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# Hagerty's

FUEL FOR THE MOTORING LIFESTYLE

VOLUME 3: ISSUE 2 | SUMMER 2008



## mopar mania

HOW CHRYSLER LAID DOWN THE  
RUBBER IN THE HEYDAY OF MUSCLE



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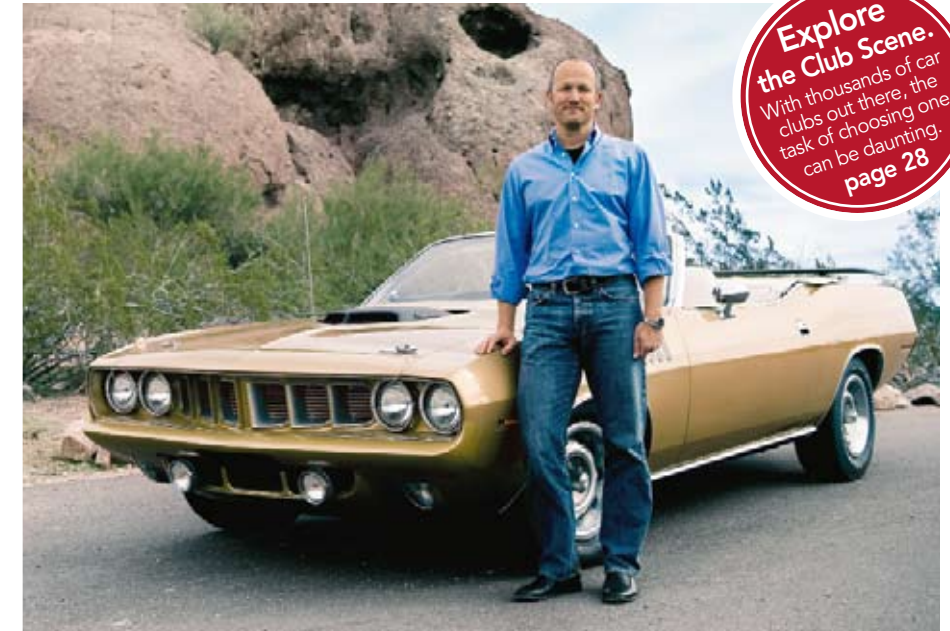
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BLAIR BUNTING

## Those Marvelous Mopars

**WHEN IT COMES** to making noise in the collector car world, few manufacturers have done it more effectively than Mopar.

Though Chrysler was the first to jump into the Pony Car wars with the Plymouth Barracuda, which predated the Mustang by several weeks, the Chrysler Corporation is a relative latecomer to the muscle car wars. The automaker started with the simple, yet potent, Road Runners and Super Bees, perfecting the art several years later with the Challengers and third-generation Barracuda/Cuda.

It's these latter cars that have raised the most eyebrows in recent years at Barrett-Jackson and RM, with rare examples fetching more than \$2 million each and creating a controversy about muscle-car prices that has yet to settle down. Add to that the almost religious deference to the Hemi V-8 in all of its manifestations over the years and you have the makings of a fascinating story.

So this issue we dive into Mopar Muscle with the latest installment in our "World of" series. Colin Comer, author of *Million-Dollar Muscle Cars* and president of Colin's Classic Automobiles in suburban Milwaukee, takes us deep into the history of Mopar to discover the emotion behind this marque. And to make it interesting, we invited Jim Wangers, the man who promoted the original GM muscle car, the Pontiac GTO, to weigh in from a competitive perspective.

Elsewhere in this issue, you'll find a story on two of the more famous individuals in the hobby — rodder Chip Foose and restorer Paul Russell. Foose is a household word in cable TV circles, thanks to his association with the series *Overhaulin'*. Russell, meanwhile, is known for his sublime efforts in turning rare Ferraris and Bugattis into best-of-show candidates at the most prestigious concours d'elegance events in the world. While both men are at the top of their game, we commissioned Brock Yates to explore with them the question of which is engaged in the nobler pursuit, and why. Their opinions may surprise you.

As your *Hagerty's* magazine continues to evolve, including a new, bolder cover masthead, we hope you like where it's taking you. Please drop us a line at [editorhagertys@hagerty.com](mailto:editorhagertys@hagerty.com).

*McKeel Hagerty*

McKeel Hagerty





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Resto rodder Chip Foosse and restorer Paul Russell are rock stars in their respective trades, yet represent polar opposite in the collector car universe. Or do they?

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Car clubs have been around almost as long as the automobile itself. We take a look at the impact the earliest ones had on the culture and the best ways to participate today.

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to the manager or simply change shops.

**Q** Where can I go to find ethanol-free, high-octane fuel in my area?

**A** Check out Sunoco’s Distributor Locator ([sunocoinc.com/site/Consumer/RaceFuels/DistributorMap/](http://sunocoinc.com/site/Consumer/RaceFuels/DistributorMap/)). Simply click on the state, country or region in the drop box to find the Master Distributor for your region. Contact that distributor and

they will be able to give you the name of the racing fuel dealer nearest you.

**Q** How can I find out who owned my 1967 Lincoln Continental prior to me?

**A** Unfortunately, the DMVs quit divulging this information in 1994, and there doesn’t seem to be any other way to obtain it.

**Q** How much seepage is normal when a car sits for a

few months without being moved or cranked?

**A** Split-case alloy transaxles have a knack for dripping when not in use, except for venerable air-cooled Volkswagens, which don’t seem to drip until they’re well into the 75,000- to 150,000-mile territory. Use a drip pan to monitor leakage. If your car leaks more than about a half dollar-sized spot each time it sits, you should probably have it checked by a reputable shop.



## SMART COLLECTING SEMINAR SERIES DURING PEBBLE BEACH WEEK

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- Cost: \$150
- Registration deadline is Wednesday, July 30
- Enrollment is limited so register today at <http://shop.hagerty.com>.

**NEXT SEMINAR DATE**  
Can’t make it to Pebble Beach? Another Smart Collecting Seminar – this one on restoration – will take place at the Hershey Swap Meet in October. Find updates at <http://shop.hagerty.com> or call 888-310-8020, menu option #3.



# Barn Finds & Other Gems

FOR MANY COLLECTORS, FINDING A CLASSIC IN NEED OF REPAIR IS PRICELESS. THE FOLLOWING ARE "BEFORE AND AFTER" LOOKS AT RESTORATION PROJECTS SUBMITTED BY HAGERTY'S READERS.

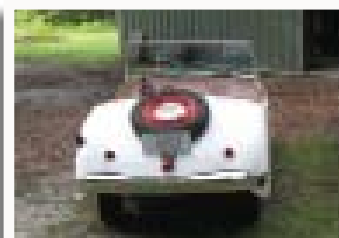


## 1956 Chevrolet Bel Air

There's a reason why books are written about finding classic cars in an old barn — and Jim Snell's 1956 Chevy Bel Air is a perfect example. "This car was literally sitting in a back-alley garage in a small town about 20 miles from my Indiana home," he says.

The Bel Air was a particularly good find, as mechanical work was complete, the remaining parts were "bagged and tagged" for final assembly and it was repainted in the original colors, Sierra Gold and Adobe Beige.

Snell, who became the Bel Air's third owner in June 2005, continued the restoration project the second owner began in 1990. It was complete after "three months of working on it in my spare time." The only deviations from the original design are the custom grille and modern stereo, all of which can be swapped out for parts to replicate an original appearance. He calls the new look "vintage high-school parking lot."



## 1952 Crosley Hot Shot Super Sport

Peter Berard's Crosley Hot Shot restoration began with a Crosley engine left to him by a close friend who passed away. The act rekindled his desire for Crosleys, which started when he drove his father's Crosley while growing up. Berard purchased his vehicle's body through an online auction, finishing the restoration two years later in 2007. He currently is restoring a 1948 Crosley pickup. "I like to refer to us Crosley people as cross-threaded nuts," he says.



I could drive it in traffic." He has every scrap of paperwork associated with the car, including the letter from Studebaker announcing the company's closing in 1966.

## 1966 Studebaker Daytona

Jack Logan acquired his Studebaker in 2000 as partial payment for architectural work. Its restoration took two years and, as Logan describes it, "another year breaking in, tweaking and adding disc brakes so

## 1909 Brush Runabout

Mike Williams spent 18 months bringing this Brush Runabout back to life. "It was more than a frame-off restoration," he says. "The wooden frame itself had to be rebuilt." Much of the mechanical running gear was rebuilt from scratch as well. "I duplicated many of the metal components — and, of course, wrote the checks," Williams says. The Runabout has been garaged since a 2006 showing.



## 1971 Plymouth Duster

Rod Chapman found the rust-free body of a '71 Duster in Arizona, bought it after seeing only pictures and had it shipped to his southern Illinois home.

Three years later, the Duster became a "DustAAR," as Chapman modified it to mimic the 1970 'Cuda with the All American Racers (AAR) package, including side exhaust and strobe stripe. The custom "DustAAR" was on display at the Mopar Nationals in Columbus, Ohio, last August.



Send your best "before & after" photos, along with a short description of the project, to [photos@hagerty.com](mailto:photos@hagerty.com) and you may see it featured on these pages. Don't see your submission in the magazine? Check the Hagerty Web site. Log on to [hagerty.com](http://hagerty.com), click on Hobby Information Center and select Project Profiles from under the Restoration Station link on the left.



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## MODEL T TURNS 100

*"T" parties abound for Centennial Celebration.*

**AFFECTIONATELY CALLED THE** Flivver, the Tin Lizzie and, more recently, The Car of the Century, the Model T Ford is celebrating its 100th anniversary this year.

The Model T Ford's first year of production saw nearly 10,000 units built and sold. By 1914, the Ford Motor Company had developed the moving assembly line.

When production ended after 19 years in 1927, more than 15 million had been built and sold worldwide. In contrast, it

took Volkswagen 65 years to produce 21,529,464 Beetles.

Today, the Model T Ford is one of the most popular collector cars in existence. In fact, it's estimated that more than 500,000 still remain. Two international Model T Ford clubs — the Model T Ford Club of America (MTFCA) and the Model T Ford Club International (MTFCI) — have a combined membership that exceeds 12,000, with members and regional groups worldwide.

A variety of nationwide events have been planned to help celebrate this historical centennial. The largest, the Centennial T Party (tparty2008.com), sponsored by the MTFCA (mtfca.com) and Ford Motor Company, with support from the Ford Motor Company Fund, will be held July 21–26 in Richmond, Indiana.

Another event, the 2008 Model T Centennial Regional Tour, to be held September 6–11 in metro Detroit, will visit key Ford and Model T historic sites. Visit the Piquette T's Model T Ford Club Web site (piquettetts.org) for details. The MTFCI (modelt.org) is assisting with several events as well.

The Model T also will be sharing the stage at many of the nation's prestigious concours d'elegances in 2008, with a featured exhibit at the Meadow Brook Concours d'Elegance (meadowbrookconcours.org) in Rochester Hills, Michigan, on August 3 and at the 14th annual Glenmoor Gathering of Significant Automobiles September 12–14 near Canton, Ohio (glenmoorgathering.com).

••• By Guy Zaninovich

### LOOK WHO ELSE IS TURNING 100



**GM WILL CAP** its 100th anniversary celebration with GMnext Days (GMnext.com), a weeklong global centennial celebration scheduled around September 16 to commemorate the company's founding on that date in 1908 by Billy Durant, who controlled Flint's Buick Motor Co.

## SPOTLIGHT



**SAVE THE DATE** Hagerty's columnist, TV commentator and noted collector car expert Keith Martin will serve as Master of Ceremonies for the 2008 Meadow Brook Concours d'Elegance Sunday, August 3 in Rochester, Michigan. Complete event details are available at meadowbrookconcours.org.



**ON THE NET** Looking to hire a classic car for a trip or special occasion? Check out [www.classiccarhireworld.com](http://www.classiccarhireworld.com). The site contains details on more than 1,400 cars from almost 130 companies spread over 12 countries.

### HAGERTY'S TOP MODELS

The field has been narrowed from more than 300 entrants in the Hagerty Plus Model-Building Contest. From May 31 to July 1, log on to [hagerty.com](http://hagerty.com) and click on "Model-Building Contest" to vote for your favorite. The top five models from the online judging and their builders, who will be accompanied by a legal guardian, will travel to Monterey, California, in August for final judging.

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## SUMMER SHOWS

WE'VE NARROWED THE list to a few of this season's most prestigious and celebrated must-see events.

### June 26–29

**Bloomington Gold**  
St. Charles, Illinois  
bloomingtongold.com

### June 28–July 3

**Porsche Parade 2008**  
Charlotte, North Carolina  
paradecharlotte.org

### July 6



MARGE DOHERTY

**Hagerty Family Car Show**  
Traverse City, Michigan  
hagerty.com

### August 9

**8th annual Corvettes America Show**  
Warren, Michigan  
corvettesamerica.org

### September 12–14

**Glenmoor Gathering of Significant Automobiles**  
Canton, Ohio  
glenmoorgathering.com

**CORRECTION:** In the Spring 2008 issue of *Hagerty's*, a 1962 Lincoln Continental was misidentified as a 1967 model on page 13, a 1957 Golden Hawk was mislabeled as a 1964 model on page 17 and a 1959 Edsel was misidentified as a 1958 model on page 18. We regret the errors.

## Clubbers Converge on Charlotte

THE RAIN AND crowd at this spring's Food Lion AutoFair at Lowe's Motor Speedway in Charlotte, North Carolina, were suggestive of Hershey. And like the annual Pennsylvania gathering, wet weather couldn't deter more than 160,000 people from attending the automotive extravaganza.

The event, held April 3–6, featured vehicles from 56 participating car clubs, more than 10,000 vendors offering automotive parts and memorabilia, and a collector car auction.

Randy Laws' 1956 Chevrolet Bel Air took Best of Show honors. In addition, each of the participating car clubs was judged individually,



BRAD BOWLING

with a Best of Show picked for each.

For the first time, the gathering included a "show within a show" — the Antique Automobile Club of America National Meet hosted by the club's Hornets Nest Region.

The fall installment of Food Lion AutoFair takes place September 4–7. For information, contact the Lowe's Motor Speedway Events Department at 704/455-3205 or log on to lowesmotorspeedway.com.

## MONTEREY GUIDE

Heading to California's Monterey Peninsula in August for Concorso Week? Download a free copy of our insider's guide to the best places to visit, stay and eat while in the Monterey area. Go to [hagerty.com/library/library.aspx](http://hagerty.com/library/library.aspx) and click on "Guide to Monterey." Stay tuned for more guides this summer, including the best places to take a scenic drive.

## Automotive World Loses Pioneers

FRÈRE COURTESY OF ROAD AND TRACK



Automotive legends Frère (left), Coddington (middle) and Herlitz (right).

THE AUTOMOTIVE WORLD has lost three pioneers — celebrated racer and longtime automotive journalist Paul Frère, 91, hot rod visionary Boyd Coddington, 63, and muscle car designer John Herlitz, 65.

As a driver, Frère competed in Formula 1 from 1952 to 1956, and won the 24 Hours of Le Mans in 1960 behind the wheel of a Ferrari 250 Testa Rossa. As an automotive journalist, he served as European editor for *Road & Track* and as editor of French Porsche magazine *Flat 6*, in addition to authoring several books about cars and racing.

Coddington, recently known for his cable

Chrysler Design Excellence Award and he was inducted into the Grand National Roadster Show Hall of Fame and the National Rod & Custom Museum Hall of Fame.

Herlitz is best known for the redesigned Plymouth Barracudas of the early '70s. He followed this with well-received makeovers of other revered performance cars, including the 1971 Plymouth Road Runner, before assuming ever-increasing responsibility in the Chrysler studios. At the time of his retirement in 2000, Herlitz, who helped establish the Walter P. Chrysler Museum in Auburn Hills, Michigan, was senior vice president for product design.

TV reality show *American Hot Rod*, took hot rodding to an art form and custom wheels to a new level. He twice won the Daimler-



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**1953 Corvette**, Blue Flame Six, powerglide, numbers match. Polo White with Red interior. Body-off restored. One of 300 produced.



**1957 Corvette**, two tops, 283-270 hp, (2x4's), 3 speed, 52,764 actual miles. Cascade Green paint. Body-off restoration. Documented.



**1959 Corvette**, two tops, 283-270 hp, (2x4's), 4 speed, numbers match. Triple Black. Body-on restored. 3.55 rear, Wonderbar radio, dual fours, off road exhaust.



**1962 Corvette**, 327-340 hp, 4 speed, 26,492 actual miles. Honduras Maroon paint. Show condition. From the Reggie Jackson collection (Mr. October).



**1962 Corvette Retro** (C5). CRC carbon fiber panels on 2000 body, chassis, and suspension. Sebring Silver with Red interior! Dynamic show car.



**1963 Corvette** Grand Sport Replica, tube frame, LT-1 engine, 6 speed tranny, ZR-1 suspension. Dana rear, XM digital satellite multimedia system. Custom forged aluminum wheels. Integrated roll bar.



**1965 Corvette**, two tops, 327-375 hp, (fuelie), 4 speed. Rally Red with Red interior. Body-off restored. NCRS Top Flight. Power brakes, windows, teakwood wheel, telescopic, 3.70 posi, off road exhaust, Kelsey wheels, and gold stripe tires.



**1966 Corvette Coupe**, 427-425 hp, 4 speed, 27,725 actual miles. Tuxedo Black with Bright Blue/White interior. Super rare correct color. M-21, 4.11 posi, F-41. Documented.



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



**1967 Corvette Coupe**, 427-435 hp, 4 speed, 21,623 actual miles. Rally Red with Red interior. Multiple NCRS Top Flight, Bloomington Gold, and Triple Crown. Factory side exhaust, M-21, 4.11 posi, F-41. Tank sticker, window sticker, and awards.



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



**1967 Corvette Convertible**, 427-435 hp, 4 speed, 48,615 actual miles. Silver Pearl. Body-off restored. NCRS Top Flight, Bloomington Gold certified. 4.11 posi, F-41 suspension. Well documented.



**1969 Corvette T-Top**, 427-435 hp, 4 speed, 12,593 actual miles. Tuxedo Black with Black interior. NO HIT car with the original interior. Heavy duty clutch, power steering, brakes, M-21, 4.11 posi, F-41 suspension. Documented.



**1969 Corvette Convertible**, 400 hp, two tops, two owner car with 10,000 actual miles. White paint with Saddle interior. Documented. Original, unrestored, and excellent.



**1969 Corvette Convertible**, L-88, 4 speed re-creation (tribute). Lemans Blue with Bright Blue interior. Body-on restored. Super fast!



**1970 Corvette Coupe**, LT-1 (350-370 hp), 4 speed with 147 actual miles. Monza Red paint. Leather, shoulder harness, 4:11 heavy duty posi. NCRS Top Flight certified. Documented.

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# THE SUN ALSO RISES

Japanese sports cars are gaining respect among collectors.

... By Keith Martin and the staff of Sports Car Market

**BABY BOOMERS AND** Gen Xers grew up on a steady diet of Japanese cars and have fond memories of early Datsuns, Toyotas and Mazdas. While these vehicles can provide a lot of bang for your buck, they also can bring a few heartaches.

**1970-78 DATSUN 240/260/280Z**  
Mechanically, Zs are as tough as boat anchors, but they rust horribly in the floors, hatch area, lower fenders, shock towers, battery box and frame rails. Always inspect any prospective purchase in these areas before parting with cash.

Parts availability is good for early Z cars, and few pieces are expensive. For collectors, the early 1970s cars are the most desirable. Vertical defroster lines in the rear window and two external fresh air vents on the hatch distinguish them.

Good 240 drivers start around \$8,000, while 260s bring in 15 to 20 percent less. Good 280Zs can still be found in local classifieds, often for as little as \$4,000.

**1979-85 MAZDA RX-7**  
When the RX-7 launched in 1978, the time was clearly ripe for an inexpensive, small GT. Although its two-rotor Wankel engine was an ideal sports car powerplant, its rotor tip seals can perish, leading to heavy smoking and oil consumption. It's still possible to find well-cared-for, low-mileage cars if you look hard enough.

**1966-70 DATSUN 1600/2000 ROADSTER**  
Although largely forgotten today, the Datsun roadsters were the first volume-produced Japanese sports cars sold in the United States.

The most desirable Datsun roadster is the '67 2000. No emissions controls, a lower windshield, and prettier dash and instruments make it a special car.

Datsun roadsters are nowhere near as well supported in the parts department and are far less known than the later 240Z. Expect to pay from \$10,000 to \$13,000 for a good 2000, and a little more than half that for a good 1600.

**1964-70 HONDA S600/S800**  
Honda's motorcycle technology was displayed in these little screamers, which share the DNA of today's S2000 and NSX. Parts are quite hard to come by. This is exacerbated by the fact that Honda never officially imported the S cars. Still, both the coupe and convertible are quite pretty and are capable of reaching speeds of about 100 mph.

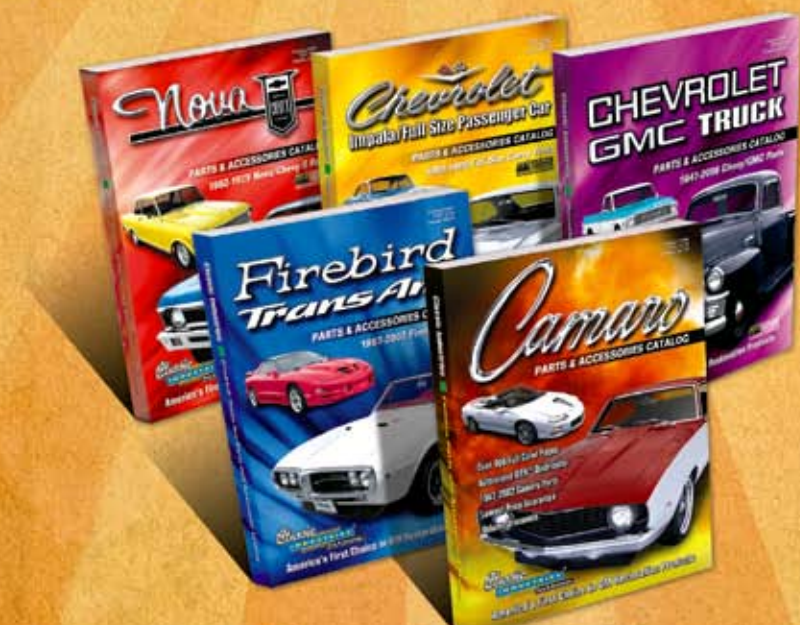
As vintage racers, they are especially coveted because in the under-one-liter class, there are few cars that can touch them. Sales are infrequent, but count on spending in the high teens for a good S800 convertible.



From top: A 1984 Mazda RX-7; a 1970 Datsun 240Z; a 1967 1/2 Datsun SRL311 2000 roadster; and a 1965 Honda S600.

HONDA: BRIAN VANCE; MOTOR TREND; DATSUN 2000: ROBIN LUDWIG

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# the world of mopar



Hemis, 440s, Scat Packs, Challengers and Super Bees—when it came to muscle in the heyday, Chrysler let it all hang out.

... by Colin Comer

... photography by Jim Haefner

## “mopar or no car!”

It's the battle cry of the Mopar faithful, often heard when a badass Ford or Chevy motors by. To the uninitiated, this fierce brand loyalty can be almost cultish in nature. However, to those who have experienced the wild Chrysler creations from the late '60s and early '70s muscle car era, this loyalty isn't shocking.

During their heyday, those pavement-thumping Super Bees, Road Runners, Chargers, Barracudas and Challengers ruled the avenues that mattered with their bumblebee stripes,

shaker hoods and color names like Plum Crazy, Sublime, Go-Mango and Top Banana.

So what led to this muscle-car supremacy for Chrysler? It was actually just a continuation of a long line of performance-oriented cars going back to the early '50s. Chrysler, considered by many the most engineering focused of the Big Three, has always been a leader in horsepower innovations. In 1953, Chrysler set a stock car record at Bonneville with a scorching 196 mph pass, and Lee Petty introduced NASCAR to the Hemi with five first-place finishes and 25 top-five finishes.

But real production muscle started in 1955 with the Chrysler C-300, the first of the famous “Letter Cars.” Sporting a 300-hp, 331-cubic-inch dual-quad Hemi, the C-300 assumed legend status after a record-setting 127.58-mph flying-mile run at Daytona.

The best part was that for \$4,050, anybody could walk into a Chrysler dealership and order one of these luxurious hot rods. By 1958, the last year of a Hemi-powered Letter Car, the 300D, the record-setting tradition continued with Norm Thatcher's Class E 156-mph-plus record run at Bonneville.

The B Series “wedge” engine replaced the expensive and complex Hemi in 1959. Later, with the advent of the Max Wedge version, Chrysler was doing quite well in NHRA competition. The problem was NASCAR.

Although great for drag racing, in NASCAR, the Max Wedge just couldn't compete with the best from Chevrolet and Pontiac. By April 1963, the top brass at Chrysler sent “the word” down from above: They wanted to win Daytona in 1964.

According to the “Godfather of the Hemi,” Chrysler engineer Tom Hoover, all agreed

that to win Daytona they needed the free-breathing Hemi back. The engineering team immediately went to work, creating the 426 Hemi by placing Hemi heads on the 426 Max Wedge engine. In February 1964, Chrysler introduced its new 426 Hemi at the Daytona 500 and simply destroyed the field.

Driver Paul Goldsmith put his Hemi-powered Plymouth on the pole with a record-setting 174-mph run. Richard Petty qualified second in his Hemi Plymouth and led 184 of the 200 laps — even lapping the entire field on his way to victory circle. In

the end, Chrysler and its new 426 Hemi finished 1-2-3 at Daytona, handily meeting their goal of taking back NASCAR in '64. The Hemi won 26 of 62 races that year.

After a 1965 NASCAR rule change that almost eliminated the 426 Hemi in competition, as it was not a regular production option, Chrysler made the 426 Hemi available in 1966 Dodge street cars. NASCAR was again the “Property of Mopar” and the car-buying public could get 426 Hemi power just by walking into a Dodge dealership.



Richard “The King” Petty took full advantage of Hemi power and used it to dominate NASCAR. Petty is shown here piloting his famous #43 Plymouth.



Muscle Mopars also left their mark in NHRA drag racing competition. The “Ramchargers,” a team comprising Chrysler factory engineers, won the NHRA Nationals in ’58. The legendary “Big Daddy” Don Garlits used Hemi motivation in his “Swamp Rat” dragsters to be the first to break 170 mph in the same year, before smashing the 200 mph barrier in 1964. In multiple classes of NHRA competition, drivers like Garlits, Ronnie Sox, Gene Adams and countless others used their Hemi hammers to drive away the competition.

From the 1950s to the 1970s, Chrysler products made heroes out of racers and accumulated race wins like a windshield gathers bugs on a muggy night in Louisiana. If you were serious about winning, you raced a Mopar.

Which brings us to the real reason manufacturers put so much effort into winning races — to sell cars. While Chrysler was dominating the racing world, they were not winning in the showroom. The fight for the performance car

market in the mid-’60s was fierce. Chrysler products had the engines — they just didn’t have the flash needed to get buyers’ attention.

### Late response to the pony cars

The two platforms for Chrysler products aimed at the youth market in the mid-’60s were the A Body cars (the Dodge Dart and the Plymouth Valiant and Barracuda) and the B Body cars (Dodge Coronet and Plymouth Belvedere and Satellite).

Chrysler’s offerings didn’t stand a chance against the competition. The Ford Mustang, introduced in 1964, caught both GM and Chrysler asleep at the switch. While GM was able to speed up the introduction of the Chevrolet Camaro and Pontiac Firebird, both released as 1967 models, Chrysler was solidly

shut out of the pony car wars with its outdated A Body offerings. They were nowhere near as stylish or performance oriented as the GM and Ford compacts.

The fight for Mopar B Body cars was even tougher. Starting in 1964, Pontiac officially kicked off the muscle-car race with the GTO. The GTO and its corporate cousins — the Oldsmobile 442, Buick Grand Sport and Chevrolet Super Sports — were quite well focused on the youth market, with an intoxicating blend of performance and sporty appearance. Dodge and Plymouth had little to offer outside of big horsepower. Even the 1967 introduction of the Coronet R/T and Belvedere GTX did little to bolster sales. No question, Chrysler was late to this party.

But this would change with the 1968 introduction of the new B Body models. Two new cars were aimed squarely at the youth market: The Plymouth Road Runner and the Dodge Super Bee. The tables were turned on the competition, for even though they had great cars, not one had anything named after a cartoon character.

**Chrysler had found the magic formula — a good-looking, no-frills performance car at a price almost anybody could afford.**



Left: A 1955 Chrysler C-300, the first of the legendary “Letter Cars.” It proved Chrysler was serious about performance — NASCAR performance you could drive home!



Sales improved dramatically. In 1967, Plymouth sold 12,115 Belvedere GTX models — the sportiest model for that year. In 1968, the redesigned GTX sold 18,272 cars, while the new Road Runner, a low-price trim level of the same car with a standard 383 CID V-8 and manual transmission, sold a whopping 44,598 copies.

Chrysler had found the magic formula — a good-looking, no-frills performance car at a price almost anybody could afford. With a base price of \$2,896, Road Runners were being sold as fast as they could be built. As had been the case since 1966, check the right boxes on a B Body order sheet and you could get the 426 Street Hemi with 425 hp, a fact not lost on horsepower-hungry buyers switching to a Mopar from the GM or Ford camps.

In 1969, Chrysler refined the new B Bodies even more, adding more performance drive-train options, such as the Super Track Pak, which consisted of a 4.10:1 Dana 60 rear axle, power disc brakes and other tweaks.

As an alternative to the almost \$900 Hemi option, midyear saw the introduction of the 440 CID 3x2bbl carbureted engine as part of the bargain \$468 option code A12 “conversion package” offered on Road Runners and Super Bees. The A12 cars were thinly disguised drag cars offered right from the factory. Chrysler wasn’t stupid — it knew the best way to get



Two serious Wedge-headed monsters — the 426 CID “Max Wedge” (top) and the 1969 .5 440 CID “Six Pack” (above). Big power isn’t always spelled “Hemi” in the world of Mopar.

its new 390-hp, multi-carbureted 440 noticed was to put it in cars that would see heavy street and drag racing action.

Today, good Hemi B Bodies sell for \$100,000 to \$200,000, and A12 cars trade at similar numbers. Any good B Body is desirable, and there’s one to fit just about any budget. For example, a great ’69 383/four-speed Road Runner hardtop is right around the \$35,000 mark — and a lot of car for the money.

One die-hard GM guy wooed by the new Mopars in 1969 was then-22-year-old Mike Guarise. After seeing the new 1969 Charger R/T, he traded the Tri Power GTO he was driving at the time for his first Mopar.

“It was a beautiful car; very sharp in B5 Bright Blue with a white vinyl top and white



## MOPAR MOTORHEADS MEET

NOT THAT THEY need extra incentive, but national clubs and events give Mopar fans a great excuse to come together and share their passion. Few car clubs can rival a Mopar gathering when it comes to variety — in every sense of the word!

### CLUBS

**The WPC Club Inc.**  
chryslerclub.org

**Daytona-Superbird Auto Club**  
(includes Aero Warrior Registry)  
superbirdclub.com

**Mopar Enthusiasts Car Club of America**  
moparenthusiasts.1afm.com

**Winged Warriors/National B-Body Owners Association**  
wwnboa.org

### EVENTS

**Carlisle All-Chrysler Nationals**  
Carlisle Fairgrounds  
Carlisle, Pennsylvania  
July 11–13, 2008  
carlisleevents.com/ce/events/chrysler-nationals

**Mopar Nationals National Trail Raceway**  
Columbus, Ohio  
August 8–10, 2008  
moparnats.org



# MOPAR MANIA

MOPAR FANS HAVE an ample supply of Web sites, museums and literature to keep their mania alive.

## MUSEUMS

**Walter P. Chrysler Museum**  
One Chrysler Drive  
Auburn Hills, Michigan 48326-2778  
888-456-1924  
chryslerheritage.com

**Smith Collection Museum of American Speed**  
Speedway Motors Corporate Campus  
340 Victory Lane  
Lincoln, Nebraska 68528  
402-323-3166  
museumofamericanspeed.com

**Floyd Garrett's Muscle Car Museum**  
320 Winfield Dunn Parkway  
Sevierville, Tennessee 37876  
865-908-0882  
musclecarmuseum.com/index2.htm

## WEB SITES

**Official Mopar Site:** mopar.com

**Moparts:** moparts.com

**Mopar Ring:** mopar-ring.org

## BOOKS

*Million-Dollar Muscle Cars: The Rarest and Most Collectible Cars of the Performance Era*  
by Colin Comer

*Mopar Muscle: Fifty Years: Dodge, Plymouth & Chrysler Performance*  
by Robert Genat

*Muscle: America's Legendary Performance Cars*  
by Randy Leffingwell and Darwin Holmstrom

*Original Challenger and Barracuda 1970–1974: The Restorer's Guide*  
by Jim Schild

*Original Dodge & Plymouth B-Body Muscle 1966–1970: The Restorer's Guide*  
by Jim Schild

### 1971 PLYMOUTH HEMI 'CUDA CONVERTIBLE



### 1969.5 440 SIX PACK SUPER BEE

interior,” Guarise says. “It had the 440 Magnum V-8 and 375 hp, and the color combo looked great with redline tires. I owned it for two years and wish I would have kept it.”

The biggest shot fired by Chrysler in the muscle-car wars came late in the game — the iconic Plymouth Barracuda and Dodge Challenger. Introduced as 1970 model year cars on Chrysler’s new E Body platform, they were a complete package with both looks and performance. At long last Chrysler had two cars that could actually compete with the Mustang, Camaro and Firebird.

Available with everything from a lowly Slant Six engine to the mighty 426 Hemi, the E Body cars were all new, unlike the warmed-over 1964 design used on the previous A Body Barracudas. Performance versions of both were offered — the Plymouth ’Cuda and the Dodge Challenger R/T.

The base engine was the 383 CID V-8, with optional 340 CID 4 barrel, 340 CID 6 barrel, 440 4 barrel, 440 6 barrel and 426 Hemi. A multitude of transmission and drivetrain options were available, as well as just about every luxury and convenience option

you could want in a “sporty” car. To top it off, 1970 began the availability of Chrysler’s famous “High Impact Paint” colors.

Although the Challenger and Barracuda continued in production through the 1974 model year, after 1971, ever-tightening government regulations took most of the fun out of just about every car from Detroit, including the once mighty Mopar performance offerings.

The last year of the 426 Hemi and 440 engines was 1971, and the most horsepower you could get in an E Body for 1972 was 240 from a 340 CID 4 barrel engine. So for collectors, pre-1972 model year cars are where it’s at for Chrysler products.

## Riding the muscle car revival

In 1970, the base price for all Barracuda variants was right around \$3,000. If you built the ultimate ’70 ’Cuda, a 426 Hemi-equipped drop-top, like 14 people did that year, your car would have been roughly \$4,500 new.

In 2006, one of the 14 sold at auction for \$2.16 million. Think that’s a big number? How about a similar 1971 Hemi ’Cuda convertible, one of just seven produced, also about \$4,500 new. In 2007, RM Auctions sold just such a car for a staggering \$2.42 million.

David Christenholz owned the ’70 Hemi ’Cuda convertible that sold for \$2.16 million. “I bought the car when it was expensive, but

SOURCE: carsthatmatter.com; prices given are examples only.

not so much that I was afraid to drive it,” says the Arizona muscle-car collector.

But while he owned it, the values increased so much that it became a delicate investment. “It was garage art,” Christenholz says. “The money took away from my enjoyment.”

He replaced the Hemi ’Cuda convertible with a ’70 Hemi ’Cuda hardtop. “It’s a great car, just like the convertible, but something my whole family enjoys driving,” Christenholz says.

Don’t despair — not all ’Cudas and Challenger R/Ts have phone-number prices. For the enthusiast who just wants a great E Body to drive, show and enjoy, there are plenty to be had for well under \$100,000. My pick? The limited-production 1970 Plymouth ’Cuda AAR and Challenger T/A 340 Six Pack cars — with a four-speed, of course.

Built to homologate the E Body for SCCA competition, these cars with their high-revving 340 engines, side-exiting exhaust, road race-tuned suspensions, fiberglass hoods, front and rear spoilers, and tasteful racy graphics are as much fun to look at as they are to drive.

The world of Mopar Muscle has a long and successful history, with vehicles to match just about any taste. And while I recommend against getting a Pentastar or Road Runner tattoo to display your loyalty, I wouldn’t blame you one bit if driving some Mopar Muscle makes you shout “Mopar or No Car!” at least once.

After 1971, ever-tightening government regulations took most of the fun out of just about every car from Detroit.



## An Old Goat Speaks

“I GOTTA CHANGE MY PLUGS” was the rallying cry for Hemi owners when we pulled through the drive-in in one of my Royal Bobcat Pontiacs on our late-night rounds up and down Detroit’s famed Woodward Avenue. Why, you ask? Because after a night out cruising Woodward, the “Street Hemi” would foul the plugs and could do nothing more than “piss, moan and backfire” when trying to “get one off” on Woodward.

We would wait down at Royal Pontiac until about 11 p.m., then go out to pick on the Hemi guys, knowing their plugs would be loaded up. Yes, we got our hats handed to us a few times by those factory guys with a well-prepped Hemi—they knew better than to cruise. A well-prepped Hemi was “King Kong,” but wouldn’t hold its tune very long on the street.

With the Hemi,Chrysler was winning every race but the one that counted — the sales race. Its cars had nothing in styling until the



Road Runner and the great advertising for it came along. Not only had Chrysler created a new car, its marketing for it was a stroke of genius. It was so good that I wish I had thought of it myself! Promoting that new car

around that cocky little bird made everybody sit up and take notice.

Packaged with the 383 “wedge,” the Road Runner was a very capable car. Advancements with the wedge head engines eclipsed the street capabilities of the Hemi, which sat on showroom floors.

Hence, there were so few Road Runners (and Super Bees) and ’Cudas (and Challengers) sold with Hemi engines that they are today’s rare collectibles.

— Jim Wangers, “Godfather of the GTO”



## RESTORATION AND SERVICE

OLD CARS AREN’T always like a good watch — some just don’t take a lickin’ and keep on tickin’. If your Mopar could use a little love, put it in the hands of someone who understands it from the inside out. Following is a list of well-known and respected Mopar restorers.

**Restorations by Julius**  
101011/2 Canoga Avenue  
Chatsworth, California 91311  
818-882-2825  
rbyj.com

**Roger Gibson Auto Restoration**  
106 State Highway PP  
Scott City, Missouri 63780  
573-264-2022  
rogergibsonautorestitution.com

**Midwest Muscle Car Restoration**  
104 Weil Drive  
Slinger, Wisconsin 53086  
262-297-1029

**Mopar Muscle Car Restoration**  
100 Air-Industrial Park Drive  
Boyne City, Michigan 49712  
231-582-3215  
restoremymusclecar.com

**Vintage Iron and Restoration**  
15015 North 74th Street  
Scottsdale, Arizona 85260  
480-922-2480  
vintageironandrestoration.com

For a comprehensive listing of automobile museums, club and restorers, go to [hagerty.com/ResourceDirectory/resdir\\_index.aspx](http://hagerty.com/ResourceDirectory/resdir_index.aspx).



# Don't Get Burned

Five tips for making a safe collector car purchase.

••• By Ken Gross

Once you've decided to buy a collector car, here are five simple rules to keep in mind:

**DISCOVER.** Do your homework. Know what you want and what it's worth. Read the reference book or buyer's guide on your intended purchase. Look at examples of the car you want. Drive them if you can. Join the relevant car club. Talk to owners about "your" car's key characteristics, problem areas and the best parts sources. Learn about your car's driveability. Know its desirable original equipment and options. References like *carthatmatter.com* and the *Sports Car Market Pocket Price Guide* can help validate pricing. Review major auction company results online, "asking prices" in *Hemmings Motor News* (*hemmings.com*) and ads in car club magazines.

**INVESTIGATE.** Research the car — and the owner. Don't ever buy a car sight unseen. If you're not confident about your ability to determine a vehicle's condition, hire a professional auto appraiser. Many are listed in *Hemmings Motor News* under the "Services Offered" link of the "Classifieds" tab or on the American Society of Appraisers Web site (*appraisers.org*). Inspect the car closely. Drive it. Examine it for clues — such as lubrication stickers, wear and tear, non-original or incorrect components, and modifications — that might contradict what you've been told about it. Interview the seller. Ask why the vehicle is for sale, and how long it's been on the market. Don't be rushed or bullied.



GUY REYNOLDS

**IF IT IS AN UNCOMMON CAR, OR ONE WITH RARE OPTIONS, BE PREPARED TO MAKE A DECISION QUICKLY.**

**DOCUMENT.** Always obtain a clear, unencumbered title and a valid registration or, in some states, an owner's card. Be sure all documentation is correct for your car's VIN or chassis number, as well as its year, make and model. Insist on a proper bill of sale — signed by both parties — stating the actual selling price. Ask for copies of restoration bills and maintenance records. Insure the car immediately with an Agreed Value policy.

**NEGOTIATE.** Know what you want to spend, determine the current market value and make a fair offer. Always budget an extra \$1,000 to \$2,000 for small repairs, especially if the vehicle hasn't been driven in some time. If major work/additional restoration is needed, estimate those costs and deduct them before making an offer. If it's a fairly common model and there are others for sale, you may be able to negotiate a lower price. If it is an

uncommon car, or one with rare options, be prepared to make a decision quickly.

**TRANSPORT.** Call at least two reputable major transporters for bids. You will save money if you ship "space available." Contract for enclosed shipping unless the car's only going across town.

Hagerty Plus offers several pamphlets dedicated to helping you make an informed collector car purchase, including:

- *The Paper Trail: Title and Registration Basics*
- *Transporting Your Car Within the U.S.*
- *How to Buy a Collector Car*
- *Collector Vehicle Inspection Basics*
- *Auction Basics: The Essentials of Buying and Selling at Auction*

Download them at > [hagerty.com/NewsStand/freebies.aspx](http://hagerty.com/NewsStand/freebies.aspx).



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A man with brown hair, wearing an orange shirt under a black jacket, is smiling and leaning over a red engine block in a workshop. The background shows various tools and equipment.

**ROD vs.**

A man with grey hair, wearing a black shirt, is smiling and sitting in the driver's seat of a classic car. He is holding the steering wheel. The car has a white interior and a black exterior.

**RESTORE**

RESTO RODDER CHIP FOOSE AND  
AWARD-WINNING RESTORER PAUL RUSSELL  
ARE ROCK STARS IN THEIR RESPECTIVE  
TRADES, YET REPRESENT POLAR OPPOSITES  
IN THE COLLECTOR CAR UNIVERSE.

**OR DO THEY?**



**Y**

ou've got to wonder. What is it about really interesting and valuable cars that makes us all wiggly and sometimes teary when one gets wrecked or hurt? After all, they're just hunks of metal, much like the current models, except for more primitive components.

Yes, they look different, especially now that designers have to deal with aerodynamics that make every model look like every other one, save for a bit of chrome here and there and some color swatches that supposedly make one swoopier than another. So why are we so hooked on these old crocks? Is it their beauty? Their uniqueness? Their efforts to be advanced in their day? Or all of the above?

Rod vs. restore: The debate over which man is dealing with the best art form is hardly the issue. Like most arguments regarding politics, life after death, the best wine and more, it will never be settled to universal satisfaction. It is mere fact that such arguments are developed among enthusiasts

that add to the power and interest of the sport. It would be wonderful if a lecture series involving men like Chip Foose and Paul Russell could be created to enhance and expand the issue of collector cars.

For most of you, Foose and Russell need no introduction. Foose is essentially a hot-rodder. He's a

Santa Barbara, California, kid who grew up with the notion of taking a normal automobile and making it faster and flashier both inside and out. A graduate of Art Center College of Design in Pasadena, California, he worked for Stehrenberger Design and Baker Sportronics and then created show cars for a number of big-name Hollywood films, including *Blade Runner*, *RoboCop* and *Gone in 60 Seconds*.

In 1990, Foose became a protégé of the late Boyd Coddington, and eventually became president of Coddington's company, Hot Rods by Boyd. In 1998, Foose went on to form his own company, Foose Design, and has since become, arguably, the most celebrated man in the business. He's now the star of the hit TV show *Overhaulin'* on TLC.

Russell, meanwhile, is the consummate restorer. Based in Essex, Massachusetts, he has touched some of the world's most exclusive automobiles. A longtime specialist in Mercedes 300 SL Gullwing restorations, he has also worked on many rare Ferraris, Alfas and Bugattis. In his 30 years in the business, Russell has garnered numerous Best of Show awards at the crème of the concours, such as the Louis Vuitton Classic, Amelia Island, Palm Beach Cavallino Classic, Meadow Brook and Pebble Beach.

Although I had geared up for a certain amount of dissension between Foose and Russell's design differences, they both unquestionably believe that each other's contributions help keep automobile enthusiasm alive.

It took Foose, Doug Peterson and the Foose Design crew members six years to transform a 1935 Chevrolet Master Two-Door Sedan from a color study sketch to the award-winning "Grandmaster."



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In a world in which differing philosophies often breed contempt and personal attacks, it was refreshing to interview two gentlemen who acknowledge their differences while showing respect and enthusiasm for the other's achievements.

## DIFFERENT ERAS, DIFFERENT STYLES

Power and speed are basic elements of design within the exciting world of the Southern California hot rod scene. Many of the cars Foose plays with were built for "drag racing" and high-speed runs on Muroc and the Bonneville Salt Flats.

Foose Design does everything from traditional street rods to resto rods, customs and makeovers of many current models. It's based on what a customer wants — and is willing to pay for.

I asked Foose what attracts his customers. Was it an investment, like the stock market, or was it mad money that went for the car of their dreams? "An investment," he says. "But it's something they



sees the car they know whose it is. There's an identity to the vehicle."

In many ways Russell has a more difficult job than Foose, because he must, if possible, restore or recreate ancient bits for engines and chassis that have long since disappeared.

Russell began his career with a love of mechanical parts and repairs. While in college, he talked his

"In Chip's world, there are no constraints," Russell says. "You can use your imagination ... taking inspiration from previous designers into a more modern interpretation. In ours, creativity is more directed at problem solving."

For example, if the engine block of a rare Ferrari or Alfa is cracked, Russell must either repair it or find another, while Foose is open to planting another fresh crate motor in the bay of a hot rod. On the other hand, Russell's customers are probably not going to use the car for competition or high speeds other than an occasional historic rally, while Foose's want to tear up the track as soon as the project is finished.

While Foose has a clean slate and can do whatever he wants with a car, Russell's efforts are much more tightly defined. As an example, Russell recently restored a rare and highly valuable Alfa Romeo 8C2900, a mid-1930s sports car that ran in the famed Mille Miglia around Italy in 1938 immediately after it had been produced. This machine is one of a handful of competition 2900 Alfas on earth and had to be reproduced as authentically as possible, as opposed to creating a "hot-rodded" version.

"The changes to the car started when it was only a few months old," Russell says. "But our view is that there is a certain point in time when the car shined most brightly. We did our sort of research and we came up with photographs of the day the car arrived before the Mille Miglia."

Russell's pursuit of historical accuracy is legendary and his attention to detail is spot on. When you think about his effort with the aforementioned Alfa Romeo, it is truly amazing that a car survived, not only the war surplus period, but also the postwar period, when every man and woman wanted a new car and thousands of classics were dumped into the



Russell performed a complete restoration on this one-of-a-kind 1930 Mercedes Benz SSK. Known as the "Count Trossi" car, it's taken Best of Show honors at the Pebble Beach Concours d'Elegance.

market and ultimately crushed. But we then must wonder how the great machine was hidden from the surplus metal searchers and was able to be refurbished and restored under the master hands of Russell.

## THE NOBLER PURSUIT?

In examining these two men and their automotive philosophies it's easy to ask who is right or wrong, whose pursuit is nobler. The answer is: Neither. They're each brilliant, like a master impressionist

painter and a master portrait artist. Skill is skill, no matter how it is applied. It's like comparing a professional quarterback to a 20-game-winning major league pitcher. Who's better? There's no way to tell.

The same is true with Russell and Foose. If you want a perfect restoration, think about Russell. If you're in play for a hot rod, Foose is your man. There is no way to compare them, save for their ability to deal with the tools of their trade.

The excitement and energy each brings to restoring or creating an automobile can be matched only by those who embrace the car's history and push the limits of technology and engineering. Whether you're a historical purist or a devout re-creationist, have fun with a collector car, but never forget the names "Foose" and "Russell."

Modify or restore: What's your opinion? E-mail your thoughts to [ideas@hagerty.com](mailto:ideas@hagerty.com).

"IN CHIP'S WORLD, THERE ARE NO CONSTRAINTS," **RUSSELL SAYS.**  
"IN OURS, CREATIVITY IS MORE DIRECTED AT PROBLEM SOLVING."

are passionate about. People come in who loved cars in high school and maybe they had a dream car back then, but they let that dream go to pursue a career. Now they have a successful business and want to pursue their other [dream]. Lots of times they will tell me about a car they really wanted to have and I'll expand on that.

"The way I look at it is, I don't want to spend my time and efforts building something you can get in a magazine. I want to do something that is unique and personalized to an owner, so if someone

way into a job as a mechanic trainee at a small independent repair shop. In 1978, after several other stops along the way, he purchased the restoration division of an independent Mercedes operation under the name of Gullwing Service Company.

He followed his instincts, worked with automobiles and fine-tuned his skills, focusing on high-quality restoration, while attracting clients like Ralph Lauren. While he views himself as a purist, he applauds automotive recreation as well. In fact, he sees "creativity in both endeavors."

*Black  
Chrome*



**CHROME  
PLATING**



*Gold*



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# Get SOCIAL

Where there are cars,  
there will be **CLUBS**.

••• by Colleen Egan

The day after the first horseless carriage was built, the second rolled off the line. You can bet shortly thereafter a race or show was held somewhere to prove who owned the best one. And it wasn't long after that the first car club was formed.

Today, there are thousands of car clubs around the world, all of which can significantly enrich your marque-owning experience. Whether you're seeking brotherhood, knowledge, parts, historical research, show-and-shine opportunities, social gatherings, road rallies, or just plain competition, there's a car club out there for you.

While the first car club, the American Automobile Association (aaa.com), was founded in 1902, the formation of the Antique Automobile Club of America (AACA) in 1935 is considered America's first club for vintage and historic vehicles.

Today, AACA (aaca.org) is an international organization, with members in all 50 states and in more than 50 countries worldwide. It provides organization for members with a mutual interest in the antique automobile hobby.

Regions and chapters support the interests of the members on a local basis. Direct participation is limited to AACA members. However, the public is encouraged to take an interest in the organized activities, meets and tours — including its famed Eastern Fall Meet held each October in Hershey, Pennsylvania.



**Clockwise from top: Microcars and minicars gather in Massachusetts; about 25 club members join for a tech session in Illinois; Corvette club members in Michigan; Jaguar and Alfa Romeo clubs on a joint rally.**

Clubs come in several varieties, including those that celebrate individual marques. Examples include the Porsche Club of America (pca.org) and the Vintage Chevrolet Club of America (vcca.org). Meanwhile, the Milestone Car Society (milestonecarsociety.org), the Classic Car Club of America (CCCCA) (classiccarclub.org) and Horseless Carriage Club of America (hcca.org) cover multiple marques.

Besides specialties, clubs vary in size as well. Some have just a few local members, while

others, like AACA, boast many chapters and thousands of members worldwide. Of course, if you can't find a club large or small enough to meet your needs, you can always consider starting your own.

Many clubs exist primarily for social purposes, but an increasing number have started producing their own restoration parts. Although British clubs, such as the Alvis Owner Club (www.alvisoc.org), have long been in the parts business, it's a new venture for most American clubs.

Gary Hoonsbeen, president of the Curved Dash Oldsmobile Club, says his club probably started this activity in the United States. "We were really the first American club to actively pursue vendors for parts and literature," he says. "If you want to work on one of these cars and you need a fender, you have to make it. Not many of these parts are lying around in junkyards anymore. We're finding ways to keep these cars running, and we do it by mutually communicating and working together."



Right: Members of a British car club at a technical session. Opposite: Jaguar enthusiasts wait to get on track for a club parade in Florida.

Considering that the per unit cost of anything from a crankshaft to a brake drum can quickly plummet as volumes increase, parts sourcing is a terrific service for a club to offer its members.

### FIND YOUR PASSION

Not all clubs require you to already own one of their featured cars. Just pay the membership fee, get the newsletter, attend club meetings and enjoy the fellowship and fun. Sometimes it's even a good idea to join a club first as a way to learn more about a car you are interested in owning.

The best place to research clubs is online, including hagerty.com, where you can refer to the club directory in the Resource Directory. Use your favorite search engine to find local and national clubs, as well as cyber-based clubs that can provide forums or blogs for members to share technical info, used-car listings, supplier contacts and more.

Many sites offer podcasts, photo galleries, videos, e-mail lists and their own online newsletters — all of which are member supported. Some clubs are organized exclusively online, such as the MGA Twin Cam Enthusiasts e-mail discussion group (mgatwincam.homestead.com/).



FOOTHILLS BRITISH CAR CLUB

## ONCE YOU JOIN A CLUB, JUMP IN WITH BOTH FEET. THERE'S MORE TO THE EXPERIENCE THAN JUST ATTENDING MEETINGS OR ANNUAL MEETS.

### MAKE YOUR CHOICE

So you've chosen your brand, your model and perhaps even have the car — now you're ready to join a club.

Expect membership rates to be annual and range from \$10 to \$50 a year. Some clubs, including the National Council of Corvette Clubs (NCCC) (corvettesnccc.org), provide for memberships on both the local and national levels. NCCC clubs compete for points on a national level and have shows and events across the country.

Most clubs don't require dual memberships, although members of CCCA, the North American MGA Register (namgar.com) and other clubs are encouraged to become involved at their local level.

Registries, an interesting and recent phenomenon, exist mostly to document the history and current ownership of certain specialty cars by VIN or chassis number. Model-specific registries focus on finding the cars and documenting ownership and race history using images and text. They also assist with purchase, maintenance

and proper restoration, and can assist with establishing provenance of specialty cars and spotting fakes before you buy. Good examples include the Chevrolet Corvette Pace Car Registry (pacecarregistry.com) or the Type 34 Karmann Ghia Registry (type34.org).

Once you join a club, jump in with both feet. There's more to the experience than just attending monthly meetings or annual meets. Consider volunteering to work on a newsletter, manage a club Web site, run the yearly car show, plan social events or even join the board.

## CAR CLUB CENTRAL



**THERE WAS A** time when every club was on its own to find liability insurance as well as to create show and judging guidelines, ballots and press releases. Chapters of national clubs often benefited from the efforts of the parent organizations, but independent

groups were left to their own devices.

Today, Hagerty Car Club Central — a new resource for all clubs, large or small — can do the heavy lifting for you.

This online tool is accessible by logging on to hagerty.com and selecting "The Car Club Central" link. It currently offers information on club liability insurance products, downloadable event support materials, downloadable articles and pamphlets.

Future additions will include tips on how to set an agenda and new sections, such as one on how to build club membership.

"We sought to assemble a comprehensive resource for car clubs that offers everything from information on how to help a club grow to an article on how to run a rally or car show," Hagerty's Bob DeKorne says.

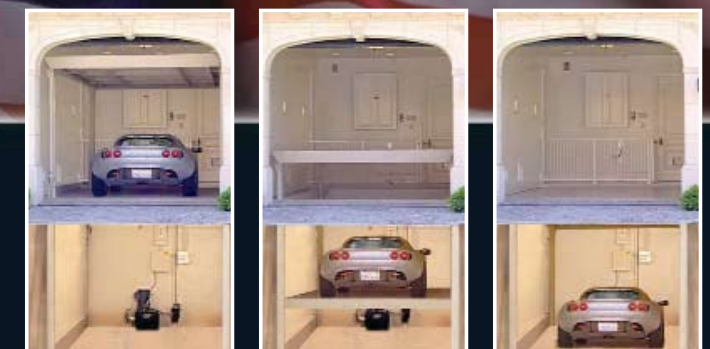
He adds that everything from press release templates and meeting agendas to car show display cards are available online and can be downloaded for free any time. "Handouts for meetings or for shows can be requested online, too," DeKorne says. "Additional materials subject to availability include Hagerty bags, pens, magnets, pads and 'do not touch' stickers. Clubs also can request that a Hagerty Agent or representative attend a meeting or show and make a presentation."

Visit hagerty.com/carclubcentral to learn more about the many pamphlets, articles and other benefits that Hagerty Car Club Central has to offer.

SOUTH FLORIDA JAGUAR CLUB



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# HITCH YOUR RIDE

How to choose a trailer that's right for you.

••• By Jonathan A. Stein



Enclosed trailers, like this one by Featherlite, provide excellent protection for your car. Bottom: An open aluminum trailer from Trailex.

COURTESY OF FEATHERLITE

**THE WHOLE POINT** of having an old car is to drive it, but there are times when trailering is a must.

Trailers are constructed of steel or aluminum, and can be open or closed. Steel trailers are sturdy and moderately priced, although they are heavy (about 1,000 pounds more than aluminum) and can rust. Aluminum trailers are lighter and don't corrode as much.

Cars are easier to tie down on an open trailer and can be inspected while traveling. However, an enclosed trailer protects its contents better and can provide year-round storage.

Either electric or surge brakes handle stopping duties. Electric brakes are mated to a controller unit installed in the tow vehicle and are triggered by the foot brake. Surge brakes use a master cylinder activated when the trailer "surges" forward against the hitch under deceleration.

Single-axle trailers are available, but dual axles offer greater load capacity and increased safety in the event of a tire or bearing failure. Single-axle trailers are generally best left for utility use.

When looking for a tow vehicle, it's important to check the manufacturer's maximum towing capacity and to purchase a towing package, including a transmission oil cooler. Exceed the towing capacity of the vehicle and the manufacturer will void the

warranty. To find out more about which vehicles hold up best for towing, check out an online forum, such as [rv.net/forum](http://rv.net/forum) or [coloradok5.com/forums](http://coloradok5.com/forums).

Bumper pull hitches come in various classes, rated by weight capacity. Gooseneck hitches have a higher capacity and use a ball mounted in the truck bed, while the strongest hitch of all uses a bed-mounted fifth wheel.

Like vehicles operated on public roads, car trailers need to be registered. The trailer is automatically covered under a standard automobile policy for liability. Physical damage coverage for trailers is available through most automobile insurance agents.

Prices can start at less than \$4,000 for an open steel trailer and soar to more than \$30,000 for an enclosed aluminum car hauler. With so many options and such a wide range of prices, it's important to research trailers and tow vehicles carefully and talk to a variety of knowledgeable dealers and friends before committing to a purchase.

For more information about trailering and trailer safety, go to [hagerty.com/NewsStand/freebies.aspx](http://hagerty.com/NewsStand/freebies.aspx) to download the Hagerty Plus *Towing and Trailering Basics* pamphlet.

## Trailer Sources

**CarMate**  
800-733-8856  
[carmatetrailers.com](http://carmatetrailers.com)

**Featherlite**  
800-800-1230  
[fthr.com](http://fthr.com)

**Tommy's Trailers**  
800-889-7785  
[tommytrailers.com](http://tommytrailers.com)

**Trailex**  
800-282-5042  
[trailex.com](http://trailex.com)

**Wells Cargo**  
800-348-7553  
[wellscargo.com](http://wellscargo.com)

**Mac's Custom Tie-Downs**  
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[macscustomtiedowns.com](http://macscustomtiedowns.com)

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COURTESY OF TRAILEX

## COLLECTOR ESSENTIALS

Looking for products to help you maintain and enjoy your collector car? Let the Hagerty's Gear Guide help. Here are a few items you might find useful:

### GET CHARGED

Deltran's Battery Tender Plus ([batterytender.com](http://batterytender.com) or 386-736-7900) fully charges a battery and maintains it at proper storage voltage without the damaging effects caused by trickle chargers. The 1.25-amp battery charger also includes a quick-connect harness for hard-to-reach areas. Choose between 6-volt and 12-volt models, which sell for \$59.95 each.



### RISE OF THE CORVETTE

In his new book, *Mike Yager's Corvette Bible*, author Mike Yager, past chairman of the National Corvette Museum, takes readers through Corvette's 56-year history. The 302-page book combines historical and production information with 400 photos, a year-by-year model review and exclusive author observations. It's available for \$24.99 through Mid America Motorworks ([mamotorworks.com/corvette](http://mamotorworks.com/corvette) or 800-500-1500).

### GO AHEAD AND PRY

All 10 pieces in this Pro Nylon Pry Tool Kit from Eastwood ([eastwoodco.com](http://eastwoodco.com) or 800-343-9353) are made from strong glass-filled nylon and provide versatility in removing trim, emblems and other disassembly work without damage to surface finishes. It's available for \$39.99.

JOE VAUGHN

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This 1938 Minneapolis Moline UDLX is the cornerstone of Chuck and Diane Schneider's tractor collection.

A.J. MUELLER

# The Go-to-Town Tractor

The '38 Minneapolis Moline UDLX offered luxury like no other tractor.

••• By Paul Stebleton

**ACCORDING TO MARKET** research commissioned by the Minneapolis Moline Power Implement Company in the late 1930s, farmers wanted a hybrid tractor design that melded the technology and comfort of a car with the strength and durability of a tractor.

The company's resulting product, known as the Comfortactor, weighed in at more than 6,400 pounds and reached speeds of 40 mph on the open road with its Moline-built, four-cylinder, 283-cubic-inch motor and modified five-speed transmission — although braking at that speed (handled by the rear wheels) was somewhat limited.

In the field it could deliver an impressive 40–45 horsepower at the drawbar. Commonly referred to as the UDLX, it boasted several industry firsts, including an enclosed cab, radio, heater, windshield wiper and headlights.

Minneapolis Moline hoped the stylish looks, versatility and innovative features would strengthen its position in the industry. But the tractor's many features and enhanced

comfort were not enough to overcome its hefty \$1,900 price tag, which was close to that of a car and tractor combined.

The company's vision of replacing the tractor and car on the family farm with one Comfortactor was shortsighted in depression-era America. Production began in 1938 and ceased by November of that year. The remaining unsold tractors from a production run of only 150 (125 UDLX with a cab, 25 UDLX without a cab) were shipped back to Hopkins, Minnesota, where they were refitted as standard U-model tractors and sold at reduced prices.

The Minneapolis Moline UDLX owned by tractor collectors Chuck and Diane Schneider of Lapeer, Michigan, was sold new in Minot, North Dakota, and earned its keep in the state's dusty fields. After retirement, the son-in-law of the original owner restored it and put it in his airplane hangar, where it remained for 20 years. The Schneiders were on the lookout for a UDLX when a friend tipped them off about its location.

Now the cornerstone of the Schneider's 100-plus tractor collection, it is one of fewer than 30 believed to have survived. Of that number, only half may be in fully restored running condition.

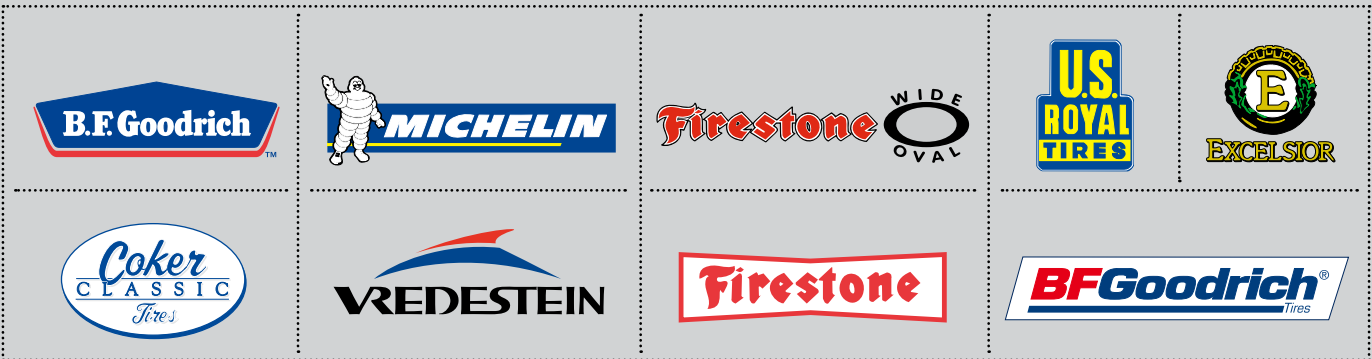
Since acquiring the UDLX, Chuck has restored two others he owns, including an open-cab model that is even rarer than the cab model. He confirms some parts came from cars from the period, which supports the rumors that, during development, various vehicle parts were used to give the UDLX its car-like appearance.

At auction, UDLX prices have skyrocketed as collectors rush to buy up the few remaining tractors available in restorable condition.

The Schneiders show their UDLX at many events — and the tractor draws the same looks of astonishment it did at its debut in front of 12,000 farmers at the Minneapolis Moline plant on a rainy day back in 1938.

— Paul Stebleton is Hagerty's resident tractor expert.

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January 1, 2008

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