

Hagerty's

FUEL FOR THE MOTORING LIFESTYLE

VOLUME 5, ISSUE 1 | SPRING 2010

Inside

**SPRING DETAILING SECRETS FROM A PRO
BEST AUTO DESTINATIONS BY MOUSE
STATE OF THE HOBBY 2010**



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Mustang,
Sting Ray and
E-Type Jag
live up to their
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A WORD FROM McKEEL

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Testing your metal and our mettle

McKeel Hagerty addresses owners who came to Russo and Steele to inspect their cars.

THOSE OF US who live in colder climates may not be able to drive our cars much in the winter, but we sure can dream about driving iconic cars like the Jaguar E-Type, Split-Window Corvette and early Mustang featured in this issue and see whether they live up to their legends. It's also a great time to get expert detailing advice from noted concours preparer Tim McNair and see what happened at the Arizona auctions.

The events of auction week 2010 have already been dubbed "Desert Storm," with torrential rains, flash flooding and blustery winds. Some wonderful cars came to market and some records were set, including \$3.74 million for a Jaguar D-Type and almost four inches of rainfall during the week. It was also a great year for reminding many collector car owners of the importance of good insurance.

Thursday afternoon, fierce winds took down several tents at the Silver auction and caused worry at Barrett-Jackson. But Russo and Steele felt the brunt. One tent was blown away and another partially collapsed. Miraculously, there was just one injury, although hundreds of people were on hand.

Due to safety issues, owners didn't get to see the damage to their cars until early Saturday morning when the auction site was reopened. As owners entered the auction arena, the Hagerty team was on hand to help them document damage and prepare for the claim process, whether they were clients or not.

We fielded many questions: Is the sale valid? Does my insurance or the new owner's insurance apply? Can I sell my car damaged? If I do, who gets the insurance check? The answers to most of these questions depend on the terms in the consignment contract, insurance policy or local laws.

Quite a few car owners learned the hard way that they really needed insurance up to the moment a sale is completed, according to state law. Those without insurance had their own set of concerns, including questions about liability for the auction and tent companies.

Although we were very sad to see the damage to the cars and the setback experienced by our friends at Russo and Steele, we're proud of our efforts and that we ran to the storm, not away from it.

McKeel Hagerty

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Driving the Dreams

There's been a lot written about the style and historical significance of the 1963 Corvette Sting Ray, 1965 Jaguar XKE Coupe and 1966 Ford Mustang. But do these icons handle as slick as they look? Author Ezra Dyer takes to the roads of Traverse City, Michigan, to find out. (Bet you wish you were him.)

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Higher Hopes in 2010

Six hobby heavyweights — David Gooding, Don Williams, Corky Coker, Bruce Meyer, McKeel Hagerty and Steve Moskowitz — offer their market predictions for the coming year. And you can breathe a sigh of relief; the news is actually pretty good.

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Tim's Prep School

Anything less than perfection isn't good enough for famed detailer Tim McNair. We spent the day watching him in action, and got him to spill on how we amateurs can get our old rides looking show ready for spring driving.

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Your Computer Might Be Your Best Tool

You're probably familiar with big names like craigslist, eBay Motors and Wikipedia. But we've found seven must-see sites for any enthusiast looking to buy, sell or just simply enhance their collector car knowledge.

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SHOWS AND TOURS AND RALLIES! OH, MY!



DENIS TANNEY

With spring coming fast, it's time to pull out your calendar and plan the events to attend in the next few months.

1 GREENWICH CONCOURS

GREENWICH, CONNECTICUT

On June 5–6, Roger Sherman Baldwin Park in Greenwich will be filled with some of the finest automobiles in the country. Thanks to its location on the water, the automobile displays will be punctuated with a three-day regatta of America's Cup 12-meter class yachts. The

event, which is about to enter its 16th year, is really two concours in one: Saturday's Concours Americana devoted entirely to the domestically built automobiles and Sunday's display, dubbed Concours International, which includes only imported machines.

In addition to the many classics, brass, sports and racing cars on display, there will

be extensive displays of automotive art and books, new cars from a variety of marques, and a Bonhams auction of automobilia and motorcars. As with every previous Greenwich Concours, the international relief organization AmeriCares is the benefiting charity. For more information, go to greenwichconcours.com.



The Greenwich Concours (opposite) and Keels & Wheels Concours (top left) are prime places to admire vintage vehicles this spring, while the Black Hills Overdrive (top right) and Coasters Tour (above three) events give you reason to get out and enjoy your classic ride.

2 KEELS & WHEELS CONCOURS D'ELEGANCE

SEABROOK, TEXAS

The largest boat/car event of its kind, Keels & Wheels will be held in beautiful Seabrook, Texas, May 1–2. Last year, the event attracted more than 13,000 spectators to the Gulf Coast of Texas to see more than 200 vintage vehicles plus an additional 74 wooden boats. Visit keels-wheels.com for details.

3 BLACK HILLS OVERDRIVE

SOUTH DAKOTA

If you've never visited South Dakota, you've missed driving on some of this nation's best roads. The Needles Highway, Iron Mountain Road and the Spearfish Canyon Scenic Byway are favorites of knowledgeable drivers. They also play an essential part in this rally, which is open to all kinds of cars, but especially welcomes street rods, muscle cars and specialty vehicles. The area is well

known to millions of bikers who ride in for the infamous Bike Week in Sturgis. Months before the hogs show up, you can run the same roads during the Black Hills Overdrive event, June 10–13. See bhoverdrive.com for more information.

4 2010 COASTERS TOUR

NEWFOUNDLAND TO BRITISH COLUMBIA

Ever had the hankering to drive your old machine across Canada, but the thought of doing it alone seems too risky? Set aside July 7–August 22 to join the 2010 Coasters Tour, which promises magnificent scenery and safety in numbers. According to the organizers, the two essential requirements are that you have a collector vehicle that is at least 25 years old and that you're up for strenuous socializing. The tour is filling up fast, but there are still limited openings for motorists wishing to participate. For more information, go to coasters2010.com.



Hagerty's Grand Tour of Britain

There's still time to sign up for Hagerty's Grand Tour of Britain September 12–22. The trip will include visits to some of England's most fascinating automotive sites, including the British Motor Industry Heritage Motor Centre, the Rolls-Royce and Morgan factories, and the Goodwood Revival vintage race meeting. For more info, go to hagerty.com/grandtour, e-mail GrandTour@hagerty.com or call 800-556-7896 ext. 7357.

GREAT READS FOR THE SPRING

There's no shortage of new books about racing, great automobiles and motoring icons. Here's a look at three new volumes that really caught our attention.



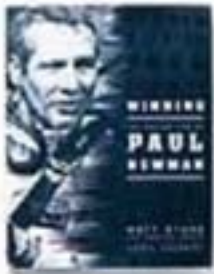
Shelby: Cobras, Mustangs, and Super Snakes

In a few short years, Colin Comer has emerged as a leading voice when it comes to muscle cars and other high-performance American machines. With the inside advantage of owning both a Shelby Cobra and a GT350 Shelby Mustang, he's in a unique position to study and write about all the products to receive the Shelby touch. This large and handsome volume begins with the cars Carroll Shelby competed in as a driver and then addresses all variations of the Cobras, Mustangs, GT40s, Vipers and other vehicles either built or modified by Shelby or Shelby American. Packed with great vintage images (and much current color photography), it's perfect for anyone with an interest in great American sports and racing cars. \$45, motorbooks.com



Cars: Freedom, Style, Sex, Power, Motion, Colour, Everything

Author Stephen Bayley writes, "This is not a book about cars." That's like saying *Playboy* is not a magazine about naked women. For 384 pages, there are few words, but they're well chosen. The book focuses on the impact of a seemingly random assortment of 86 cars on culture. What's missing is the pretentious edge of environmentalism, socialism or other "–isms." Tif Hunter's striking images are similarly unpretentious, figuratively stripping the cars to present them without the influences of color or backgrounds. \$65, amazon.com



Winning: The Racing Life of Paul Newman

Despite his fame, actor Paul Newman tried to lead as private a life as possible. Much of what he did away from Hollywood involved motorsport. Although he started racing late in life, he quickly advanced to be a skilled professional. This portrait of Newman by Matt Stone and Preston Lerner uses race reports, results and photos to chronicle his driving career. It also relies heavily on testimonials of friends and fellow racers to paint a picture of Newman the man. \$30, motorbooks.com



Celebrate four decades of the Z-Car (including the 1973 Datsun 240Z shown here) at ZCON 2010.

Z-CAR TURNS 40

Forty years ago, on October 22, 1969, the Datsun 240Z arrived in North America as a 1970 model. Things were so different then. Chevy was pushing Rat-powered Chevelles and Chrysler offered its "Elephant" 426 cid Hemi in more cars than ever. Traditional sports cars came from England or Germany and were expensive, unreliable and fragile. The 240Z burst on the scene as a fresh revelation — an affordable sports car that could be driven every day and was accessible to anyone with the \$3,626 base price. The original Z sported 150 horsepower from a 2.4-liter in-line six-cylinder engine and clocked the quarter-mile in 17.1 seconds at 84.5 mph. In contrast, today's 350Z boasts 332 horsepower from a 3.7-liter V-6 that delivers mid 13-second quarters at more than 106 mph. The Z Car Club Association will be celebrating 40 years of the Z-Car at ZCON 2010 in Nashville, Tennessee, from July 28 to August 1. For more information, go to zcon2010.com.



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Hagerty bags tote gear in Tanzania (top left), the Himalayas (top right), at the Bristol Classic Car Show in the United Kingdom (above left) and with the White Caps motorcycle stunt team at Harewood House in the United Kingdom (above right).



Where the Hag Are You?

THOSE HANDY black Hagerty bags turn up in the strangest places, like in the Himalayas or with the Royal Signal Corps' "White Helmets" at Harewood House in the U.K. Have you been somewhere exotic or exciting with your Hagerty bag? Send photos of you and your Hagerty bag to hagbag@hagerty.com and you'll be entered in a juried competition to pick quarterly winners and the top submission of the year. One or two top entries will appear in each issue. The competition rules and the rest of the "Where the Hag Are You?" entries may be seen at hagerty.com/bags.



PRACTICE WHAT YOU PREACH

How does Hagerty help its employees better understand the hobby they serve? By giving them a project car! After a Ford Model A was determined to be an ideal starter project, this 1930 Ford Model A Roadster was purchased from a Hagerty client in northern Michigan. During Michigan's long winter, the Hagerty employee volunteers — drawn primarily from the Sales & Service Department — worked on the old Ford, learning various restoration skills. We'll bring you news of the car's progress in an upcoming issue. When complete, the Model A will become part of the Hagerty collection.



Drive like the MAD MEN

The AMC award-winning drama *Mad Men* chronicles the New York advertising culture of the 1960s. With the program's incredible popularity, *Mad Men*-style clothing, cocktail parties and even period appliances have taken off. Now Hagerty has picked its 10 favorite cars of the *Mad Men* era:

- 1 | 1963 BUICK RIVIERA
- 2 | 1963 CORVETTE STING RAY
- 3 | 1961-1963 FORD THUNDERBIRD
- 4 | 1961-1963 LINCOLN CONTINENTAL
- 5 | 1961 CHRYSLER 300G
- 6 | 1963 STUDEBAKER AVANTI
- 7 | 1962-1963 CADILLAC COUPE DE VILLE
- 8 | 1962-1964 STUDEBAKER GRAN TURISMO HAWK
- 9 | 1963 BUICK ELECTRA 225
- 10 | 1963 FORD GALAXIE XL CONVERTIBLE

These cars represent the high-water mark in postwar American design. For the full story on why these cars made our list, go to hagerty.com/MadMen.

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Beyond the Page
Hagerty.com offers many features supporting our current issue, but you'll also find news from the Amelia Island Concours and auctions, a price index of collectible Pontiac GTOs and Hagerty's list of "Threatened, Endangered and Extinct" cars. Enjoy surfing the Web and checking out various social networking sites? Become a Hagerty fan on Facebook (facebook.com/hagertyinsurance) and Twitter (twitter.com/hagertyguy), and find great video content at youtube.com/user/hagertyknowsclassics.

Potential Regulations Chilling Hobby Up North
The Canadian Leaded Fuel Lobby is expected to mount its second campaign to prevent the outright banning of leaded racing fuels in the country. Attempts by the Canadian federal government to totally forbid the use of lacquer and enamel paints by average automotive enthusiasts also are currently being fought. The outcome of these government initiatives could limit motorsports in Canada and restrict Canadians' ability to paint their own cars. Visit naacc.ca for updates.

Collectors Foundation Grants for 2009
Last year, more than \$288,000 in new and preexisting multiyear grants were awarded to automobile and boat museums; post-secondary schools providing certificate or degree programs in restoration technology, design, rod and custom building; and high schools introducing restoration technology into their auto tech programs. For more info, or to make a donation, go to collectorsfoundation.org.

CORRECTION
In the Winter 2009 issue, the vehicle McKeel Hagerty is driving on page 3 is a 1954 Arnolt Aston Martin DB 2/4 and the phone number for Alfus Unlimited listed on page 27 should be 860-542-2599.

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A 1960 Ferrari 250 GT Pininfarina Series II went for \$797,500 at Russo and Steele before sales were halted when severe storms blew down tents and damaged scores of vehicles.



BLAIR BUNTING (2)



ARIZONA AUCTION ACTION

MOST JANUARYS, the big talk in Arizona is record prices and attendance. This year, it was the weather. Heavy rains and high winds took down tents at Silver and Russo and Steele. Although damage was minimal at Silver, there was one injury and damage to cars at Russo and Steele. Here's a recap of how all the auctions fared.

RUSSO AND STEELE

With a selection of muscle, postwar American, customs, resto rods and sports cars, the mood at Russo and Steele was optimistic. However, everything stopped when high winds blew down two tents on Thursday. After the site was made safe and owners inspected their vehicles, cars returned to the auction block on Sunday and Monday.

Total Sales: Not available at press time
High Sale: 1960 Ferrari 250 GT Pininfarina Series II, \$797,500 (as of Thursday, January 21)
Low Sale: Not available at press time
Percentage Sold: Not available at press time



BARRETT-JACKSON

When most people think of the January auctions, they think Barrett-Jackson. This no-reserve auction is best known for muscle and other postwar machines, although for 2010 there were more light trucks than ever.

Total Sales: \$68 million
High Sale: 1929 Hamilton Metalplane H47, \$671,000
Low Sale: 1995 Ford Thunderbird two-door Custom Coupe, \$1,650
Percentage Sold: 100%



GOODING & COMPANY

Gooding again proved it's the auction house to watch. Each of its 125 lots was superb, and its two tents were positively packed with sports cars and classics, as well as some fine muscle and '50s American cars.

Total Sales: \$33.9 million
High Sale: 1956 Jaguar D-Type, \$3.4 million
Low Sale: 1984 Rolls-Royce Camargue, \$35,200
Percentage Sold: 91%



KRUSE

Kruse launched the week with a two-day sale at its new Glendale venue. Weather was not a factor, but attendance was low. Most lots still moved, but at modest prices. Two Duesenbergs joined many lackluster cars.

Total Sales: \$2.2 million
High Sale: 1935 Duesenberg JN Rollston Convertible Sedan, \$792,000
Low Sale: 1979 Lincoln Mk V, \$1,100
Percentage Sold: 88%



RM

RM's Phoenix auction opened Thursday with an all-British sale and a full house. First-night results were strong, but so, too, were second-day sales, which included RM's usual mix of classics, sports and special interest automobiles.

Total Sales: \$19.6 million
High Sale: 1963 Aston Martin DB4 GT, \$1 million
Low Sale: 1973 Austin Mini Moke, \$12,100
Percentage Sold: 89%



SILVER

Silver consistently consigns the most affordable cars in Arizona — and 2010 was no exception. Postwar American cars, many of which were street rods or mild customs and resto rods, dominated the field of 374 vehicles.

Total Sales: \$4.1 million
High Sale: 2004 Maybach Limousine, \$180,000
Low Sale: 1960 Nash Rambler, \$3,000
Percentage Sold: 60%



A TRIP FOR CAR GUYS, BY CAR GUYS

Hagerty invites you to join an exclusive group of like-minded individuals on a trip into the world of British motorcars, Sept. 12-22, 2010. You'll get an insider's view of the country's finest automakers, restorers, museums and historic sites, culminating with two days at the "Greatest Motoring Event in the World," the legendary Goodwood Revival and Festival of Speed.

Let's experience history together. For more information or to register, call Academic Travel Abroad at **800-556-7896, ext. 7357**, or visit www.hagerty.com/grandtour.



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Window treatments

How to assess and resolve windshield and side glass issues. BY DON SHERMAN



JAMES HAEFNER (2)

It offers enhanced impact resistance, and prevents flying shards in the event of breakage.

Heating and rapidly cooling glass increases its strength by a factor of four. The resulting tempered glass breaks into small granules — which is ideal for side and rear windows, but the loss of transparency and containment capability with fracture mean that it's not suitable for windshields.

To find replacement glass, check with long-standing car dealers. Local glass installers often can locate obscure windshields through their warehouse network. Next, try the marque-specific suppliers — Corvette Central, Danchuk, Thunderbird Headquarters — you tap for trim, chassis and engine parts. Still not satisfied? Then contact the resources listed here, some of which can exercise their global reach.

If that fails, get in touch with Metalcrafters Glass. This enterprise — which regularly molds windshields for concepts and exotic customs — will tackle your tough assignment, but plan on spending up to \$10,000 for a one-off.

Last, a note about markings: The essential DOT insignia followed by a number reveals who manufactured the windshield in compliance with current safety regulations. Some states require the DOT marking for registration. Some suppliers also can replicate those original date codes appreciated by picky car show judges.

Thinking about replacing your car's glass yourself? Know that those hard-to-find windshields and windows break very easily, so installation may best be left to professionals.

When it comes to cracked windshields, your only option is to replace. But leave installation to the professionals because they can easily break.

Modern autos are equipped with two types of glass: safety (windshields) and tempered (side windows). Safety plate glass — which Ford began installing in 1927 — consists of two layers of glass sandwiching a clear layer of polyvinyl butyral (plastic).

To see a more extensive list of glass suppliers, go to hagerty.com/replacementglass.



Metalcrafters Glass
714-444-2000
metalcrafters.com

O.E.M. Glass
800-283-2122
oemglass.net

Pilkington Classics
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See HarborFreightusa.com/hagertymag for additional SUPER COUPONS

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Periodically taking your collector car for a spin actually will help extend its life by staving off the effects of inactivity.

If you store your old car, or only use it very sparingly (say once or twice a year), it will suffer mechanically, especially if it's kept in unheated, un-air-conditioned or damp quarters. Tires will stretch, soften, crack and rot, gaskets will deteriorate, brake linings can fracture, corrosive fuel and antifreeze eat their way through rubber and vinyl, and most unprotected metal will inexorably rust. Plus, upholstery can be adversely affected by mold, sunlight, insects and rodents.

Sure, all this can happen even if you do drive your car, but you can stave off many of the adverse effects of inactivity by periodically starting and driving your car.

By doing so, tire wear is distributed more evenly, and the flattening effect of an automobile resting on four small contact patches is reduced. Intense heat and circulating lubricants from proper engine operation can actually extend gasket life, help remove harmful deposits and ensure key components are working. Fresh fuel helps clean carburetors and fuel lines. Aftermarket oil and gasoline additives and fuel stabilizers — such as Marvel Mystery Oil, Cam-shield, PHASEGUARD4, SEA FOAM Motor Treatment and STA-BIL — can help reduce component wear, improve lubrication and lessen harmful effects from today's fuels.

Bob Ensign of Ensign Restoration Services in Albany, New York, says it's important to keep today's fuels flowing. "If you get your old car up to operating temperature for at least 30 minutes, the engine will burn off most impurities," he adds. He recommends driving old cars at least every two months, so long as roads are free of salt and other winter chemicals.

Dave Polson of Autowerkes Inc. in Glenwillow, Ohio, which stores and transports vintage cars, goes by the "GTB" — or gas, tires and batteries — axiom. "Oil companies are constantly meddling with fuel mixtures, and many states require up to 10-percent ethanol content," he says. "Unless you use racing gasoline, such as Sunoco's high-octane CAM2, current fuels are so unstable they can go bad in as little as two months." As a

result, Polson and other experts recommend using fuel stabilizers.

Polson also suggests over-inflating the tires. "I pump them up to 40 or 45 psi," Polson says. "This way, the car's weight isn't flattening steel belts or stretching bias-plyes when they lose pressure from sitting."

But the simplest advice? Properly driving your old car will help more than it will hurt. "Remember, driving these old cars is a lot of fun," Ensign says. "That's why we collect them."

CAROL GOULD (3)

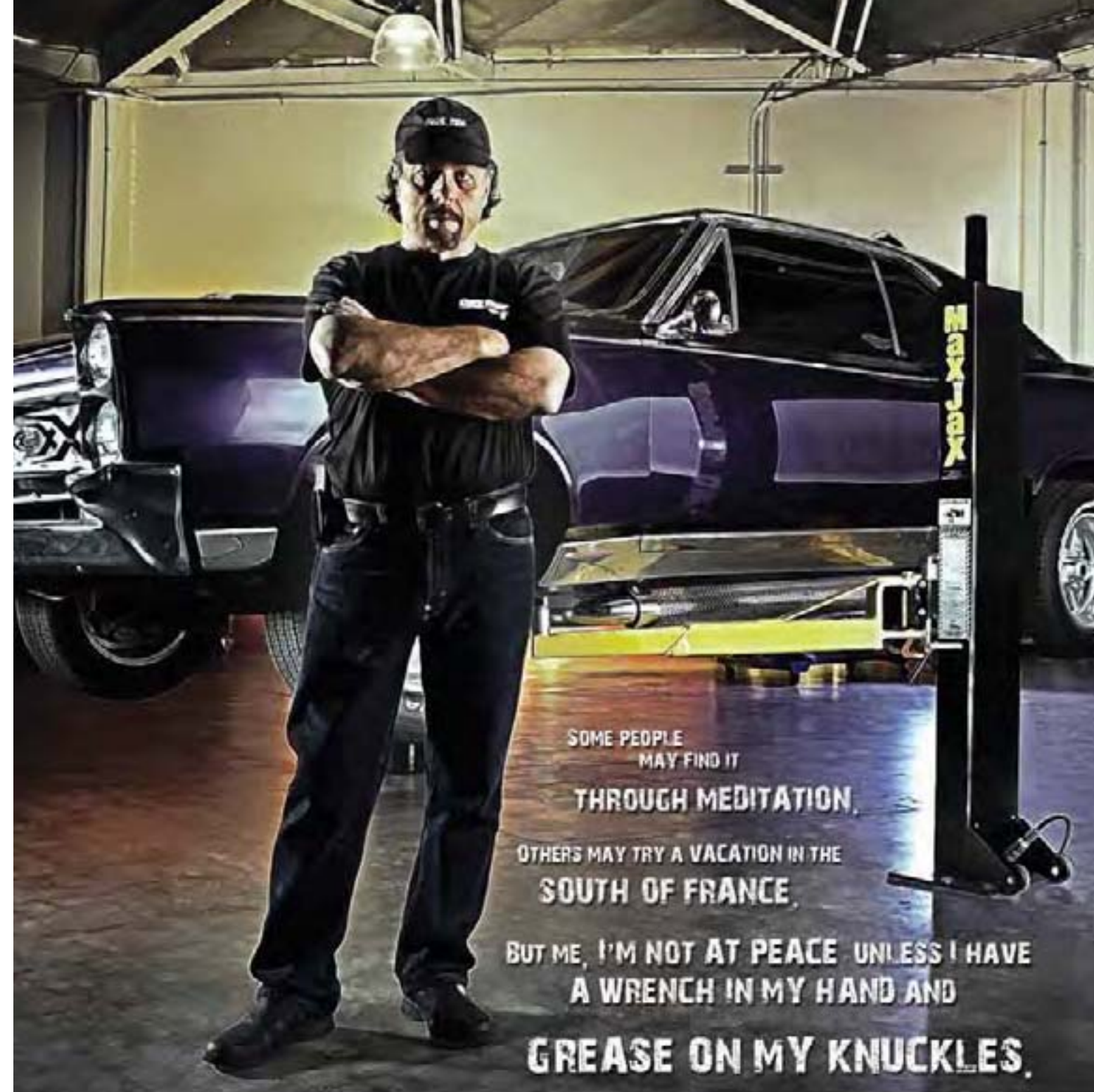


Use it or lose it

Turns out driving your collector car may actually be the easiest way to preserve it. BY KEN GROSS

WHILE SPRING is a prime time for collector car owners to hit the road, would you believe there are enthusiasts who actually choose to leave their old rides parked?

Some can't bear to get their precious collectibles dirty, others don't want to add miles to low odometer readings and a few own so many that they can't drive them all. But these efforts to preserve could be doing more harm than good.



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Above: Famed fabricator and automotive engineer, Eddie Paul trusts Dannmar equipment on his specialty builds.

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THE FAMILY JEWELS

One-hundred point restorations are breathtaking, but for some collectors unrestored vehicles are even better. BY JOHN L. STEIN

1955 CHEVROLET BEL AIR SEDAN

After owning several Chevys, Californian Fred Lossman still wanted one of the postwar era's legendary cars — a 1955 Chevrolet. It had to be completely original to suit Lossman's tastes though, and in 1998, he noticed this Sea-Mist/Neptune Green gem in an online advertisement. Lossman flew to Kansas to see it, eventually striking a deal with the car's second owner. Originally owned by a feisty Irish laundress who drove the straight-six Chevy only 11,130 miles in 32 years, when it came into Lossman's life it had covered only 12,850 miles. He promptly added 3,000 more miles on a Route 66 trip.



PRICE WHEN NEW: \$1,888; TODAY: \$9,200–\$26,400*

1959 FORD GALAXIE CLUB VICTORIA

Serendipity just comes your way sometimes. On June 10, 1959, Gary McKenzie wandered into McCune Motors in Idaho looking for a new car. One drive in the V-8-powered Alcan White/Torch Red 1959 Galaxie displayed in the showroom, and he was hooked. Nearly 51 years and 94,000 miles later, he still owns the car. With its original Diamond Luster enamel paint and red-and-black interior, this time capsule holds great sentimental value for McKenzie. It also has provided outstanding service, with only the tires and clutch ever needing replacement.

PRICE WHEN NEW: \$2,707; TODAY: \$6,800–\$20,100*



1974 LAND ROVER SERIES III

Land Rovers are mainstream today, but in 1974, the dealer in Indianapolis only received two for the entire year. This one was purchased by a doctor, who drove it 13,500 miles in 10 years before putting it up on blocks in his garage. And there it stayed until 2006, when Steve and Deborah Ayers — who had long fantasized about owning one of the remarkable English utility vehicles — purchased it. Originality was essential, and the couple rejoices that their aluminum-bodied Land Rover still presents and drives like a new vehicle.

PRICE NEW: \$4,886.80; TODAY: \$7,500–\$24,000*



1968 PLYMOUTH ROAD RUNNER

In 1968, with college nearly completed, Ken Heyl drove his 1965 Corvair into a Cincinnati Plymouth dealership to ogle 17 Road Runners on the lot. Although a Forest Green Hemi was appealing, he ultimately traded the Corvair for this 383-CID Sunfire Yellow model and a \$71-a-month payment book. Heyl almost lost it in a torrential rain in '69, when water rose above the headlights as he drove. But somehow the Road Runner kept running. Now showing fewer than 40,000 miles, it's been a trusted companion for more than 40 years and still lives for weekends.

PRICE NEW: \$3,034; TODAY: \$19,600–\$54,600*



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1933 CHEVROLET COUPE

When Stan Keeney went looking for a jalopy to drive on Wisconsin dirt tracks in the early 1960s, what he found was too good to race. Owned by the proverbial little old lady for 30 years, the black 1933 Chevy coupe had traveled just 17,000 miles since new. So pristine was the old Stovebolt that son William Keeney bought it to keep it from being raced — and he still enjoys driving it today. One of the few remaining '33s with the “Eagle” body configuration, the Chevy, driven by William and his son Michael, appeared in the movie *Public Enemies*.

PRICE WHEN NEW: \$495; TODAY: \$3,800–\$19,000*





driving

THE DREAMS

BY EZRA DYER >> PHOTOGRAPHY BY ROY RITCHIE

WILL TAKING THE WHEEL OF THREE ICONS FROM THE '60s
CONFIRM THEIR TIMELESS APPEAL OR SHATTER THE MYSTIQUE?



Above: Cars have gotten faster, but they haven't gotten better looking than this. Below: The Corvette, E-Type and Mustang capture the imagination in a way that still resonates with enthusiasts today.

WHEN I WAS A KID, A CORGI MODEL OF A JAGUAR XKE CONVERTIBLE SAT ON MY DRESSER. IT WAS A BIRTHDAY PRESENT FROM MY PARENTS, AND AN INTERESTING ONE GIVEN THAT THEY COULDN'T CARE LESS ABOUT CARS.



These are people who bought a slant-six Dodge Ram to tow a 4,500-pound lobster boat. So the fact that they gravitated to the XKE is a powerful statement of that car's inherent appeal. They surely didn't know what it was or its significance, but they could tell it was a hot car.

Few cars become icons, but Jaguar might very well owe its continued existence to the mystique forged by the XKE. And while the 1960s were filled with groundbreaking vehicles, two others in particular join the Jag as cars whose style and performance helped create an entire generation of gearheads: the 1964 ½-66 Mustang and the 1963 split-window Corvette.

The most significant common thread between the Corvette, Mustang and E-Type is that all are among the great motor icons of the 1960s. These cars obviously capture the imagination in a way that resonates to this day. But what are they like to actually drive? Does the experience live up to the legend, or has the fuzzy glow of fond memories obscured some basic flaws?

I'm lucky enough to find out firsthand when I arrive in Traverse City, Michigan, to drive a split-window 1963 Corvette Sting Ray (340-hp 327, four speed) a 1965 Jaguar XKE coupe (265-hp 4.2 liter, four speed) and a 1966 Mustang convertible (200-hp 289, three-speed automatic).



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THE SPLIT WINDOW

I climb behind the wheel of the Corvette first (if the earth gets eradicated by a giant meteor a half-hour from now, at least I'll have driven a split-window Vette). The Vette is much smaller than I'd expected. I tend to think of '60s cars as generally vast and unwieldy, but I'm about 6 feet tall and I feel like basketball player Manute Bol inside the little Corvette.

The top of the bucket seat hits me at the bottom of my shoulder blades, and I can reach behind the passenger seat with my right hand and easily touch the opposite rear fenderwell. The 1963 Vette is about the same length as a new C6 model, but has a wheelbase nearly 8 inches shorter, and hence a much more intimate-feeling cabin.

This car's most famous and controversial feature is, of course, its bisected rear window, which was discontinued after only one year. As a practical matter, discerning anything behind you is a challenge. The bodywork splits the rearward view and the sides of the glass curve severely enough to create a funhouse distortion, making the rear window nearly useless. However, with its spindly A-pillars, the Sting Ray actually has better overall visibility than a lot of the claustrophobic sports cars on the market today.

It's a cold morning in Michigan, and the Vette fires with a surly rumble. The 327's idle is so ragged that you get the sense you shouldn't rev the thing up, lest it fly apart in a cloud of oil and rendered metal. In



The Corvette's cab-rearward proportions put the driver almost on top of the rear axles. Trail-braking into a corner is exciting, while four-wheel drums, narrow tires and a 340-horsepower 327 make for entertaining corner exits.

fact, the opposite is true — the Vette has such an aggressive cam that you need to rev it up to smooth it out.

As I pull onto a vineyard road, the motor begins to warm up and I dare squeeze the gas pedal hard enough to open the secondaries on the four-barrel carb. As the revs climb into the midrange at about 3000 rpm, the V-8 begins making serious power, emitting a hard-edged bark as it approaches the top of the rev band. The car looks vintage, but this is fully modern acceleration — I would guess a 0-60 time in the fives. In 1963, this must've been wild power.

The chassis, however, is another story, especially the brakes. With four-wheel drums, the Corvette needs some heat in the brakes before it shows much interest in stopping. And even then, you've got to remember that the 205/70 15 Coker Classic tires offer a contact patch that you'd find today on a small truck — or a large motorcycle.

But what the skinny, high-profile tires lack in outright grip, they make up for in

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entertainment. You can feel them letting go long before you're in any real trouble, so tight corners are a riot. Your perception of the steering's accuracy is probably enhanced by the car's proportions — it's easy to tell what the rear tires are doing because you're basically sitting on them. Ahead, the sharp creases of the front fenders give you a clear idea of where the tires are. So the Vette is easy to place in a corner, and you can explore the limits of grip without actually going very fast. That is, until you're back out onto a straight, giving the notchy shift lever a decisive shove up through the gears and letting the 327 pull your face into an involuntary smile.

THE BRITISH BEAUTY

The Corvette, then as now, is an unsubtle car. So stepping into the Jaguar is a complete about-face. The steering wheel rim is a slender fig of woodwork that feels like it'll snap off in your hands. The shift knob is so small, you feel like you should grasp it between your thumb and index finger. A sticker on the Jag's windshield cautions about proper break-in of the motor: "Only if the above recommendations are observed will the high performance of which this car is capable be obtained." The Jaguar is the tweed sport coat to the Vette's leather jacket.

Which is not to say that it's slow. The big 4.2-liter straight-six put out 265 hp and 283 lb.-ft. of torque, a little more horsepower (albeit,



The sleek Jag features cockpit gauges and toggle switches with a look straight out of an RAF fighter. And while its squat stance doesn't seem to hurt ride quality and the chassis feels willing in the corners, the Jag's spindly steering wheel demands a careful touch.

gross horsepower) than you get in a new base BMW Z4. In fact, the 45-year-old Jaguar feels remarkably similar in terms of power delivery and acceleration to a 1998 BMW E36 M3 convertible I used to own.

There's plenty of low-rpm torque, and power builds in that velvety, linear way intrinsic to inline sixes. The evenly spaced power pulses produce a rhythmic exhaust snarl that asserts itself at high rpm but fades into the background when you upshift and lay off the throttle. And the brakes are a revelation. The XKE might not keep up with the Corvette in a straight line, but its four-wheel discs grab with markedly more urgency than the Chevy's drums.

I know that the Series 1 XKE occupied a sportier market position than its modern-day counterpart, and it was more of a sports car than a GT coupe. Still, this car seems idealized for a long-distance road trip more than a lap of the closest road course. The motor is quiet and relaxed in fourth gear, and the lack

YOU JUST WANT TO
POINT THE HOOD
OF THE 1965
JAGUAR XKE COUPE
OUT TOWARD THE
COUNTRYSIDE,
INVITE A BABE TO
THE PASSENGER
SEAT AND GO ON
AN ADVENTURE.

of front quarter windows means that there's less wind noise than you'd expect. Shoulder belts even provide a veneer of safety. You just want to point that hood out toward the countryside, invite a babe to the passenger seat and go on an adventure.

The Jag has that sense of occasion to it, with its gauges sporting a font that looks straight out of an RAF fighter and the elegant clamshell front end begging for an excuse to inspect something, anything, underhood every time you stop for gas. When a light drizzle begins to fall, I flick the toggle switch for the wipers and dare the Jag to defy its reputation for fiendish electric accessories. It doesn't. So I squint through a blurry windshield in true old-British-car tradition.

THE PONY RIDE

While the Corvette and Jaguar were exclusive sports cars, the Mustang was a car for the people. If you type "1965" into Google, the search engine offers to complete your query with the most popular word associated with that year. That word? Mustang. Same thing for 1966. And 1967. The Mustang isn't just a popular car. It's significant in the context of the entire decade. This was a vehicle that brought affordable performance and high style to more than 1 million people within the first few years of its introduction.

Ford sold more than 600,000 Mustangs in 1966, and the one I get to drive is a red convertible with the optional 200-horsepower 289 (225-hp and 271-hp versions of the

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motor also were available). The Mustang isn't hugely fast, but that wasn't the point of a convertible then any more than it is now. The Mustang is a cheerful cruiser, its V-8 pumping out a muscular bass exhaust note and a ready supply of torque rather than outright horsepower. The three-speed automatic, with its necessarily long gears, contributes to the mellow personality, but when it catches a downshift that drops the motor into its sweet spot, the Mustang can hustle right along.

There's a reason that new Mustangs look so much like their 1960s progenitors, and that's because the early Mustangs were so right in the first place. The interior has some cool touches, too, like the horn buttons that protrude up through the steering wheel spokes. There's an interesting Ford logo on the dash that looks like a family crest and features stylized lions. This car has the "Rally Pac," which included a clock and tachometer, as well as factory air conditioning — a big box under the dash that's unfortunately not necessary today.

The Mustang provides a reminder that ergonomics weren't a big consideration back in 1966. For example, the armrest isn't faired into the door panel, as it is on a new Mustang. Instead, it abruptly juts out of the door, a precipice with a padded top but sharp metal underside. I carelessly step up out of the Mustang and bash my leg into the bottom of the armrest, which slices my jeans and draws a gash in my thigh. The armrest doesn't budge a millimeter. I suppose that in the '60s killer armrests were a low priority.



The 2010 Mustang echoes the classic lines of its predecessor for a reason. The '60s icon has a 200-hp V-8 that feels surprisingly strong when it's in its sweet spot. Horn buttons that poke through the steering wheel spokes are a cool '60s detail.

It's hard for a car to maintain its identity from one redesign to the next, never mind for more than four decades. But the Mustang remains the affordable American performance car that aspires to be all things to all people, from the relaxed V-6 convertible that you'd rent in Fort Lauderdale, Florida, to the 540-horsepower Shelby GT500. Today's Jaguar XK, like the original E-Type, is a sleek, refined coupe with big power. And the 2010 Vette retains the front-engine, pushrod V-8, plastic-bodied thrill-ride charisma that makes the 1963 split-window so entertaining.

The new cars have exponentially better brakes and all-around greater performance, safety and refinement, but the old cars give up nothing in terms of fun. And when it comes to cars that fire the imagination, cars you dream about owning someday, fun is the most important criterion of all. You'll definitely go faster in modern iterations of the Mustang, Sting Ray and Jag, but you won't have a bigger smile on your face.

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HIGHER HOPES in 2010

WE TALK WITH SIX NOTED COLLECTOR EXPERTS
WHO ARE BULLISH ON THE YEAR AHEAD.

BY KEN GROSS



Uncertainty made for occasional rough sailing in the collector car world last year. But there were glimmers of hope. Fuel prices spiked, then they receded. The stock market tanked, and then began a slow upward climb. The August Pebble Beach auctions were stronger than predicted, as was RM's Petersen Museum sale of Ralph Whitworth's hot rod collection. The AACA's annual Fall Meet in Hershey, Pennsylvania — long a bellwether for the hobby — was noticeably affected, but not devastated. The same was true for the Barrett-Jackson auction and the huge SEMA show in Las Vegas. Car enthusiasts nationwide kept their heads down but their eyes up, and they attended many old car events with gusto.

Looking toward 2010, we spoke to six well-known collector car businessmen, hobbyists and opinion leaders — David Gooding, Don Williams, Corky Coker, Bruce Meyer, McKeel Hagerty and Steve Moskowitz — asking them all the same question: What's your 2010 prediction for the collector car hobby?

BLAIR BUNTING (2)



PAWEŁ LUTWIŃSKI © 2009 COURTESY OF GOODING & COMPANY

DAVID GOODING

President, **GOODING & COMPANY**

Our confidence in adding a new event at Amelia Island for 2010 was proven by the 2009 Scottsdale and Pebble Beach results. Worldwide, there's a renewed confidence in tangible assets. The car collector hobby continues to grow. Even when things looked bad, we weren't getting panic calls from sellers. People were willing to sell second homes and boats, but they wanted to keep their cars — and they were looking to buy more. We've been surprised at how many new customers we've gained, even people who are new to the hobby. It wasn't just one big collector but new guys buying three or four cars apiece.

Whether it's prewar or postwar sales, we're witnessing a very healthy, vibrant, growing hobby. Now, more than ever, the market is discerning on quality. People want authenticity, whether it's a well-restored car or an original one. They want the proper documentation — and they'll pay as much as 30 percent more for it. Some even will pay double for the right restoration by the right restorer, for authentic race history or for a car that's exceedingly original. On the other hand, the race car with the crash story or the car with the wrong motor will go for less and may not even be sold. There's a gulf between good, better and best. Right now, "good" can mean amazing value. I think we're going to see some surprising prices in 2010. There's a pent-up demand for great stuff, and when it appears, people will fight for it.

Vintage motorcycles have upside appreciation. Muscle cars and contemporary hot rods have suffered too hard a correction. There's opportunity for people who love these cars. If you want a car long term because you love it, and you're willing to keep it at least five years, there are great opportunities.



DON WILLIAMS

President, **BLACKHAWK COLLECTION**

As a classic car purveyor for decades, I've seen the collector car market rise and fall. In 2009, all we had was an adjustment. The market went up too fast for a year and a half. Cars simply can't continue to go up in value by the day. Many values have adjusted already, and some will flatline. A 1930 Essex will be the same price 20 years from now. But great prewar cars will continue to grow in value, just a bit more slowly now.

For every record sale you see publicly, there are important sales made privately that you don't see. The next generation of collectors will make the same over-speculation mistakes we've seen in the past. Richie Clyne and I had big auction sales in Las Vegas in 1987 and 1988 that were incredible, with no buybacks. In 1989, we had 40 buybacks out of 425 cars, and that was too many. It was time to get out, and we did. The Internet makes results available instantly to everyone. The world is one market now. You have to treat it that way.

"If you're able to hold on to an irreplaceable car, do so. And if you have the opportunity to buy one, you should. If I see an opportunity on something I've always loved, I'll buy it."

CORKY COKER

President, **COKER TIRE CO.**

I took a long hard look at my business last year, and told my managers that these are uncommon times that can be interpreted as fear or opportunity. I elected to move forward. We acquired businesses, went to zero-based budgeting, became more aggressive and emphasized customer service. A few government actions may have contributed to a lack of confidence, but by mid-summer 2010, things will be rolling.

We will gain share with new products for hardcore racing cars and vintage motorcycles. For us, muscle cars are hot and they'll stay that way. Although prices are fluctuating, baby boomers are buying those cars. And the biggest increase is in "resto-mods." People want to get out and drive 'em. Demand for brass cars is up, with buyers in their 50s renewing interest. Hot rods still are cool. The big classics may suffer a bit because their owners are over 70 and there's a glut of them. And the auction companies are active. Mecum is emphasizing Corvettes now, and Craig Jackson was smart to open his books to public scrutiny.

There are two kinds of collectors: the ones who just show their cars and the ones who like to drive them. We've got new radial tires that look like the old ones, but make old cars safer and more fun to drive. I've got a 1910 Nyberg, a former Indy race car. It looks vintage, but it's got hidden hydraulic brakes in back and a few other modifications to make it drivable.

Encouraging collectors to drive is not just about us selling more tires. People are rediscovering the fun of driving old cars. They want their cars to be drivable — and you'll see more of that in 2010.



JOE VAUGHN

BRUCE MEYER

President, **PETERSEN MUSEUM'S CHECKERED FLAG 200**

The coming year will be tough because the economy is still broken. Many people were running on hope through 2009, which means we'll likely get an even bigger dose of reality in 2010. That's because vintage cars are a discretionary purchase made by enthusiasts driven by passion. Their cars make them happy. The things you like best are the things you sell last. But some who have been holding on to their cars may finally be forced to sell. Mediocre cars will feel the most impact. Rare ones the least. Hold on to your Gullwing, Shelby GT350 or historic hot rod if you can. Highly desirable Ferraris and great classics will dip the least and recover the quickest. If you're able to hold on to an irreplaceable car, do so. And if you have the opportunity to buy one, you should. If I see an opportunity on something I've always loved, I'll buy it. Looking back, the mistakes I remember the most are the cars that I should have bought.

Still Enjoying The Ride

THE ANNUAL HAGERTY HOBBY SURVEY shows collectors aren't letting economic woes get them down. Economic uncertainties and concerns over old car values aren't stopping collectors from doing what they love most — enjoying their vintage rides. In fact, almost 60 percent of respondents to our annual Hagerty Hobby Survey, conducted in October 2009, say the U.S. economy has had no effect on how they use their vehicles. Here are a few other notables:

→ **45%**
found their most recent vehicle online — almost double that of two years ago.

→ **67%**
rely on the Internet to judge the dollar value of their collector vehicle.

→ **47%**
are worried about the economy's effect on collector car values.

→ **61%**
think government regulations will negatively impact collectors' rights to own or use their vehicles in the future.

→ **65%**
are concerned about the effect emissions regulations will have on the hobby.

→ **36%**
belong to one or more car clubs, down from 46% just three years ago.

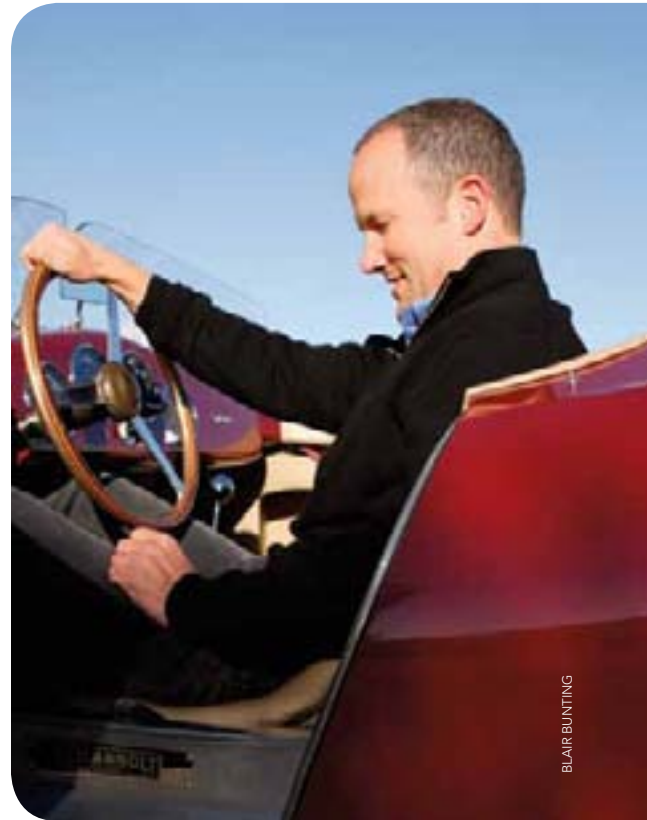
MCKEEL HAGERTY

CEO, HAGERTY INSURANCE

While it's too soon to predict how much collector car values will rise in 2010, certainly 2009 ended on a better note than most people guessed. One refreshing aspect of the slowdown in buying is that people seem to be enjoying their cars more instead of wondering what they'll buy next.

Thanks to global wealth building, manufacturers are producing and selling more high-end cars — possible future collectibles — than any time in history. We don't know yet if the buyer of a Lamborghini Gallardo is purchasing that car because he's an enthusiast who can afford it or if he's simply a wealthy guy and this is a symbol of his success.

There's been a long history of owners of old Ferraris also buying new ones. These cars are simply amazing from a performance perspective. But because of economic events, new Ferraris and other exotics have become sort of a hot potato. Buying a new exotic or luxury car isn't considered particularly socially responsible now and in fact, it can be seen as downright unfashionable.



BLAIR BUNTING

Here's another way to look at it: Some people might look at the guy driving a new supercar and say, "There's one of the guys who caused my 401(k) to take a nosedive." But if the same guy shows up at a restaurant in a restored Jaguar E-type, he's considered cool and sophisticated. Nobody knows what the car cost, just that it looks fantastic.

For the most part, the collector car market dodged a bullet. But some things changed. The big players are reluctant to spend publicly, so they're buying more anonymously. The way people collect cars will change, even for the fortunate few who have built \$100-million collections. I predict a new generation, with a trend toward smaller, eclectic collections. They'll have just 10 or 12 really great cars, but they'll be more manageable. And these collectors will upgrade to obtain better examples.

STEVE MOSKOWITZ

Executive Director, **ANTIQUE AUTOMOBILE CLUB OF AMERICA (AACA)**

Last year was an incredible one for the AACA. Meet attendance increased over all our forecasts, and we're expecting huge results for our 75th anniversary event this summer. In fact, many of the host hotels for our 15 annual events already are sold out. Membership is up, signifying that people are more interested in enjoying the old car hobby than in listening to bad economic news. They can escape through old cars. We're seeing that renewed enthusiasm growing across the board. Our numbers have skyrocketed in our Historical Preservation of Original Features class — which is for original and unrestored cars — and our Driver's Participation Class (DPC). DPC allows our members to thoroughly enjoy driving their cars while still having an opportunity to participate in shows.



There's one common thread in these predictions: Although our experts may not agree on the exact timing, they anticipate a positive change for 2010. And for all of us who love collector cars, this is great news.

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One of the world's top detailers offers advice on how the rest of us can get our vehicles ready for spring.

BY TIM McNAIR >> PHOTOGRAPHY BY JOE VAUGHN

TIM'S PREP SCHOOL

A large part of bringing any car out of hibernation involves checking fluids, a basic safety check to make sure everything still works properly and a general cleaning before taking it out on the road.





One of the first steps in preparing the car's exterior is using a quick detailer to remove surface dust.

Next it's time to start the car. As it's warming up, test all the lights, the turn signals and the horn. Put the car into gear and test the clutch (if equipped) and reverse lights. After a thorough once-over, the car should be ready to drive with very few surprises and no rollbacks.

STEP 2 ► An inside job

Starting with the interior, inspect the carpets and seat surfaces for mold or mildew. Standard vinyl and leather cleaners, carpet cleaners and sunlight are all you'll need to address mold and mildew. Be sure to slide the seats as far forward as possible and remove seat bases where you can. Lowering the convertible top (if equipped) will give you easier access to the interior, but be sure to look at the inside of

the top for problems as you fold it.

Using a small, soft bristled brush, carefully clean around the seat piping and between the seams to prevent dirt from abrading leather or vinyl. Clean the seats, door panels and dash using an interior cleaner, such as those offered by Griot's Garage or Meguiar's. To save material and prevent overspray, spray it on the towel and then wipe. Remember to test a small area before using any cleaning product to ensure it will not discolor the surface.

If leather surfaces need more attention use LEXOL-pH Leather Cleaner. Spray some onto a wet microfiber applicator pad, then work into the leather, creating a little foam, and then dry with a microfiber towel. When completely dry, apply LEXOL Leather Conditioner and Preservative using a microfiber pad. It penetrates into the leather best if the liquid or seats are warm. Rub

thoroughly into the leather between seams and pleats, covering the surface with a light film.

While this is drying, clean and polish the dash. On painted surfaces, a little Griot's Garage Best Of Show Wax will do the trick. Use a bamboo skewer to run along switches and gauge bezels to remove residue. When dry, buff the LEXOL from the seats using the microfiber towel, and then wipe excess dressing from the vinyl.

Glass and chrome will respond well to a little glass cleaner on a towel. Plastic "glass" and switchgear can be improved with Plexus Plastic Cleaner on a new, clean microfiber towel. Any vinyl panels can be treated with Griot's Vinyl & Rubber Dressing.

Most spots on the carpets should come up using Griot's Garage Carpet Cleaner or Meguiar's All Purpose Cleaner and another soft brush. Vacuum the carpets, making sure to remove mats and brush around pedal bases.

Use a makeup brush for light dusting. At this point, I clean all inside glass, and spray Plexus on the plastic convertible top window, wait a few seconds and wipe with a clean, new microfiber towel.

STEP 3 ► Outer appearance

Next come the wheels. If they're dirty, use a good quality wheel cleaner; otherwise any spray detailer will suffice. On wire wheels, I clean them first, getting between spokes with a number of tools, including Griot's Garage Detailing Stick System. Then I spray them with S100 Detail + Wax (typically used for motorcycles) to really make painted spokes shine. Polish knockoffs and/or lug nuts as well. For Borrani wheels, I use a steam cleaner and polish the aluminum rim to a very high gloss.

Scrub the tires with Westley's Bleche-Wite or Griot's Garage Rubber Cleaner to remove

My favorite detailing tool is the bamboo skewer. It gets into places a toothbrush can't, and doesn't scratch. Use it around trim and emblems, or wrap a towel around it to get between grille spokes.

To learn more about master detailer Tim McNair and see photos of many of the cars he's detailed, go to gpconcours.com.

mold releases and film. This allows the dressing to set up and last longer. I always use a very low gloss dressing on tires. Meguiar's Gold Class Endurance is one good choice.

Cloth tops should be brushed and vacuumed. If there are any stains, use interior cleaner. Wipe vinyl tops with cleaner on a towel, dress with a good vinyl dressing and let dry.

For the body, I use Meguiar's Quik Detailer to remove light soil and dust. If the car is muddy or dirty, I recommend a hand wash, but a properly stored car will only need Meguiar's Quik Detailer. Griot's Garage Spray-On Car Wash is a good alternative.

Once the paint surface is clean, I like to use a clay bar to remove paint contamination. There are many good ones on the market, with offerings from Griot's Garage and Meguiar's being some of the best. For the Healey 100/4 shown in this story, I used Meguiar's mild clay bar from its professional line. Although it comes in different "grits," I always start with the mildest product first, whether it's a clay bar, polish or cleaner. You always can increase the strength if necessary.

Spray the lubricant — in this case Meguiar's Quik Detailer — liberally, working about a



Any safety check should start with the obvious: Examine all tires for proper air pressure using a high-quality gauge, such as one of the digital units from Griot's Garage (below left and middle). What's not so obvious is that a clean steering wheel feels great in your hands (below right).



Save your back and knees by removing seat cushions if possible (above). Be sure to get between seat pleats (below left). Before polishing, use a clay bar to remove embedded grime and dirt (below middle). For cleaning glass, McNair prefers lint-free microfiber cloths made specifically for glass (below right).

4

two-foot section at a time. Flatten and knead a piece of clay to fit your hand. Use short strokes and light pressure going in the direction of the car, front to back. If grit does scratch the paint, the short stroke will enable you to polish it out more easily. Listen carefully to the clay bar riding against the surface; you should hear it getting smoother. A sharp “ssst” may mean a scratch. Turn the clay often and knead it to renew the bar. If you drop it, pick out the debris and set the bar aside to use on lower panels. If the debris can’t be removed, discard the bar. Wipe panels dry with a microfiber towel.

Once the paint feels smooth, it’s time to polish. There are many good cleaner/waxes on the market, but I still prefer a two- or three-part method. Before starting, I cover the wiper arms with towels (hard to clean). To protect cloth tops, be sure to tape the edges and cover them with towels or plastic drop cloths.

Using a foam pad and a good orbital buffer will save time and produce better results. I used the Meguiar’s orbital and Soft Foam Applicator Pad for the first step. The Griot’s Garage or Porter-Cable orbital will work, too. Set the speed around 4 to 4.5 and apply Griot’s Garage Machine Polish 3 to the pad in a “dot” pattern. Before switching the machine on, smear the polish on the panel to evenly coat the pad and to reduce “sling.” Move slowly, going back and forth and side to side. Remove polish with a clean microfiber towel, remembering to turn frequently.

The next step is to apply a good wax such as Griot’s Garage Best Of Show Wax. Do one panel at a time, and the hood, roof and trunk in quarters. Allow it to dry to a haze before buffing off.

STEP 4 ► The finishing touches

When the wax is removed, start on the detailing. I usually sit in the front of the car and move from corner to corner. I use the S100 Detail + Wax on lower rocker panels and valances. It leaves a waxy finish to which dirt and road grime won’t adhere. Polish chrome and apply a little wax to finish it off. For bare aluminum and stainless steel, use a good quality metal polish, such as Nuvite NuShine II, with a cotton flannel cloth.

My favorite detailing tool is the bamboo skewer. It gets into places a toothbrush can’t, and doesn’t scratch. Use it around trim and emblems, or wrap a towel around it to get between grille spokes. Small soft bristle brushes from a craft store are great, too. Use paintbrushes with the bristles cut down and the metal ferrules wrapped in tape for cleaning hard to reach places. I also have cotton swabs in many sizes and shapes to help with the final details.

An orbital polisher is an excellent way to apply polish (below left). Use just enough wax for one panel at a time (below middle). Comfort and light are essential when cleaning lower extremities (below right).



Tim McNair’s Top Product Picks

SPRAY DETAILER ► Meguiar’s Flagship Ultimate Detailer (meguiarsdirect.com)

POLISH (MACHINE) ► Meguiar’s 205 Ultra Finishing Polish (pro line) (meguiarsdirect.com)

POLISH (HAND) ► P21s Gloss-enhancing Paintwork Cleanser (p21s.com)

WAX (PASTE) ► Pinnacle Souverän Carnauba Paste Wax (pinnaclewax.com)

WAX (LIQUID) ► Griot’s Garage Best Of Show Wax (griotsgarage.com)

INTERIOR CLEANER ► Griot’s Garage Interior Cleaner (griotsgarage.com)

LEATHER CLEANER ► LEXOL-pH Leather Cleaner (lexol.com)

VINYL/RUBBER DRESSING ► Prima Nero (primacarcare.com)

PLASTIC CLEANER/POLISH ► Plexus (plexusplasticcleaner.com)

CLEANER/WAX (ONE STEP) ► Duragloss Total Performance Polish #105 (duragloss.com)

METAL POLISH ► Nuvite NuShine II (Grade S) (nuvitechemical.com)

TIRE CLEANER ► Westley’s Bleche-Wite (westleys.com)

For more of Tim’s product suggestions, including ratings and commentary on what makes these his go-to choices, visit hagerty.com/Healeydetail.

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YOUR COMPUTER MIGHT BE YOUR BEST TOOL

HERE ARE SOME OF OUR FAVORITE WEB SITES FOR BUYING, SELLING, DOCUMENTING AND LEARNING ABOUT COLLECTOR CARS.

BY STEVE HAAS



PHOTOGRAPHER'S CHOICE, ROY BOTTERELL, GETTY IMAGES

There's no shortage of automotive-related information to be found online. In fact, a quick Google search of the phrase "collector car" can turn up millions of results. So where do you start your online search when you're ready to buy, sell or research a collector car? Sure, there are the familiar big names like Craigslist, eBay Motors and Wikipedia. But we've come up with some others that may not be as well known, yet still have plenty to offer enthusiasts. This is by no means a comprehensive list, but rather a survey of those we find particularly helpful or best in class. And if you've already checked them out, take another look. Recent updates to several make them worth a visit if you haven't checked them in awhile.

tuckerclub.org

REVS: This is an example of a truly great one-marque site. It's a one-stop shop for everything Tucker. There's history, news and a detailed registry of the remaining Tuckers, which identifies the cars available for public viewing, all wrapped in an attractive period-correct feel. There's even a store for Tucker photos, logos, hats and other assorted goodies.

BACKFIRES: One could argue that it's no tough act to put a site together for 50 cars, but this is proof of what a few enthusiastic folks can do to honor a once pioneering vehicle and the people who made it a reality.

xkedata.com

REVS: This is an interesting concept. The site's motto, "Keeping track of every Jaguar E-Type, with your help," is straightforward, but the execution is amazing. With a Wiki-like concept of allowing the public to enter information about individual E-Type Jaguars they own or find, this site has collected data for more than 11,850 vehicles and more than 80,000 photographs organized by serial number and searchable by a myriad of data points.

BACKFIRES: While there are some additional features, this really is a site based around one killer application. It's an invaluable resource for E-Type lovers wrapped in a cluttered package.

forgottenfiberglass.com

REVS: This site is dedicated to an interesting niche of automotive history: fiberglass customs of the early post-World War II era. Most of us are familiar with the relatively ubiquitous modern Shelby Cobra recreations, but custom fiberglass bodies have a long



Clockwise from top: The Tucker Automobile Club of America's stellar one-marque site; xkedata.com lets members help with data upkeep; the Miata site entices non-owners to browse around; forgottenfiberglass.com pays homage to customs of the early postwar era.

a great example of the Internet's ability to give a home to obscure segments of the hobby.

miata.net

REVS: With the Mazda Miata quickly becoming a classic in its own right (has it really been 20 years?), this marque-specific site is an example of the best of the breed. Not only are there highly active message boards, but the site also archives factory service bulletins, how-to articles by site participants and reviews of more than 4,600(!) parts and accessories. There also are archived copies of sales brochures dating from the model's

history, and many featured their own unique (and sometimes amazing) styling. It's obviously a passionate homage to these cars. And with a "Forgotten Fiberglass" class planned for the 2010 Amelia Island Concours d'Elegance, this site is required reading for those planning to attend and who appreciate the show.

BACKFIRES: Limited audience appeal, but still a fascinating place to spend some time and



Clockwise from above: 356 Registry to the place to buy or sell a Porsche 356; bringatrailer.com finds some of the best deals to be had; Collector Car Price Tracker is more than another price guide.



introduction, details of model-year changes and more things we wish we would have had access to for other cars we tried to restore.

BACKFIRES: The site is more focused on information than design, but we think this priority has been well placed in this case.

collectorcarpricetracker.com

REVS: While at first it appears to be another price guide, this product from *Sports Car Market's* Keith Martin is a tremendous research tool, featuring price analyses that are regularly updated based on the results of successful eBay Motors listings. Even more interesting is that the site captures and archives the full details of most listings, including photos (more than

1.5 million images collected so far, according to Martin) and the seller's description. So, in addition to sales price data, you can see the difference between a 1968 Camaro that sold for \$5,000 and another that sold for \$50,000.

BACKFIRES: There is a small fee to access the full archive, but at press time, visitors could get a free three-day trial, and a different model is available each week at no charge.

356registry.com

REVS: This site offers a great deal of information, from a VIN and engine number decoder to historical and technical information. If you have a Porsche 356, or are looking to buy one, you need to visit this site.

BACKFIRES: Unlike XKEdata, the full registry of Porsche 356s and other features, such as the events calendar, are available only to paid members. Well worth the modest fee if you own a classic Porsche.

bringatrailer.com

REVS: It isn't really a classified ad service, but rather a site that celebrates the hunt for rare and interesting cars by facilitating the discussion of notable cars for sale on the Web (including some exclusively offered on the site itself).

BACKFIRES: This site and its daily e-mail updates are a true black hole for a car-lover's time. Few of us have a garage (or wallet) large enough to act on the amazing cars that they manage to uncover, but we can dream.

What are your go-to marque-specific car club or general hobby sites? Send your recommendations, with a brief explanation as to why, to editorhagertys@hagerty.com and we'll feature a few in upcoming issues or at hagerty.com.

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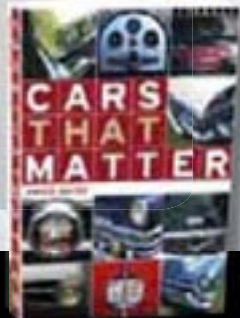
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AUTOMOBILIA is kind of like the Wild West of the automotive auction world. Unlike collector vehicles, which have many governing bodies and policies, there are no clubs that certify a sign, books that determine if the numbers match on a gas pump or judging standards that give a mascot 100 points.

So when selling a collection, or even a significant piece, selecting a reputable auction company like Matthews Auction Company (matthewsauctions.com), Bonhams (bonhams.com), or l'art et l'automobile (arteauto.com) is of utmost importance. Be sure to ask how they will promote your items, how quickly they will pay and what fees they charge (typically 10 percent for the seller and 15 percent for the buyer).

Having an idea of the value of your item sets proper expectations when selling, says Toby Wilson, head of the automobilia department at Bonhams. Search under completed auctions on eBay (ebay.com) to help determine the price for which an

item similar to yours has sold. If you have photographs and a complete description, major auction houses will provide an approximate valuation for you.

But there can be surprises, Wilson says. "A few years back, a gentleman brought in a Lalique Comet hood ornament that had been stored for many years in a garage drawer with his tools," he adds. "We estimated the mascot at \$16,000 to \$20,000, which the consignor thought was excessive. They were, of course, delighted when it hammered for \$72,000."

When buying, purchase the best examples you can afford as they provide the best possibility for appreciation, advises Jacques



Buying and selling automobilia online or at live auction can come with great risks and rewards since, unlike collector cars, there are no governing bodies and policies.

PHOTO COURTESY OF BARRETT-JACKSON

Careful bidding

Ways to minimize the uncertainties of buying and selling automobilia at auction. BY CARL BOMSTEAD

Vaucher of l'art et l'automobile, which conducts several online automobilia auctions each year.

However, know that buying online can be fairly risky. Relying on a few low-resolution images and the seller's rating presents a giant leap of faith. For example, eBay acts as an intermediary between buyer and seller, but it assumes no responsibility for the accuracy or authenticity of an item. Buyers do have some protection when purchasing with PayPal, but without insurance, there is little that can be done if an item is lost or damaged in shipment.

So when you're looking to buy or sell automobilia online or at live auction, caveat emptor — or let the buyer, and in some cases, the seller, beware — certainly applies.

Advertisement

Legendary Icon or High-Tech Supercar?

By Mark Breiner, gearhead

As you know I'm a gearhead and a child of the 60's. In high school I passed on tryouts for the football team so I could devote every spare minute (along with my \$1,200 net worth) to finish the '56 Corvette I was wrenching on.

Passion for a Cause

Life has happened over the ensuing decades but I've never lost my passion for horsepower. That's one of the main reasons I got involved in Dream Giveaways to benefit charities. I get to do good for others while pursuing my passion.



Mustang Dream Giveaway was launched in the Ford display at the 2009 SEMA show in Las Vegas

Creating the dream

My first project was the 2008 Corvette Dream Giveaway to benefit Kids Wish Network, with the winner David Rutherford being presented with both cars at Summit Racing in McDonough, Georgia. The 2009 Corvette Dream Giveaway paired an iconic '67 427 Stingray convertible, with the one-of-a-kind Hero ZR1. Both of these Corvette Dream Giveaways have been very successful.

Helping out another great charity!

When I was asked by Healing Heroes Network to create a *Dream Giveaway* to help our Country's wounded troops, I knew exactly what to do. Two Ford Shelby's to one winner: that would be the only way to go!

The Icon



Restored 1967 SHELBY GT500

So we started by selecting a classic 1967 Shelby GT500, perhaps the most collectible and iconic muscle car of all time, documented and verified by a well-known Shelby judge. The car sports the powerful 428 cubic inch engine with two four-barrel carbs, and, of course, a four speed.



The "Patriot Edition" Shelby



2010 Patriot Edition Shelby GT500

Luckily for Healing Heroes Network, **Ford Motor Company** is a well known supporter of our nation's military. And when I asked for their help with this project, they delivered; *big-time!* Ford's talented design team stepped up to create the theme for a one-of-kind "Patriot Edition" Shelby GT500, resulting in the only 2010 Shelby painted Wimbledon White with Guardsman Blue stripes to match the

original paint scheme of the 1967 Shelby GT 500. Among other design changes honoring our troops are the unique retro emblems identifying the "Patriot" as serial #1 of 1, making it a priceless piece of automotive history.

Both cars—one winner—4th of July 2010

With this pair of spectacular Shelybs as our grand prize, we kicked off the Mustang Dream Giveaway in the Ford display at the 2009 SEMA show in Las Vegas, and let me tell you the sight of these two rare collectible cars side by side was a real show-stopper. Of course we knew the only appropriate day of the year we could give these cars away to benefit our wounded troops was the 4th of July!

Get ready to celebrate! I may be calling you on the 4th of July 2010 to tell you that you have won both of these incredible Shelybs!

Entries are only \$3 each with additional quantity discounts... because we want everyone to have a chance to win and to support Healing Heroes Network! And if you use the Promo Code **HG0310** with a \$20 minimum donation you'll receive a FREE BONUS TICKET to increase your odds of winning.

Please support the Mustang Dream Giveaway to benefit our nation's heroes!

Thanks and good luck,

Mark Breiner, Chief Gearhead
Mustang Dream Giveaway
Mark is a licensed drag racer, restorer and enthusiast and has competed nationwide. Winner of multiple classes in Super Chevy Shows. His cars have appeared on the pages of many magazines and have been featured on TV on American Muscle Car and NHRA today.

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JOE VAUGHN (4)

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DEFYING THE CLIMATE

Bargains can be found at the January Arizona auctions.
BY DAVE KINNEY

Severe storms damaged some of the tents where many 2010 Arizona auctions were held. Fortunately, no one was seriously injured, the auctions did take place and sales results were healthy.

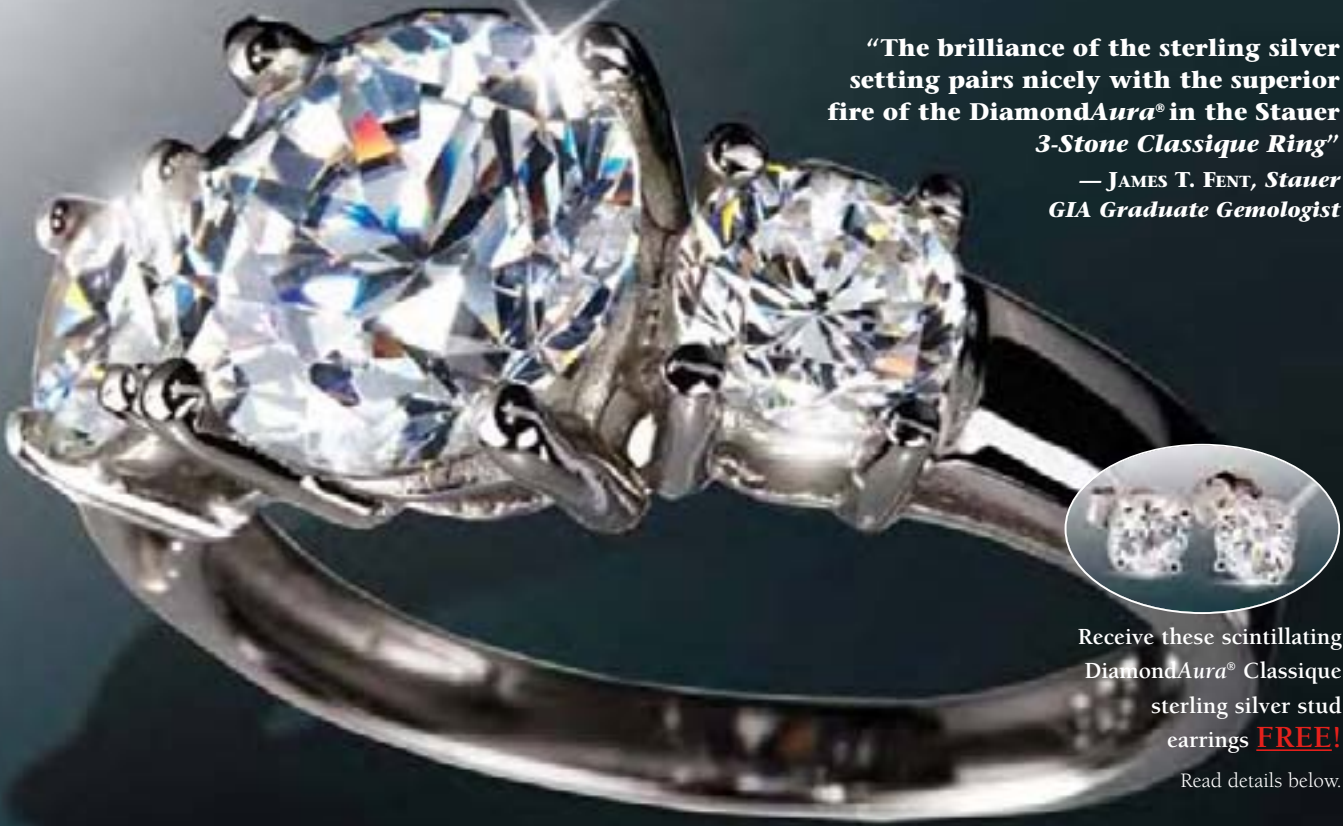


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or many reasons, the 2010 January Arizona auction season will be one to remember. Unheard of rainfall and falling tents were the big headline grabbers, not record-high prices as with past years — although Arizona 2010 still had plenty of those. But there were deals to be found in an area usually known as a bargain-free zone. Here are a few of my favorites, which although not necessarily cheap, offered excellent value and appreciation potential. →

BLAIR BUNTING

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The Fifth C? *Cut, Color, Carat, Clarity...Chemistry?*

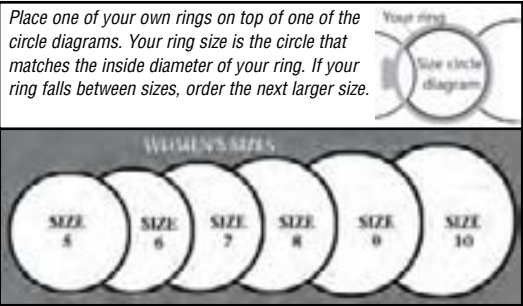
Is it possible that the mind of a scientist can create more beauty and romance than Mother Nature? The laboratories at DiamondAura® were created with one mission in mind: *Create brilliant cut jewelry that allows everyone to experience more clarity, more scintillation and larger carat weights than they have ever experienced.* So, we’ve taken 2 ½ carats of our lab-created DiamondAura® and set them in the most classic setting—the result is our most stunning, fiery, faceted design yet! In purely scientific measurement terms, the refractory index of the DiamondAura is very high, and the color dispersion is *actually superior* to mined diamonds.

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| Color | “D” Colorless | “D” Colorless |
| Clarity | “IF” | Clear |
| Dispersion/Fire | 0.044 | 0.066 |
| 2 ½ c.t.w. ring | \$60,000+ | \$145 |

process, but will only say that it involves the use of rare minerals heated to an incredibly high temperature of nearly 5000°F. This can only be accomplished inside some very modern and expensive laboratory equipment. After several additional steps, scientists finally created a clear marvel that looks even better than the vast majority of mined diamonds. According to the book *Jewelry and Gems—the Buying Guide*, the technique used in DiamondAura offers, “The best diamond simulation to date, and even some jewelers have mistaken these stones for mined diamonds.”

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the fire and radiance of the stone so that the light disperses into an exquisite rainbow of colors.
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1 | 1968 Shelby Mustang GT 500KR Two-Door Convertible
SOLD AT \$115,500

This open Shelby at Gooding was finished in red-over-black vinyl and was powered by a 428-cubic-inch “Cobra Jet” V-8 motor. Additional equipment included a four-speed Top-Loader gearbox, power brakes and steering. Paint, chrome and trim were very good, but not perfect. Although the Shelby had no fatal flaws, the color had been changed from the original green.

No one can call \$115,500 cheap, but it represents a bargain, even in today’s deflated muscle car market. These KR’s (for Kings of the Roads) were bringing more than \$100,000 10 years ago — well before the muscle-car madness that followed. Instant recognition and low production numbers — just 517 in 1968 — mean it will be collectible for many years.



1

2 | 1930 Duesenberg Model J Willoughby Limousine
SOLD AT \$335,500

One of two Duesenbergs at Kruse, this limousine was finished in silver over black, with black leather up front and unmarked gray cloth in the rear. This particular car wore Classic Car Club of America Senior badge No. 1592, and was said to be an Auburn Cord Duesenberg Club Category 1 car (original chassis, coachwork and motor). The 19-year-old restoration was nice, but no longer crisp. The paint had lost a touch of luster, but still showed well. Overall, the chrome was very good, although the plated side-mount wheel covers appeared a bit wavy. The whitewall tires showed some yellowing, but the glass was excellent, as was the front leather and all the wood.

Although it cost more than most houses, this Duesenberg was a bargain. This might just have been a half-price sale on a major collectible. There was nothing wrong with this car visually. Limos are not at the top of the Duesenberg pecking order, so even if your garage (or checkbook) won’t fit one, at least there are a few more out there. The problem is they all cost more.



2

3 | 1967 Ferrari 330 GT 2+2 Two-Door Coupe
SOLD AT \$79,750

RM’s 330 GT in silver-over-black leather was powered by a 3,967cc, V-12—producing 300 bhp. Equipped with a five-speed manual transmission, the Ferrari had very good paint over good-to-great panel fit set off by bright chrome. The interior was excellent and the engine compartment was nice, although not detailed for show. It was equipped with power steering, but did not have air conditioning.

The 330 GT 2+2 has been on a bit of a yo-yo ride of late, and the model is currently heading back up the string. If sold next week, the profit will not fund retirement. However, it was a solid investment that will give its new owner — who bought the car to replace the one he sold two years ago for \$115,000 — a fun return on his money.



3

Clockwise from top left: Gooding’s ‘68 Shelby Mustang, Barrett-Jackson’s ‘85 Grand Wagoneer, Kruse’s ‘78 Olds Toronado, Gooding’s ‘84 Rolls-Royce, RM’s ‘67 Ferrari 330 GT and Kruse’s ‘30 Duesenberg Limousine.

Even if you *didn’t want it*, you might have reconsidered **at that price.**



4

4 | 1985 Jeep Grand Wagoneer 4x4 Station Wagon
SOLD AT \$11,000

The Grand Wagoneer at Barrett-Jackson was finished in bronze-over-tan leather and equipped with a 360-cubic-inch V-8 and an automatic transmission. Most paintwork appeared original, although there were some visible paint chips to the front and a few scratches. The only other readily visible flaw was a dollar-bill-sized torn area to the woodgrain siding at the driver-side rear door. The brightwork was good and the interior of this one-family Grand Wagoneer was excellent.

If your taste runs to XXL SUVs with gas mileage to make muscle-car owners blush, this is your ride. The build quality was spotty, and they would rust next to a saltshaker, but they sure look great. By the time production ceased, only color and a sunroof were optional. Now a cult car, just wait until one appears in a major Hollywood film and becomes its own ‘80s revival. This example might be the cheapest you’ll see for a decent one for a while — or forever.

5 | 1978 Oldsmobile Toronado XS Brougham Coupe
SOLD AT \$5,500

Powered by a V-8 paired with an automatic transmission and full power everything, this baby is loaded, as the salesman undoubtedly said when new. The creamy yellow paint of this Toronado (offered at the Kruse sale) was decent, if you didn’t look too closely at the edges, where a bit of rust was starting to show. The brightwork was decent, and the clean tan cloth interior was all original. According to the vendor, the 9,543 miles recorded on the odometer is accurate.

A dealer bought the car, and here’s why: This was the last 1978 Oldsmobile Toronado XS coupe built — and it had the documentation to prove it. Delivered new to St. Louis, the car was returning there, too. It was a major bargain. Even if you didn’t want it, you might have reconsidered at that price.



5

6 | 1984 Rolls-Royce Camargue Two-Door Coupe
SOLD AT \$35,200

This red Rolls-Royce coupe offered by Gooding was trimmed in parchment tan leather with brown piping and a tan Everflex top. Powered by the company’s long-serving 6,750cc V-8 mated to a three-speed automatic transmission, the car featured paintwork that appeared unmarked, although its pink grapefruit color is not universally appealing. The vinyl top was a bit dirty (but not discolored), the leather and wood were excellent, and the interior smelled new.

Was it the color, or was it just because the Camargue has polarizing styling? No matter, experts agree that the Camargue looks better with each passing year. This well-cared-for example had fresh leather and a previous owner who had lavished plenty of dollars on this Pininfarina-designed motorcar with coachwork by Mulliner Park Ward. In 10 years, nobody will believe it sold so cheap.



6

BETTER TIMES AHEAD?

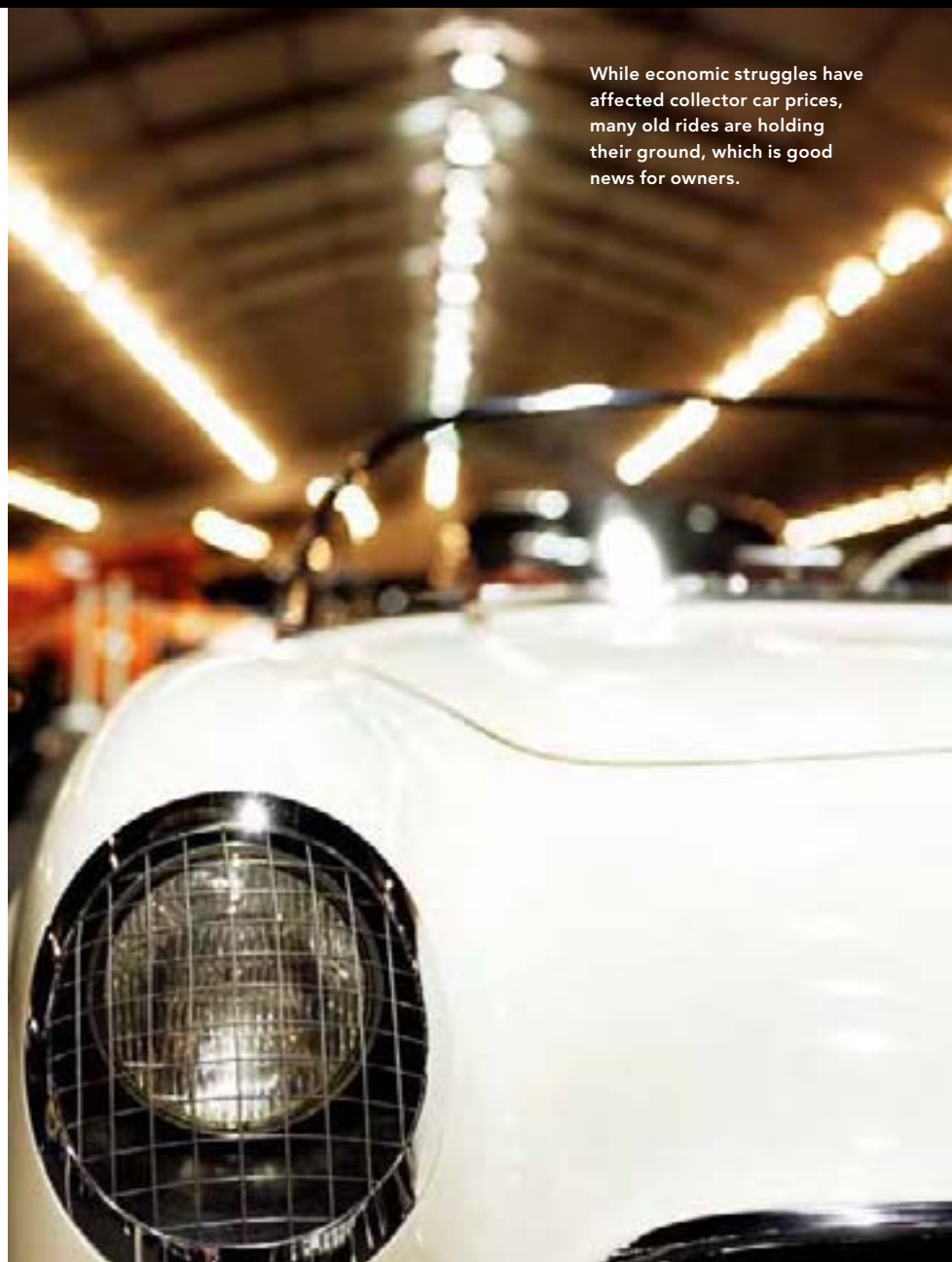
How economic tough times have impacted collector prices, and what the coming year may bring. BY DAVE KINNEY

T

TOUGH TIMES continue in many segments of the marketplace. Commercial and residential real estate, the stock market, and many other types of “conventional” investments have had a few tough years. Although recovery seems to be slowly working its way back into many portfolios, most segments of collector cars did not suffer the same fate as many shares or funds. In fact, many of the cars we collect held their ground in the face of what has been the toughest of economic challenges in the postwar era.

Collector cars are meant to be driven, displayed and enjoyed. The fact that many have maintained or, in some cases, increased in value is icing on the cake for many owners. Few collector car purchases were driven from the investment side; most were the fulfillment of a desire or a dream to own a collector car to show, drive, restore or upgrade.

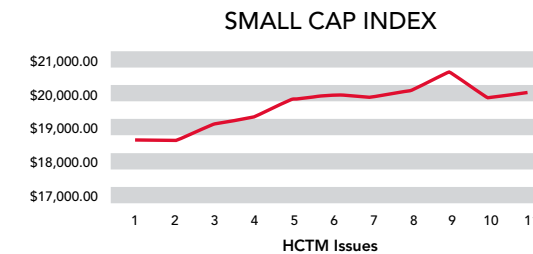
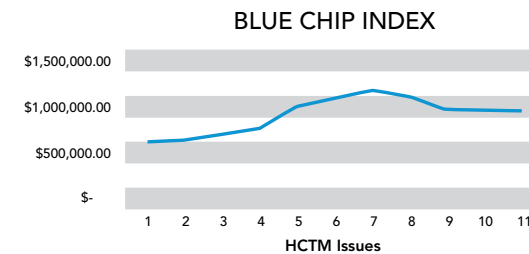
Auctions are the most visible source to view trends and values. They are



While economic struggles have affected collector car prices, many old rides are holding their ground, which is good news for owners.

BLAIR BUNTING

Hagerty's Cars That Matter offers financial-style indexes (Blue Chip and Small Cap shown right) that give collectors a way to keep tabs on today's pricing patterns.



not, however, the largest part of the collector vehicle marketplace, despite the proliferation of auctions and their increased visibility with growing television coverage. Most collector cars are exchanged in dealer-to-private-party or private-party-to-private-party sales. Auctions are memorable and, like other automotive events, are the meeting grounds of buyers, sellers, dealers and traders. Because of this, auctions are where the surprises are likely to be both found and witnessed. Record-setting examples in 2009 included Mecum's August sale of a Daytona Cobra Coupe for \$7.25 million and RM's May sale in Italy of a 1957 Ferrari 250 Testa Rossa for \$12.4 million. For some, investing in automobiles must seem a sure bet.

MARKET INDEXES

Since attending every auction in any given year isn't an option for most (if any) collectors, market indexes are a good way to keep tabs on today's pricing patterns.

Hagerty's Cars That Matter (HCTM) has introduced a set of financial-style indexes that are grouped so they are easy to understand.

The HCTM Blue Chip Index of the Automotive A-List, for example, follows much of the “royalty” of postwar cars from around the world, including marques like the AC Cobra (both 289 and 427 production versions), Aston Martin DB5, 1953 Chevrolet Corvette and 1967 Chevrolet Corvette 427/435 convertible. Both the long- and short-wheelbase Ferrari 250 GT California Spiders are included, as are offerings as diverse as the 1970 Plymouth Hemi 'Cuda convertible and the Tucker '48.

But unlike some Hollywood A-Listers, the Automotive A-Listers have had real



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staying power. Had you invested in this group of cars in 2006, your average buy-in would have been right around \$600,000. Today, that figure would be just under \$1 million.

On the other end of the investment scale, the HCTM Small Cap Index of Affordable Classics — 12 makes whose values in No. 2 condition remain less than \$30,000 — has stayed a steady performer on what was until recently a consistent upward march. The 1971–1973 Datsun 240Z resides here, as do the 1969 AMC Javelin 343, 1969–1973 Triumph TR6, 1970 Chevrolet Camaro SS 350/300 and 1949 Buick Roadmaster Sedanette.

For this group, a \$19,000 buy-in at the end of 2006 would have returned you \$20,000 on average in 2009. Not much in overall investment return, but unlike some real estate or stock investments, they remain viable in the marketplace and fun to own and enjoy.

But Hagerty's Cars That Matter's newest index, the Mid Cap — a group of cars normally selling in No. 2 condition in the \$35,000–\$100,000 range (see related sidebar listing) — will be the ones to watch in 2010 because similar cars or related models have shown great staying power and appreciation.

TRENDS AHEAD

Continued buyer emphasis remains on two classes of cars: those fully restored that are in No. 1 or No. 2 condition, and survivor cars, which can serve as benchmarks for their automotive peers. In 2009, an increasingly demanding marketplace looked for value among the best vehicles in the preserved as well as restored offerings. The current year will continue an emphasis on the best; when the pricing pressure returns, cars with greater needs will increase in value.

Are better times ahead in the overall marketplace? Most signs seem to point in that direction. For those of us who love, use and enjoy our collector cars, better times are just a turn of the key and a shift of the gears away.

For a complete listing of HCTM Small Cap Index of Affordable Classic and Blue Chip Index of the Automotive A-List vehicles, go to carsthatmatter.com and click on the Indexes tab.



TRANSISTOCK CORVETTE, CHEVY BEL AIR, FERRARI GT350 AND LOTUS ELITE



Clockwise from top left: 1957 Chevrolet Corvette 283/283 Fuelie, 1962 Ferrari 250 GTE Coupe, 1957 Chevrolet Bel Air Convertible, 1968 Shelby GT350 Coupe, 1960 Lotus Elite Coupe, 1976 Lamborghini Countach LP400 Coupe.

ONES TO WATCH

That Matter Mid Cap Index bears watching in the next several months to see where things are headed for this large segment of the collector car market.

- ▶ 1970 AMC AMX 390/325
- ▶ 1964–67 Austin-Healey 3000 Mk III
- ▶ 1965 Buick Riviera GS
- ▶ 1959 Cadillac Eldorado Biarritz Convertible
- ▶ 1957 Chevrolet Bel Air Convertible
- ▶ 1967 Chevrolet Camaro SS 396/375 L78 Convertible
- ▶ 1957 Chevrolet Corvette 283/283 Fuelie
- ▶ 1963 Chevrolet Corvette 327/360 Fuelie coupe
- ▶ 1970 Chevrolet Corvette LT1 350/370 coupe
- ▶ 1962–64 Facel Vega Facel II Coupe
- ▶ 1960–62 Ferrari 250 GTE Coupe
- ▶ 1965 Ford Mustang K Code Convertible
- ▶ 1957 Ford Thunderbird Supercharged F
- ▶ 1961 Jaguar E-Type Convertible
- ▶ 1976 Lamborghini Countach LP400 Coupe
- ▶ 1957–63 Lotus Elite Coupe
- ▶ 1957 Mercedes 190SL
- ▶ 1955–56 Packard Caribbean
- ▶ 1964 Pontiac LeMans 389/360 GTO convertible
- ▶ 1956–57 Porsche 356A Coupe
- ▶ 1967 Porsche 911S Targa
- ▶ 1959–62 Rolls-Royce Phantom V James Young Limo
- ▶ 1968 Shelby GT350 coupe

The really expensive stuff and nice examples of affordable cars have held up quite well. It's the middle of the market that's taken it on the chin. With things starting to look up in general, the new Hagerty's Cars

Camaro tops

The ups and downs of a leaky convertible, and more.

Q The top on my 1969 Camaro Pace car convertible is extremely slow going up and down. Sometimes I hear a leaking sound five minutes after raising or lowering it. What could this be?

A If it sounds like it's leaking and the top is moving slowly, it's certain to be a leak. A Chevrolet expert we consulted says that these cars have electro-hydraulic top mechanisms. The main components (pump, cylinders and hoses) are behind the rear seat, under a cardboard panel. Your first step is to examine them for visible leaks. For parts or a rebuilding service, you may want to contact Convertible Top Specialists (topsdn.com) or Hydro-E-Lectric (hydroe.com).

Q Will upgrading the brakes and suspension on my 1967 Pontiac GTO increase or decrease the value?

A For many purists, a modified car will have a decreased value, especially if the intention is to show the car at the AACA, club or concours level. However, if you want to continue to drive the car, and would like an increased measure of safety, it might make sense to fit disc brakes and upgraded suspension components. Just be sure to save all of the original parts so the car can be returned to its original specifications.

Q When using a battery tender is it necessary to ground the negative lead on the tender to the engine block or can it just be connected to the battery?

A It's safe to connect the negative lead from the tender to the negative terminal on the battery.

Q I'm building a 427-cubic-inch engine for my 1968 Camaro, which has the original four-speed transmission. What rear axle gear ratio should I go with for more street than strip use?

A For mostly highway use at 70 to 75 mph, go with a set of 3.08 gears. If you're just planning to tool around town or urban areas, go with 3.73 gears. If you're looking for a good compromise, go with 3.42 gears.

Q Can you recommend a source of details for my 1970 Jaguar XKE?

A There are several excellent books that focus on what is correct and original for E-Type Jaguars. One is Collector's Originality Guide: Jaguar E-Type by Philip Porter, which is available through motorbooks.com. Another excellent book is the Original Jaguar E-Type, also by Philip Porter, which appears to be out of print. However, you should be able to find several used copies through amazon.com.

Q I'm about to drive my collector cars more than 400 miles to my new home. On one car the tires are 25 years old and on the other they're more than 20 years old. The tires look new. Are they safe for the trip?

A Although tires may appear to have little wear, they really only have a safe life span of seven years. Older tires will dry out and the sidewalls could easily develop tiny cracks. For safety's sake, you really should replace the tires before your trip.

Q I've heard of a one-quarter-inch thick tar covered with a metallic substance that I can use as a sound deadener for my 1957 Chevy. What is it and where can I get it?

A You're probably thinking of Dynamat, which is a very good sound and heat insulation frequently used by restorers and



street rod builders. For more information and a dealer locator, go to dynamat.com.

Q I'm in the process of buying a car, but the seller won't give me the VIN without a deposit. Yet I can't check out whether the car is real unless I have that number. What should I do?

A If the seller won't provide you with the VIN or serial number, walk away from the deal and look for another car.

Q My speedometer chatters and bounces. I've replaced the speedometer cable and it did no good. Help!

A Your speedometer is ready to be rebuilt, and there are quite a few companies that can do it for you, including United Speedometer Service (speedometershop.com), Bob's Speedometer (bobsspeedometer.com) and several others listed on page 44 of the Spring 2009 issue of Hagerty's. To see the article, go to hagerty.com/speedometers.

Send your questions to askhagerty@hagerty.com. To see more concierge questions and answers, go to hagerty.com/concierge.



Driving “THE FORD”

As the man who sets up and oversees the transportation exhibits at the Henry Ford Museum, Bob Casey may have one of the world's greatest jobs.

BY ROB SASS >>
PHOTOGRAPHY BY KEVIN NETZ

WITH ITS SOARING 40-FOOT CEILINGS COVERING NINE ACRES, THE HENRY FORD Museum in Dearborn, Michigan, is big enough to park the Hindenburg in a corner. And in the company of exhibits like the Rosa Parks bus, the chair from Ford's Theatre in which Lincoln was assassinated and R. Buckminster Fuller's Dymaxion House, the long-gone dirigible would hardly be the most compelling attraction.

I half expected the curator of such a place to be a giant, but Bob Casey is of average stature. We began chatting in front of the Ford GT40 Mk IV, which won Le Mans in 1967. The car is one of the automobiles to be featured — hood up — in an exhibit of engine compartments. “Today,” Casey began, “I have to write summaries of what's going on under the hoods of the cars here — there's a lot to talk about with the GT, including the 427 NASCAR V-8 and the ‘bundle of snakes’ exhaust.” Later, Casey has to respond to a request for some old racing photos, and review some steam car text to appear on a souvenir cup.



Above: Casey inside Lamy's Diner, part of the Automobile in American Life exhibit.

Casey — who holds degrees in mechanical engineering, American history and the history of technology — is a curator in the purest sense. Leaving fundraising and benefactors to others, he primarily deals with issues like preservation and planning exhibits that use the several hundred automobiles, trucks, motorcycles, carriages and bicycles to illustrate the vehicles that have had the greatest significance in marketing, engineering and styling.

Although Casey loves what he does, there is no routine. The only common thread running through his days is that each one begins when he boots up his computer.

“An example of something that can just blow your plans for the day was a call from a Windsor, Ontario, TV station,” Casey says. “A father and son from Chile were driving a Model A from the tip of South America to Dearborn. This was the first we'd heard of it. They spoke no English and had no sponsors. It was a real ‘kindness of strangers’ type of thing.” The pair put a sticker on the car to recognize everyone who had helped them. Casey pointed out one from the Best Western in Dearborn where the museum had pulled strings to get them a room after they donated their Model A to The Henry Ford.

Equally unexpected was the call about some prototype automobiles from auto industry supplier The Budd Company. One turned out to be a rather significant “could have been” story. In 1962, Budd proposed that AMC build a sporty car on a shortened Rambler chassis. Casey explains, “AMC just didn't have a visionary like Iacocca who saw the value in taking something mundane and making it into

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something desirable.” The sole resulting Budd XR-400 is astutely displayed next to the first of millions of Mustangs, which it resembles.

One of the issues that Casey frequently confronts is preservation vs. restoration. He prefers to acquire unrestored artifacts, but in the case of a streamlined 1930s Texaco tanker truck, “there simply weren’t any well-preserved originals available.” The restored example on display is refreshingly authentic — no better or no worse than it would have been in 1937.

At the opposite end of the spectrum is Old Number 16, the 1908

Vanderbilt Cup-winning Locomobile racer. All of its exterior finishes are original. Casey read about it as a kid in Ken W. Purdy’s seminal *The Kings of the Road*. “Bringing it here was the fulfillment of a childhood dream,” Casey says. Not unexpectedly, its conservation

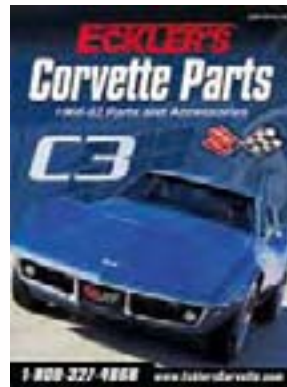
is a continuing battle. “From time to time, paint will flake off and we’ll literally glue it back on.”

The engine of Old Number 16 presents the museum’s most serious preservation issue. “Recently, we noticed a crack in the combustion chamber. We’ve been monitoring it and it’s clearly getting worse; oil is starting to mix with water. Old Number 16 has been run every year since 1906. We haven’t said we’ll never run it again, but if we do, it will be very sparingly.”

Casey’s love for the car is evident: “When it runs at twilight, you can see flames coming from the exhaust; at idle, you can hear the individual explosions and it literally blows smoke rings from the exhaust.” It visibly saddens him that this living and breathing piece of history may become inanimate. However, Casey can take satisfaction in knowing that his efforts have ensured that Old Number 16 will remain on display where thousands of people will see it each year. And although the massive Locomobile holds special meaning for him, there’s no telling what is one unexpected phone call away.

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Never letting go

Tom Liguori is still enamored with his 1969 Corvette convertible.

BY JONATHAN A. STEIN



Built By:
Chevrolet
Motor Division

**Quantity
Produced:**
16,633

Original Price:
\$5,256

Current Price:
\$28,900–\$69,200*

TOM LIGUORI grew up in Queens, New York, watching *Route 66* and dreaming of owning a Corvette of his own one day. So he saved every penny for years, going shopping for one when he was 21.

Since he wasn't willing to wait for a special order, Liguori drove 90 miles to Langhorne, Pennsylvania, where Reedman Chevrolet boasted 60 new Corvettes. The first to catch his eye was a LeMans Blue 427 convertible with side pipes. Unconvinced by the big block, Liguori eyed a Monaco Orange 350 before he fell for a LeMans Blue convertible equipped with a black vinyl hardtop, black leather interior, the 350/350 engine, close-ratio manual transmission, air conditioning and the optional wheel covers. "The car was gorgeous," he says. "It just glistened. And I was delighted that it had manual steering because in those days I was Mr. Macho."

When it came time to pay for the Stingray, Liguori put down half of the \$5,256 purchase price. And with a

glowing recommendation from his boss — also his uncle — the bank was happy to finance the balance.

From the start, the Corvette was never a daily driver. Whenever the weather turned wet or icy, it stayed snug in the garage.

Despite a move to Florida, marriage and kids, Liguori never considered selling the car. Nor did he succumb to the wiles of his daughter who thought that the dashing blue convertible would make a perfect 16th birthday present.

Liguori has done remarkably little to his dream car during their 40 years together. Early on he added a white convertible top, which he's replaced four times following theft attempts. Those efforts failed thanks to his only modifications — an alarm system and ignition cut off. The only other work has involved replacing the air conditioning evaporator, tires and brake hydraulics. But mostly he's just cared for his '69 meticulously — washing it, waxing it and changing the oil every 1,000 miles.

These days, both man and car share retirement. But about once a week, Liguori uncovers his Stingray, fires it up and drives until all the fluids are warm. He's proud that the Corvette, despite having clocked more than 92,000 miles, has never been hit and still has its original clutch. His only complaint? "I wish I still looked half as good as the car," he says.

Tom Liguori has cared for his 1969 Stingray meticulously over the last four decades — and its shows.



PHOTOS COURTESY OF TOM LIGUORI



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