old age of 92, dying in 1952.



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BY MILTON STERN

Lusting for Le Mans

DID ANY FAMILY ACTUALLY WORK ITS way up that GM ladder? Growing up, I always observed that a Chevrolet family remained a Chevrolet family no matter how successful they became; they graduated from a Nova to a Caprice. Buick families always drove Buicks, and my tribe always had a love affair with Oldsmobiles. As for those who drove Cadillacs? I don't remember seeing them drive anything else.

Pontiac firmly established itself as the performance division in the 1960s with Wide-Track styling that implied motion and performance others raced to match. There was the Tempest/Le Mans, which began the decade with an engine and transaxle setup with "rope drive" that provided for almost 50/50 weight distribution and great handling, followed by the overhead-cam straight-six engine in the next generation that also gave us the ultimate Pontiac, the GTO. Will they ever stop writing about GTOs?

The 1970s changed all that with a switch from performance to luxury, and Pontiac had to change gears, beginning in 1973. Hardtops and convertibles were out, and sedans with large B-pillars and frameless door glass were in, as were spacious station wagons with liftgates.

Welcome the Colonnades. I make no effort to hide my love of the GM Colonnades. These are among my favorite cars, and I recently wrote fondly about Aunt Flossie's Malibu Classic as well as the ever-popular Cutlass Supreme and Kojak's Buick Century. After this reflection, there will be no more Colonnades for me to feature. This saddens me.

According to the ads of the day, the new Le Mans was a "...spectacular inside job. It took a team of cunning Wide-Track experts to devise the finest mid-size Pontiac interior ever. They chose rich fabrics and leather-like Morrokide for the seats and made bucket seats available at no extra charge. Ahead of you lies the new master control panel with the simulated look of century-old mahogany." What did I say? Luxury.

The Colonnades benefitted from one important thing—timing. They were originally styled with consideration for the 5-mph bumpers and avoided the afterthought steel-girder look, so loved by one of the Big Three. And the Grand Ams featured a flexible nose piece that popped back into place after a small impact. Why don't the plastic bumpers on cars today work like that? Instead, they just fall off. I remember the commercial with the owner demonstrating a front impact in his new yellow Grand Am, which also featured louvers over the quarter windows.

Models included the Le Mans, Le Mans Sport Coupe, 1973-only GTO (switching to the Ventura platform the following year), Luxury Le Mans/Grand Le Mans, Grand Am, the one-year-only 1977 Can Am, and the

rarest of the breed, the Safari wagons. The Colonnade wagons are true bargains right now, and if you find one, snap it up. They are stylish, a pleasure to drive, and can carry all your friends and their stuff.

While retaining the split wheelbase of 112/116 inches, the cars were practically all new. The front suspension was designed from components shared with the Firebird, thus providing the best handling in their class. The rear coil-spring suspension also benefitted from improvements in geometry, giving them the "boulevard ride" Americans still preferred. Automatic transmissions and three-speed or four-speed manuals were available, and base power was provided by Chevrolet's 250-cu.in. straight-six, while optional engines included the full range of Pontiac V-8s.

Recently, there was a 1974 Le Mans for sale with a three-speed manual and the 250 six. Not only did they exist, but also, one survived!

Changes were mostly stylistic as the decade progressed. The quarter windows were transformed into opera windows for the Luxury Le Mans coupes with the optional Landau half-vinyl roof. Le Mans Sport Coupes were treated to two quarter windows per side. Several models were adorned with fender skirts, which gave them a nice touch of class and distinction that set them apart from their Colonnade cousins.

Radial tires were standard in 1974: "RTS is Pontiac's code name for ride and handling. Specifically, RTS means Radial Tuned Suspension. With GM specification steel-belted radial tires, front and rear stabilizer bars and more. So, Le Mans rides smooth. And hush hush. RTS also helps make the Le Mans perform like a Pontiac. Chalk up another great one for the Wide-Track people."

The final year for the Colonnade Le Mans was 1977 when the Buick 231-cu.in. V-6 replaced the tried-and-true Chevy straight-six as base power. Pontiac also offered its new 301-cu.in. V-8, but in California Pontiac V-8s were substituted with Oldsmobile engines.

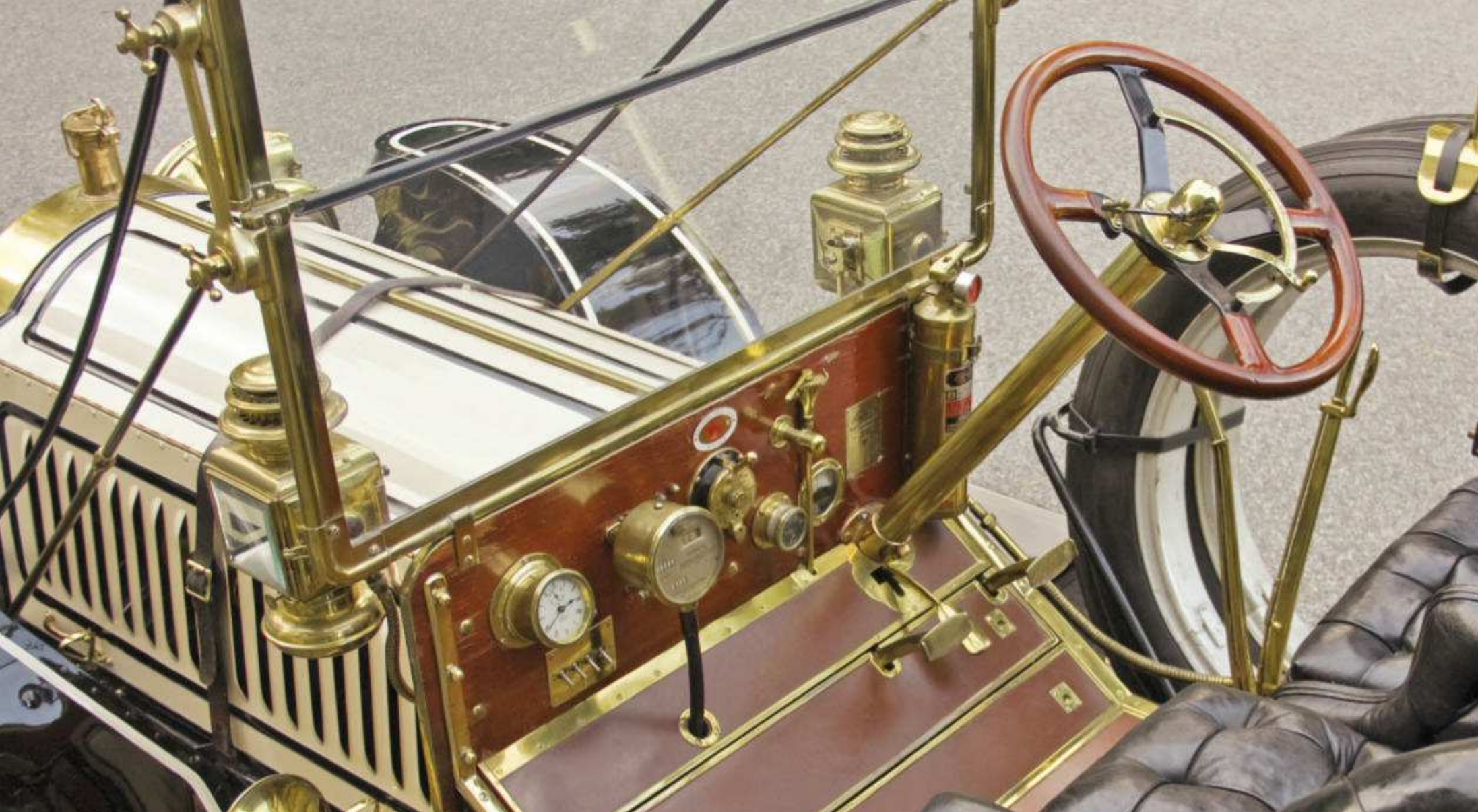
The 1977 Pontiac Can Am is probably the most collectible of the family, being that it was only offered for one year. But, 1977 would be a strange year, with or without the Can Am, for the downsized fullsized Bonneville and Catalina were actually smaller on the outside but bigger on the inside than the midsize Le Mans. All that would be rectified the following year.

If you are in the market for a big mid-size car with plenty of style, check out the 1973-'77 Pontiac Le Mans. If you show up in one, I guarantee you will be a standout, especially with those fender skirts.

Packard Present

Combining a Victoria body by Demarest with a Model 1-48 chassis made this 1912 Packard special to its devoted owner

BY DAVID CONWILL • PHOTOGRAPHY BY MARK J. McCOURT



The Model 1-48 Six was one of three Packard models produced for 1912, joining the Model 18 and the Model 30, both four-cylinder-powered automobiles. It shared similar appointments with the Model 30, which dated back to 1907 with roots in the 1906 Model S. The Model 18 was a downsized, less-expensive Packard that had arrived for 1909, but proved not as popular as hoped. The Model 1-48 was a corresponding move upmarket that correctly predicted the future for the marque.

The "48" in 1-48 refers to the horsepower rating of the car's massive 525-cu.in. engine, taken at 650 rpm. In fact, it produced 74 horsepower at 1,720 rpm. The six-cylinder, which was assembled from three paired iron cylinders bolted to a common aluminum crankcase, resembles contemporary designs from Sunbeam, a prominent British marque. It features a T-head configuration, a type of cross-flow flathead where the intake and exhaust valves are positioned across the 4-½-inch bore from one another for better breathing.

A 5-½-inch-stroke crankshaft, attaches to drop-forged connecting rods, runs in four main bearings. The bottom end is lubricated via force feed, while the cylinder walls, camshaft, and other parts make do with spray oiling. The engine oil is filtered via a series of sediment pockets and wire-mesh strainers. The driver is even provided with a pressure gauge to monitor the system, which contains one gallon of oil. A second gallon is kept aboard in a copper tank as a reserve for replenishing the system. The reserve tank can be monitored via a magnetic gauge.

Packard was quite proud of the intake system on the Six, extolling the virtues of its float-feed carburetor with integrated choke, automatic mixture regulation, and heated intake manifold. A dashboard lever permits on-the-fly adjustment of an auxiliary air inlet, and throttle control can be accomplished both with a steering-wheel-mounted lever or a floor pedal mounted between the clutch and brake. Fuel supply is gravity fed on some models and via mechanical pump (with hand-pump backup) on others.

Sparking the mixture is a Bosch dual-ignition system, featuring both magneto and battery. The two systems utilized the same spark plugs, which are connected to the wiring with knife switches. The electric self-starter was a new feature in 1912, and this car has a combined starter/generator that appears to be original equipment, though Packard did not advertise self-starters until 1913—and then only in the L-head, left-hand-drive Model 38. Nevertheless, the bellhousing accommodating the starter is a Packard part. The original owner of our feature car was no stranger to remodeling vehicles, having had some of her later cars rebodied (Demarest restyled her two 1915 Crane-Simplexes in 1923, for instance), though, so it could equally be possible that she arranged to have her beloved automobile retrofitted with the new technology.

Manual starting is via a hand crank—a task eased by a

Brass, wood, and enamel abound in the Victoria body by Demarest, originally mounted to a 1909 Locomobile chassis. Controls include two throttles, an early type of cruise control, spark advance, and a switch for selecting battery or magneto ignition.

nearby compression release and an ignition kicker button. When not in use, the hand crank originally locked in a vertical position. Another driver's duty is ignition timing. Spark advance is controlled via a lever on the steering wheel. Perhaps the most remarkable control, however, is a type of early cruise control that varies an engine governor using input from the water pump. A four-cylinder air compressor is also mounted to the engine to ease roadside tire changes—a frequent occurrence in the era when horseshoe nails were still common road hazards.

While the engine attaches to the aluminum clutch housing, containing a dry-plate clutch, the three-speed transmission itself is at the other end of the driveshaft, bolted rigidly to the aluminum rear axle in a transaxle configuration. Standard final-drive gearing is 3.27:1, though 3.05:1 and 3.52:1 were optional for owners who desired higher road speeds or who required the mechanical advantage to haul heavier bodies.

The hand lever for shifting is mounted to the right of the driver. While our feature car's coachbuilt body has a completely open driver's compartment, Packard's 13 varieties of production body were enclosed and placed the controls between the driver and the door, thanks to the right-hand-drive configuration, which was retained until the debut of the 3-48 for 1914.

To stop, Packard installed rear-wheel mechanical brakes. The ordinary service brakes are externally contracting bands, actuated by floor pedal, while emergency braking assistance is provided via lever-operated internal brake shoes. Packard advertised this system as "thus obviating braking strain on [the] transmission," a clear shot at competitors still relying on a transmission brake.

Today, this distinguished Packard resides on Cape Cod at The Heritage Museum and Gardens in Sandwich, Massachusetts. Its history is an interesting one.

It was a birthday gift to Theodate Pope Riddle, a lady not typical for her era, so it's no wonder her first car was equally atypical. Riddle was born in 1867 as Effie Brooks Pope (she changed her name to Theodate at age 19, to honor a grandmother), the only child of Alfred and Ada Pope. Her father was a businessman who had invested in malleable iron technology just as that material was becoming the backbone of America's late-19th Century industrial boom.

Pope's wealth allowed him to indulge his love of art collecting and to ensure that his daughter was well educated, sending her to Miss Porter's School in Farmington, Connecticut, and afterward to tutors who trained her as an architect while she audited classes at Harvard (then an institution for men only). Riddle was the first woman licensed

The 525-cu.in. six-cylinder produced 74 horsepower. Packard green cast-iron cylinders should be black or gray—crankcase is cast aluminum. An air compressor for roadside tire changes was integrated with the engine. Carburetor is on other side of T-head engine, which places intake valves on right side and exhaust valves on left.

as an architect in the states of New York and Connecticut and designed numerous residences in the Northeast, including Hill-Stead, her family's estate in Farmington—now a museum housing works collected by Pope and Riddle. She also oversaw the rehabilitation of Teddy Roosevelt's birthplace in New York City. Later, she would found the Avon Old Farms school for boys in Avon, Connecticut.

Another indulgence on the part of Pope was to purchase his daughter a car for her 42nd birthday, at a cost of nearly $7,000 (about $194,000 adjusted for inflation). The car would be her first automobile. That was a 1909 model, and it combined a Locomobile chassis with a Victoria body by Demarest, a New Haven, Connecticut, coachbuilder. Riddle had her car finished in a striking canary yellow hue, and dubbed it the *Yellow Peril* and used it extensively. Later, that body, Dietz kerosene lamps and all, was removed and installed on a more-powerful 1912 Packard 1-48 chassis, resulting in the automobile seen on these pages.

The Victoria body, while handsome, was already somewhat old-fashioned by 1912, and the half top was highly impractical at speeds over 25 mph (the Packard easily cruises at 55 to 60 and historically had a top speed of 80), acting as an air brake and turning the back seat into "a tornado" according to noted firearms designer Robert Hillberg, who restored the car in the early 1960s.

Riddle was enormously fond of the *'Peril*, touring Great Britain with it and even having a barge specially constructed to ferry it to an inaccessible region of Scotland. Riddle also kept it through the other remarkable events in her own life, including nearly dying in the sinking of the *RMS Lusitania* in 1915 while on a trip to meet Sir Arthur Conan Doyle regarding a shared interest in psychic research; thankfully she didn't bring her Packard with her on that particular journey. Evidently deciding early on to preserve it, she kept the Packard in running condition until her death in 1946—though it saw the road very little after the early 1920s.

Riddle's estate kept the car until 1959, though it decayed badly in storage in the Connecticut carriage house at Hill-Stead. It was purchased and restored by Hillberg and was also owned

by collectors John Johnson and J.R. McNutt, the latter of whom sold it to pharmaceutical heir J.K. Lilly. Lilly's collection formed the nucleus of The Heritage Museum and Gardens, in Sandwich, Massachusetts, which owns the car today. Even without its fascinating provenance, it would be worthy of display and appreciation, as an example of Packard's first six-cylinder line. In fact, the model was initially dubbed simply "Packard Six" and gained its 1-48 designation retrospectively, to distinguish it from later six-cylinder Packards.

Under the ownership of Hillberg, who was fond of driving the car, those brakes resulted in an episode where the massive Packard rear ended a Ford woodie wagon. He decided to replace the mechanical brakes with internally expanding hydraulic brakes, but did not begin the conversion before selling the car. One change he did make was eliminating the original, massive, mahogany-framed windshield, which he found ungainly looking, in favor of a brass unit taken from a Pope-Hartford fire truck. Hillberg also replaced the original T-shaped door handles with Locomobile-style loops, which he hand carved from bronze castings that he had commissioned.

Another deviation from as-found condition, according to correspondence in the Heritage Museum's files from Hillberg, who died in 2012, is that either Johnson or McNutt replaced the original electric headlamps with a set of acetylene ones—a fact evidenced by the lack of an acetylene tank or carbide generator on the car. Likewise, the wood floorboards should be covered with a diamond-patterned rubber, which was removed by Johnson or McNutt. The Packard green color on the engine is also not original, according to Hillberg, who said that the paint as he found it was black or gray. He also added the rear-view mirror, left-side electric horn, and leather hood strap; and had the landau irons brass plated—they were originally black.

Despite its deviations from original condition (whatever that may be in the case of a 1909 body on a 1912 chassis that was kept by the original owner for decades), this Packard is still a highly compelling automobile. It was memorialized in scale by the Franklin Mint in the early 1990s, which resulted in a flurry of correspondence between the Heritage Museum, Hillberg, and Donald Carson, Riddle's foster son. Both of the latter had lost track of the car until the model came out.

Carson even returned the original clock of the Packard, which he had removed for cleaning and repair in 1938 but never reinstalled because the Packard had temporarily gone missing after a chauffeur had arranged to loan the car to a friend for a parade and the friend neglected to return it immediately, an event that led to brief concerns the car might have been stolen.

It had not been stolen, thankfully, and now the full history is known, and what a history it is.

Fastback Fascination

Buick's first all-new postwar designs included this handsome 1949 Model 56-S, the Super Sedanet

BY TERRY SHEA • PHOTOGRAPHY BY RICHARD LENTINELLO

Part fastback coupe, part two-door sedan, the 1949 Buick Super Sedanet, Model 56-S, offered style and practicality in one package. Buick promised, "Here the long sweeping lines of a Coupe hide the surprising roominess that highlights Buick for '49. Swing those doors wide open—step in and stretch out in comfort that most sedans can't match."

The sedanet body style wasn't new—Buick had created one since before World War II, but GM's oldest division offered an all-new design on the revised GM C-body platform. Sharing its lines with the larger Roadmaster Sedanet, Model 76-S, the Super rode on a 121-inch wheelbase, 5 inches shorter than the Roadmaster's. Overall length measured 209.5 inches, again 5 inches shorter than the Roadmaster. Still, accommodated by wide doors, six adults could occupy the roomy interior, which was as big as a sedan inside.

The design updates vaulted Buick into the fray of the all-new styles that consumers clamored for following the war. Ned Nickles, Buick's head of design from 1947 until 1959, led the team that gave Buick new life in 1949. Doing away with curvy fenders that swept down from the front and low along the doors until the lines reached the rear quarter panels, Buick's stylists gave the division a look that started with a fender nearly as high as the hood, and it followed a horizontal line back, just below the greenhouse.

Nickles was also responsible for perhaps the most lasting part of the 1949 redesign. He modified his own 1948 Buick by punching four small portholes on either fender, each fitted with a small light bulb connected to a spark plug wire. The lights fired off individually with each cylinder. Buick president Harlow Curtice liked the look (sans lights) and ordered portholes punched into the fenders of the Super and Roadmaster models for 1949, which were already well along the design phase.

The chrome-ringed "Venti-Ports" (later just VentiPorts) became a signature design feature that continues to this day on certain models and has been copied by many other manufacturers, domestic and foreign. Buick also used the Venti-Ports to distinguish between models. While the Special had none in 1949, the redesigned Super had three on each side, and

The Super interior for 1949 featured round, drive-focused gauges, tufted corded upholstery, and brightwork to show Buick's status. The automatic gear display had not yet evolved into the traditional "PRNDL" we know today.

the Roadmaster four on each side, giving the top-level Buick range the most.

Venti-Ports were technically functional in 1950, allowing hot air to pass between the warm engine bay. By 1951, the portholes were closed, rendering the design flourish 100-percent decorative. Curiously, in 1949, Buick designers put the Venti-Ports on the fenders, but in 1950 they were on the sides of the hood, and back to the fenders again in 1951.

While other car companies were releasing OHV V-8 engines, Buick soldiered on with its Fireball straight-eight, aka "Dynaflash." Buick's claim to fame from its founding had been its "valve-in-head" (OHV) engines, during an era when almost every competitor had an L-head (side-valve) engine. For 1949, Buick made the Fireball in two displacements: 248 cubic inches in the Special and Super models, and 320-cu.in. in the Roadmaster.

The Super's 248-cu.in. straight-eight featured a 6.6:1 compression ratio, which was slightly higher than the version in the Special. In Super guise, the engine received a 115-horsepower rating, 5 more than in the Special. Buick replaced the 248 during 1950 with a 263-cu.in. straight-eight that would last until 1953, when the first "Nailhead" V-8 debuted in the Roadmaster. By 1954, the Dynaflash Eight was out of production.

Buick instituted a host of minor refinements for 1949 with the goal of making its cars quieter and smoother, as well as easier to drive. The company introduced synthetic engine rubber mounts for isolating engine vibrations, marketing these as "Hi-Poised Engine Mountings." It also offered a foot-operated parking brake and a streamlined fuse panel behind the dashboard.

In the 1949 Super, a three-speed manual transmission was standard, but buyers could also opt for the Dynaflow automatic, which was standard in the Roadmaster. Perhaps the biggest and

most influential development out of Buick in the immediate postwar years, the Dynaflow changed the way we drive. As the first mass-produced, commercially available automatic transmission with a torque converter, the Dynaflow allowed for more care-free driving and opened the experience of getting behind the wheel to a whole new group of people who may never have learned how to properly shift a car.

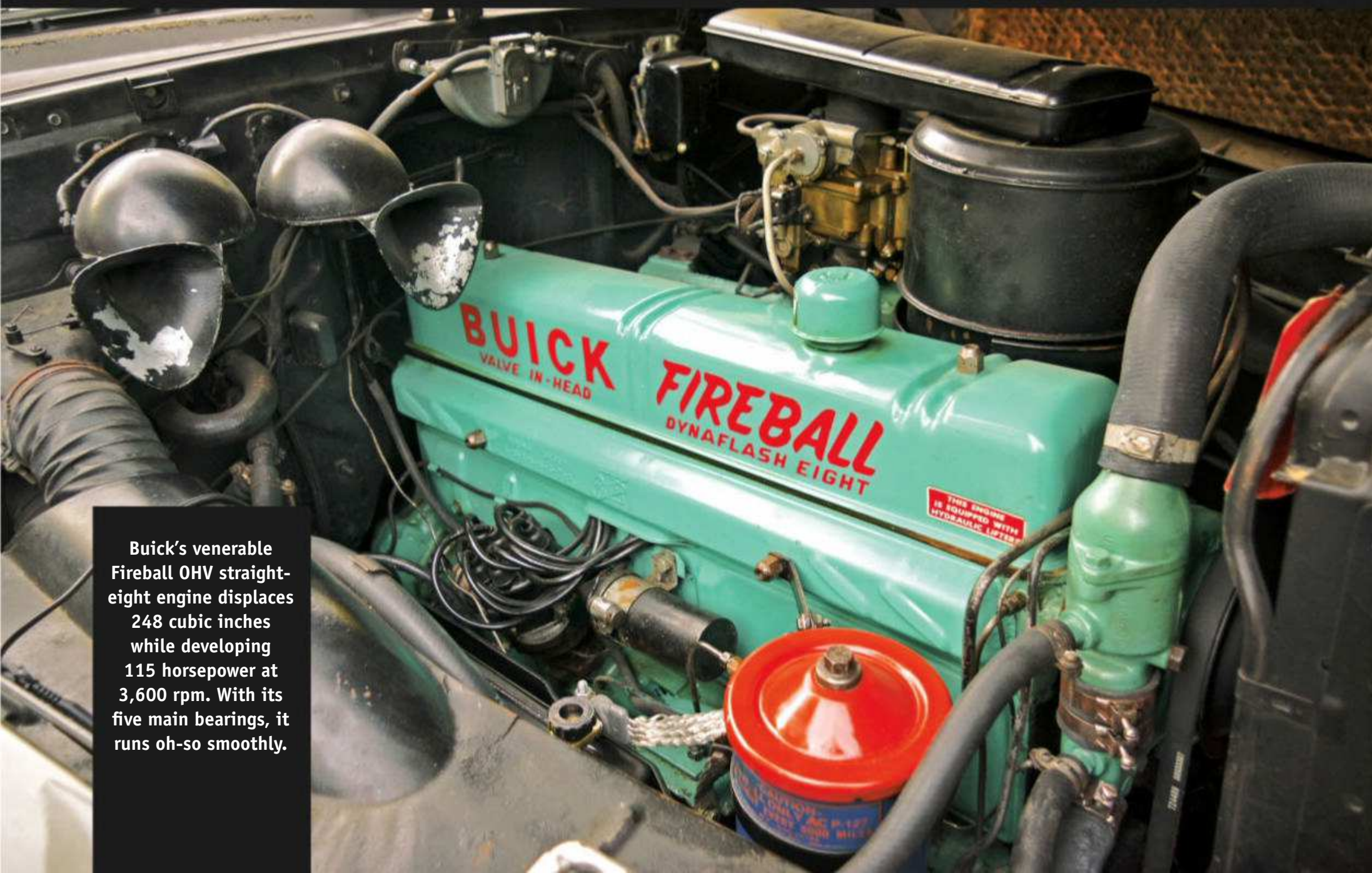
The Dynaflow was markedly different from the four-speed Hydra-Matic used by Oldsmobile and Cadillac. Perhaps one commonality between the two transmissions came in the form of both being "battle tested," as both the Hydra-Matic and a torque-converter-based Torqmatic were used in World War II tanks.

The two-speeds in the Dynaflow should not be confused as automatically shifted. In regular use, the Dynaflow started out in the high gear, with power from the engine "converted" to the transmission's output by a five-element torque converter that included two turbines and two stators. The Dynaflow's torque converter, fed by an engine-powered external oil pump, functioned by feeding oil in the spinning converter across a series of turbines, the shape and size of the blades directly related to the converter's function. At low speeds, the converter could increase output by a factor of 2.25:1, while at higher engine speeds it acted as a 1:1 ratio. Low gear, which was a more traditional planetary gear, was engaged only manually by the driver, with no clutch required.

Though Dynaflow negatively affected fuel efficiency and driveline responsiveness, its design greatly appealed to customers, so much so, that by 1950, some 85 percent of Buick buyers opted for this shiftless transmission. And Buick sales in 1949 reached new heights when approximately 400,000 customers drove home

in new Supers, Specials, and Roadmasters, on the strength of Dynaflow as much as the new designs.

Graeme Smith, of Canton, Massachusetts, has long been a fan of the sedanet body style. Recalling a 1949 Cadillac Club Coupe (Cadillac's name for its sedanet), Graeme regales us with an oft-told observation in the world of vintage cars: "The first time I saw it, I just fell in love with it." While on the lookout for a Cadillac about seven years ago, Graeme found this Buick on the internet. It was not too far away in Connecticut, so he wired a deposit and went along with his father-in-law, Steve Goodman, who already owned several collector cars, to check it out. Though it was different from the Cadillac, it still appealed greatly to Graeme. He was not disappointed. "We got there, and it was like 'Wow! This is what I want.'"



Buick's venerable Fireball OHV straight-eight engine displaces 248 cubic inches while developing 115 horsepower at 3,600 rpm. With its five main bearings, it runs oh-so smoothly.

I just love the styling. The Buick has some pretty strong World War II influences like the bombsight hood ornament, and those pontoon fenders are inspired by the P-38, too. To me, it just looks sleek. It's really cool. I get a lot of comments. People love it when I drive it around.

I'd like to drive it more than I do. I try to start it up every weekend in the summer. If we can, we take the kids for ice cream or something or go to club events. In the winter, I start it up once in a while to not have the tires flat spot and ensure the gaskets stay moist.

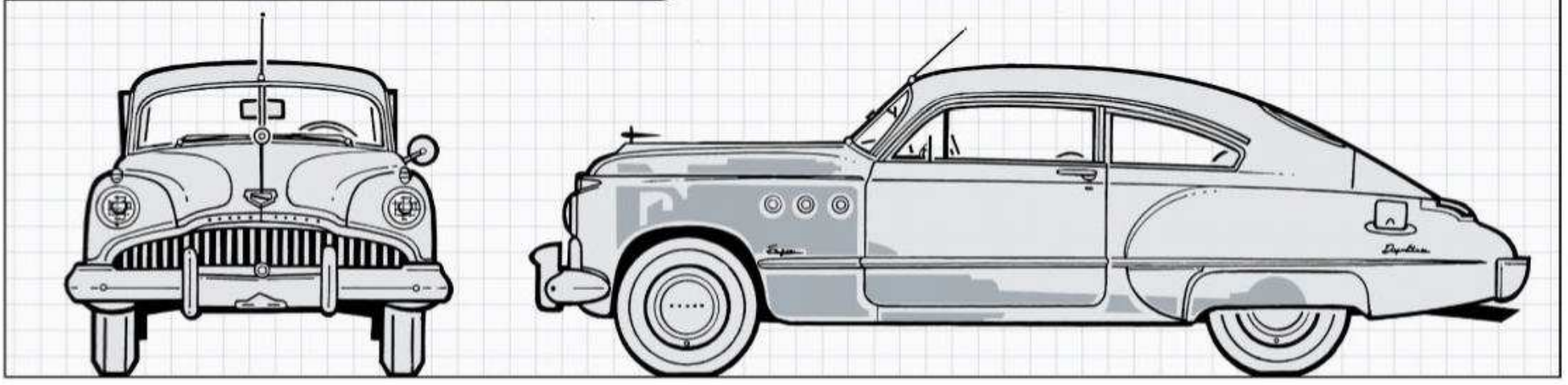
With his greater experience with older cars, Steve drove the Buick back to Massachusetts, while Graeme followed. The Buick had been refinished a few years before Graeme bought it, in its original Sunmist Chromium, but it wasn't a total restoration, as the car had just over 35,000 miles on it. Still, Graeme took the Buick to Xtreme Restorations in Slatersville, Rhode Island, for what essentially amounted to extensive maintenance, including replacing brake lines, installing new tires, and shoring up some leaks from the Dynaflow. Other work included rebuilding the carburetor and the shocks, replacing the battery and the voltage regulator.

With the Super Sedanet back in top-running shape, Graeme says he enjoys his time behind the wheel: "I love driving it. It's a boulevard cruiser, so it floats around the road. I have bias-ply Coker tires on it; I didn't go with radials. That means it waffles around even more than perhaps with the radials. It's got the Dynaflow transmission, of course, which some people call the 'Dynaslow,' and that's for a reason: It can be slow off the mark. Sometimes I feel like I should do the Fred Flintstone and stick my foot out the door just to get it started.

"It's fun to drive, and then it's not fun to drive. People still treat you like a car today and they'll pull out in front of you, but there's a lot of weight with real small brake shoes and no anti-lock brakes. You just have to be conservative and be aware. I'm not necessarily concerned about driving it. I've taken it down to the shop in Rhode Island and driven it back, so it's certainly doable. The previous owner drove it quite a bit, even up to Vermont, he told me."

Graeme regularly drives his "very reliable" Buick, taking his family for ice cream, including his eight-year-old daughter who's a big fan of old cars. He also spends a lot of time with father-in-law Steve, doing car stuff, leading Graeme's wife, Julie, to call the Buick "the other woman"—all in good fun, of course. Nearly 70 years on, the 1949 Buick Super Sedanet continues to entice fans of smartly built and extremely attractive automobiles. It's no wonder Graeme was smitten at first sight.

1949 BUICK MODEL 56-S SUPER SEDANET



SPECIFICATIONS

PRICE

BASE PRICE	$2,059
OPTIONS (ON CAR PROFILED)	Dynaflow automatic transmission

ENGINE

TYPE	Overhead-valve straight-eight
DISPLACEMENT	248-cu.in.
BORE X STROKE	3.094 x 4.125 in
COMPRESSION RATIO	6.6:1
HORSEPOWER @ RPM	115 @ 3,600
TORQUE @ RPM	215 lb-ft @ 2,000
VALVETRAIN	Mechanical valve lifters
MAIN BEARINGS	Five
FUEL SYSTEM	Stromberg AAV-167 two-barrel carburetor
LUBRICATION SYSTEM	Full pressure
ELECTRICAL SYSTEM	Six-volt
EXHAUST SYSTEM	Single, with cast-iron manifold

TRANSMISSION

TYPE	Dynaflow two-speed automatic; maximum torque-converter	
RATIO	2.25:1	
RATIOS	1st	1.82:1
	2nd	4.10:1 (effective)
	Reverse	1.82:1

DIFFERENTIAL

TYPE	Semi-floating, hypoid final drive
RATIO	4.10:1
DRIVE AXLES	Live axle

STEERING

TYPE	Saginaw worm-and-nut
TURNS LOCK TO LOCK	5.0
RATIO	24:1

BRAKES

TYPE	Four-wheel hydraulic drum brakes
FRONT	12 in x 1.75 in
REAR	12 in x 1.75 in

CHASSIS & BODY

CONSTRUCTION	All-steel body on separate perimeter frame
BODY STYLE	Two-door, six-passenger sedanet
LAYOUT	Front engine, rear-wheel drive

SUSPENSION

FRONT	Independent; unequal-length control arms, coil springs, and lever-action hydraulic shocks
REAR	Rigid axle; coil springs and lever-action hydraulic shock absorbers

WHEELS & TIRES

WHEELS	Stamped steel
FRONT/REAR WHEELS	15 x 6 in
FRONT/REAR TIRES	7.60 x 15

WEIGHTS & MEASURES

WHEELBASE	121 in
OVERALL LENGTH	209.5 in
OVERALL WIDTH	78.5 in
OVERALL HEIGHT	63.4 in
FRONT TRACK	59.1 in
REAR TRACK	62.2 in
SHIPPING WEIGHT	3,825 lb

CAPACITIES

CRANKCASE	5.5 qt
COOLING SYSTEM	13 qt (14.25 with heater)
FUEL TANK	19 gal
TRANSMISSION	10 qt
REAR AXLE	4.5 pt

CALCULATED DATA

BHP PER CU.IN.	0.46
WEIGHT PER BHP	33.26 lb
WEIGHT PER CU.IN.	15.42 lb

PRODUCTION

TOTAL	66,260 Super Sedanets

PROS & CONS

+ Distinctive design
+ Dynaflow smoothness
+ Reliably drive anywhere

– Dynaflow = "Dynaslow"
– Floaty driving experience
– Integrating with modern traffic

WHAT TO PAY

LOW
$9,000 – $11,000

AVERAGE
$18,000 – $22,000

HIGH
$30,000 – $34,000

PRODUCTION

1948	32,860
1949	**65,395**
1950	10,697

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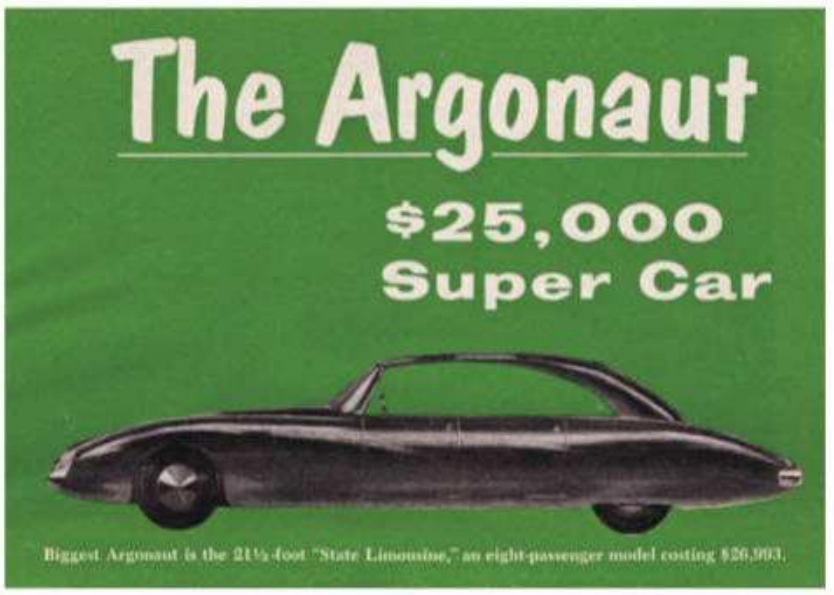
Whatever Happened to the Argonaut?

'What happened to the Argonaut?' In its day it was supposed to be the greatest car, but try to find one now.

Sometimes it happens that things don't work out the way we plan them. Sometimes, despite best intentions, things we said we were going to do don't get done, and that can lead to people getting disappointed. In the world of automotive history, it can also lead to confusion. In today's case, we're left with the question: "What happened to the Argonaut?" In its day it was supposed to be the greatest car, but try to find one now.

The exciting new Argonaut was announced towards the end of 1958 in a series of news releases from the Argonaut Motor Machine Corporation of Cleveland, Ohio. Reportedly the brainchild of millionaire industrialist Richard Luntz, the Argonaut was to be "…the world's finest automobile regardless of cost," a car for people looking for something better than a Rolls-Royce, Bristol, or Cadillac. Exclusivity would be a watchword. In support of that ideal, seven body styles were planned, including a five-passenger convertible, sedan, and formal coupe models; a "Texan" sports roadster; eight-passenger limousine; and a futuristic, glass-roofed coupe called the "Argonaut Smoke." We couldn't find any details on what the seventh body type was, though online sources make mention of a model called the "Raceway."



The Argonaut was also supposed to have special tires with interwoven steel strands to enable them to survive the over 200-mph speeds the cars would be capable of. There were also to be three independent braking systems, at a time when even dual-circuit brake systems were unknown. The shock absorbers were to be individually electrically adjustable from inside the car. Other details are murky. The engine was described as a 7.5-liter V-8, but the manufacturer wasn't identified. There was also to be an air-cooled aluminum-block V-12 putting out 1,000 horsepower, making the Argonaut capable of 240 mph! But again, no information on who would build it.

Although one reference book claims that as many as 10 Argonauts may have been produced, years of searching has turned up no photographs of an actual car—only crudely drawn pictures, rough sketches, really. It appears that at least one chassis was built, though, and it reportedly toured the auto-show circuit during 1958 and 1959. According to one source, the framework had a 392-cu.in. Chrysler marine V-8 engine and three-speed manual overdrive transmission mounted in a custom-built rolling chassis without a body. Another source claims the unit was later shipped to Italy to have a body fitted to it, but again, no photos have been found.

The Blackhawk Museum reportedly had a complete Argonaut on display from 1988 to 1997, but it's described as having a low-slung boattail body, looking like a 1930s Duesenberg. There's also a Facebook post of what purports to be an Argonaut and it has a very low boattailed speedster body that fits the description of the Blackhawk car, but to me it looks like some sort of replica and I wouldn't be surprised if it was a fiberglass body leftover from somebody's home project. In no way does it resemble any of the factory-provided sketches of the various body styles.

Luntz later said that his backers "felt that to put Italian bodies on an American chassis would infuriate the steel companies," though that hardly seems likely. American firms had been doing it for years for concepts and small runs of specialty cars. It's believed that the Italian coachbuilders chosen by Argonaut were Carrozzeria Touring and Bertone; Touring had already built luxury cars for Hudson and I don't recall any steel company executives getting miffed. Luntz also claimed that three Argonaut prototypes had been built, but all research since has only verified one surviving example: the chassis that was publicly displayed and pictured in newspaper accounts of the period.

I doubt that any "authentic" Argonauts were actually built. Probably that single known chassis is as far as the Argonaut concept ever got, and for some reason someone later cobbled together a makeshift replica body and mounted it onto the only Argonaut chassis extant. Whether that counts as an Argonaut is another question. It doesn't, in my opinion.

Why the project got no further than it did remains a mystery.

Lingering Technologies

Do enthusiasts at car shows regale you with their marque's industry-leading technological firsts? Having done that, do they ever acknowledge their marque's technological *lasts*?

"Technological lasts" would be lingering technologies some cars kept to the point of being antiquated in an industry that had moved on. Some are well-known; others are so obscure that hobbyists may be surprised to learn they were "still around" as late as they were.

Perhaps the best-known example were Ford's mechanical brakes through the 1938 model year, long after the industry had moved on to hydraulics. Henry's mantra, "The safety of steel from pedal to wheel," likely swayed few people by that point. After all, Ford's primary competitor, Chevrolet, adopted hydraulic brakes for 1936, whereas the all-new 1928 Plymouth featured hydraulic brakes from day one.

Modern insert bearing technology had effectively made poured-babbitt main and connecting rod bearings obsolete before World War II. Nonetheless, poured-babbitt bearing technology soldiered on in Chevrolets and Hudson Eights into the 1950s. Hudson's eight-cylinder engine never had any insert bearings before it was discontinued at the end of the 1952 model year, and it wasn't until 1954 that all Chevrolets had insert rod bearings.

Postwar Chevrolets and Hudson Eights also retained lingering-technology oiling systems for pistons and rings, rather than full-pressure lubrication. Long after other manufacturers had drilled connecting rods with squirt holes to positively oil cylinder walls, Chevrolets and Hudson's eight-cylinder made do with obsolete oil-trough dipper/splasher/squirter technology. Hudson's straight-eight never got full-pressure lubrication, but for 1954, all Chevrolet engines finally had it.

Chrysler normally featured leading-edge technology, so its lingering 1950s transmission design is peculiar. Chrysler offered its first fully automatic transmission, the new two-speed Powerflite, in June 1953. By that time, even the independents had been offering fully automatic transmissions for years.

Ball-joint front suspension all but replaced king pins during the 1950s. Only three makes had lingering-technology king pins after 1958: AMC (with lower ball joints through 1969), Studebaker, and 1959-'62 Corvettes. Ironically, parts books verify that most 1949 Chevrolet front suspension parts are the same as those for 1962 Corvettes!

The 1963 Corvette and 1963 Studebaker Avantis represented a mixture of leading and lingering technologies. On one hand, '63 Corvettes retained drum brakes all around, which were virtually obsolete on sports cars by then, whereas Avantis had leading-technology front disc brakes as standard equipment. On the other hand, Corvette jettisoned the old-technology king pins and solid rear axle retained by the Avanti.

At the end of WWII, only Buick, Chevrolet, Crosley, and Nash Ambassador featured leading-technology overhead-valve (OHV) engines; other manufacturers retained tried-and-true side-valve (L-head) technology. Lingering L-head technology died a slow death during the 1950s. Finally, after 1960, the only surviving flathead was the base engine in low-line Rambler Americans through 1965, shown here.

However, lingering technologies should not be dismissed out of hand. The dramatic Oldsmobile 88, introduced in February 1949, featured the new 303-cu.in. OHV Rocket V-8 in GM's smallest body. Legendary road tester Tom McCahill said it was, "… hotter than a hornet's kiss." Really?

Perhaps Uncle Tom should have waited until 1955 before tendering that opinion. Although 88s dominated NASCAR through 1950, they were spanked, rather than kissed, by the Hudson Hornet's new, lingering-technology 308-cu.in. L-head six from mid-1951 through 1954. So you might say lingering technologies sometimes have the last laugh.

Indeed: At the recent Hostetler Hudson Collection auction, Herb Thomas' documented 1952 Hornet NASCAR race car reportedly sold for $1,265,000. We're yet to see one of Curtis Turner's Oldsmobile 88s from that NASCAR era fetch that kind of money.

"Technological lasts' would be lingering technologies some cars kept to the point of being antiquated in an industry that had moved on."

Era Apparel: The Forgotten Accessory

A few months ago, Hemmings publisher Jim Menneto stopped me in the office and asked if Managing Editor Dan Beaudry and I would be interested in helping to put together a kind of vintage-fashion appreciation event for the 12th Annual Hemmings Motor News Concours d'Elegance. I eagerly agreed.

In several pieces published for the *Hemmings Daily* online publication, Dan has shared the philosophy behind making what we've dubbed "Era Apparel" a part of the old-car experience. They bear repeating here, at least in brief: Wearing Era Apparel ensures that nothing detracts from your ride, as it's the clothing that was in use when the car was designed; Era Apparel contributes to both the fun and educational aspects of the old-car hobby; Era Apparel includes the non-drivers and non-owners in the hobby; and Era Apparel completes the vintage experience when operating an old car.

At least one club, the Model A Ford Club of America, agrees and has gone so far as to provide publications detailing period-correct clothing for the years the Model A was in production, and holds a judged competition at its events for those who have put together particularly good vintage or replica ensembles. My own not-so-secret society, the Barnstormers Vintage Speed Club, is also interested in continuing period dress to add to the enjoyment of our speed-oriented, prewar conveyances.

With all that in mind, we put out the word to Concours invitees that they were encouraged to dress in a style that complemented their vintage car, truck, or motorcycle (there's talk of a future wooden-boat class, so dust off your yacht cap). We got a pretty good response, with at least 15 participants and often their spouse or significant other indicating they would participate. We also had a few show up who had overlooked that part (or at least forgotten to RSVP about it) and yet still dressed.

On show morning, after getting everyone parked, Dan and I made the rounds to get a look at all the folks who had put on their Sunday best and document them (watch for our coverage in a future *Hemmings Motor News*). As a special treat, it had been decided to add an unannounced award for our favorite Era Apparel participants. All looked great, and many were quite convincing.

In the end, we honored Frank Baffa and Stacey Ballard, who had worn mid-'30s looks to go with their unrestored 1935 Ford Cabriolet (bonus: their upcoming wedding is *Great Gatsby* themed), and Tim and Doreen Garland who had donned tie-dye and a pair of homemade bell-bottoms to match their beautiful Saturn Yellow 1970 Buick GSX, and Bud Lilly who typically rides his 1916 Harley-Davidson with sidecar in period-style gear anyway—something that meshes with our theory about period clothes enhancing the period driving experience.

Even period-*inspired* clothing seems to enhance the vibe. More than one owner of a mid-century car was wearing effectively modern versions of the same clothes he or she might have worn in the era the car was new—khakis, a flowered shirt, and a straw hat for him; a Kitty Foyle dress and gloves for her—all stuff readily available to modern shoppers. The reproduction market is huge too—we quite expected to see at least one vintage motorcyclist in one of Jill Smith's Hometown Jerseys or one of the numerous period flight jackets that have been created with stitch-for-stitch 1940s accuracy for the collector market by the likes of Aero Leather Clothing or Goodwear.

Yes, I'm pleased to report that Era Apparel is alive and well. I'm glad. It really is the forgotten accessory.

> "Era Apparel ensures that nothing detracts from your ride, as it's the clothing that was in use when the car was designed..."

EMAIL YOUR THOUGHTS AND COMMENTS TO: **rlentinello@hemmings.com**

I JUST READ JIM RICHARDSON'S column, "An Expensive Education Pays Off" in *HCC* #169. He is truly a gifted writer, who uses his great sense of humor to appeal to the inner car customizer in all of us. His use of the word "opprobrium" baffled me, as I had never encountered it before. After consulting my *Merriam-Webster*, his use of the word was perfect. I love reading all of your columnists, but Jim's story describing youthful rattle-can painters, has me laughing still.
Richard Boldrin
Bothell, Washington

REGARDING MR. RICHARDSON'S auto-painting article, my big brother and I undertook a similar project in 1958 with the victim being a '48 Ford pickup. We were more sophisticated—living in the culture capital of Safford, Arizona—than Jim in that we used a Wagner Power Spray electric gun rather than rattle cans. Our results were the same as his but neither parent yelled at us—boys will be boys. The primer we shot that day was still on the truck when it was sold years later. The kicker is that I did the same trick in my 70s. I dug a couple of mummified spray guns out of the shed, but could get neither to work. I then bought a case of rattle cans and did the deed on my 1968 Falcon. The results were much the same as the previous effort, but almost 60 years later. Didn't learn a thing!
Andy Mulleneaux
Tucson, Arizona

MY GOODNESS, BUT WE HAVE become a humorless nation. Mr. Fyffe positively quivers in Recaps in *HCC* #169 with (self) righteous indignation at Milton Stern's quite accurate observation. I hope that Milton will continue to say whatever he wants to say in his column whenever he wants to say it. I think that such comments are pertinent to car culture and I enjoy them.
Leo Rees
Boswell, Pennsylvania

I DISAGREE WITH MILTON STERN IN his opinion in *HCC* #166 on small/large trucks. My fullsized 2011 F-150 pickup is used as a truck at least once a week and is used to its capacity twice a month on average. I could have bought a discounted Ranger, as that was the year that they were phasing out production. Looking at the purchase cost and the gas mileage numbers, as well as the payload, I felt that it was ridiculous to buy a small truck as it limited me in so many ways at little cost difference (both purchase and operational) from a fullsized truck.

What I'd like to see is a cheaper, plainer truck. Get back to the roots of simple utilitarian transportation/hauling/towing.
Vince Reimer
Mission, British Columbia, Canada

I AGREE WITH DENNIS FYFFE THAT Milton Stern expressed personal bias. Indeed, any article on motor vehicles that goes beyond a dry recitation of "nuts and bolts" is going to express bias, and the fact that this one touched a nerve in Mr. Fyffe to the point of compelling him to respond may well mean that Mr. Stern's "social commentary" needed to be said. Anyone who drives a late-model motor vehicle designed to be driven off-road and carry ½-ton of cargo, but who never uses it for either purpose, is clearly driving more vehicle than they need, and anyone who does so on a regular basis when alternatives are available is being a poor steward to the planet we must all share.

Perhaps people like Mr. Fyffe are not to blame. Dealerships are mandated by the manufacturers to turn the greatest profit humanly possible year after year. Parking problems, daily gridlock, and man-made climate change matter not a whit to dealer outlets. All that is important to them is the bottom line.

These manufacturers (or at least their shareholders) have had an interest in drawing the most money out of their customers since the beginning. It is no secret a car company can usually charge more for a big car than a small one, and their advertising has always been skewed toward the former (there is a Chrysler ad from the 1930s that reads in part "For 1936... drive a BIG car!"). C.A.F.E. numbers prohibit manufacturers from building the same "Yank tanks" they did 50 years ago, but in lieu of big cars there are big trucks. Perhaps this is why the same dealerships that have an annual "truck month" that lasts anywhere from four to eight months never seem to get around to "economy car month" or "family sedan month."

Personally, I urge any man who feels a need to prove how strong and/or virile he is by his choice of vehicle (and I am not necessarily including Mr. Fyffe here) to park that giant truck occasionally and ride a bicycle. Anybody can push down a pedal and be carried from Point A to Point B by six-liters of V-8 power, but it takes genuine strength and stamina to do so by muscles and gravity alone.
Chris Bullington
El Paso, Texas

I WILL STICK UP FOR MILTON STERN. I run a 2004 Dodge 3500 with 252,000 miles. Stick shift, rubber mats, roll-up windows. It's a truck, it hauls stuff. It also doesn't break expensive options. When I see the tarted-up models, I think, what's the point.
Mark Hendershott
Sutherlin, Oregon

GOOD TO SEE JEFF KOCH'S "SOAR-ing High" article on Thunderbirds, one of my favorite postwar cars, in *HCC* #169. Having had 1963, '86, and '03 T-Birds, it was cool to pour over his very complete history, accompanied by the great photos. He got an amazing amount of information into a short article, although there might be a few details of the engine availability in the 1958-'63 model years that weren't quite accurate.

He mentions the standard 300-hp 352-cu.in. V-8 for 1958-'60, and the optional Lincoln 350-hp 430-cu.in. V-8 for 1959-'60. There was no other option. The 360-hp 352-cu.in. version mentioned was available in Fairlanes/Galaxies in 1960 for use in NASCAR and drag racing. The standard 300-hp 390-cu.in. V-8 in 1961-'63 was supplemented in 1962-'63 by a 340-hp 3x2-barrel option. Again, the 390 V-8 with 401 hp mentioned was a Fairlanes/Galaxie racing installation only.

I think this misinterpretation has to do with the fact that Ford chose to give its high-performance engines the "Thunderbird" name. That custom started in 1955 and continued into the late '60s when they changed the name of its high-performance engines to "Thunder-Jet." So, by 1967, one could get a Mustang, a midsized Fairlane, and a fullsized Galaxie, as well as a Thunderbird, with a "Thunderbird" engine.
David Carniglia
Placerville, California

Continued on page 42

2019

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SATURDAY, JUNE 22
START: Main Street, Riverside, CA - 9 a.m. to 1 p.m.
LUNCH: Route 66 Museum, Victorville, CA - noon
OVERNIGHT: The Boulevard, Lancaster, CA - 4:30 p.m.

SUNDAY, JUNE 23
LUNCH: Bishop City Park, Bishop, CA - noon
OVERNIGHT: Lampe Park, Gardnerville, NV - 5:30 p.m.

MONDAY, JUNE 24
LUNCH: Mill Street, Grass Valley, CA - 11:45 a.m
PIT STOP: State Theater, Myers Street, Oroville, CA - 2:30 p.
OVERNIGHT: City Plaza, Downtown Chico, CA - 5 p.m.

TUESDAY, JUNE 25
LUNCH: Recreation Grove Park, Willits, CA - 12:15 p.m.
OVERNIGHT: 2nd Street, Old Town, Eureka, CA - 5:15 p.m.

WEDNESDAY, JUNE 26
LUNCH: Curry County Fairgrounds, Gold Beach, OR -- noon
OVERNIGHT: Southwest G Street, Grants Pass, OR - 5 p.m.

THURSDAY, JUNE 27
LUNCH: Rim Village, Crater Lake, OR - noon
OVERNIGHT: Tower Theater, Wall Street, Bend, OR - 5 p.m.

FRIDAY, JUNE 28
LUNCH: Aeroplane & Auto Museum, Hood River, OR - noon
OVERNIGHT: Fort Vancouver, Vancouver, WA - 5 p.m.

SATURDAY, JUNE 29
PIT STOP: Maritime Museum, Astoria, OR - 10 a.m.
LUNCH: Commerce Avenue, Longview, WA - noon
OVERNIGHT: Historic District, Olympia, WA - 5:15 p.m.

SUNDAY, JUNE 30
FINISH: LeMay - America's Car Museum, Tacoma, WA - 1:30 p.m.

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Continued from page 40

IT WAS WITH INTEREST THAT I READ the article "Revised Flight Plan" by Thomas DeMauro in *HCC* #169.

I owned a 1979 Thunderbird, and to this day, I wish I had never traded in that car. The only "defect" was that the hidden headlamp covers would not close. My car had the sport instrument panel, including a tachometer, which I consider mandatory if I ever buy a Thunderbird of that year to restore.

Gordon Heck
Surrey, British Columbia, Canada

I LOVED THE 1950S' TO 1980S' progressive designs... then the period of putting the Thunderbird emblem on regular Lincoln, Mercury, and Ford bodies. But why did you omit photos of the 11th-generation? It marked a return to classic roadster styling: great lines, ample power, and handling. I loved it. However, the public didn't agree. Well, you lit a flame, so time to start looking for one to restore and enjoy.

Frank Marousek
Cortlandt Manor, New York

I WAS DISAPPOINTED IN YOUR articles recapping the history of the Ford Thunderbird. Although the articles by both Richard and Jeff were well done and informative (as usual), there was barely a footnote regarding the 11th-generation 2002-'05 T-Birds (aka "Retro 'Birds")... not even a photo of one! These hardtop/convertibles are considered "new" collectibles and can be seen at most car cruises and car shows, along with newer Camaros, Corvettes, Challengers, and Mustangs. Although only 66,000 were sold during the four-year run and are currently less than 20 years old, the 2002-'05 T-Birds have values that continue to rise. As you no doubt can tell, I am proud to own one and absolutely love it!

Nick George
Pittsburgh, Pennsylvania

ISSUE #169, IN PARTICULAR, reinforced the reasons why I am such an avid reader: the I Was There story of why the first 1975 Sevilles were silver, the Oldsmobile concept cars, and AMC's Sundancer all provide exceptional reading. However, Richard's "Flights of Fancy—Thunderbird" brought back many memories as it described each generation in detail with wonderful photos.

In 1977, my wife and I excitedly went Thunderbird shopping, and immediately she fell in love with an unusual color—to my chagrin a metallic lavender with a burgundy padded top and interior. I never felt quite comfortable driving the car due to its lady-like color. No matter; it hardly ran anyway. Driven only 44 miles, the brakes locked up, and before long, other problems began to occur. The hidden headlamps refused to "hide" unless the engine was running, and the unique paint began to fail on the top, hood, and trunk. Though to my wife it was beautiful, it was truly a car from hell.

When the beautiful aerodynamic Thunderbirds appeared, I purchased a 1992 model. Not only was it quick, large, and comfortable, it was also super reliable; I was pleased that I had given the T-Bird another chance. When I learned that the 1997 year would be the last, I had to have one more. As with the '77 model, from the beginning there were problems, particularly when the engine began to heat as it was idling. Finally, after a 17-day stay for the car at the dealership, I asked the representative what he would do if it were his. Diplomatically, he suggested that I look at the new Lincolns—a great suggestion, which I took.

Gary Harville
Franklin, Tennessee

ISSUE #169 WAS ESPECIALLY enjoyable for two reasons. First, thanks for the story on the preservation of the 1940 De Soto Custom coupe. Original cars are becoming ever more difficult to find, and I believe street rods, as nice as they are, should be constructed from the many kits that are available. Many thanks to the owners for saving this beauty.

Second, was the Restoration Profile on the 1934 Studebaker. Very few people have the patience, talent, or funds to undertake the massive project that the owner took on. It is commendable that he has the ability to take three parts cars and turn them into the stunning masterpiece that he did. Thank you for salvaging it to become the automobile shown on these pages.

Rich Walters
Eagleville, Pennsylvania

I ENJOYED THE PROFILE ON THE Studebaker National Museum in *HCC* #169, but there is something that was not mentioned—the treasure in the basement. If you take the elevator down to the basement to see the military exhibit, on the other side wall are racks and racks of Studebaker history. There are old models that the museum didn't have room to display upstairs. There are also prototype Studebakers from the 1960s, three Brooks Stevens models that were to be the future of Studebaker, along with a flat-four Lark. There were also two different Avanti models, suggesting that the Avanti had a future in the lineup. It was almost as much fun as the Petersen Museum's basement!

This museum is one of the best I've ever been to. It is well organized and informative. It also has a sense of humor with the display of the Studebaker from *The Muppet Movie*, "A bear in his natural environment—a Studebaker!"

Charles Winingham
Alton, Illinois

RICHARD'S COLUMN IN *HCC* #169 on automotive books reminded me of a most treasured book I had as a child, one that I looked at so often the pages started falling out. Do you have any of the "Auto-Universum" books published in the mid-1960s? The one I had was from 1966. If I had a copy today, I'd probably wear it out yet again, but they are extremely difficult to find in decent condition.

Jim Cormany
Wadsworth, Ohio

Jim, those books are great! Check online for used copies. For instance, www.abebooks.com lists seven, ranging in condition and price from "Good" to "Very Good," and from $15.80 to $51.76, respectively.

GREAT ARTICLE ON THE 1960 Plymouth XNR in *HCC* #166. Take a look at the 1971-'72 Plymouth Satellite, Roadrunner, and GTX. Notice the way the hood and fenders roll into the loop bumper. You have to figure the styling for the 1971 models was locked in by 1968, so they sat on that design for eight years, long after Virgil Exner was gone from the company, and then put it into production.

Tony Cersosimo
Kings Park, New York

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

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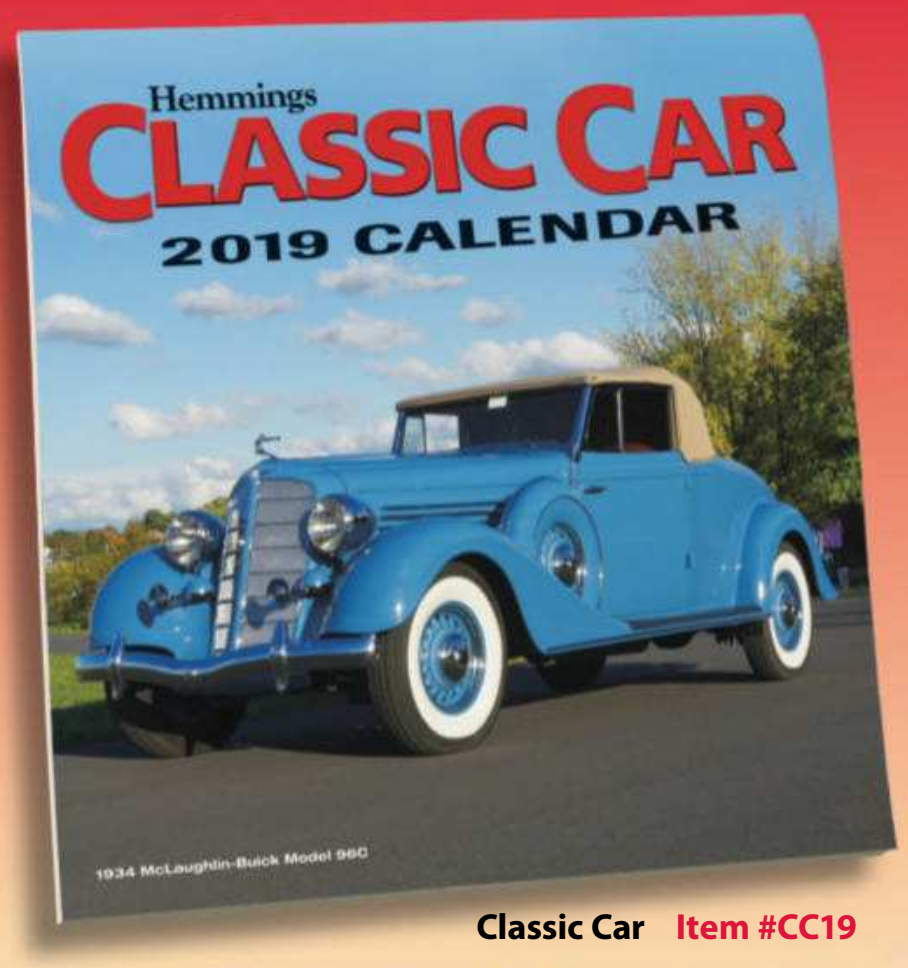

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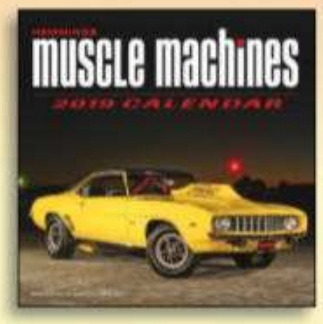

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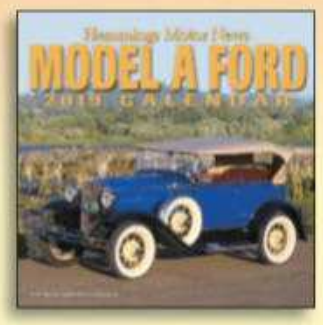

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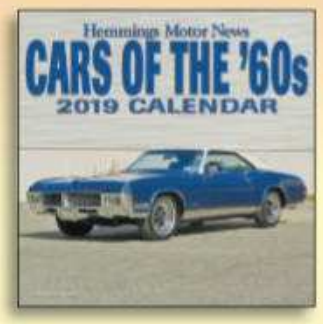

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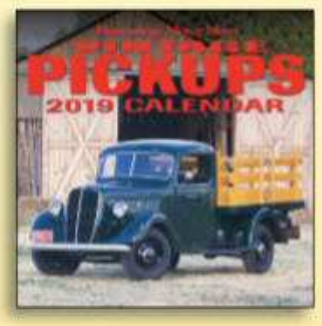

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Birding in Buffalo

The International Thunderbird Club's Silver Anniversary Meet

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

Syracuse, New York, home of the Franklin Automobile Company, was the site of the first meeting of the International Thunderbird Club. The year was 1994, and now, a quarter century later, the club recently celebrated its silver-anniversary convention by going back to Upstate New York. This year's meet was held in Amherst, just outside of Buffalo and a short 15-minute drive to one of the world's most spectacular sites, Niagara Falls.

From August 7-12, club members visited all the interesting sites in the area including the Buffalo Transportation Pierce-Arrow Museum, right in the heart of downtown Buffalo. But Saturday was the big day as that was when the cars hit the show field for the club's annual judged concours. Using the rear parking lot of the host hotel, space was at a

premium, but that didn't discourage car owners from displaying their Thunderbirds in close proximity to the others on the field. All told, there were about 65 cars on display, ranging from 1955 "small 'Birds" to the last of the "Retro 'Birds" of 2005, with almost every year and model in between being represented.

Plans are already underway for the 26th annual convention, which will be held next summer in Cleveland, Ohio. So, if you always wanted to visit the Rock & Roll Hall of Fame or the Crawford Auto-Aviation Museum, you will never have a better excuse to go.

In the Touring Modified class was this handsome white-on-red 1956 model owned by Ken and Shirley Mailloux from Comber, Ontario, Canada.

Best in Show went to this just-restored Corinthian White 1962 convertible owned and restored by Jerry and Heidi Magayne from East River, Wisconsin.

Michael Gall from nearby Angola, New York, displayed his original white-on-blue 1978 Landau Thunderbird with its original cast-aluminum wheels.

One of the more striking retro models was this 2004 owned by Hank and Debbie Levan from Depew, New York.

Well known to *HCC* readers is this red-on-black 1968 T-Bird owned by Martin Anderson from Lorton, Virginia. Alongside sat an equally attractive 1967 model belonging to Ed and Debbie Kaczkowski of Pittsburgh.

In the ’70s section were two well-preserved models: a ’78 owned by Fred Mangine from Syracuse, New York, and behind it a ’77 in Chamois metallic owned by Sam Ciraolo from nearby North Tonawanda, New York.

Looking sharp in its bright red-on-red color combination was this 1963 “Bullet ’Bird,” owned by Buffalo resident Carl Sontag.

Also in the Touring Modified class was this striking 1957 car finished in Thunderbird Bronze. It’s owned by Jim and Hilda Moe from Cambridge, Ontario.

Local resident Albert Forster displayed his oh-so-sleek-looking white-on-black 1965 convertible.

This Inspiration Yellow 2002 model Retro ’Bird was driven up from Reading, Pennsylvania, by owners Ron and Carol Whitmoyer.

Proud owner Frank Tantillo is the second owner of this all-original ’79 Thunderbird, which his father bought new.

1967 CADILLAC ELDORADO

1973 PONTIAC GRAND PRIX

Defined

Or, you know, not

BY JEFF KOCH
IMAGES COURTESY JEFF KOCH COLLECTION

The term "personal luxury" begs a thousand questions. Not least of these: What is luxury? Surely it's more than the price of entry; even the cheapest car is a luxury to someone without funds, but that doesn't make it a luxury car. Is it the ability of the car to predict your needs and act accordingly, or does the machinery strive to allow you access to the controls? Luxury should provide comfort, but what if that comfort only comes with control and full knowledge of a given situation? What is more in keeping with the ideal—an instrument panel with a speedometer and a bank of warning lights that don't disturb you until something requires attention, or a brace of gauges that keep you informed at a moment's glance? The DIY ethos isn't really part of the personal luxury car's makeup as we know it: The car would rather tell you what to do than be told. If the task is done predictively, silently, intuitively, automatically, then, in the world of personal luxury, it is a task done well. But is that luxurious?

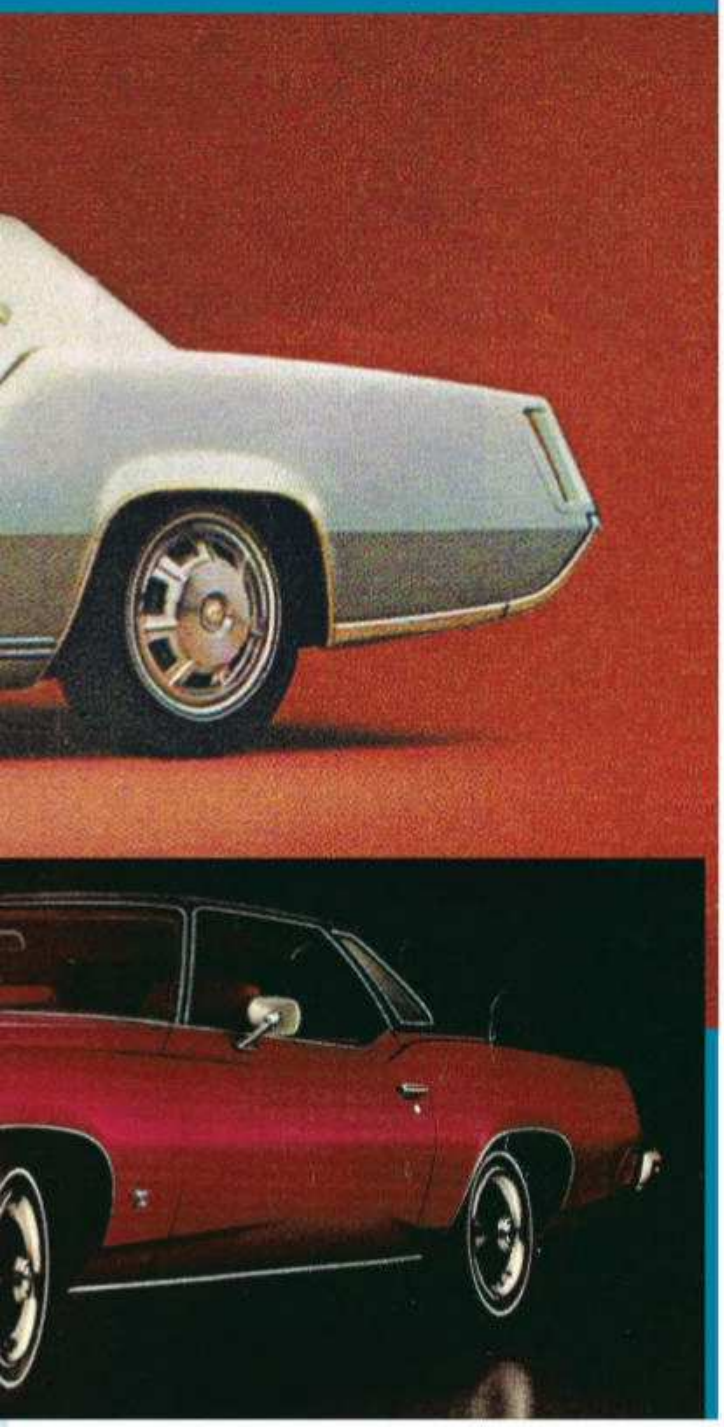
For that matter, what makes any of them "personal?" If your name is on the title, and you're making the payments every month, how much more personal can it get?

Stepping away from the philosophical argument, we would suggest that a personal luxury car is a purpose-styled coupe (or convertible), a model with no direct sedan equivalent—at least, not visually. A coupe is not a two-door sedan; a coupe suggests certain compromises in rear seat, head and trunk room to make way for prettier, less utilitarian styling. Perhaps this makes them "personal" because no one will want to squeeze in to join you.

We suggest that the personal luxury car is a midsized vehicle, but this need not be the case, of course. While most of the mainstream personal luxury machines of the decade were based on midsize chassis, we dare not suggest that a Lincoln Mk V or a Cadillac Eldorado isn't a personal luxury car. The age of personal luxury coupes had reached its zenith in the late '70s, with even low-end brands like Chevrolet, Ford, and Dodge dipping their toes in; as a result, traditional luxury marques, like Cadillac and Lincoln, needed to distinguish themselves from the more commercial, less prestigious nameplates. Between acreage and options, they did.

Even humble AMC, the sole remaining peddler of honesty and simplicity in cars, offered a Matador Coupe Brougham, starting in 1974, with an optional interior designed by fashion designer Oleg Cassini.

Detroit got even more personal in 1975. The luxury-compact wave of 1975 (Granada, Nova



two- and four-door versions. The luxurious 1978 Dodge Charger and luxurious-with-a-sporting-edge '78 Dodge Magnum seem to fit the bill, while the '78 Dodge Monaco (riding the same chassis was available as a two-door, four-door, or—*quelle horreur*!—a station wagon) may not. Or maybe you think it does.

This leads us to the saddest and most cynical (and therefore probably the truest) definition of personal luxury: It means whatever you want it to mean. Because it's personal.

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Concours, Seville, Dart SE) brought all of the luxury trappings the Big Three could muster to a smaller, still-more-efficient platform. While it worked, few would think of these as personal luxury cars today despite their size. In those days, a four-door sedan suggested "family," and even if a two-door version were available, there was little styling difference. Go smaller, as many did, and you could fortify a $3,000 Pinto with $2,000 of engine, transmission, air conditioning, and special-feature groups, and spend LTD money. But no one would dare suggest that, in a world of Cordobas and Cutlasses, that a Pinto could be considered representative of the genre.

Then there are the exceptions. The front-drive Seville sedan has always shared chassis with the Eldorado (and after 1986, not a little bit of styling). The short-lived Ford Elite, a sort of junior Thunderbird in the days when the Thunderbird and the Lincoln Mk IV shared a chassis, had an awful lot of Gran Torino sedan in it. The Oldsmobile Cutlass Supreme was sold in

Soft Revolution

1970s Detroit burned twice as hot for a shorter amount of time

BY JEFF KOCH • PHOTOGRAPHY BY HEMMINGS STAFF

The personal luxury car wave washed over the 1970s like an earth-toned, suede-fringed macrame blanket. The top-down democratization of luxury cars in the '70s came hand-in-hand with the introduction of serious high-performance for the masses—and rolled out at around the same time. Power and luxury together. By 1955, the Big Three all had OHV power, and soon all manner of high-performance engine choices appeared on the options list.

The performance market exploded and dominated the 1960s; Detroit's enduring takeaway from

1978 CADILLAC ELDORADO

1964 BUICK RIVIERA

this was that smaller cars need not be loss-leaders after all. A compact or midsize car cost as much as a fullsize to develop, but had to sell for less; muscle cars proved that midsized cars could be just as profitable. They distilled the driving experience for sensory overload. Bright colors assaulting the eyes. The sound of 400-plus cubic inches through glasspacks. Tire smoke in your nose. All senses engaged, constantly. So, at the start of the '70s, when performance disappeared, there was suddenly a huge money hole in Detroit's pockets. Something had to take its place. It was only natural that the pendulum would swing the other way.

Cars again reflected and predicted those needs. Peaked fenders, long hoods, and soft interiors that felt wider than long were designed to protect us and lavish us in comfort. Vinyl tops helped shrink the total glass area so no one could see in. Throw-pillow seating caressed us, and four-speaker stereos allowed us to enjoy concert-quality sounds. Suspensions and white-wall radial tires were geared for maximum softness, with power steering that could be controlled with a single finger. And acres of sound insulation deadened anything that the outside world may have thrown a driver's way.

The groundwork for this soft revolu-

1970 CHEVROLET MONTE CARLO

1975 CHEVROLET LAGUNA S3

tion had been laid out in the 1950s. Chrysler's 300 not only had the power, but also all of the American luxury-car trappings you'd want—electric-powered everything, automatic transmission, the works. Ford's two-seat Thunderbird, launched the same year as the 300, is the car that brought the personal luxury concept to the foreground. It soon grew in the number of seats, in power, and in the array of creature comforts. Yet neither car came to define the personal luxury car as we know it. The 300 was too large and perhaps too visually similar to other Chryslers, while the two-seat Thunderbird had no fixed roof.

The dozen years from 1958-'69 saw the personal luxury concept refined. By 1958, Thunderbird was a unit-bodied four-seater, available as a coupe or a convertible, and remained a pioneer of the genre. Buick's Riviera burst onto the scene for 1963 and was successful enough that Oldsmobile and Cadillac, respectively, tried their hands at the personal luxury game with the Toronado and Eldorado. The Mercury Cougar was a stop-gap measure between Mustang and Thunderbird, in size, cost, and intent; Lincoln's Mark III arrived in 1969. That same year, GM brought the rich-kids' toys down to a level where the rest of us could play. Pontiac's 1969 Grand Prix, followed by the 1970 Chevrolet Monte Carlo, were redesigned upon a new "A-Special" 116-inch chassis—not the one shared with station wagon models, but a special chassis that moved the front wheels 4 inches forward (for coupe-like intimacy in a larger package), and then added additional inches ahead

1963 CHRYSLER TURBINE

1956 CONTINENTAL MK II

of the front suspension for the in-vogue long-hood look.

The start of the 1970s saw things spread further. Ford already had two cars to fill the personal luxury niche—Thunderbird and the Mustang Grande—and even Dodge's Charger had started morphing from muscle car to soft-touch boulevardier with the luxury-tinged SE ("Special Edition") model. The answers were inevitably similar: with power removed from the equation, Detroit loaded in the toys and the high-style faux-wood and chrome filigree.

When new V-8s were choked down to power figures like the old straight-sixes had, Detroit simply slotted in bigger engines—usually backed with automatic transmissions, so that you could float off on a wave of torque from a stoplight. Four-cylinder cars got sixes, and occasionally a V-8, too. Outside,

1972 DODGE CHARGER SE

1980 DODGE MIRADA

1960 FORD THUNDERBIRD

1990 LINCOLN MK VII

bright and color-keyed trim ruled the day, and there were additional moldings (with color-keyed trim inserts), a special badge, full wheel covers (that were occasionally color-keyed to the body, if they weren't faux-wires), two-tone paint, and remote door mirror(s). Inside, there were stereos that offered your choice of cassette or 8-track tape (along with AM, FM, and, in some cases, CB radio!) and power steering/brakes/windows/locks. The steering wheel, steering column, seats, door panels, carpets, seatbelts, and headliner were a monochromatic wash of color. Multi-adjustable seats (sometimes power-operated) were clad in the softest of fabrics, and air conditioning became the norm. The technology wasn't new; lots of it had


1970 MERCURY COUGAR

been in cars for decades. What was new was bringing it down the line into smaller cars, and charging a premium for it.

And it worked. Sales of intermediate-sized cars had been steady throughout the '60s, roughly 20 percent of total sales of a given division. In 1972, intermediate models suddenly took the lead. Fully 75 percent of these were two-doors, and half of those were personal luxury models. From 200,000 cars in 1970, sales topped one million in 1975. Big, soft, distant—fuel crisis or not, these were the right cars at the right time.

If we were to pick a point where the personal luxury era kicked off, it would be the fall of 1972, with the launch of GM's redesigned "A-Special" chassis cars: Monte Carlo and Grand Prix led the brigade, joined now by formal-roofed versions of the two-door Oldsmobile Cutlass (called Cutlass Supreme) and Buick Century (called Century Regal). For 1973, the numbers were impressive out of the gate: Chevrolet alone sold 290,000 Monte Carlos; Pontiac sold nearly 154,000 Grands Prix; Oldsmobile built 219,000 Cutlass Supreme two-doors; Buick moved more than 91,000 Century Regals. Each blended elements of styling borrowed from the coachbuilt era (particularly flowing pontoon fenders) as a way of suggesting class.

Because these midsized coupes were smaller than traditional big cars, they were perfectly placed to increase in size once the first chapter of the OPEC oil crisis played out. All the same luxury as a Cadillac or Lincoln... in a smaller size? Where does America sign up?

For 1974, Mercury kicked the Cougar upmarket and away from the Mustang. The new-for-'75 Chrysler Cordoba was the "small" car that management once swore it would never build. (Small is relative: It rode the same B-body platform that had underpinned Mopars since the fall of 1961, and was solidly midsized for 1975.) For a couple of years in the '70s, Cordoba production accounted for half of Chrysler's sales, arguably saving the division, if not the entire company, from oblivion altogether for a couple of seasons. Even today, spokesman Ricardo Montalbán's advertising tagline promoting "rich Corinthian leather" (a completely made-up term) resonates in the kitsch of popular culture.

Every division of every car company in America offered a car that could be considered a personal luxury car. As a

1966 OLDSMOBILE TORONADO

1972 PLYMOUTH SATELLITE SEBRING

result, Detroit sold a whole lot more personal luxury automobiles than they ever did muscle cars. To pick a popular example, Monte Carlo sales improved year to year through 1977: 1.56-million total built in just five years, with a staggering 411,000 built in 1977 alone. That year, Thunderbird weaned itself off the Lincoln Mk IV and onto the full-frame Torino chassis. This also spelled success: 318,140 examples sold in 1977, and more than 955,000 sold between 1977 and 1979. The seventh-generation Thunderbird still sold more units in a single year than it sold over any previous generation's entire lifespan.

You'd think that defining cars

1975 PLYMOUTH FURY

from the personal luxury movement (and make no mistake, it was a movement— a rebellion, of sorts, against all of the rebellion that the '60s could muster) would be as much about size as anything else. Smaller cars for a new post-oil-crisis reality. And they were. But that time passed quickly: OPEC II threw Detroit into a tizzy once again in 1979. This time, Detroit got serious about really small cars, and the personal luxury era splintered: some headed toward more exotic imports that offered a more exclusive experience (and price tag), and some loaded up their compacts with all of the same goodies they'd gotten used to in their personal luxury cars just a few years previously. Suddenly, the most popular cars of the era were dinosaurs, shunned for their wasteful inefficiency.

The muscle era lasted just less than a decade, and so did the personal-luxury era that followed. Muscle cars get all the attention these days, but it's no fair guessing which era generated more sales: Muscle was a fun diversion, but personal luxury cars kept Detroit alive.

1976 PONTIAC GRAND PRIX

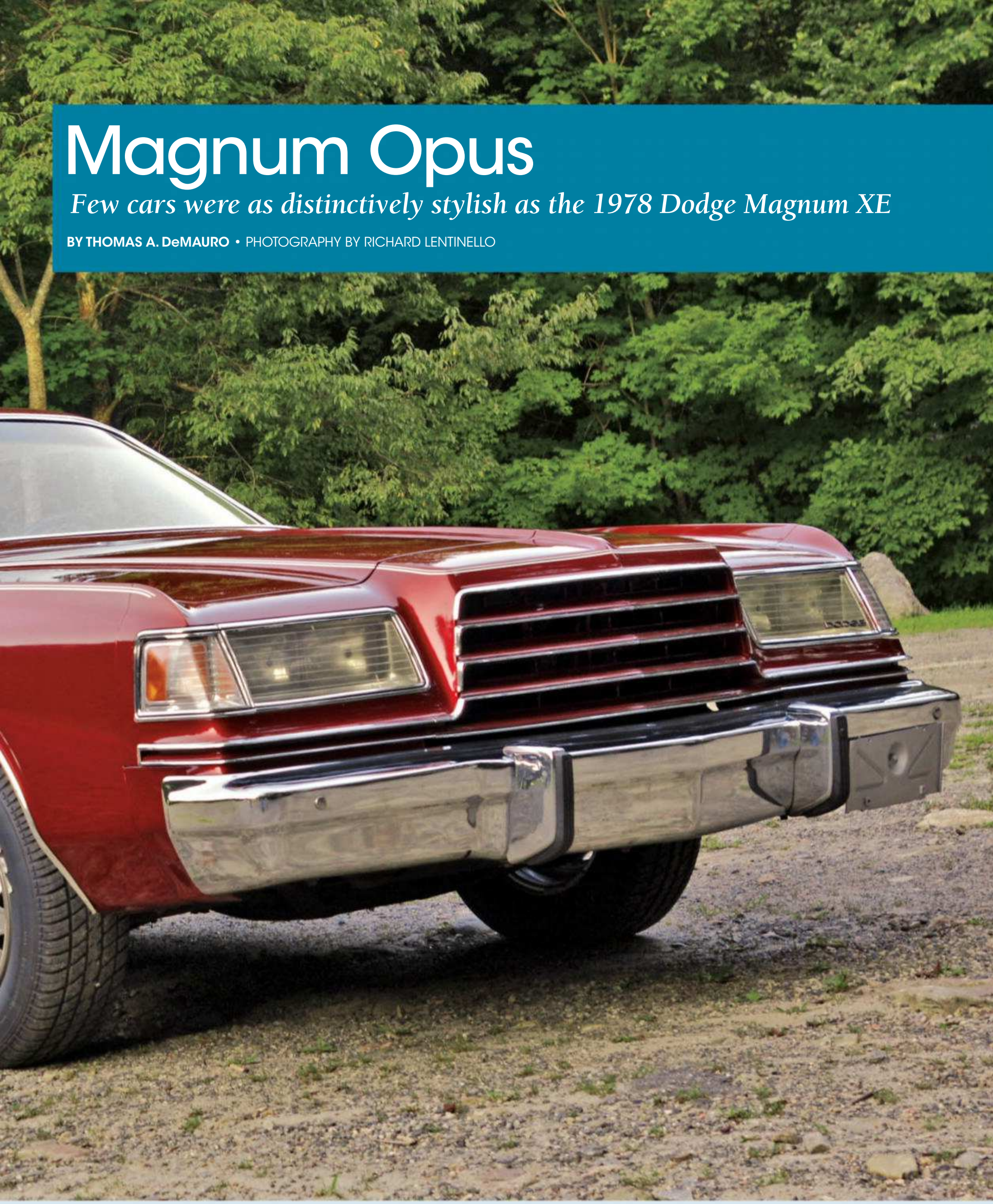
1963 STUDEBAKER AVANTI


MAGNUM
RADIAL G/T
RADIAL G/T

Magnum Opus

Few cars were as distinctively stylish as the 1978 Dodge Magnum XE

BY THOMAS A. DeMAURO • PHOTOGRAPHY BY RICHARD LENTINELLO



Though fashionably late to the personal luxury coupe party, the 1978 Dodge Magnum XE still captured the essence of its era. Positive attributes like provocative styling, comfort, and capable handling evoke warm memories, and the negative ones like power-sapping emissions controls and high curb weight remind us of the burdens that had to be shouldered by many vehicles of the day. Yet these character traits provide insight as to what it was like to own and drive a new Mopar intermediate during that period.

Thanks to an onslaught of circumstances that put an end to high-performance engines in domestic cars by the mid-1970s, automakers were focusing more heavily on the luxury aspects of certain models, since pillow-soft seats didn't affect emissions like stout camshafts did, and the insurance companies weren't adding surcharges for Landau tops like they were for high horsepower ratings.

For driving enthusiasts who appreciated an upscale road car, the Dodge Magnum XE had arrived. An available GT option added a more muscular image and underpinnings, but no more horsepower than was offered for the XE.

It was built on the 114.9-inch wheelbase, long-running B-body platform. Existing stablemates closest to the Magnum in appearance were the highly popular Chrysler Cordoba, the then-slow-selling Dodge Charger SE, and both had shared the same body shell since 1975. The Magnum would add a dash of sporty styling to Dodge's personal luxury car recipe.

It was also tasked with running in NASCAR competition. Through the 1977 season, Dodge racers like Richard Petty were still using the 1974 Charger body due to its aerodynamic superiority over the 1975-and-newer Chargers. For the 1978 season it would no longer be eligible, however, so an additional role of the Magnum was to serve as a slipperier shape for racing.

Chargers and Magnums had opera windows and side styling featuring large "sculptured sections," that were similar but not the same. The Magnum's were differently designed, resembling the paint treatment of the 1977 Charger Daytona but rendered in metal. To further instill a separate character for each nameplate, and improve the aerodynamics of the new model, the distinctions were dramatic up front.

The Charger's classically styled front-end featured large, round, single headlamps and round marker lamps flanking an upright rectangular grille, despite being marketed in an era when rectangular headlamps were coming into vogue. Each lamp's upper shape, as well as the grille's, extended into the hood, and the grille dipped into the bumper area.

Conversely, the Magnum sported a contemporary quad rectangular headlamp arrangement featuring significantly sloped transparent flip-down covers, and the parking lamps were integrated next to them. An upright trapezoid-shaped horizontal-bar grille was considered retro by Dodge, which compared it to that of the Cord in its marketing. The hood's character lines matched the new front-end design.

Decklid, taillamps, rear bumper shapes were subtly revised, as was the trim. Whereas the license plate cove was low and extended into the bumper area on the Charger SE, it was placed above the bumper on the Magnum.

Both cars shared the same basic interior layout but differed in upholstery patterns and small details. The woodgrain instrument panel featured two large, round pods with the speedometer in the left pod and the temperature and fuel gauges in the right. Two smaller round dials housed

Whether you consider 91,748 miles to be high or low, the fact remains that the original standard vinyl bucket-seat interior with optional center cushion/folding center armrest, leather-covered luxury three-spoke steering wheel, and AM/FM stereo are still pristine.

the oil pressure and alternator gauges. A low-fuel warning light and a two-spoke padded steering wheel with woodgrain insert were also included.

Bucket seats with vinyl upholstery were standard in the Magnum with cloth and two-tone vinyl, and leather-and-vinyl optional, or a 60/40 split-bench seat with cloth upholstery could be specified. "Shag" carpeting was on the floor and lower door panels.

Under the new hood, the Magnum's base engine was a 140-hp two-barrel-equipped 318-cu.in. V-8, but the 155-hp 318 four-barrel was standard in California. A 155-hp 360-cu.in. two-barrel V-8, 190-hp 400-cu.in. four-barrel V-8, and the 190-hp 400 four-barrel H.D. V-8, which required the Heavy-Duty Package (trailer assist), was optional in all states except California, and in high-altitude regions. Power ratings were net and single exhaust with a catalytic converter was used. All the engines above featured Chrysler's Electronic Lean-Burn system—an electronic spark-control computer that varied ignition timing based on the input of multiple sensors—to improve efficiency.

A non-Lean-Burn 360-cu.in. four-barrel V-8 was also listed as available. The 360 four-barrel H.D., which required

Although repainted, the rugged 318-cu.in. V-8 engine has never been rebuilt or required any major work. It still performs flawlessly.

the Heavy-Duty Package (trailer assist) was optional with certain conditions attached as well.

Chrysler's much lauded three-speed TorqueFlite automatic with a lockup clutch in the torque converter that provided direct mechanical drive in third gear to eliminate slippage and improve fuel efficiency was standard, as was a numerically low 2.71:1 rear axle. In high-altitude areas or when the Heavy-Duty Package was ordered, the lockup converter wasn't used, and the standard ratio was 3.21.

Power steering and power front disc brakes with rear drums were included, as were Chrysler's tried-and-true unibody construction, torsion bar front suspension, and leaf spring rear. To further improve handling, anti-sway bars were employed front and rear. The FR78 x 15 blackwall tires on 15-inch steel wheels had deluxe wheel covers and "XE" center emblems as standard.

With a length of 215.8 inches and a 77.1-inch width, the Magnum was no lightweight. Exacerbating its visual mass was the fact that it was also competing with GM's new downsized intermediates for 1978. Nevertheless, the Magnum was stylish and well equipped for the personal luxury coupe market.

Additional items could be found on the lengthy options sheet. A few examples include: T-bar roof, power sunroof, forged aluminum road wheels, GR78 x 15 and HR78 x 15 tires, floor-shift console, in-dash tachometer, AM/FM stereo with electronic search tuner and LED display, several other radios, 40-channel CB integrated into AM or AM/FM stereo radios, intermittent windshield wipers, and center cushion/folding center armrest.

The GT option added styling and cornering enhancements via color-keyed wheel lip flares, GT front fender emblems, engine-turned dashboard appliques (also on the console when ordered), leather-covered steering wheel, firm-feel power steering, HD shocks, and wider 15-inch Road Wheels with GR60 x 15 RWL tires.

Steven Grening, an HVAC mechanical engineer, found his 318 two-barrel, Tapestry Red Sunfire metallic, 1978 Magnum XE for sale in his home state of Connecticut. He bought it in June of 2017, and it showed 91,000 miles on its odometer.

"I had been looking for a Magnum, but they were usually in rough shape and there are essentially no restoration parts available for these cars, so condition is paramount," Steven says. "I had to find one that didn't need a restoration, and this car certainly qualified. It's never had rust or body repair, and once I cleaned the car, it looked great. I could see that this Magnum had been well cared for."

He installed a new battery and fresh fuel, and soon had the 318 V-8 running well. Then he decided to swap the 15-inch wheels, wheel covers, and whitewalls for Rallye wheels from an earlier Mopar, mounted with 225/70R15 Cooper Cobra RWL tires.

Steven related that it appears the Dodge was repainted at some point. It has clearcoat on it, and the optional stripes listed on the fender tag weren't on the car, so he applied the white stripes shown. An aftermarket sunroof and a passenger door mirror were added years before he purchased the Dodge, as was an AM/FM stereo, but the rest of it seems to be original except for typical maintenance items. The Lean-Burn's computer looks like it was replaced at some point, and Steven reports that the car still runs well with the system intact.

Additional options include the leather-covered three-spoke steering wheel, A/C, and the white Landau top.

"I like the style of the front end of the Magnum," Steven says, "and it rounds out my late-1970s Mopar collection that includes a 1975 Chrysler Cordoba and a 1978 Plymouth Volare Street Kit Car. Though they're not highly valued, my three disco-era Mopars still suit me just fine.

"In each case, I found solid cars that didn't need to be restored. The trade-off regarding the Cordoba and Magnum is that they both have the 318 V-8, which is underpowered in cars of their size. The 360 or 400 V-8s would be better choices, but they still drive well and get decent gas

mileage. I can get 18-20 mpg in this car if I take it easy."

Steven has put about 500 miles on the Magnum since he bought it, has won a few Firsts in local shows, and has no plans to alter the car in any way in the future.

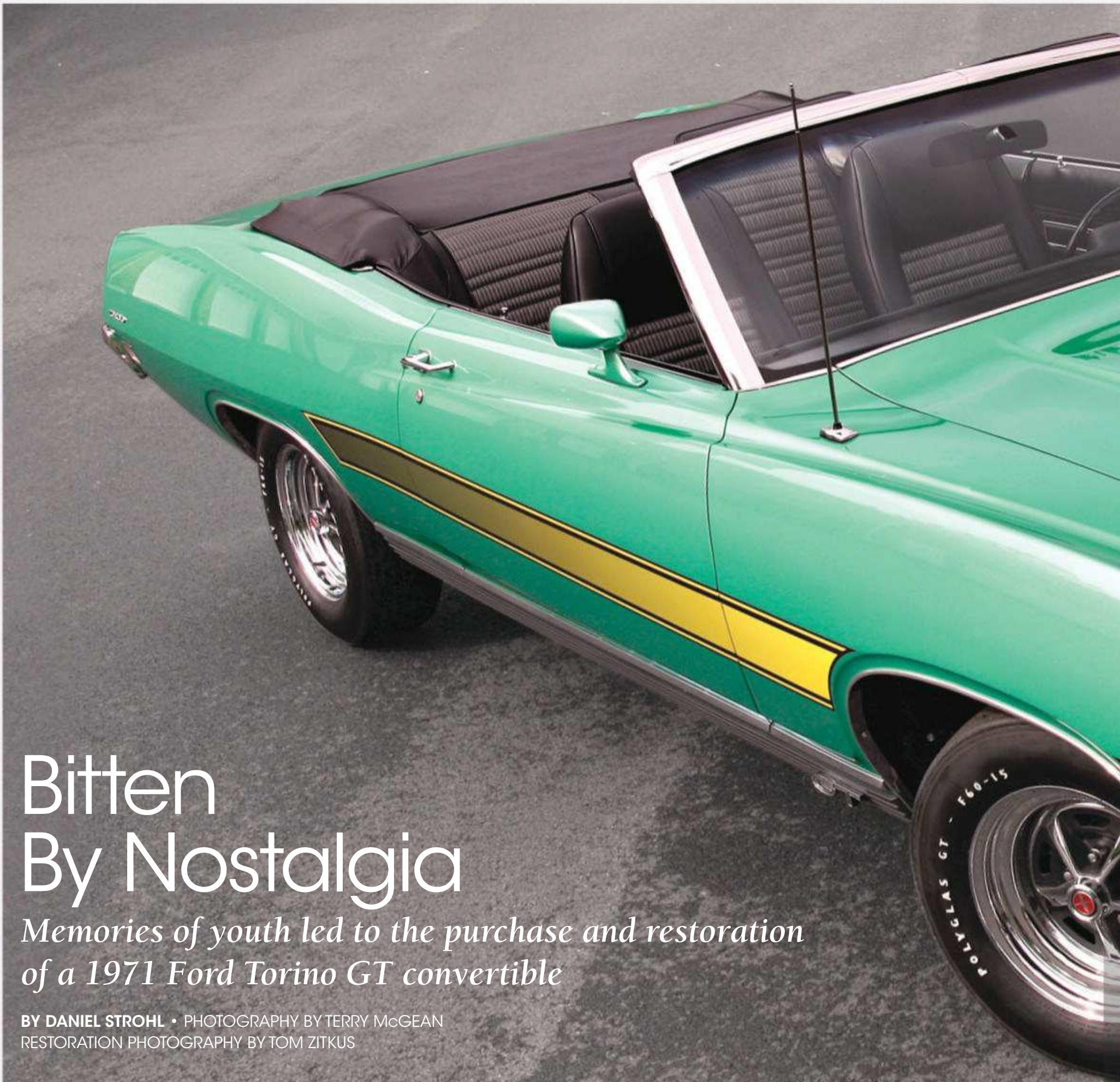
Ultimately, the Magnum only enjoyed a two-year run before being replaced with the smaller Mirada for 1980. Total Magnum sales for 1978 were just over 55,000, and a little more than 25,000 (some sources state about 30,000) were produced for 1979. The last year for the Charger SE was 1978, and fewer than 3,000 were sold.

After showing potential initially, the Magnum's competitiveness in NASCAR ultimately fell short of expectations with race teams as well. Suffice to say, it wasn't one of Richard Petty's favorite Mopars, and he turned to a Chevrolet Monte Carlo before the 1978 season concluded.

Magnums may not have lit the world on fire when new, but they are enjoyable to own and drive if quick acceleration isn't of primary importance. However, like Steven explained, if you desire a Magnum of your own, seek out the best-preserved example you can find because, aside from the drivetrain and suspension components, restoration parts aren't nearly as plentiful as they are for earlier B-bodies.

The Magnum XE represents Dodge's interpretation of a sporty personal luxury coupe for the late 1970s, and it can be a relatively affordable avenue to owning and driving a unique Mopar.

The landau vinyl top was optional, and adds to the Magnum's distinctive appearance.



Bitten By Nostalgia

Memories of youth led to the purchase and restoration of a 1971 Ford Torino GT convertible

BY DANIEL STROHL • PHOTOGRAPHY BY TERRY McGEAN
RESTORATION PHOTOGRAPHY BY TOM ZITKUS

Deep down, Bob Green is a nerd.

You'd never know it from the outside. He played drums in a garage band in high school. He had long hair. He drove the latest and greatest muscle cars at a time when only the coolest kids drove muscle cars.

"But I was always an A/V geek," said Bob, a resident of Orwigsburg, Pennsylvania. "I was the guy who ran the projector. Being in the band was a great way to meet girls."

And the muscle cars only came about thanks to his geekiness. While in high school, he became fascinated with CB and two-way radios and began selling them out of the trunk of his car. He soon made enough money to buy a new 1968 Charger R/T, then a new Plum Crazy 1970 Challenger R/T.

Once he saw a buddy's '71 Torino hardtop, though, he knew he had to have one. So he ordered a brand-new

1971 Torino GT convertible in Grabber Blue with a four-speed manual and a bench seat.

"I figured I was going to kill myself with all of that Mopar power," he said. Hence the 351 Cleveland small-block that came in the Torino.

By this time, he had started college — Penn State, studying electrical engineering, another concession to that geekiness — and had started to turn his CB radio sales into an actual business, for which he bought a Ford station wagon, keeping the Torino as his fun car. Eventually, the business took priority, so he traded the Torino for a van and expanded the business into commercial radios, then car phones, then cellular networks.

But sometime in the mid-1980s, Bob realized he had to get back into a muscle car. He tracked down his old Charger, only to find that it had become a big pile of junk. Despite his best

After it was determined that the convertible required a complete restoration, further disassembly started with the removal of the entire driveline. This included the 285-hp, 351-cu.in. Cleveland engine, four-speed manual transmission, and 9-inch differential.

The Torino's amateur restoration did little to rectify the rust discovered within the chassis as disassembly continued. Here, most of the suspension has been detached, while the bulk of the exterior trim and incorrect Laser Stripe have been removed.

Engineers designed 7-foot-long subframe rails, with integrated torque boxes, into the unit-body chassis. Rather than repair the originals with patch panels, new all-inclusive subframes were fabricated using thicker-than-stock 12-gauge steel.

To keep the Torino's body from twisting while each subframe rail was replaced, the convertible was given an extensive web of bracing, made from square tubing, before the first cuts in the chassis were made. The new rails were TIG welded into place.

Rust had also invaded the original 21-gauge floorpan. Rather than salvage it, the unit was removed and used as a template to help expedite the fabrication of a new piece using stronger 19-gauge steel, rather than a thin (23-gauge) reproduction floorpan.

This is an aerial view of the convertible's cabin showing both the network of cross-bracing and the extensive amount of floor repairs. A keen eye will note that more TIG welding needs to be done to completely secure the new floorpans to the chassis.

After the unit-body chassis had been repaired, metalwork shifted to the lower extremities of the car's quarter panels. New lower patch panels were fabricated to properly correct questionable repairs attempted by a prior owner.

Once the metal repairs had been accomplished, the body was given multiple coats of primer, was permitted to cure, and then masked to protect the surface while the driveline and suspension were rebuilt. Note the interior has already been repainted.

At this stage, the body is still in primer and has been completely masked off, and the convertible top bows have been reinstalled in the "up" position. Right after this picture was taken, the Torino was sent to a specialist to have a new top installed.

With the new top installed and the car returned to the shop, the masking was removed—exposing the body—at which point the new top, interior, and engine bay were masked, as well as the chassis, in preparation for final adjustments and paint.

This image was captured after three coats of DuPont Chroma Premier basecoat—matched to the Ford's original Grabber Green Metallic paint—had been applied, as well as four coats of DuPont clear. It was allowed to cure for three weeks before work continued.

Following the paint process, reassembly of the Torino GT's interior could begin in earnest. Here, reproduction sound deadening/insulation is in the process of being fitted. New floor carpet and reupholstered seats would follow. Note the dash is installed.

Where owner's original Torino had a bench, this one has buckets to go with the four-speed.

efforts, he couldn't find either the Challenger or the Torino that he used to own.

Still, he kept his eyes open, and in about 1992, while scouting locations for a cell phone tower in east central Pennsylvania, he came across another 1971 Torino GT convertible, this one in Grabber Green. It was equipped with a 351 Cleveland and four-speed, but with bucket seats. The car had recently been repainted, and the owner was in the midst of restoring it for his wife, so Bob left his card.

About a year and a half later, the Torino's owner called Bob and said he was ready to sell.

"The call kinda came out of the blue, so I said, 'Now what?'" Bob recalled. "But my wife told me to pick up the phone and tell the guy I'd take the car. 'I don't want to deal with you moping around the house if you don't get the car,' she said. So I bought it."

Because the Torino looked halfway decent, Bob drove it for a few years. Eventually, when he discovered a rusted-through section of subframe, he decided that it needed to be completely re-restored. For that job, he had only one man in mind: Tom Zitkus of TZ Restorations in New Ringgold, Pennsylvania.

One problem: Tom only restored cars from the 1950s and initially refused to restore the Torino, telling Bob he'd end up spending more on the restoration than what the car was worth. But Bob persisted, and, eventually, Tom relented.

"Initially, I was only going to repair the rusted subframe," Tom said. "Other than that, it was a running car, with a little Bondo in the quarters and doors that didn't fit well, but the paint was shiny."

However, as he removed the interior, he discovered more rust in the floorpans. More rust was spotted in the rocker panels. The deeper he got into the car, the more serious structural rust he found. After a week, they decided to proceed with a full restoration.

To replace the 7-foot-long subframe rails that stretched from the cowl back to the rear spring eyes—including the additional C-section used on all Torino convertibles to box the subframe rails, the torque boxes, and the inner and outer rockers—he used .105-inch (12-gauge) cold-rolled steel, bent with a sheetmetal brake and TIG welded together.

Tom considered using reproduction sheetmetal whenever possible, but soon found that the reproductions didn't meet his standards for quality and metal thickness. So he scratch-built new floorpans from 19-gauge sheetmetal.

He also used 19-gauge sheetmetal when scratch-building the trunk floor, portions of the cowl, portions of the front door posts, the inner front wheelwells, the lower radiator support, the battery tray, and the inner and outer rocker panels. What he couldn't form with a sheetmetal brake, Tom fabricated using an English wheel, a 3,000-pound Pullmax, and a planishing hammer.

Thankfully, the exterior sheetmetal required very little work compared to the structural metal. The previous owner had already replaced the front fenders with NOS units and rebuilt the driver's door with an NOS skin. The front sections of the outer quarters required patch panels for the lower 3 or 4 inches, while the rear sections required patches for the lower 8 inches. The taillamp housing required about 30 inches' worth of new metal for the trunk seal gutter, and the rear deck panel also needed some patching.

Tom did decide to go over the spot welds on the re-skinned driver's door, then slice and dice the front fenders to get them to line up with the rest of the sheetmetal.

With the metalwork complete, Tom then sent the Torino's shell to Kwik Strip in Allentown, Pennsylvania, for a full chemical dipping. "Typically, I dip all of my full restorations," Tom said. "It makes them easier to work on, but it also is one of the only ways to get rust out from between pinch panels. And I strip the cars after I do the metalwork because the bare body will start to rust right away."

The body stripping process removed all the filler previously applied, so Tom went over the body with a skim coat of NAPA

The 1971 version of the 351 "Cleveland" V-8 engine was detuned to 285 hp.

CUZ filler, and sanded with a succession of 36-, 80-, and 100-grade papers. He then sprayed the underside of the body with DuPont's 2540S epoxy primer sealer and the upside of the body with a coat of DuPont's 615S self-etching primer, topped with three coats of DuPont's 4904S primer filler.

He let that sit for a week, sanded the primer with 220-grade paper. This was followed by wet sanding with 320-grade paper; then Tom sprayed three more coats of primer filler and sanded it all down with 400- and then 600-grade paper.

Next, Tom sprayed the body with three coats of DuPont Chroma Premier basecoat in the car's original Grabber Green Metallic, and then four coats of DuPont's 7200S Chroma Premier clear. After letting the clearcoat dry for three weeks, he sanded it with 800-, 1000-, 1500-, 2000- and 2500-grade papers. He then followed that with a three-stage buffing process.

Bob had provided some NOS Laser stripes for the flanks of the Torino, but Tom said those proved too brittle, so he ordered reproductions from Dearborn Classics.

The stainless trim around the windshield and around the convertible top well required straightening and polishing, which Tom did himself. Anything plated in chrome, he had de-chromed locally before he adjusted the parts to fit the body, sanded them smooth, and sent them out to Finishing Touch in Chicago for plating. He also decided to have Finishing Touch chrome any trim that Ford originally anodized.

For the interior, Tom had Jerry Ambrosi of Master Upholstery in Newton, New Jersey, stitch new seat covers using reproduction material from SMS Auto Fabrics. He also had Jerry install the convertible top material from E-Z On Auto Tops. Tom installed the reproduction carpet set from Auto Custom Carpets, then sent the plastic gauge cluster to CV Vacuum Platers in Mission, British Columbia, Canada, for restoration.

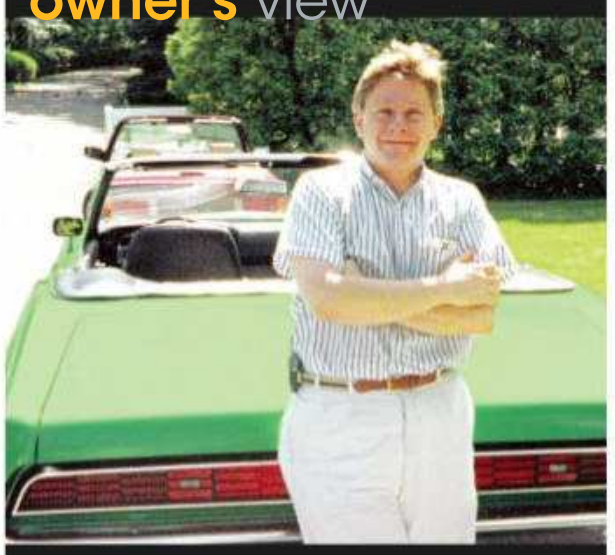
Tom also undertook the chassis restoration, including the rebuild of the Toploader four-speed with Hurst shifter, of the open 9-inch rear axle with 3.25 gears, and of the 11.3-inch front disc brakes and 10-inch rear drum brakes (both fed by stainless-steel brake lines). He ordered reproduction 15 x 7-inch Magnum 500 wheels and shod them in Goodyear F60-15 bias-plies.

The engine, however, he sent to B&Y Custom Machine Service in New Ringgold, Pennsylvania, where they bored the block .030-inch over, and installed new pistons and hydraulic camshaft; he had the stock exhaust manifolds Jet-Hot coated, and rebuilt the 605 CFM Autolite 4300 four-barrel carburetor.

Bob, of course, believes he got what he paid for. "When I took the car to Tom, he said he only restores a car one way—all the way—and I said I like that. Though I've found that the problem with doing a car too nice like this is that you don't want to expose it to the world too much." He found a solution to that situation, though: He bought another Torino convertible—a yellow '70—that he uses as a driver.

"And if I ever find my original Torino, Tom's going to have a fit," Bob said. "Because I'm going to have him restore it to the same level he restored the green one."

owner's view



My wake-up call for old muscle cars came after I was already married and had a couple kids, and we inevitably started seeing car shows when we went out for Sunday drives. I had this successful business, and I wondered why I threw away so much money on muscle cars when I was young—I could've put that money in the bank and doubled it over the years. But then I realized, why didn't I hold on to the cars? They were worth so much, even then in the 1980s.

Even though this car looked and drove fine when I bought it, I'm glad I sent it to Tom for restoration: He settles for nothing less than perfect, and he makes works of art out of everything he touches. I have close to 50 cars now, so I pretty much keep him busy all the time with my restorations.

And the beauty of it is that he's five minutes from my garage, so I can go over there any time to see his progress and be involved in the restoration.

Power and Poise

50 years disappear in a like-new 1968 Cadillac Hardtop Sedan deVille

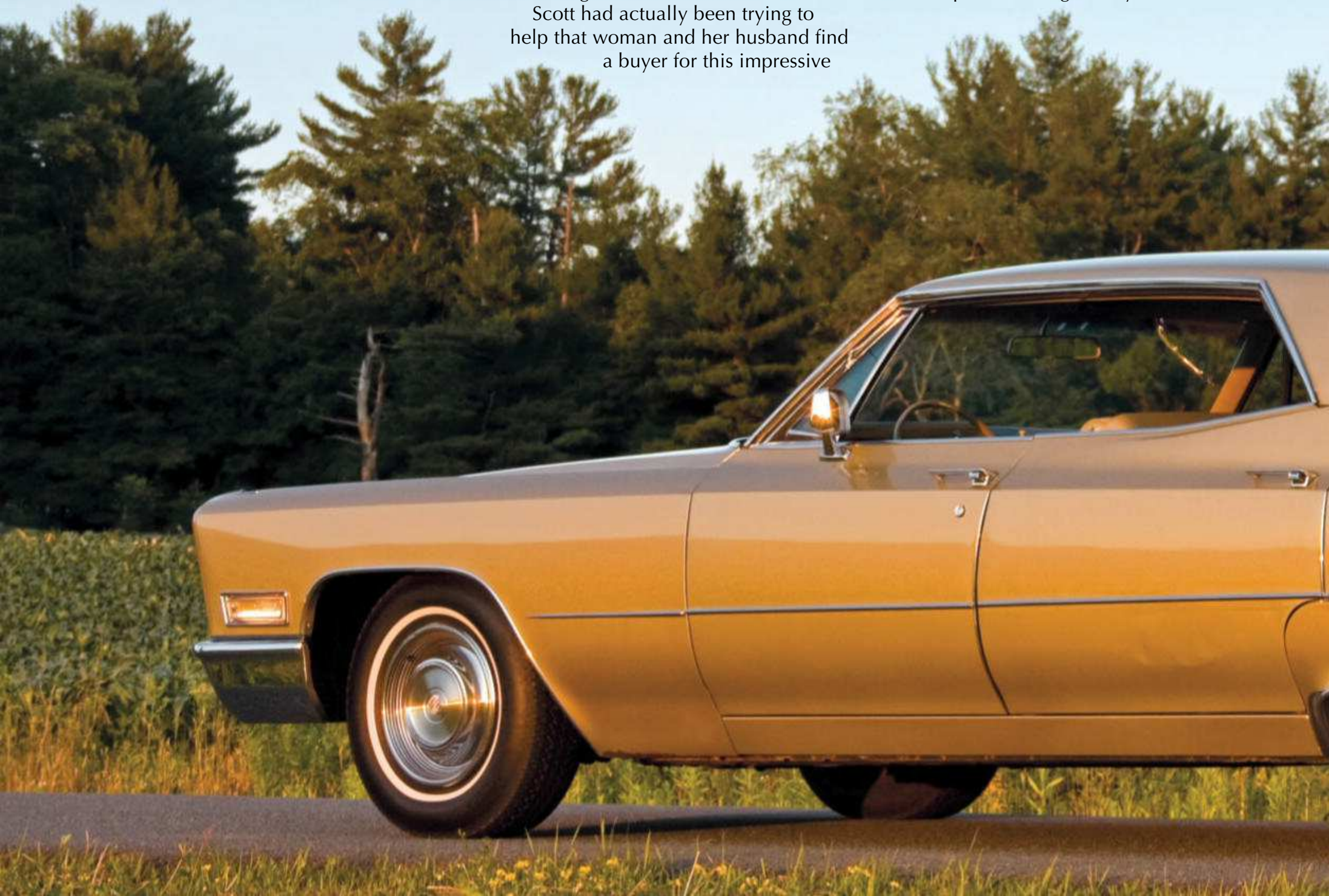
WORDS AND PHOTOGRAPHY BY MARK J. McCOURT

Victorian England may have been the era in which H.G. Wells wrote *The Time Machine*, but the fantastic transporter in his science-fiction story could be almost a century newer. What if his metallic machine was one example of the 72,662 Hardtop Sedan deVilles for 1968 that rolled off the assembly line—the very car on these pages? After all, 50 years vanish as soon as you settle inside and close the door. A "Time Traveller" had the great fortune to experience and operate this Cadillac, and I've returned to the present to share its story.

A mere 30,000 miles registered on the odometer in July 2017, when Scott Connors purchased our feature Driveable Dream. This Stephentown, New York, resident is the Cadillac's fourth caretaker, but as he explains, the first outside of a single extended family. "It was bought new in November 1967 at Daniels Cadillac-Oldsmobile in Hartford, Connecticut. Including options like automatic climate control, an AM radio, and white-wall tires, it cost $6,266, the equivalent of nearly $43,000 today; that price back then was a healthy annual salary, so you had to be relatively well-off to get a car with all those appointments! The purchaser passed away shortly after getting it, and his wife drove it for a few more years. She was getting on in years herself, so she sold it to her brother-in-law. He would own it for many years, but he was a Packard guy, and he didn't drive it much—it was just kept in the garage. When he was going into a nursing home, he sold it to his niece, who I later bought it from."

Scott had actually been trying to help that woman and her husband find a buyer for this impressive four-door Cadillac. Over the course of two years, he'd shown and advertised it on their behalf, but the offers coming in were less than they wanted. He'd grown attached to this Cadillac, being a lifelong fan of the marque and because it reminded him of the Oldsmobile Delmont 88 in which he'd learned to drive. With some cash in hand from selling his Ford Model A pickup, Scott worked up the courage to make his own offer. The sellers knew the car would be well cared for, and accepted.

He'd just purchased one of the finest unrestored examples extant of the best-selling model and body style of GM's flagship marque for 1968. It exhibited that year's design updates—a bold-yet-refined new grille treatment, concealed windshield wipers, full-length body side mold-



ings, a revised trunklid, and more—that made this one of the sleekest looking four-doors to ever wear the wreath and crest. This Hardtop Sedan deVille still shined in factory-applied Baroque Gold metallic paint, its bumpers, hubcaps, and delicate bright metal body trimmings gleaming in chrome and brushed stainless. The crisp "Body by Fisher" had very few flaws, the most notable being some corrosion on the fender-bottom seams behind both front wheels, and some shallow creases in the rear door and quarter panel on the driver's side, probably inflicted in storage.

The years had been equally kind to the "Interior by Fleetwood." There were no cracks in the aluminum-trimmed dashboard, and the attractive door panels and back of the power-operated front bench seat sported the same intricately woven Medium Covert Décor upholstery as the seat facings, all that khaki-tone nylon fabric remaining unblemished and retaining a silky sheen. The massive trunk's carpet wasn't stained, its cardboard lining panels offering little evidence of luggage bumps or scuffs. Indeed, the glovebox still contained the 1968 Cadillac owner's manual and the Owner Protection Plan booklet, complete with the embossed metal "Protect-O-Plate," in their plastic sleeve, and the primary ignition key was still protected in the snap-closed leather sheath embossed in gold with the selling dealer's name.

A vehicle's engine compartment is a notoriously harsh environment, and that's one area that revealed this deVille wasn't the three-year-old dealer trade-in the rest of its condition might have you believe. Worn or lifting paint was present on the radiator supports, ancillaries, and on the engine itself. Yellow assembly-check pencil marks stood out on the weathered semi-gloss black paint, as did the typed, framed card screwed into the slam panel, which spelled out the original owner's name, address, and this car's serial number, and looked curiously like the drawer contents identification from a library card catalog cabinet.

The big, blue-painted lump of iron behind that identifier was something special when it debuted for 1968, with the distinction of being the largest passenger car engine in production. Measuring 471.7 cubic inches—for promotional purposes rounded up to 472, or 7.7 liters—thanks to its 4.3 x 4.06-inch bore and stroke, this OHV V-8 was a major technological update for Cadillac, as its design included a metal-temperature sensing system, along with emissions controls in the form of air injection and positive crankcase ventilation. With a 10.5:1 compression ratio and deep-breathing Rochester Quadrajet carburetor under a gold-trimmed black air cleaner, it made a gross rated 375 hp at 4,400 rpm and 525-lb.ft. of torque at 3,000 rpm. The three-speed Turbo Hydra-Matic put that power to the rear wheels with enough gusto to push this 4,675-pound luxury car to 60 mph in less than 9 seconds, and on to more than 120 mph.

That engine, and the other mechanical components, would be the first aspects of this car to receive attention after Scott took ownership. "When I bought it, the only thing that didn't work was the heater, as they'd bypassed the heater core at some point," he reveals. "I changed all the fluids, including the transmission

and rear end, and had a tune-up done. We checked the vacuum lines and connections, as well as the brakes and suspension, and found it needed rear shocks. Replacing that heater core was the biggest job, because nearly everything on the firewall had to come off."

Those projects sorted, Scott took his deVille—"I named it 'Angie' after Angie Dickinson, the only female member of the Rat Pack, because this car screams Rat Pack," he says with a grin—on its first major road trip to a car show in New Jersey, and was delighted at its deportment. "It's the quintessential American luxury car—a big, powerful vehicle. Going down the road in it, it's like you're driving a couch. The ride is phenomenal, it's so comfortable, quiet, and that 472 really hums down the road at 70 mph," he says. "It was built back when

those cars were engineered and built for comfort and speed. This was right before gas prices started to become an issue, and it has a 25.9-gallon tank, so people didn't flinch about the mileage."

Scott generously offered me a turn behind the wheel, which was gladly accepted, as this is my favorite Cadillac design of that decade. While its size and lines are very much of the 1960s, its proportions seem almost contemporary, with a low roofline and comparably small glass area set over thick body sides to offer gangster-car proportions. The heavy doors open wide for easy interior access, although you may need to duck under the roof as you enter. It's good that the bench seats are so cushioned, because while there's ample legroom front and rear, headroom is at a premium for taller folks, especially in the rear seat. Comparing layouts to cars 50 years newer, the deVille's windshield is small and close, which gives the feeling of being in a more compact car… and then you notice your passenger is a stretched arm away, the hood peaks seven feet ahead of you, and the tailfins are a town behind. Accommodating six chummy passengers is certainly feasible, and on a warm summer evening, few things could top this pillarless Caddy full of family and friends, cruising with all four frameless windows down.

While I instinctually looked for the

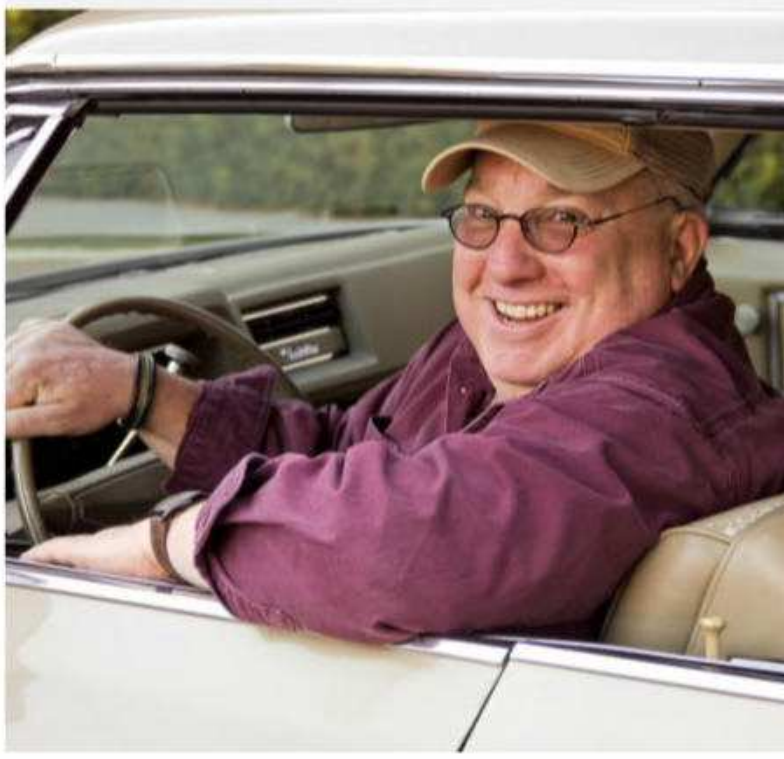
The interior's like-new condition, especially the Medium Covert Décor fabric, is a testament to low miles and good care. Automatic Climate Control and an AM radio were pricey options that still work today.

This 472-cu.in. V-8 was new for 1968, and has never been rebuilt. It provides effortless torque 50 years on, albeit with a deep thirst.

ignition switch on the column, as in 1980s GM cars, this one is on the dash. "Angie" starts almost instantly and settles into a quiet idle; Scott says there's a small exhaust leak, but I strain to hear it. Shift into the first-indicated "D" quadrant on the column, and off we go. The car accelerates smoothly and with some gusto, but dabbing the brake pedal means bracing for some nosedive from the power-assist four-wheel drums. We're cruising at highway speeds, and Scott urges me to stomp on the gas; the nose seems to rise a bit, like a speedboat in the water. A boat is an appropriate comparison, as the Hardtop Sedan floats down the road, its spongy seats absorbing whatever shocks the four-wheel coil spring suspension hasn't. The variable-ratio power steering is beyond fingertip-light and needs many small corrections to track straight, but this might be blamed on the road surface and the squishy 25 psi recommended for the tires; not hampered is the car's turning radius, which is surprisingly tight considering the real estate this Cadillac covers.

In the finest Sixties GM tradition, our feature Driveable Dream has been very reliable, starting at the first twist of the key, even after weeks of rest. Scott has put around 2,500 miles on the deVille in his ownership so far, and keeps up on the car's appearance with regular detailing using Griot's Garage and Meguiar's products. "I plan to preserve it, to keep it original and unrestored because it's such a time capsule. It's a classic Detroit creation and design."

"It's the quintessential American luxury car—a big, powerful vehicle."

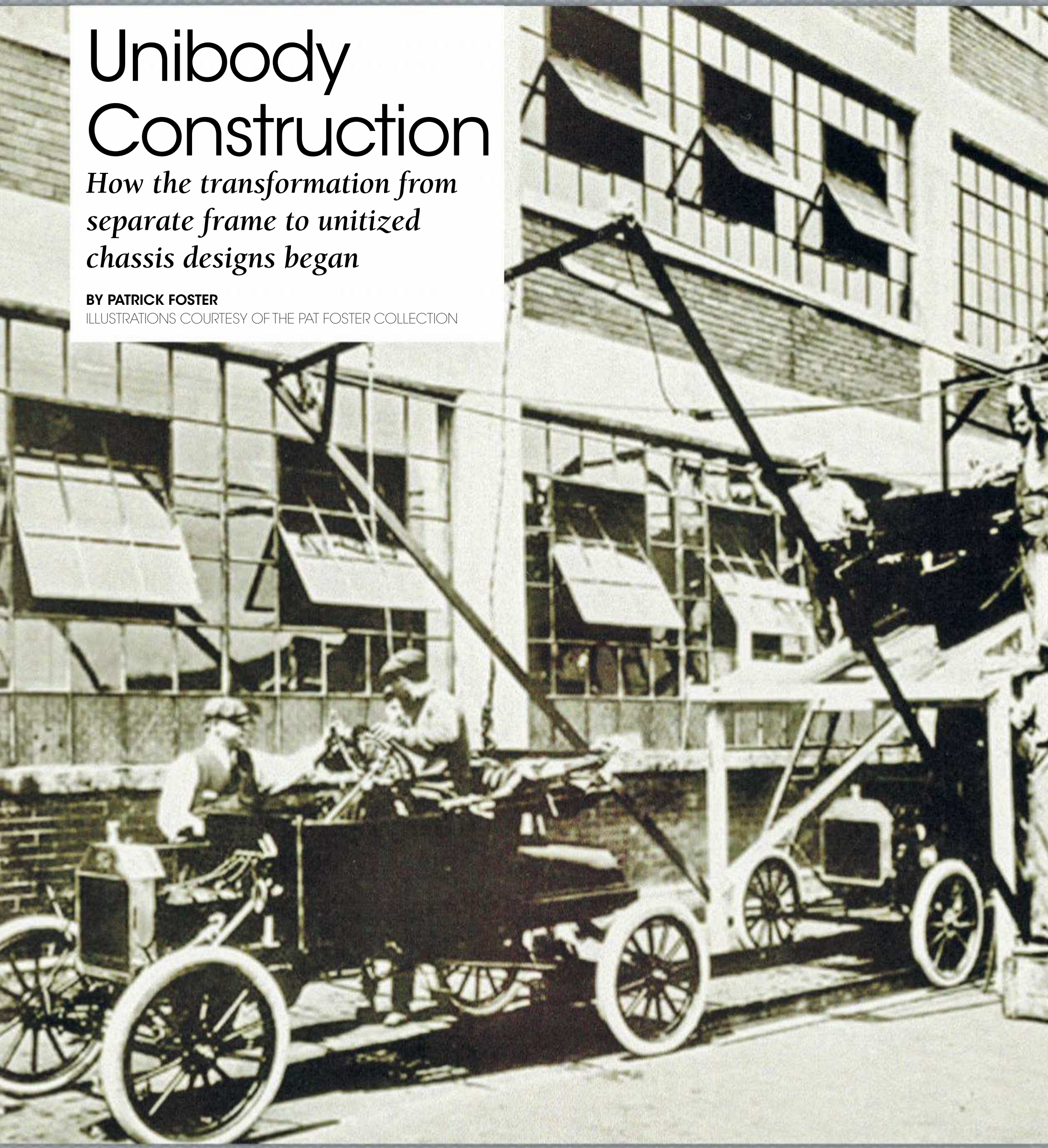


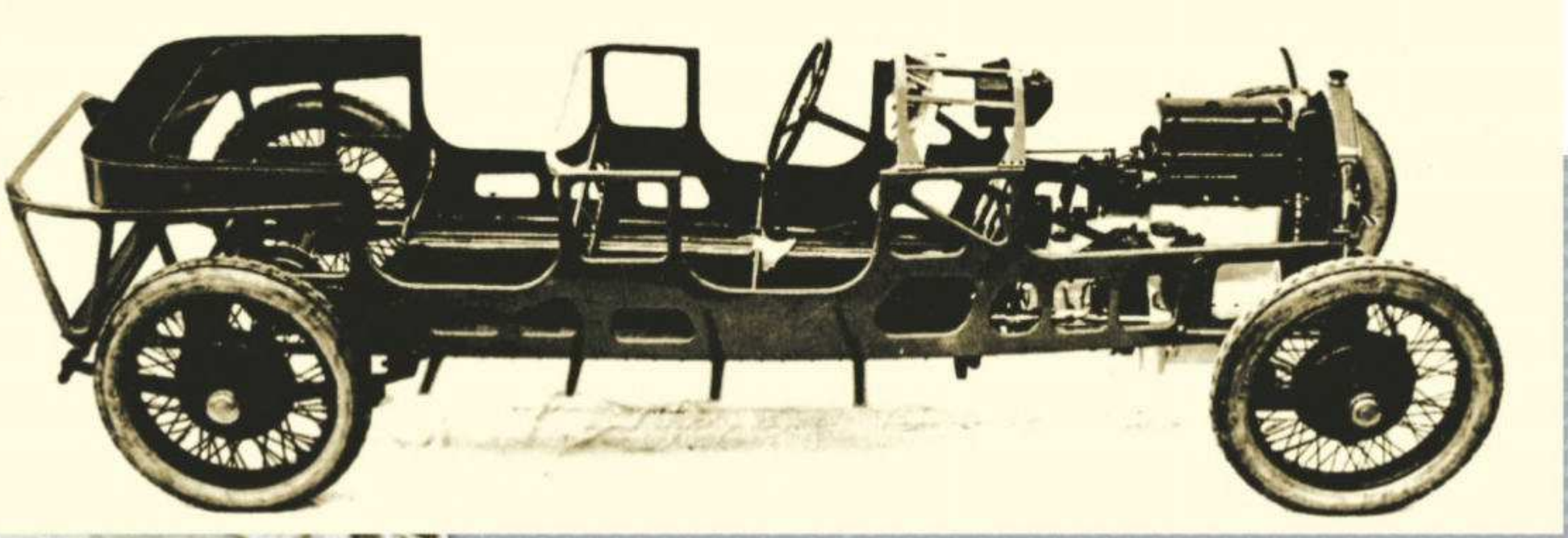
Unibody Construction

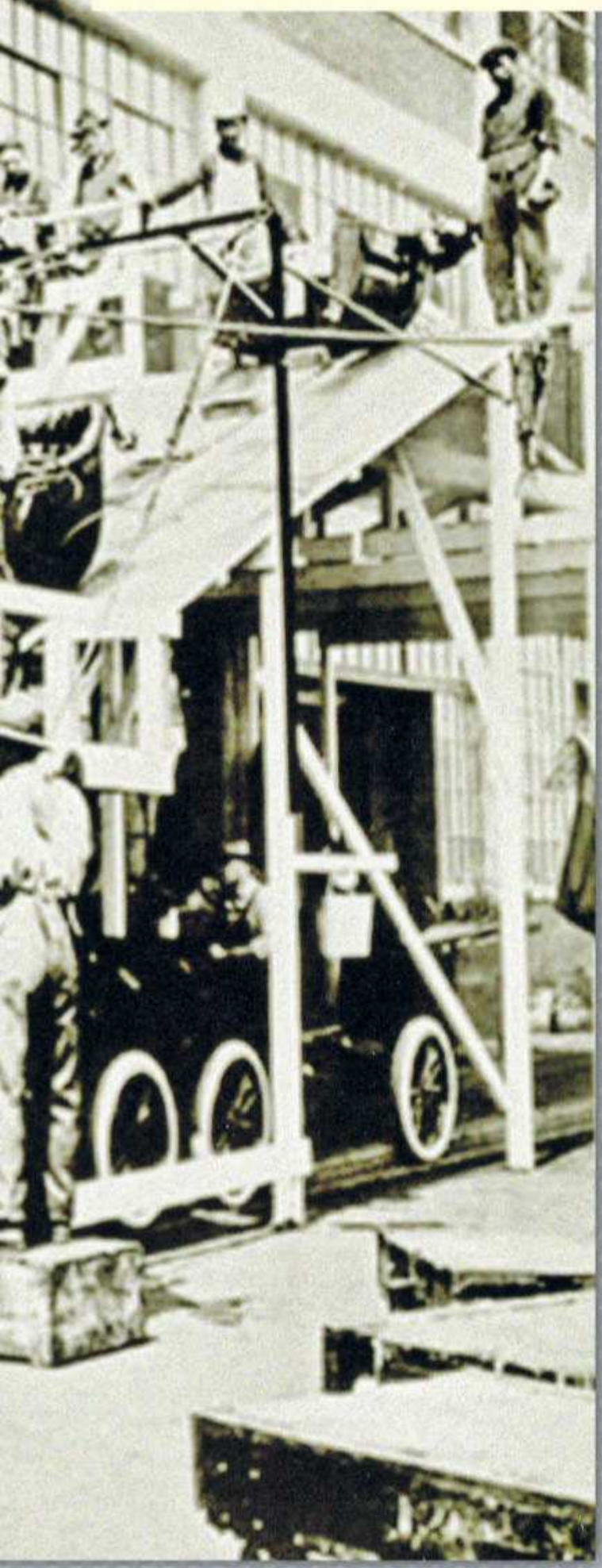
How the transformation from separate frame to unitized chassis designs began

BY PATRICK FOSTER

ILLUSTRATIONS COURTESY OF THE PAT FOSTER COLLECTION



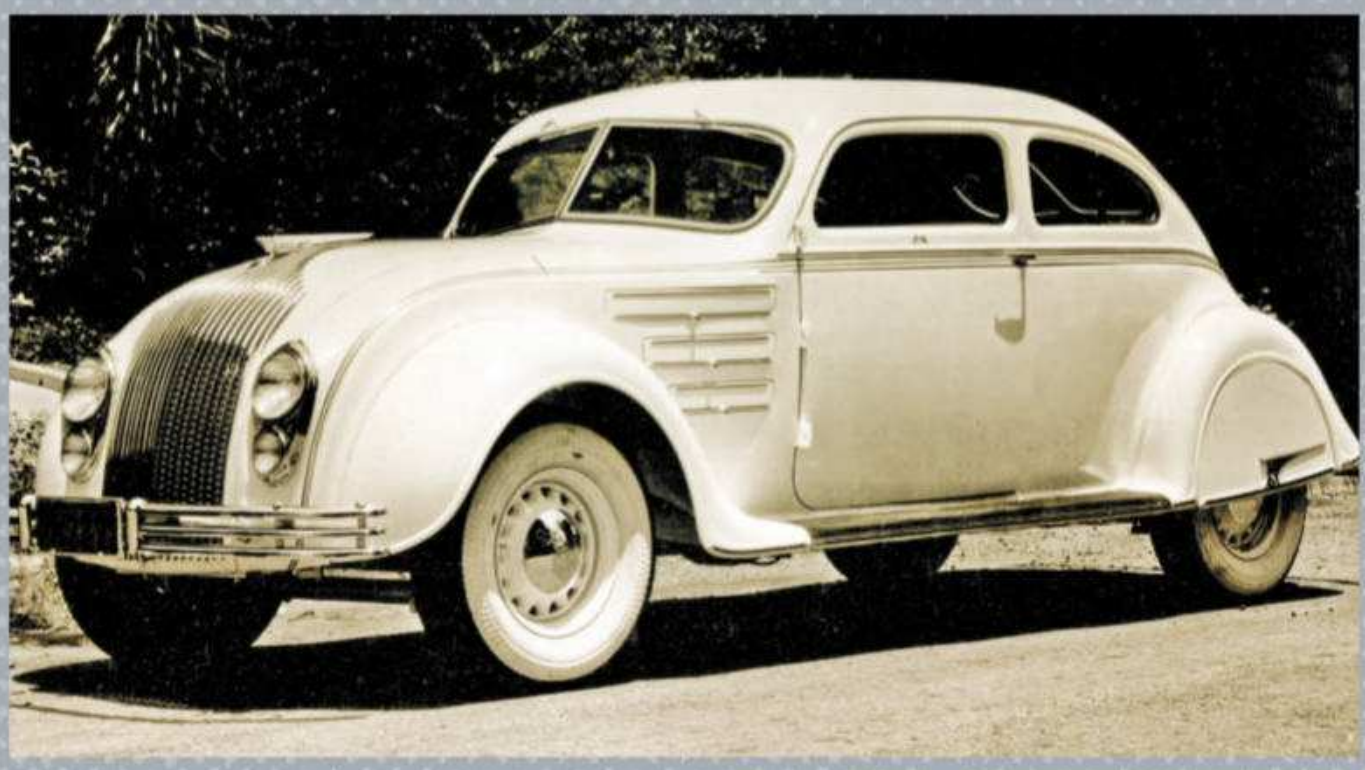




The 1922 Lancia Lambda's underbody was constructed of light metal stampings that were welded together to form a strong chassis without a conventional frame. It was lighter and stronger, and allowed the Lambda to be a superior road car.

A view of Henry Ford's innovative "body drop," in which bodies for new Model Ts were dropped down onto a completed chassis, and then driven off for final finishing. The body-on-frame design dated back to the horse-and-buggy days.

Perhaps the earliest American instances of unibody construction were the Chrysler and De Soto Airflow cars introduced for 1934. Unfortunately, the Airflows developed problems that caused Chrysler to sour on the idea for a while.



Only a handful of automotive innovations from the 1930s remain relevant today. Front-wheel drive is one, although it was a rarely seen technology in the 1930s, and steel bodies are another, and greatly advanced the sturdiness and durability of automobiles. But from the standpoint of safety and quality, the most important innovation in automobiles has to be unitized, or unit-body, construction, which became popularly known as "unibody."

Unibody construction is so ubiquitous today that, like four-wheel brakes and electric windshield wipers, automakers don't bother to brag about it anymore. But at one time, it was viewed as a revolutionary change in the way cars were built, and even considered too complex and advanced for many smaller companies to consider. Slow to be adopted by industry stalwarts, it was, not surprisingly, popularized by one of America's more innovative Independent automakers.

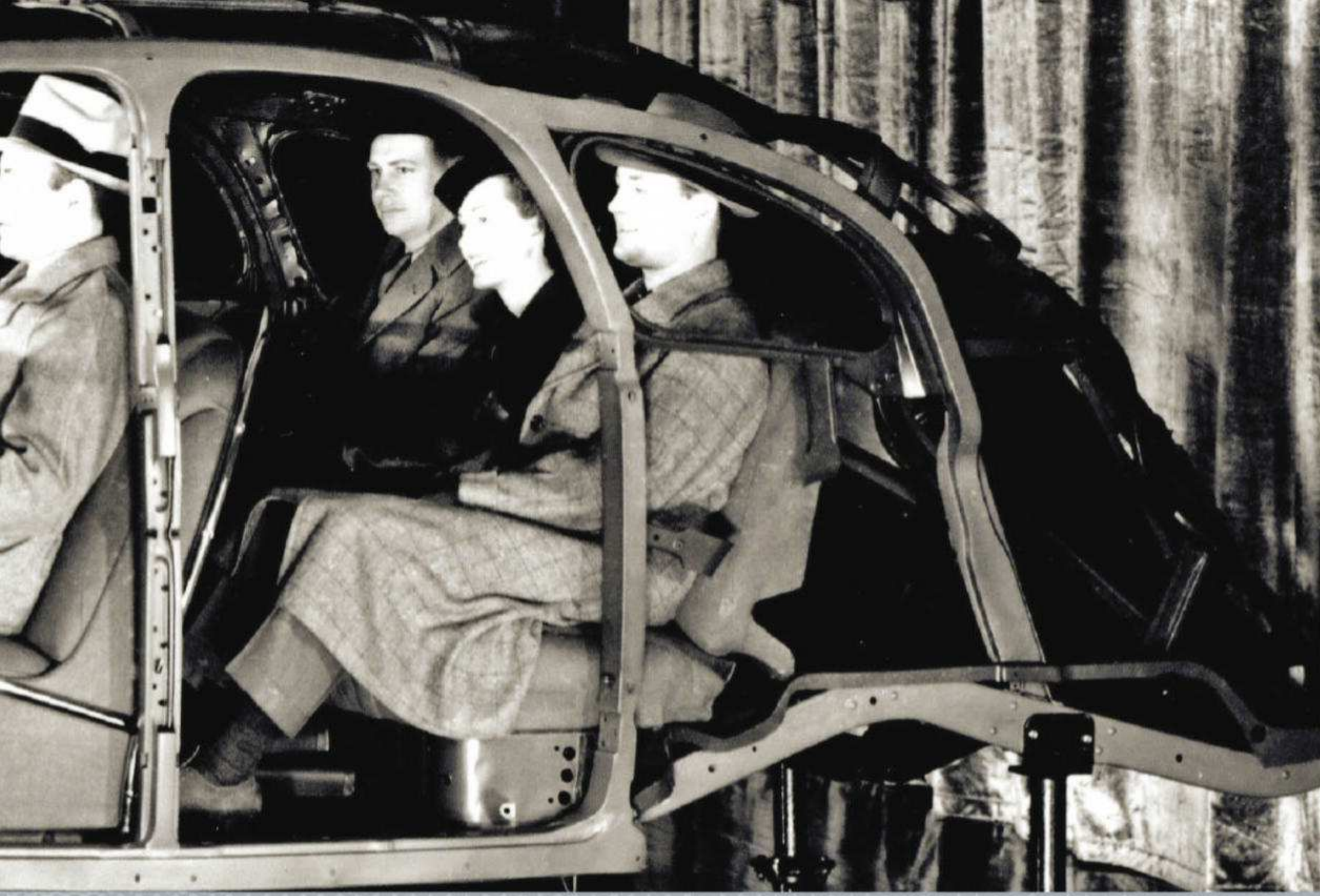
In the very beginning of the automotive industry, conventional body and chassis construction called for a relatively heavy wood-framed body to be bolted to a heavy steel horizontal chassis

A view of the 1936 Lincoln Zephyr's unibody design clearly illustrates how unibody surrounds occupants for greater safety, even while providing important weight savings. The welded design also creates a much more rigid chassis for better ride and handling.

The 1936 Zephyr with its body panels attached.

frame. "Body-on-frame" design, as it was called, was very well-known, having been carried over from the days of horse-drawn wagons. It was simple, relatively cheap, and effective. Early automobile engineers learned to build the chassis frames wide enough so that the body sills sat directly upon it, providing excellent rigidity along with good side-impact safety. This worked extremely well when cars were narrow, as in the period up to and including the 1920s.

However, as cars began to get wider in the 1930s, engineers retained the narrow frames and added steel outriggers to carry the body at the outer sills. Obviously,



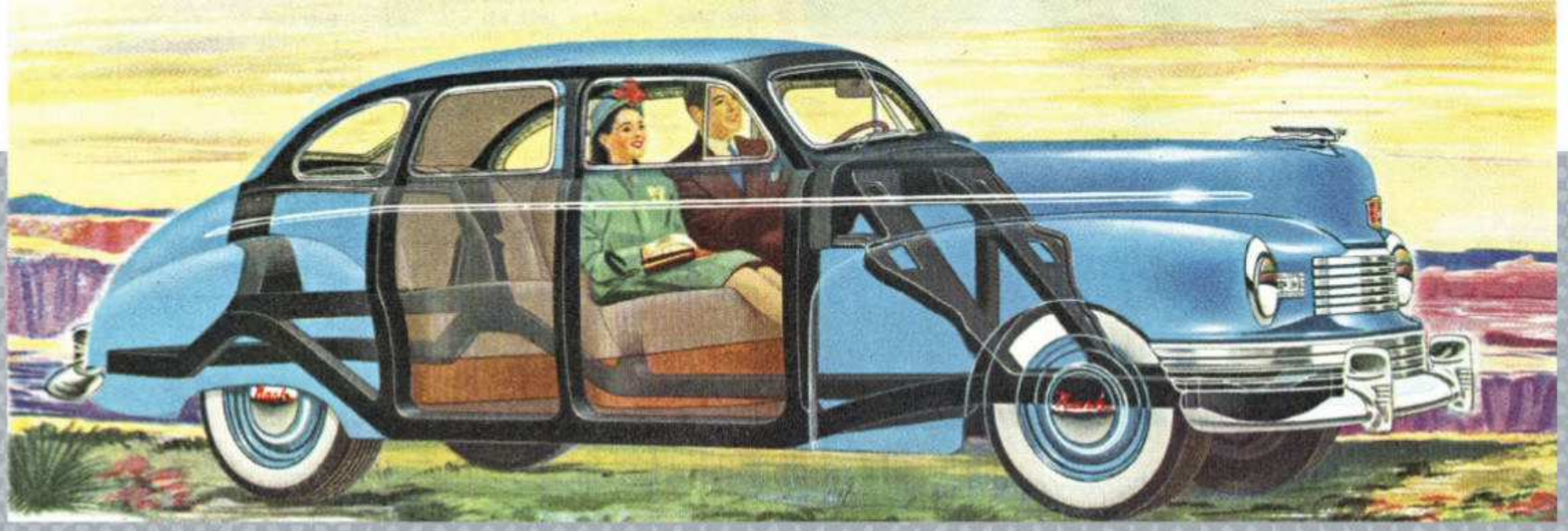
this compromised side-impact protection considerably, while adding weight. As cars became lower, another problem was revealed: the frame, being the strongest part of the car, was rapidly becoming too low to offer adequate protection in side impacts. In addition, the structural integrity of the body/chassis combination was dependent on a handful of body bolts that held the body to the frame. They could easily shear off in a severe accident.

An advanced construction type appeared in Europe in the early 1920s. Known as "monocoque," or "unitized construction," the heavy chassis frame was discarded in favor of a light chassis-and-body framework made up of interconnected, stressed-steel pieces that worked together to provide tremendous strength to the structure, while at the same time yielding considerable weight savings. This construction was seen in certain modern railroad locomotives. European makers were early adopters of this new technology primarily because it also provided fuel economy benefits while maximizing interior room. Because of narrow roads and high fuel costs in Europe, cars tended to be smaller there than in America, so the benefits of unibody construction were more obvious—and more appreciated.

The Great Depression of the early 1930s caused some U.S. automakers to rethink things. The Nash Motors Division of Nash-Kelvinator Corporation in particular began studying unitized body construction. Eager to gain an advantage over his larger rivals, Nash CEO George Mason charged his engineers with creating an all-new car that could offer both big-car comfort and small-car fuel economy in one package. Mason felt such a product could be competitive enough to offset the disadvantages a smaller company like Nash faced. Before getting into any actual design work, Mason had his engineers look at various construction techniques used by other American automakers along with several European producers, hoping to find advantages that the Big Three may have overlooked. Nash Engineering bought many European cars to learn the best way to design a unibody car, as well as to see new ideas in suspension and drivetrain design.

The Italian automaker Lancia had been one of the earliest car companies to experiment with unit-body construction and the first to adopt it. The 1922-'31 Lancia Lambda is considered to be the first production car with a load-bearing unitary (or unitized) body, though the roof panel itself was not a stressed member. By welding together a variety of relatively light stamped frame members, the Lambda was able to offer an advanced chassis that reduced weight considerably, thus maximizing performance. Handling proved superior to just about anything on the road, and the Lancia's 59-hp V-4 engine could propel the car to 72 mph! The Lambda created a minor sensation and, as a result of its success, other European manufacturers began to embrace unit-body construction for future production designs. Some American designers and engineers also became intrigued with the idea of unitized construction.

Although Nash was an early advocate, it wasn't the first American company to utilize principles of unitized body design in a production car. The Chrysler Airflow and De Soto Airflow introduced for 1934 used a technically interesting version of unibody design which featured a special



Nash Motors used a great deal of print advertising in order to fully explain the advantages of its unibody construction. Note how there are steel ramparts ahead of the cowl that tie into the front framework that extends to the front bumper area.

One Nash slogan was "The Pattern of Cars to Come" and that was correct, though it would be decades before the industry completed the switch to unibody construction. This rare ad quotes a writer for the industry paper Automotive News.

Frame-Body Threatens

By A. H.

WHAT NOW is appearing to be an outmoded system of automotive construction–that of assembling and finishing a body and then bolting it down to a built-up frame and chassis —is being accelerated to the junkyard, just as fast as manufacturers are willing to spend the large sums of money involved in rearranging and

Unification Old Method

Allen (Automotive News - Nov. 3, 1947)

reequipping their plants to accommodate the new system of spot welding an integral type of box-section frame and body members. At least that was [illegible] opinion [illegible]

tubular framework for the body, without a separate chassis frame. Unfortunately, the company experienced production problems building the cars and, once they were on the road, several rather serious engineering problems showed up. The company had produced some 3,000 or so Airflows before they learned of the problems and began applying fixes (reportedly including additional framework), so the car ended up earning a poor reputation with the public. In the end, Chrysler abandoned unibody design, not trying it again for years.

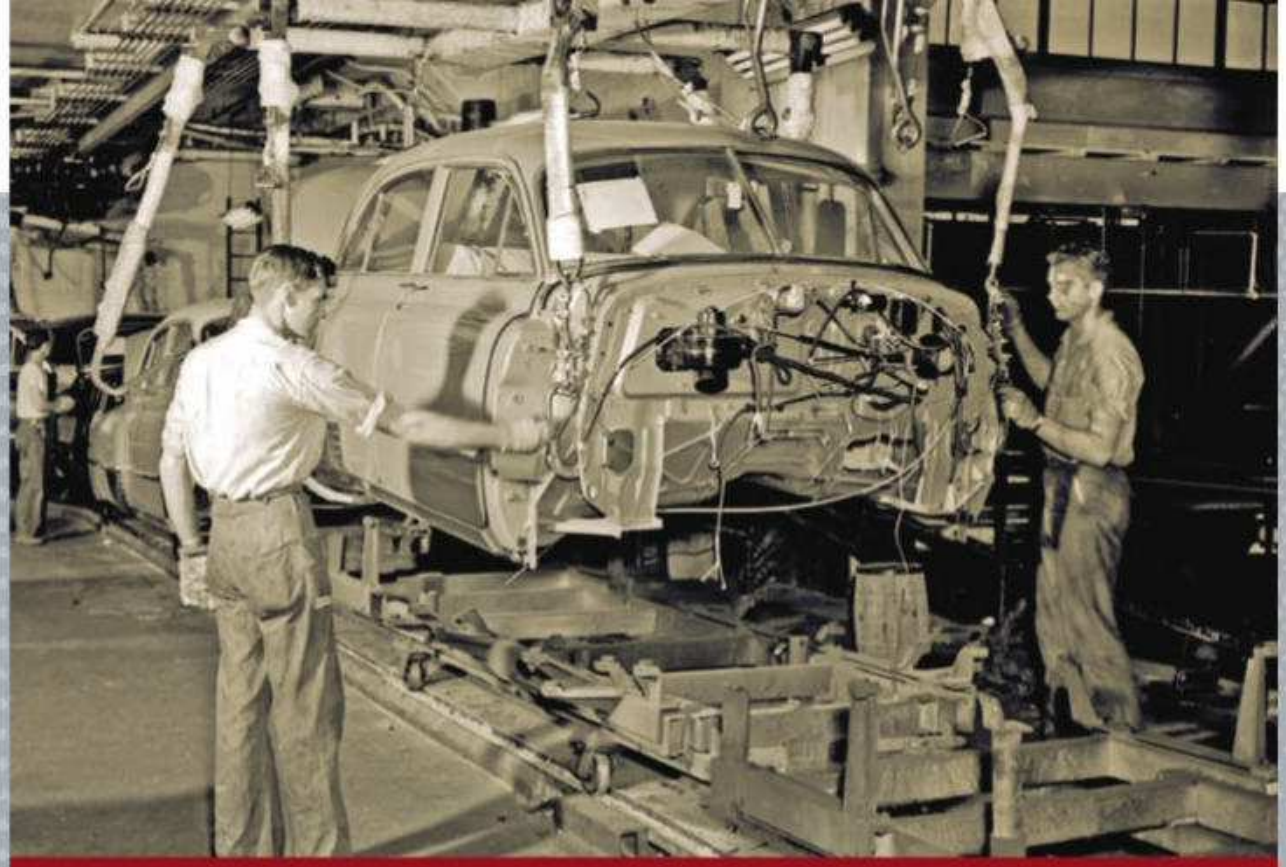
However, the sheer boldness of the Airflow's engineering exerted considerable influence on American car design. In 1936, Lincoln introduced its new Zephyr, which boasted an all-new, fully unitized chassis. Designer John Tjaarda's son Tom later referred to it as a "carcass"-type design, probably because its various segments resembled the bones and

For the 1948 models, Hudson made the big switch to unibody construction, though it was of its own design rather than of the Budd-type used by Nash. Note the heavy lower framework extending past the rear wheels. This setup later made it impossible for Hudson to open up the rear wheel wells to create a different, more modern look.

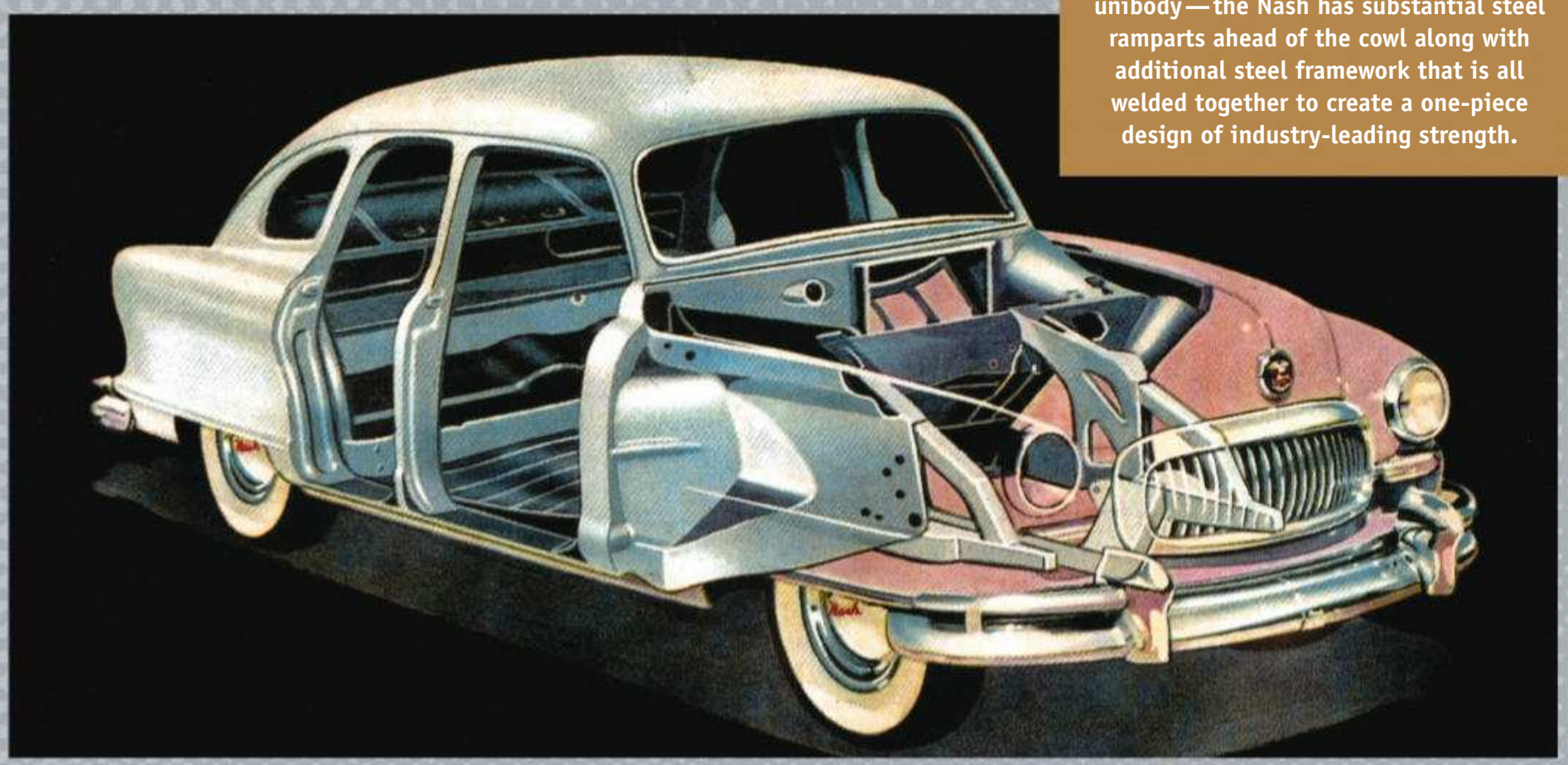
carcass leftover from a Thanksgiving dinner—much like the Lancia Lambda. But unlike the Lancia, the Zephyr unibody incorporated full sides that were welded to the roof elements, adding considerable strength to the whole. Tjaarda and the W.O. Briggs Co. engineered the bridge-truss design for strength with lightness and were very successful—at about 3,300 pounds, the production Zephyr weighed a full ton less than the bigger Lincoln Model K—and hundreds of pounds less than Chrysler's Airflow.

With this background, Nash engineers began to explore the idea of creating a new unibody design. Realizing they needed help, they obtained the services of a leading unibody advocate named Theodore Ulrich from The Budd Company, a major body builder who supplied Nash with large stampings. By examining the best practices of other makers and applying some innovative ideas from Budd and from Nash Engineering, the company was able to devise a chassis framework that did away with the conventional ladder frame and was stronger, lighter, and actually less expensive to build. Known as the "Budd-type" unibody, it differed from others by using the outer body skin as a stressed, load-bearing component, which added even more strength to the design. The net effect was a chassis with twice the torsional rigidity of a separate frame design. As Nash pointed out in an SAE paper, in a separate frame design the flexible body mountings made it impossible to take full advantage of a frame's inherent rigidity. Unibody didn't have that problem. Ride and handling improvements were a direct result of unibody's enhanced rigidity.

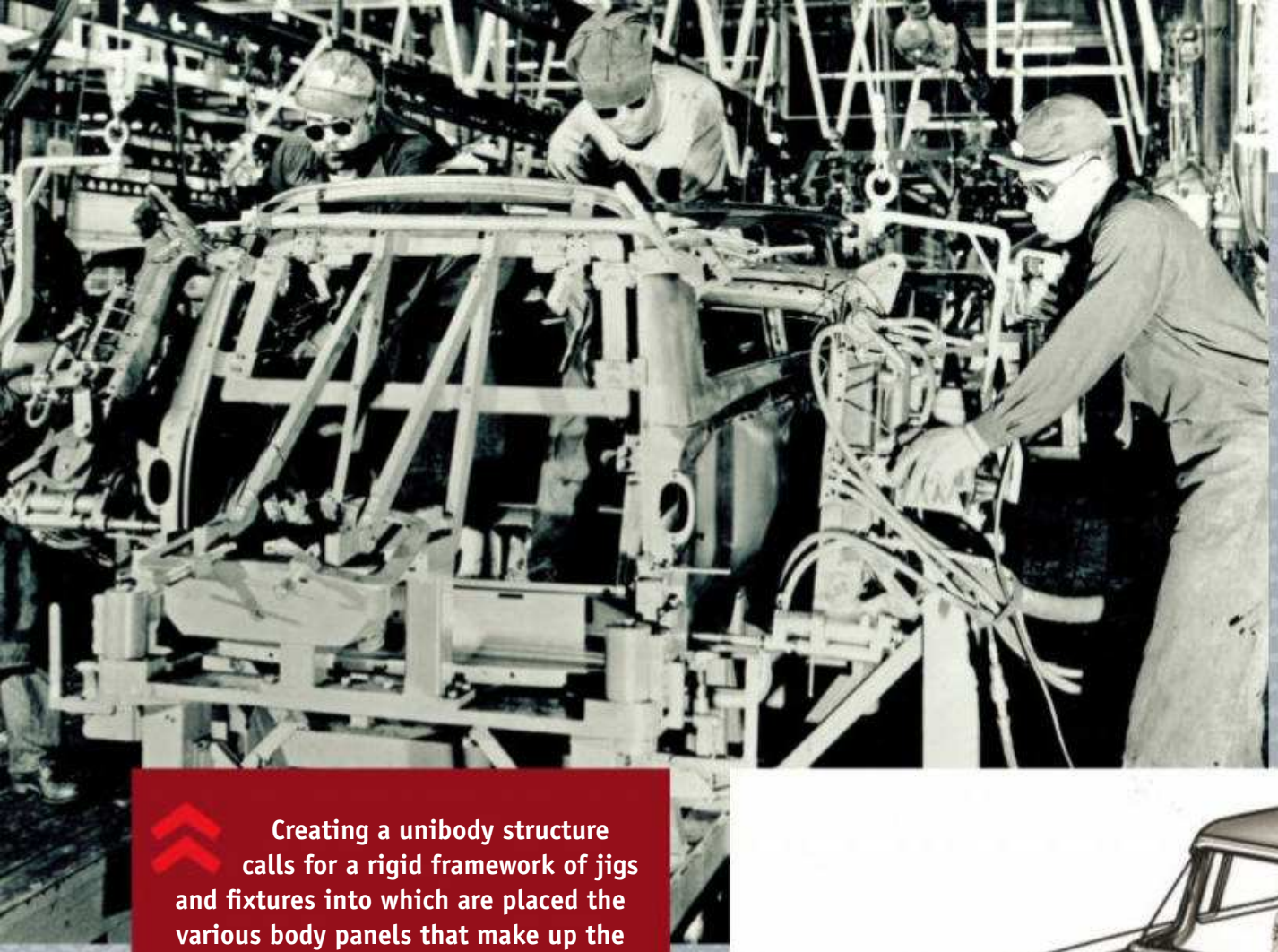
The new structure was developed into an all-new car called the Nash Ambassador 600, which debuted as a 1941 model. It proved to be a landmark automobile. Whereas the 1940 LaFayette Business Coupe weighed about 3,200 pounds, a 1941 Nash 600 weighed 2,500 pounds, yet was roomier inside even with its shorter wheelbase. Price-wise the popular 1940 LaFayette fastback sedan was tagged at $875 while the 1941 600 Deluxe fastback sedan was $837—and the company also offered a Special at $805. Although the pricing difference doesn't seem like all that much today, percentage-wise it was significant. It

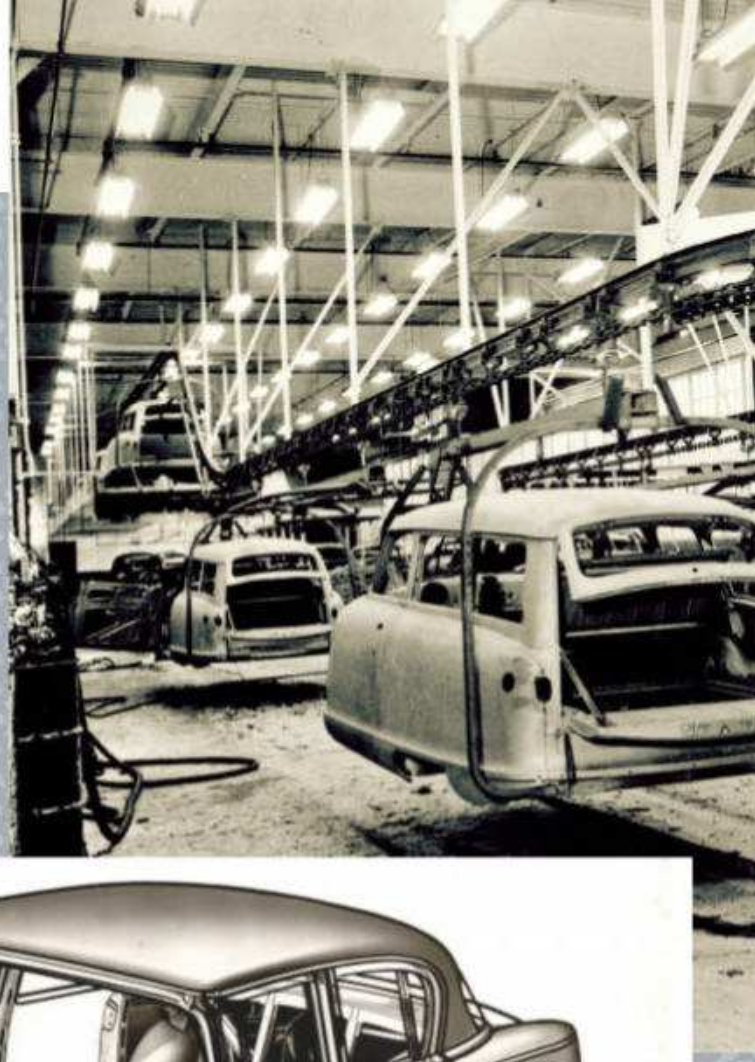


The body of this circa 1949 Cadillac is ready for transfer to a final assembly line where it will be dropped onto a waiting chassis. Note there is no structural protection ahead of the cowl, other than the sheetmetal clip that will be added down the line.

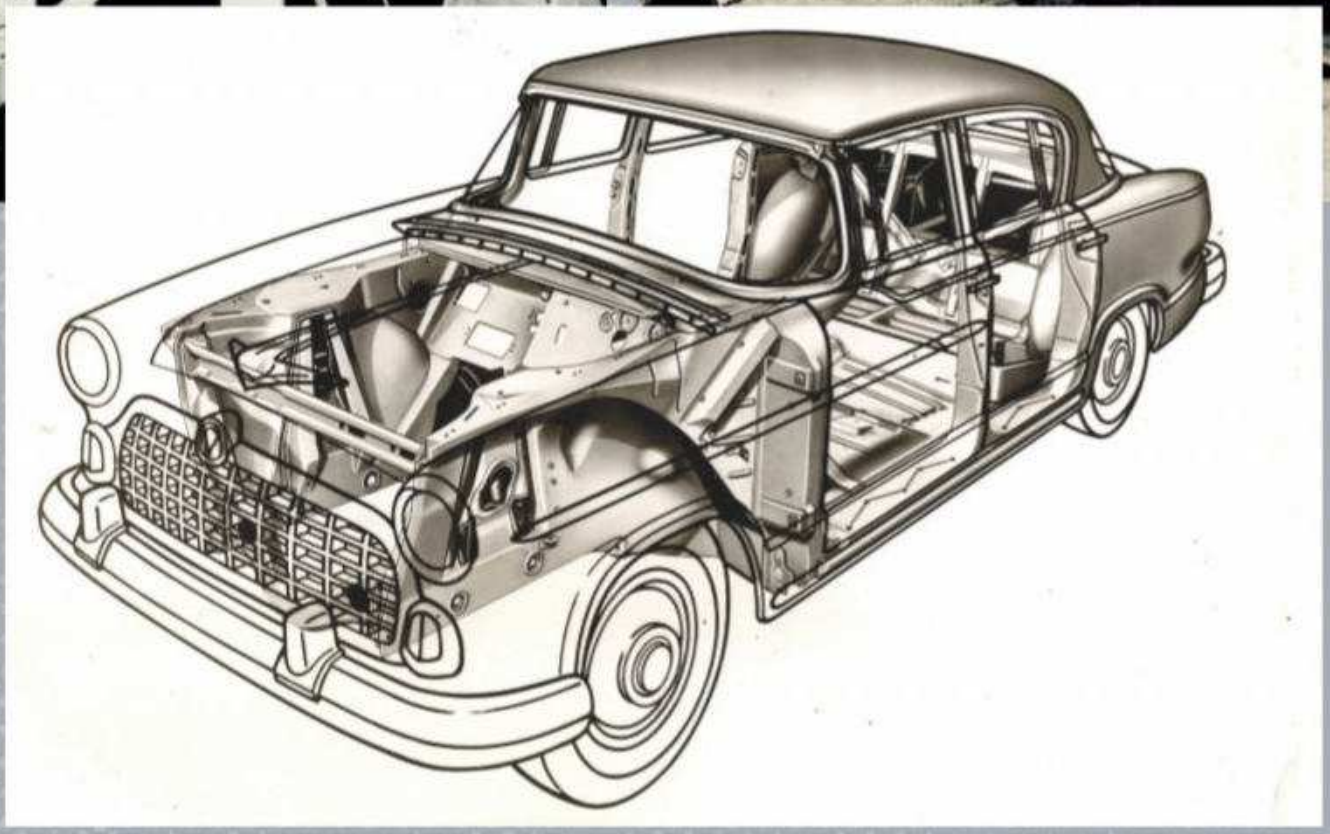


Contrast the Cadillac body seen in the prior photo with this X-ray picture of the 1951 Nash Ambassador's unibody—the Nash has substantial steel ramparts ahead of the cowl along with additional steel framework that is all welded together to create a one-piece design of industry-leading strength.





Creating a unibody structure calls for a rigid framework of jigs and fixtures into which are placed the various body panels that make up the body/frame. Welders are shown setting the metal components for a 1951 Rambler station wagon into a welding fixture. Note the pneumatic lines—once the pieces are in place, air pressure will close up the fixture, and the welders can then do their job.



made Nash much more competitive.

The "600" designation was applied because the car could actually go 600 miles on a single tankful of gas, providing it was driven moderately. The 75-hp flathead straight-six delivered adequate acceleration and yielded about 30 mpg in highway driving—even more with overdrive. Combined with the 30-gallon fuel tank, that was 600 miles of traveling on one fill-up, which was extraordinary in a day when 14-15 mpg was considered average. And the Nash 600 was a big, roomy family car, not some little peanut. In fact, it shared the same body as the big Ambassador Six and Eight series, albeit on a shorter wheelbase.

The 1941-'48 Nash cars give us a rare glimpse of the real-world weight savings of unit-body construction, because the two larger series—Ambassador Six and Eight—utilized a slightly modified body, mounted on a conventional frame. Nash management decided to hedge its bets in case the public rejected the unibody idea. Thus, the Nash Ambassador Six, riding a 9-inch longer wheelbase than the 600's 112-inch span, weighed 645 pounds more than the smaller car, while the Ambassador Eight, on the same 121-inch chassis as the Six—weighed 820 pounds more.

The "600" proved so successful that when the all-new 1949 Nash line was developed, the company chose to switch over entirely to unibody. And the following year Nash introduced the unibody Rambler as well, which proved a major hit for the company. Even the little Metropolitan was a unibody car.

So, why didn't other U.S. automakers jump on the unibody bandwagon? Some did, but it would be a while before the Big Three put their hearts—and money—into it. The problem was that unibody construction wasn't compatible with body-on-frame tooling, and much of the assembly-line sequencing was different as well. With body-on-frame, the body is built in one part of the plant, then trimmed, finished, and placed on a completed frame. With unibody, the body is the frame, so the chassis framework and body are built as one whole. The drivetrain is assembled separately and bolted to the underneath of the finished body. To be able to accomplish this on a volume basis required ripping up entire body and assembly plants, and installing all new tooling and production lines. Nash had been willing to do that in order to realize its goals of being able to offer a lower-priced automobile with distinct product advantages, but market leaders GM and Ford didn't see the need, at least initially.

Hudson took a stab at unitized construction when it engineered the new step-down models for 1948. But Hudson wasn't a Budd-type unibody, instead using a heavy frame-like understructure welded to a more or less conventional body. The design didn't save quite as much weight as the Budd-type of design might have but was immensely strong. Hudsons of the era, 1948 to 1954, have a reputation for being overbuilt.

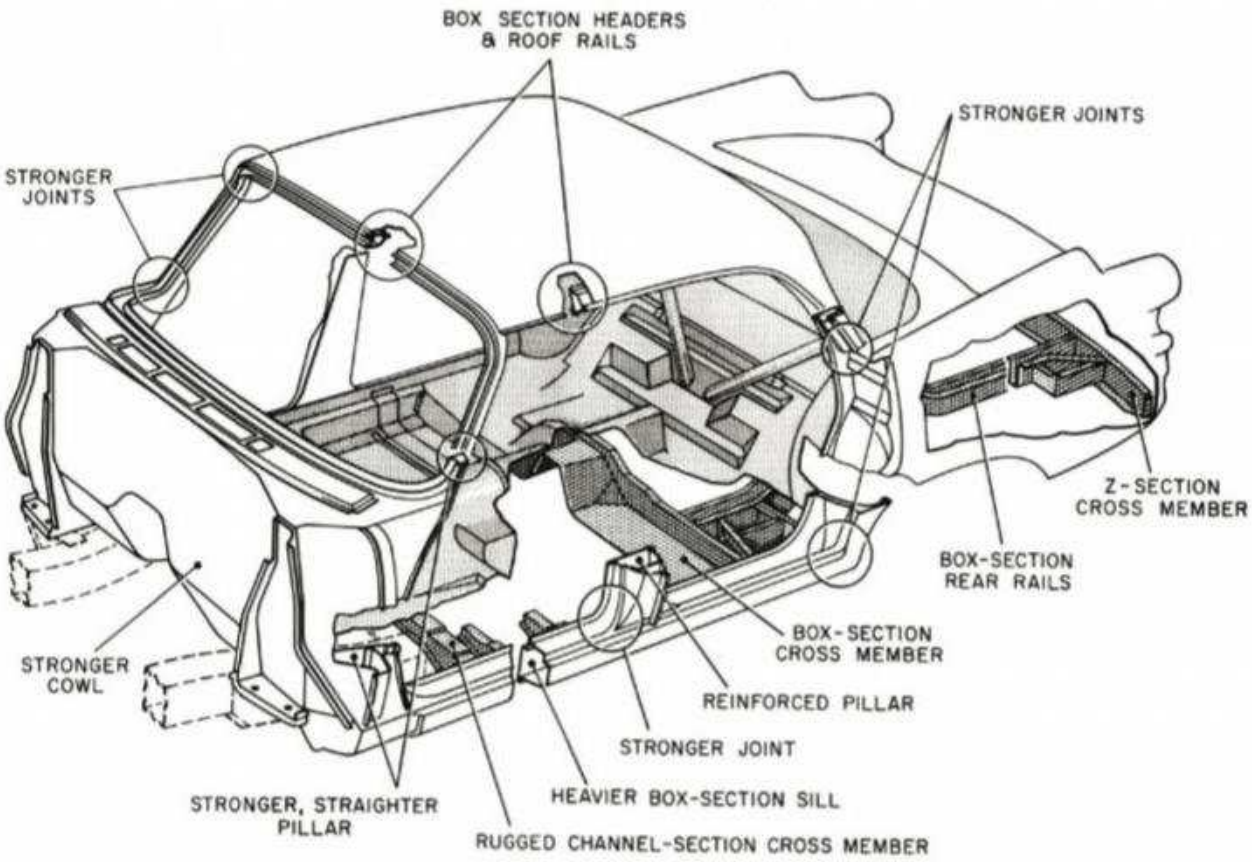
In 1960 and 1961, Chrysler Corporation finally made the big switch to unibody for the entire Dodge, Chrysler, De Soto, and

Finished bodies for the 1961 Rambler wagon on their way to the final assembly line.

A scene from Studebaker's assembly line circa 1952. Note how similar this looks to Ford's 1913 body drop.

After Hudson and Nash merged in 1954, assembly of cars was concentrated in Nash's Kenosha complex. The 1955 Hudson senior cars used the basic Nash body, giving them a lighter, more modern unibody design.

By the end of the 1950s, the Big Three automakers slowly began to put some unibody cars in production. Chrysler was the most aggressive. The company provided details of the modern construction in press photos for the 1960 Dodge and Dart car lines.



Plymouth lines, with Imperial making the switch in 1967. The new Chrysler unibody chassis was developed with the aid of computers, supposedly an industry first. The company pulled off the change without a major hitch, though owners would later find out the things were prone to serious corrosion. Lincoln made a foray into unibody territory with the 1960 models but decided to go back to body-on-frame with the next redesign.

It took many years, but Ford and General Motors eventually converted to unibody construction, and the industry is now doing the same with sport utility vehicles. It just makes sense.

The Sibley Shop

Take a tour of Hemmings Motor News' own vintage vehicle and automobilia display

WORDS AND PHOTOGRAPHY BY MARK J. McCOURT

We take it for granted, really, as we see them every working day—to us, they're comfortable old friends, maybe even part of the furniture! It's when out-of-town visitors stop in for a tour of Hemmings Motor News' vintage vehicle display, and comment on our eclectic gathering of old cars, trucks, and more, that we remember how unusual and appealing the collection is. If you haven't yet had the opportunity to visit this magazine's home office in southwestern Vermont, we'll show you what shares this building with the editorial, circulation, and other departments that bring you this, and every issue of *Hemmings Classic Car*.

Thousands of people walk through the Sibley Shop every year, with anywhere from 25 to more than 60 visitors signing our guest book each day, before spending an hour or two admiring Hemmings' unusual collectibles. This space is comprised of two large rooms on the bottom floor of the 19th-century brick building that has been this publishing firm's sole location since 2002. The display includes four- and two-wheeled vehicles, along with vintage automotive testing and maintenance machinery, oil and gasoline memorabilia, and even household and garden implements dating from the 1920s through the 1970s.

"For me, this museum tells a story," explains Skip Reed, for 10 years the collection's primary attendant. "The setting is like a step back in time, where you're surrounded by familiar things. It shows you how life once was. It's not only the cars that people remember, it's the unusual memorabilia—you'll see a pump organ, a 1930s washing machine and refrigerator, even a telephone booth."

This building's name came from the Edward L. Sibley Manufacturing Company, a venerable Bennington firm that produced eyelets and eyeletting machines here, as well as other precision business and industrial tools from the 1880s through the 1960s. A sepia-toned photograph in the collection, taken here 100 years ago, shows a number of mustachioed men attired in smocks, standing among large lathes and other imposing pieces of machinery, most of which were driven by thick belts that stretched up to electric motors between the ceiling joists.

It was when the former Hemmings Motor News publisher, Terry Ehrich, decided to purchase and rehabilitate this building on Main Street in the 1990s that the company's vehicle collection began to grow. "When I started working here in the mid-1980s, Terry hadn't started collecting in a big way yet," explains mechanic and *Hemmings Motor News* columnist, Jim Howe. "He had the famous green 1936 panel trucks—the Chevy, the Dodge, and the Ford—and there was a little white Mini with the *Special Interest Autos* magazine logo on it, that was driven by editor Dave Brownell."

We spoke with Janet Thompson, former operations manager for Hemmings, to learn


SUNOCO
CALIFORNIA OR BUST
CALIFORNIA OR BUST
ATLAS
MAINE '62
COM 36-809
VACATIONLAND

This four-cylinder, 22.5-hp 1910 Buick Model 10 was the second motorized vehicle to be used to deliver mail in all of Vermont. It's flanked by a barn-find 1908 Maxwell Model LC Tourabout and a replica 1886 Benz Patent Motorwagen, built in 1986. At right is a cutaway 1930 Ford Model A engine/transmission dealership display.

why those 1930s trucks had special significance to Terry. "He liked the idea of the panel truck because it reminded him of how people used them to deliver papers when he was a kid. Terry's parents also had one that he drove around on farmland while he was growing up. He had them painted and lettered, and they were great to represent Hemmings as they were regularly driven around town, and out on the road.

"When the business was outgrowing its West Road location, and he was looking at other properties, he felt that would be a good time to start adding more vehicles to the collection," she recalls. "Looking at the Sibley machine shop—with the Sunoco filling station next door that once was a working auto repair facility—he had the vision of storing vehicles on the lower level."

Terry had an eclectic taste in automobiles, along with a keen sense of local history, and one of the first he bought for display was the imposing 1924 American-LaFrance firetruck that can still be seen here today. This Type 38/39 triple combination pumper was a Bennington native, having been the town's first motorized fire apparatus. Another car with a local tie-in that would join Hemmings' growing collection was a 1910 Buick Model 10 Surrey, this being the second automobile used in town, and reportedly in all of Vermont, to deliver mail. A left-field purchase was the massive Buffalo-Springfield Roller Co. motor roller that once smoothed gravel for, and still stands sentry over, Hemmings' employee parking lot.

As he once told a *New York Times* reporter, Terry looked for two basic types of vehicles: "icons" and "the unusual." Falling under his icons heading were popular everyday cars like the 1915 Ford Model T, 1932 Ford Model B pickup, and 1969 Chevrolet Chevelle SS 396 convertible, that everyone could relate to. Unusual vehicles included that roller, the 1934 Brewster Town Car, 1938 American Bantam roadster, and the 1960 BMW Isetta microcar.

"Many of the vehicles Terry bought had been fairly local, and the idea would be to get them running so they could be moved around for display in the Sibley or at the filling station, or brought out for a parade or a car show," Janet says. "I would get them insured, and registered, if they were considered roadworthy, and we had Jim Howe and Justus Taylor working on them regularly. When Terry bought the Sibley, he bought the station too, and the initial idea was to put a different vehicle out every day, or later, every week. It was a lot for Justus and Jim to care for!"

Through the 1990s, the Hemmings Motor News collection would expand to more than 35 cars and trucks, and would include crowd favorites like the fully functioning 1929 Ford AA 1½-ton Cretors popcorn truck (which still serves this snack at every Hemmings Cruise-In) and the 1934 Ford 1½-ton Express Cab tow truck (which was exercised on the beach during the Race of Gentlemen). Many of the vehicles would be refurbished before going on display, but two more exceedingly rare 1930s panel trucks received ground-up restorations: the blue 1934 Dodge KCL ½-ton and green

Clockwise from left: Petroliana decorates the Sibley; 1948 Indian Model 348 Chief is a visitor favorite; 1940 Buick Century convertible phaeton keeps company with the 1936 Dodge panel delivery; 1937 Terraplane is the only example known to remain; Ford-based 1934 Brewster Town Car; 1915 Model T and 1936 Ford wear Hemmings green.

1937 Hudson Terraplane Sedan Delivery.

"I think we wound up with four 1934 Dodge panel trucks; most of them were really rough, and we needed something from all of them to make our one truck. It supposedly underwent a very detailed restoration, but when it arrived here, the repairs were terrible, and needed much more work," Jim remembers. "The Hudson was very rough, and the body's wood framing was completely restored before the sheetmetal was reattached. That was done by Roger Bergeron of Mont Vernon, New Hampshire, who was a metal man with no peer, and did an amazing job in his little two-car garage."

While these vehicles remain the stars of Hemmings' collection, it's the hundreds of signs, license plates, tools, and other items on display in the Sibley Shop that trigger nostalgia. "Terry didn't want to make the space look like a showroom—he was against making it look 'pretty,' but did concede that it would be neat to have something for people to look at," Janet tells us. "I read a ton of books to learn about automobilia and its value, and for about three years, each time that Meissner's Auction Service in New Lebanon, New York, would have an automobile auction, he would give me between $1,000 and $3,000 in cash; Dave, Justus, and I would drive down, and I'd get a number and bid on automobilia. We were interested in getting stuff that didn't look perfect—we wanted pieces that were commonplace, that people would remember.

"I would seek out vintage oil cans because I thought they were neat," she continues. "I bought all the traffic lights from Troy, New York, when that city changed its lights. One of the facilities staff rewired them, and we used some for display, selling the others. People learned we were buying automobilia, and they'd stop in and offer us items like a wooden gas and kerosene vault, which we bought off a local farmer's hay truck. As time passed, visitors to the Sibley Shop were asking so many questions about our displays, I decided to do more research on each item, and created labels that dated and explained many pieces."

Terry Ehrich sadly succumbed to cancer in 2002, and shortly thereafter, Hemmings Motor News was purchased by its current parent company, American City Business Journals. It was on the recommendation of the new publisher, Jim Menneto, that ACBJ would also purchase the majority of Hemmings vehicle and memorabilia collection, because Jim quickly recognized what a much-loved attraction it represented. Indeed, we've added a few cars to the Sibley Shop in the past 16 years, including the 1932 Ford speedster that has become famous as the wheels for our annual Great Race competition. Today, this collection is open to the public, free of charge, during weekends in May, and seven days a week from June through the end of October; from November through April, tours are available by appointment. We hope you'll visit!

CONTACT:
Hemmings Motor News
800-227-4373
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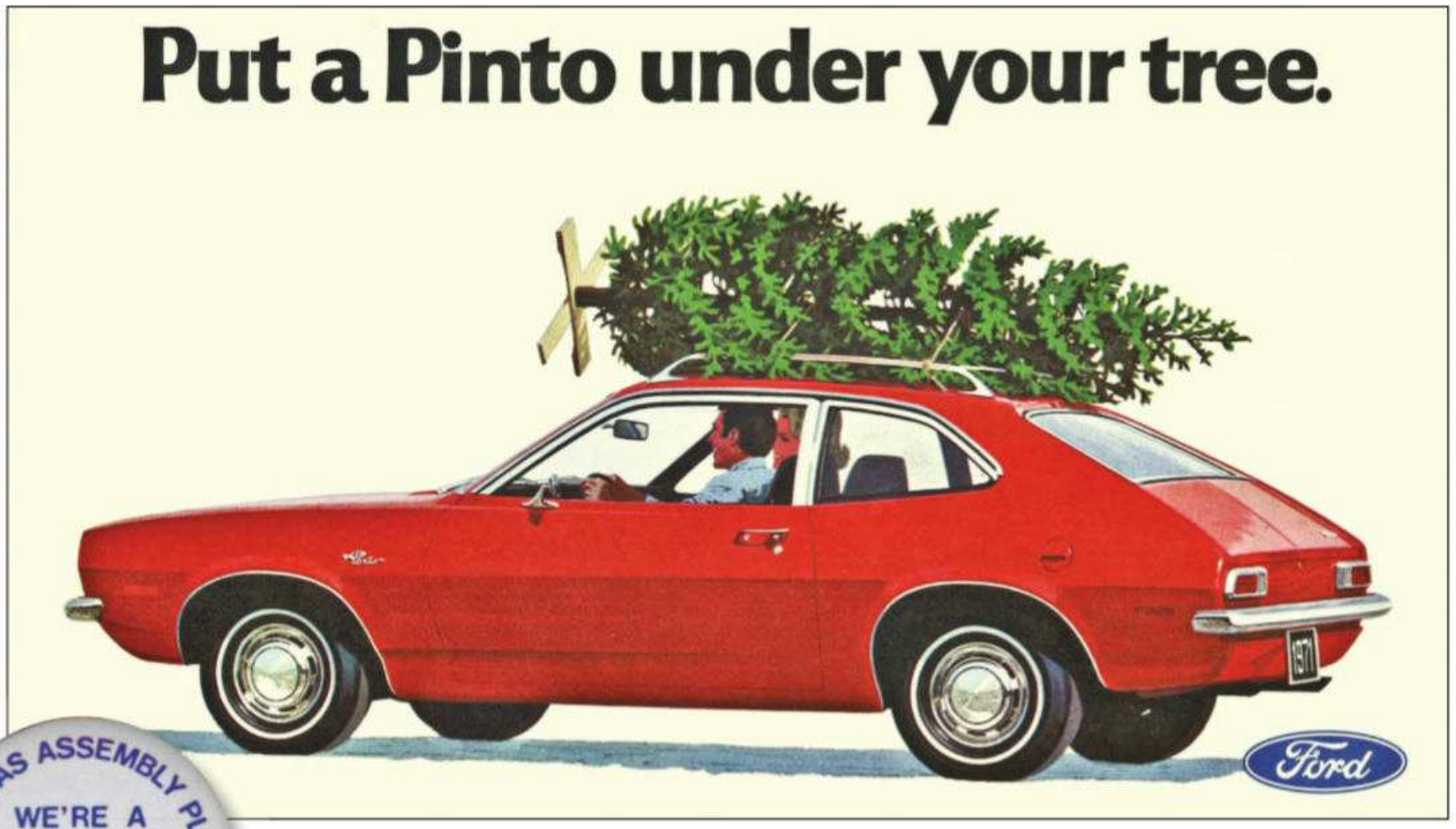

Terence Horton

Toolmaker
Ford Motor Company

IN 1966, I WAS LIVING IN A SMALL Canadian town in Ontario. I was 23 years of age and a tradesman working at a local automotive bearing manufacturer. I had served my apprenticeship in England and had emigrated to Canada.

Returning home from work one evening, I purchased a newspaper and found it had a large red ink banner headline: "Ford to build a plant in the area." It was to be the St. Thomas assembly plant. I was fortunate enough to be hired, and I started in May 1967 in the maintenance department as a toolmaker. The automotive world was totally new to me, and that made it all the more exciting. The plant was dedicated by Henry Ford II on June 6, 1968, and the first car produced was the 1968 Ford Falcon. It was well designed, and the plant quickly gained a reputation for producing quality vehicles. I was promoted to process engineer in the body construction department, and took part in the launch and introduction of the new Maverick. It also was well designed and went together very well. The St. Thomas assembly plant was off to a good start.

In less than a year of the Maverick's launch, the plant began to prepare for another, entirely different vehicle line. It was the Pinto.

From the beginning, it was a rush project. Lee Iacocca, president of Ford at the time, had decided his company would not sit and do nothing as the new Japanese competitors dominated the small-car segment of the market. He pressured the board to accept the Pinto program, and it came with aggressive targets, among them the mandate that it would weigh no more than 2,000 pounds, and would have a retail cost not exceeding $2,000. This was the $1-per-pound edict that was to hamper the new vehicle in so many ways. It also had a rush delivery deadline of just 25 months from the drawing board to the street, which also was to have far reaching effects on its quality.

Iacocca had been the father of the Mustang and was to bathe in its success for many years to come, but he was also the father of the Pinto. The Mustang had shared many parts with the Falcon, and this had reduced the development time, but the Pinto had most of its parts designed from scratch, which put a great deal of pressure on the design team.

We began prototype builds at the plant, and there was a launch team on site, but they were different from the team that had assisted with the successful introduction of the Maverick; the Pinto team was under pressure, and there were arguments among its members. They offered little assistance with assembly concerns, and there were many. I was in the body-construction department, and there was a major concern when assembling the roof to the body sides; the pressure required often made damage marks along the sides of the roof from the assembly operator's hands as he tried to force the roof into the drip rails. Years later, I would glance at a parked Pinto in the street, and could see the marks. Even today, if there is a Pinto at a car show, I can often see the indentations. We also had concerns with fitting

the doors, the contour of which did not match that of the quarter panels. It took excessive fitting with hammers to get a match. At one point, we had the door-hang operator put the door on the ground and jump on it. It seems ridiculous now, but that is what we did.

Other departments at the plant had assembly concerns, but the Pinto was introduced on time. It would be some time before the rear-end collision fires would come to the attention of the public, and this is what most remember the Pinto for today, but there were several other dangerous conditions. In several of the early cars, the engine would backfire through the carburetor, and this would cause the hood to be blown open and wrap over the windshield and roof. A rework was quickly devised that put a flame arrestor into the carburetor; it was similar to a Brillo pad and was made of wire mesh.

The windshield and backlite were installed using a length of cord; it was pulled to fold a rubber lip over the metal flanges around the openings. This was a tried-and-true glass assembly method, but for the Pinto back glass there was a difference. The metal flange existed only on three sides of the opening, while the lower flange across the package tray was a channel for the windshield rubber to rest in. Not long after the Pinto was introduced, there were reports that the rear glass was coming out and slipping down the trunk lid. The incident was found to be happening when it was raining, so we were told to stop using liquid soap to install the glass. I remember the phrase "What goes in easily, comes out easily." I don't remember a permanent fix being applied to the glass concern other than production being greatly reduced on the original model because of the introduction of the three-door hatchback and the station wagon.

I was saddened by the fact that the assembly plant received much of the blame for assembly problems that were actually design concerns. It seemed we had gone from the plant with the best quality after introducing the Falcon and the very successful Maverick, to one of the worst, with the Pinto.

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 or write to us at I Was There, c/o *Hemmings Classic Car*, 222 Main Street, Bennington, Vermont 05201.

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1. Paid/requested outside county mail subscriptions	150,670	141,181
2. Paid in-county subscriptions	0	0
3. Sales through dealers and carriers, street vendors and counter sales	7,061	6,196
4. Other classes mailed/USPS	0	0
C. Total paid/requested circulation	157,731	147,377
D. Nonrequested distribution by mail		
1. Outside County	45	43
2. In-county	0	0
3. Other classes mailed/USPS	198	68
4. Outside the mail	511	106
E. Total nonrequested distribution	754	217
F. Total distribution	158,485	147,594
G. Copies not distributed	17,968	16,893
H. Total	176,453	164,487
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PATRICK ROBERTS
RICHMOND, VIRGINIA

My Final Episode

IN THE SUMMER OF 1968, AFTER graduating high school, and during the four years I attended college, I worked at the Post Exchange Garage at Fort Monroe, Virginia. After a bit of fibbing about my formal automotive experience (none) and a recommendation from my buddy who worked there, I was hired. This was a full-service gas station, repair garage, and state safety inspection facility.

At the time Ft. Monroe was the U.S. Continental Army Command. Even though it was a small installation, it was home to an extraordinary number of generals and bird colonels… all of whom expected deference to their rank, particularly from us sweaty, greasy pump jockeys who manned the gas line. I spent the summer pumping gas, checking oil, washing windshields, and repairing flats, all punctuated with the requisite "Yes sirs" and "No sirs." By September, when the soldier who was the part-time lubrication specialist received his discharge papers, I'd learned enough that I was moved into the lube bay to perform oil changes, lube jobs, and light mechanical work. I was fortunate to have the tutelage of several older mechanics who were as willing to help me learn, as I was eager. As I learned more and became faster at completing tasks, more work came my way.

Becoming more knowledgeable meant I was sent out on roadside service calls with the tow truck. If I couldn't get the vehicle running, then I towed it back to the garage for repair. One particular day, I was extremely busy when we received a call for service from a lady who was in the nearby Garden Center parking lot. I was too busy to leave the lube rack, so we sent one of the gas line attendants. About 10 minutes later, I heard an enormous boom. That wasn't unusual given this was an Army post and at 5 p.m. each day a cannon was fired, Retreat was bugled, and the flag was lowered. But it was 2 p.m., not 5.

Several minutes later, the tow truck whipped back into the garage parking lot and the attendant, Bill, who'd been sent on the service call, says to me, "Pat, you need to come with me right now. Did you hear that big boom?" As we drove back to the Garden Center, Bill explained that the lady flooded her engine and that's why it wouldn't start. He hadn't realized it was flooded so badly that raw gas had been pushed out of the cylinders and had pooled in the muffler located midway under the car. The boom was Bill getting the car started and the fuel vapors setting off an explosion that had turned the muffler inside out, blown shrapnel into the blacktop, and deformed the rear passenger foot well by several inches. As I viewed the automotive carnage, I was trying desperately not to burst into laughter in front of the tearful lady who owned the car. We hitched the car up to the wrecker and towed it back to the garage for further inspection and our report to the manager.

Another time we received a call from a very irate colonel who had sent his wife to have the fluid and filter changed in their car's automatic transmission. I changed the fluid and filter, cleaned the pan, and installed a new gasket and sent the colonel's wife on her way. The colonel called the garage around lunch time, upbraided the station manager, and then threatened the job of whoever had performed the service on his car. It seems he'd asked his wife to bring the car to his office during lunch, but she said when she got the car home it refused to move.

As I drove the tow truck to the colonel's quarters, I kept wondering what I might have done wrong. Did I put the proper amount of fluid back in the transmission; did I get the new filter/fluid pickup seated properly? Arriving at the colonel's quarters, I spotted the car and pulled up behind it. I got out of the tow truck and proceeded to get on my hands and knees for a look under the disabled vehicle. A pool of red automatic transmission fluid was evident on the pavement. The transmission pan, still dripping slightly, looked as though it had been attacked by a giant can opener. Turns out the colonel's wife had run over a concrete parking space bumper and snagged the steel rebar that held the block in place, ripping open the transmission pan. I can only imagine the conversation between the colonel and his wife that must have taken place later.

My final episode at the garage had to do with a 1962 Ford Falcon. Wert, our lead mechanic, asked me to bring the car into one of the service bays. He handed me the keys and the work order and said, "Be careful; the high-idle cam on the carburetor is stuck." Not having looked at the work order, where written in big box car letters was "NO BRAKES," my thought was "So what?" As I wheeled the car into the garage at about 15 mph and hit the brakes the pedal went to the floor, and I plowed into the work bench at the end of the bay. This in turn moved a section of the cinder block wall behind the bench about 4 inches rearward. Now, on the other side of the wall was our stock room with tune-up parts, fan belts, filters, and cases of motor oil stacked 6 feet high. As I surveyed the damage to the front end of the Falcon, the station manager came running in cursing up a blue streak. The stock room was in shambles with overturned cases of motor oil and upended shelves, and I was looking at the smashed front end of a Falcon whose owner was expecting his car by the end of the day. My day came to an end shortly thereafter when I was let go, but I remember those days with great fondness.

REARVIEW MIRROR 1980

BY TOM COMERRO

OLDSMOBILE OFFERS THE NINETY-EIGHT REGENCY IN BOTH TWO-DOOR COUPE AND FOUR- door sedan. The Regency has retained its comfort with loose-pillow-look seatbacks and plush velour among its many interior treatments. The easy-to-operate dash puts everything at your fingertips. In addition to comfort, there is smooth performance with the 5-liter engine with four-barrel carburetor and three-speed fully automatic transmission. The luxurious Regency is also priced below its peers, with models starting as low as

AMC'S LINEUP OF MODELS IS AFFORDABLE AND has something for every buyer. Take the new four-wheel-drive Eagle, for instance. Built on a compact wheelbase, the Eagle comes as a two- or four-door sedan and station wagon. Its new 4WD system reacts to road conditions, giving you the safest possible ride, and its 258-cu.in. straight-six and automatic transmission provide you with smooth power. The Eagle's MSRP starts at $6,999.

FORD'S GRANADA RETURNS WITH SIX editions to choose from, and a wide range of options that include new body and vinyl roof colors. The Granada is powered by a standard 250-cu.in. straight-six or an optional 302-cu.in. V-8 with a floor-mounted four-speed fully synchronized overdrive transmission, and is available with Ghia or ESS trim. A functional, comfortable, and economical car, the base Granada costs $4,987.

THE DODGE DIPLOMAT HAS BEEN restyled and is available as a coupe, sedan, or station wagon. Standard features include power steering, power brakes, white sidewall radial-ply tires, and the reliable six-cylinder 225-cu.in. engine; optional is the 318-cu.in. V-8 for more performance. Cabin comforts include cloth/vinyl bench seating, interior hood release, and resettable trip odometer. Look for the two-door Diplomat Special Sport to come out mid-year. The new Diplomats start as low as $5,995.

CHAMPIONS

Indy 500	Johnny Rutherford *(142.862 mph)*
Daytona 500	Buddy Baker *(177.602 mph)*
F1	Alan Jones *(67 points)*

FACTORY PRICES

AMC	$4,193-$7,946
Avanti II	$18,995
Buick	$4,993-$11,823
Cadillac	$12,401-$23,388
Chevrolet	$3,782-$7,266
Chevrolet Corvette	$13,140
Chrysler	$5,948-$10,459
Dodge	$4,742-$6,957
Ford	$3,781-$7,426
Ford Thunderbird	$6,432-$11,679
Lincoln	$12,555-$21,309
Mercury	$4,384-$8,265
Oldsmobile	$4,750-$11,361
Plymouth	$4,730-$6,944
Pontiac	$4,371-$7,885

SALES RACE

(total model-year production)

1. Chevrolet	2,289,015
2. Ford	1,162,275
3. Oldsmobile	910,316
4. Buick	854,011
5. Pontiac	770,881
6. Mercury	347,711
7. Dodge (Colt excluded)	259,343
8. Plymouth	249,941
9. Cadillac	231,026
10. AMC	199,613

EXPENDITURES

(per capita)

Auto parts	$65.43
Auto purchases	$203.76
Gas and oil	$380.73
Intercity transport	$70.70
Local transport	$21.08

Reaping the Whirlwind

The final run of Willys pickups boasted the overhead-cam Tornado engine

WORDS AND PHOTOGRAPHY BY MIKE McNESSOR

The 1947-'65 Willys pickup has a lot going for it: rugged good looks, a beefy one-ton rating, and support from an army of passionate Jeep enthusiasts. What it typically doesn't have is power to spare—especially when equipped with the 60-hp flathead Go-Devil four.

But imagine a Willys pickup with 140 hp and 210 lb-ft of torque. Okay, not exactly earth-shaking, but certainly enough power to keep you scooting along with traffic—maybe even while pulling a small trailer or hauling home some parts. This is possible because, for a brief time, toward the end of the truck's run, Willys installed the advanced 230-cu.in. overhead cam Tornado straight-six engine. In stock trim, a Willys so equipped goes nicely.

Our 1962-vintage feature truck, owned and mechanically restored by Bob and Mike Quartararo, made the hour-plus trip from its home in New York's Mohawk Valley to Hemmings headquarters in Bennington, Vermont, along well-traveled N.Y. Route 7, without a whimper. "It goes along just like a modern truck," Bob said. "It's got a lot of power."

When introduced in 1962, the overhead-cam Tornado was an advanced design. It was the brainchild of Willys engineer A.C. Sampietro, who was assigned the task of designing a new engine for the all-new ('62) Jeep Wagoneer. The engine's lower end was based on the Super Hurricane 226-cu.in. straight-six with a hardened crankshaft. Its under-square 3.44 x 4.37-inch bore and stroke was suited for developing grunt just above idle, while the free-breathing OHC cylinder head with its cross-flow design and hemispherical combustion chambers was ideal for producing power on the top end. While the Tornado should've been hailed as a technological marvel, it instead earned a reputation for being unreliable due to oil leaks and oil consumption as

well as camshaft and cam bearing failures (likely as a result of the engines being run with low oil levels). The problems were ironed out during recalls, but the Tornado was eventually replaced with a 232-cu.in. pushrod straight-six engine that Kaiser Jeep purchased from AMC. The Tornado continued as a production engine in Argentina, used in cars built by Kaiser's South American subsidiary, Industrias Kaiser Argentina, and it also powered the 1¼-ton M715 military truck.

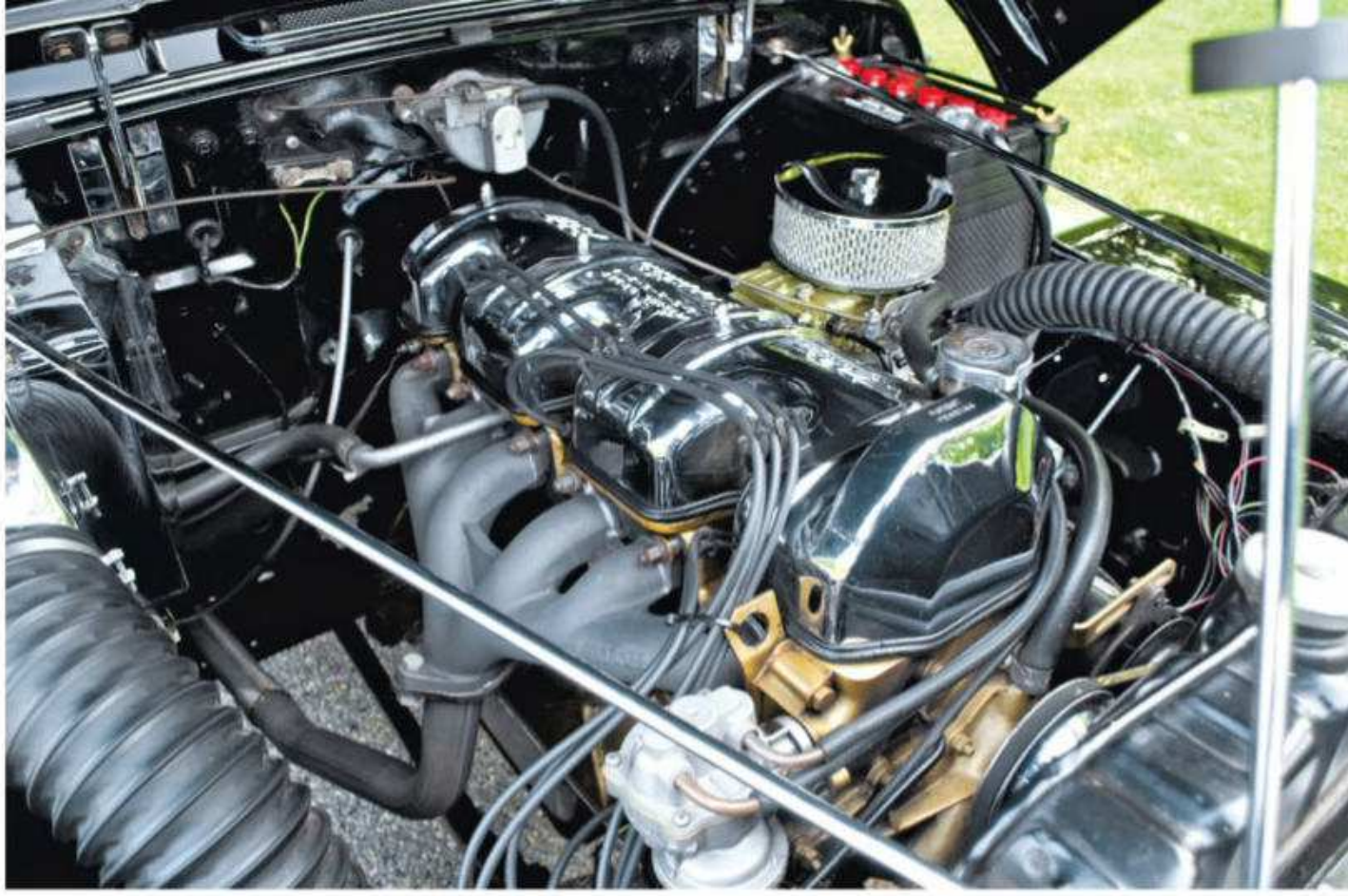
Willys pickups made their debut in both two- and four-wheel-drive configurations in May of 1947 (the two-wheel-drive pickups were dropped after 1951). The blunt front end with slats flanked by round headlamps and a set of flat front fenders instantly identified it as a cousin of the CJ, while the boxy all-steel cab shared its lines with the Willys wagon.

At the outset, the truck was powered by the L-head Go-Devil four-cylinder engine. Though the Go-Devil was dead reliable, with approximately 60 hp and 105 lb-ft of torque, it couldn't haul or tow much without the aid of deep gears. The only available transmission throughout the pickup's production run was a Warner T-90 three-speed manual. Initially, the trucks used a Timken rear axle that was later changed to a Spicer 53. A Spicer 25 front axle was used throughout the truck's production, with some changes in steering knuckle design. Spicer transfer cases were also used.

The pickup's styling was updated only slightly each year until mid-1950 when the flat grille was traded in for a more aggressive-looking V-design and the Go-Devil engine was replaced with the F-head Hurricane. In 1954, the 226.2-cu.in. Super Hurricane six-cylinder was made available in pickups as well as wagons, and with a rating of 115 hp and 190 lb-ft it was a substantial improvement over the fours. In 1957, 12-volt electrical systems were implemented and, in 1959, decorative chrome trim was added to the hoods and doors of these otherwise unadorned trucks.

Midway through the 1962 production year, the L-head six-cylinder engine was dropped in favor of the Tornado. Production of the Willys truck halted in 1964, but the series soldiered on through the 1965 model year.

Bob found his Willys pickup at a nearby body shop, Glenn's Auto Body in Schenectady. It had served for years as the shop wrecker and then as a recreational off-roader until owner, Glenn Neals, decided to embark on an all-out restoration. "He started rebuilding it and took about five years to restore the body," Bob



The overhead-cam Tornado had a reputation for oil leaks, but this example runs well and stays dry. Air cleaner, polished cam cover, and dual-action fuel pump are custom touches.

Carpeting, as well as pleated and piped upholstery, add some civility to the Willys interior. That's a radio-delete plate and plugs in front of the driver, while the speedometer was offset.

said. "When I got it, the truck was beautiful but it was ratty mechanically. Everything was worn out."

Glenn removed the body from the chassis, fabricated new bedsides from 18-gauge steel, and straightened and repaired all of the panels. After the metalwork and bodywork was completed, he refinished the body with PPG Concept single-stage urethane.

After convincing Glenn to sell the unfinished truck, Bob and his son Mike began getting it road and show worthy. "I sent it to Burnt Hills Upholstery, and they did the interior for me," he said. "We rebuilt the transmission, the transfer case, and the axles. We also installed new brake lines, and rebuilt the master cylinder and the wheel cylinders."

That Tornado engine needed only a cosmetic facelift and a carburetor rebuild. "We pulled the engine apart, but there was nothing wrong with it so we put it back together," Bob said. But one of the toughest aspects of the project turned out to be tracking down replacements for hard-to-find assemblies. "The project took a couple of years because it was tough locating parts," Bob said. "For instance, the window regulators aren't reproduced, so we had to track down a good set. In the end, though, it all came together."

While Bob continues to hunt for parts, like an original oil-bath air cleaner and some original replacement steering bits, he and Mike have been showing off the former work truck and hauling home trophies. Among the honors was a Favorite Truck Award at a Hemmings Motor News Cruise-In this year. "It's a joy," Bob said. "The transfer case whines, the engine sings a robust tune—I really love it."

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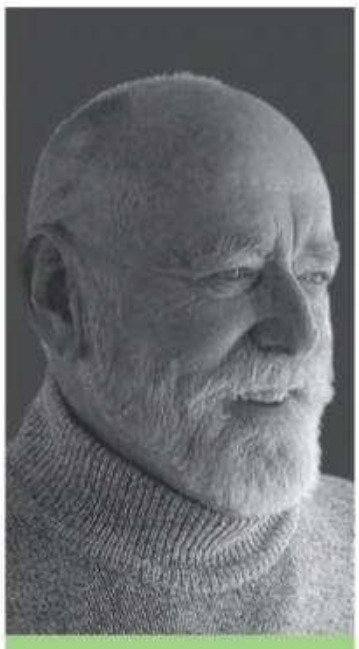

"The car had 187,000 miles on it when I bought it, and I finished it off that summer."

Fleetline Memories

I got my gallon of reclaimed forty-weight motor oil and a funnel from the trunk, and topped up the engine on my 1947 Chevrolet Fleetline Aerosedan before heading to my girlfriend Carol's house to pick her up for the prom. The year was 1959, and I was a senior in high school. I had acquired the car from my father for $25.

It had 187,000 miles on it when I bought it, and I finished it off that summer. The rings were so bad that the engine left a trail of blue smoke. The front end had a shimmy that kicked in at about 40 mph, but you could push through it if you were gutsy enough. It was when you tried to slow down from that, that it became fierce and all but uncontrollable.

It was painted pond detritus green, and the chalky paint would rub off on your clothes if you brushed against it. Starting the old Stovebolt was iffy. The valves were so bad that there was very little compression, and the choke and air cleaner were missing altogether. I would put a tablespoon of gas down the carb to start it and then let it warm up thoroughly before heading out.

When I got to Carol's house, she wasn't ready, so I went and talked with her dad, who was working on his car in the garage. He raced early model stock cars at the local dirt track, and I admired him greatly. When she finally emerged, her father was in the middle of telling me about milling heads for more compression, and I let him finish. Carol was miffed. There she was in her white formal, looking as lovely as a bouquet of calla lilies, and I was standing around talking cars with her dad.

Our first stop was Hody's drive-in for dinner. It was the nicest one in town, and I thought it perfect for this halcyon occasion. I had a cheeseburger, fries, and a coke, and Carol had a chicken sandwich. She took dainty bites, while I wolfed my cheeseburger, dribbling Thousand Island on my tux as I went. When we were finished, I said a silent prayer that the old Chevy would not disgrace me, and stepped on the starter pedal. She fired, and we exited the drive-in at a sedate pace, leaving a trail of blue smoke in our wake.

At the prom, when we were having our pictures taken, the photographer noticed a green streak on Carol's dress and tried to brush it off. This made it bigger but a bit lighter. Carol didn't smile for the picture. We got seated, and then I repaired to the men's room to recover my courage with a couple of nips with my pal Vern, who had smuggled in a pint of Jack Daniels.

I was never much of a dancer, but I did my best, though I couldn't wait for the final Johnny Mathis number so we could get out of the gym and have a snuggle. But again, the Chevy let me down. It would not start. Finally, I asked Carol to put her hand over the carburetor to suck up some fuel while I hit the starter. It worked, but it left a black oily circle on the palm of her hand.

After that—judging from her silence—I surmised that a cuddle was out of the question, so we shimmied our way to our usual A&W drive-in for root-beer floats. Carol's mood seemed to lighten, but then the Chevy wouldn't start. However, I was not without help this time. Guys from my school were there with their dates, and they helped me push-start the car. It belched and coughed as we shambled out of the A&W and into the street.

It may have been less of an evening than Carol had anticipated. Shortly thereafter she gave me back my senior ring. I briefly considered forgetting my sorrows by joining the military, but there were more pressing matters. I decided to learn how to keep old cars running instead. I learned how to tune breaker-point ignition, adjust tappets, and rebuild carburetors.

There had been no auto-shop class at my high school, but that worn-out old Chevy, plus a night job at Clyde's Flying A station, taught me a lot, and I developed a passion for working on cars. I had lost my first love because of an old undependable one, and I vowed to never let that happen again. In doing so I found my second love, and that was restoring old cars.

My second love took a long time to get to know, but she hasn't dumped me, and she has made me happy in my reclining years. In fact, I'd better sign off now, because my 1955 Chevrolet Beauville station wagon needs a little TLC before I take her on the Million Dollar Breakfast Cruise this weekend. Mustn't keep my darling waiting.

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