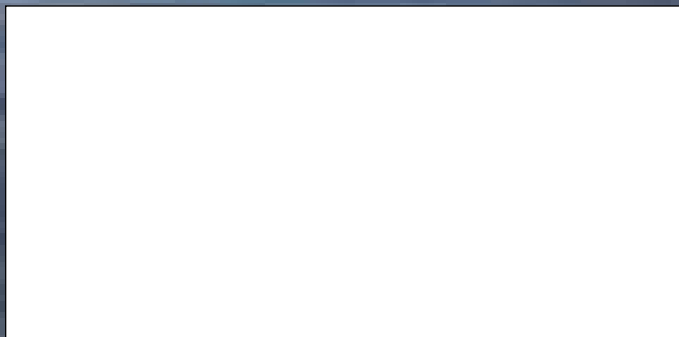




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MIKE DRILLING

McKeel Hagerty in the 1956 black T-bird his family restored and which later won the Antique Automobile Club of America's 1995 national "Best Post-War Car" award.

Yesterday's vehicles on tomorrow's roads

IF WE COULD sum up a vision for the future of our hobby, it would come down to yesterday's vehicles on tomorrow's roads. We all need to ensure that we'll be able to use and enjoy our cars on public roads in perpetuity. In a nutshell, that's the mission of the new Historic Vehicle Association, or HVA. Hagerty is proud to be the founding sponsor of an organization that we believe will play a prominent role in protecting us from the effects of legislation that either directly target or indirectly restrict our hobby. The HVA will also help ensure that the necessary infrastructure and skills remain and that the history and heritage of the vehicles we love is preserved.

As never before, our hobby is under fire on a number of fronts. Now is clearly the time for a strong and united organization to look after our interests in much the same way that 50 years ago, AARP took up the too-often overlooked interests of some of the most valuable and productive members of our society.

In the coming months, we'll be asking for your input and thoughts about this most important undertaking. We hope that we can count on you, the most knowledgeable and passionate ambassadors of historic and collectible vehicles, to become involved in the preservation of the hobby.

Certainly the collector car world in general, and mine particularly, would be a bleaker place without the Ford Thunderbird. Classic T-birds have always been a part of my family, so it's with great personal pleasure that we give our "World Of" treatment to the Thunderbird. We hope you enjoy writer Mike Mueller's unique spin on this icon, as well as the multimedia Web companion to it.

In keeping with the theme of looking out for the future of the hobby, writer Kathleen Donohue is in her element as she takes a close and very personal look at three young men who are all short of 30, yet already have experienced several lifetimes of car knowledge and enthusiasm.

Finally, the future is now, as our own Rob Sass has put together a list of 10 up-and-coming collectibles, including some that have just plain been overlooked. As usual with these things, it could just as easily have been a list of 50 or 100, so we look forward to your comments.

McKeel Hagerty



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18 World of 1955–1957 Thunderbird

Mike Mueller takes a look at the two-seater T-bird's mystique. Honored in song and on the silver screen, the sporty car with the portholes still turns heads.

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The collector car market is constantly changing. What's hot and what promises to get hotter.

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Meet Randy Ema, restorer extraordinaire and noted Auburn, Cord and Duesenberg historian.

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Three up-and-coming gearheads, all under 30, are making their places in the hobby.

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Introducing the Historic Vehicle Association.

EVAN KLEIN



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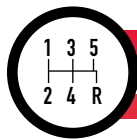
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Clockwise from right: Richard Petty served as this year's honorary chairman; the 1937 Mercedes-Benz 540K Special Roadster that won the Best in Show award; a 1969 Fascination from the Cars You Never New Existed class; the crowd enjoys the view along the concourse.



CAROL GOULD (4)



GOODING AND COMPANY



RM AUCTIONS

The '32 Voisin C20 V-12 (left) brought \$2.5 million at Gooding, and the '30 Duesenberg Model J Sport Berline brought over \$1.7 million at RM.

AMELIA ISLAND CELEBRATES 15TH CONCOURS D'ELEGANCE

CLEARLY, co-chairmen Bill Warner and Tom Cotter love assembling the finest cars in the world in imaginative categories for the annual Amelia Island Concorso d'Elegance in sunny Florida — such as Cars of the Cuban Races, Cars You Never Knew Existed and Forgotten Fiberglass. Some resembled vacuum cleaners (1955 Ghia Gilda Streamline Royal Grande), some looked like airplanes (1919 Leyat). Some engines were deafening, others eerily silent. All were fascinating.

The Best in Show Concorso d'Elegance award went to Sam and Emily Mann's spectacular 1937 Mercedes-Benz 540K Special Roadster. The Concorso de Sport award went to Jonathan Feiber's 1960 Maserati Tipo 61 "Birdcage," the car Stirling Moss drove to

victory in the last Cuban Grand Prix in 1960. Moss, recuperating after a fall, was missed; Carroll Shelby graciously appeared in his stead alongside Richard Petty and Don Garlits. The trio kept Saturday's seminar crowd — and each other — laughing, as they shared the good, the bad and the hilarious stories from their racing heyday. Petty, honorary chairman, was celebrated with an entire class of his racecars, including the legendary 1970 Plymouth Superbird. Unparalleled racing record aside, Petty reigns as "The King" for his generous nature and accessibility to his fans. Cotter says Petty's presence brings the Concorso circuit to a new audience — NASCAR fans.

RM Auctions featured the diverse 54-car collection of the late John O'Quinn and

reported sales of more than \$19 million, with 88 percent of the cars sold. The sublime 1930 Duesenberg Model J Sport Berline brought over \$1.7 million; a spectacular graphite grey 1955 Mercedes-Benz 300SL Gullwing Coupe fetched \$687,500.

Ending the RM monopoly at Amelia, Gooding and Company put down stakes at the Amelia Island Plantation. Total sales exceeded \$16 million, with last year's Best of Show winner, the 1931 Voisin C20 V-12 Mylord Demi-Berline, leading the way at \$2.5 million. And, as \$35 million was spent at both auctions, there seems to be room for both.

With 18,000 in attendance, the 15th Amelia Island Concorso d'Elegance proved more popular than ever.



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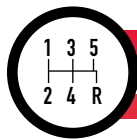
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NEW NAME FOR MEADOW BROOK

For 2010, the famous Michigan concours will be known as the Concours d'Elegance of America at Meadow Brook and will be helmed by new executive director James McCarter.

McCarter has a background in newspaper publishing, including the *Metro Times*, Detroit's long-running, free weekly entertainment tabloid. The "hometown" concours of the Motor City will still be held on the Oakland University campus in Rochester Hills, Michigan.

This year's event, scheduled for Sunday, July 25, should be heavy on American cars of the '50s and '60s, with special classes including Ridler Award Winners, Space Age Sport Coupes and Factory Experimental Drag Cars. RM will also be conducting its annual auction on Saturday (meadowbrookconcours.org).



BEST LOCAL CAR SHOW?

Maybe we're biased, but we think the Hagerty Family Car Show is one of the best local car shows in the country. Held on the Fourth of July this year during the National Cherry Festival in Traverse City, Michigan, it will be a real old-fashioned Independence Day celebration. With the Blue Angels flying over in the afternoon, fireworks at night and a larger venue for more cars, the fun will last all day. Come join us if you're in the Traverse City area.

The Hagerty Family Car Show features hundreds of show-condition collector vehicles, with three judging classes.



ROBERT KLINE

MONTEREY MADNESS



STEPHAN COOPER



EDD MANGINO

Events during Monterey Car Week include the Rolex Monterey Motorsports Reunion (top) and a rally along the Monterey Peninsula.

Monterey Car Week, in beautiful Monterey, California, packs a summer's worth of car events into seven days. Highlights for 2010 include:

CARMEL-BY-THE-SEA CONCOURS ON THE AVENUE

August 10, motorclubevents.com

AUTOMOBILIA MONTEREY

Aug. 10–11, automobiliamonterey.com

ROLEX MONTEREY MOTORSPORTS REUNION

Aug. 12–15, mazdaraceway.com

THE QUAIL

Aug. 13; quailodgeevents.com/pages/thequail.cgi

CONCORSO ITALIANO

Aug. 13, concorso.com

PEBBLE BEACH RETROAUTO

Aug. 13–15, pebblebeachconcours.com

CONCOURS D'LEMONS MONTEREY

Aug. 14; concoursdlemonts.com

PEBBLE BEACH CONCOURS D'ELEGANCE

Aug. 15, pebblebeachconcours.com

And don't forget the auctions:

Russo and Steele: Aug. 12–14, russoandsteele.com

Bonhams & Butterfields: Aug. 13, bonhams.com

RM Auctions: Aug. 13–14, rmauctions.com

Mecum: Aug. 13–14, mecum.com

MidAmerica: Aug. 13–15, midamericaauctions.com

Gooding & Company: Aug. 14–15, goodingco.com

For more, visit montereycarweek.com.

+EVENTS



Alfa Century 2010, the Alfa Romeo Owners Club National Convention and Centennial Celebration

June 23-27, Frederick, Maryland
alfaromeonews.com/alfacentury
 With a swap meet, tours, track events, tech seminars and the concorso, there's something here for any Alfisti.



Survivor Collector Car Show

June 27, St. Charles, Illinois
survivorcollectorcar.com

Presented by Bloomington Gold and Hagerty, this is the foremost display of unrestored original collector cars.



Micro/Mini Car World Meet

Aug. 21-22, Chicago, Illinois
worldmeet2010.com

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JAMES HAEFNER

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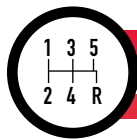
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ON THE BOOK SHELF



Vignale Con Michelotti Designer

Although there are major histories about Pininfarina, Touring, Zagato and Bertone, far less has been written about Carrozzeria Vignale. *Vignale con Michelotti Designer* is the story of the lengthy collaboration between coachbuilder Alfredo Vignale and designer Giovanni Michelotti. Written by Vignale's nephew, Alfredo Zanellato Vignale, the text is presented in its original Italian and an English translation. However, the true value in this small book lies in both the wonderful photos and a list of the cars that emerged from the Vignale-Michelotti partnership. Available through hagerty.com/vignale.



Ran When Parked: Advice and Adventures from the Affordable Underbelly of Car Collecting

A member of the Hagerty Media Team and a regular contributor to *Hagerty's*, Rob Sass is always looking for his next motorized adventure. He buys, he drives, sometimes he restores a little, but in the end he sells and moves on to the next car. In his characteristically breezy style



he examines a variety of affordable cars, complete with pitfalls and strengths, generally basing his suggestions on personal experiences with cars as diversely different as a Daimler SP250 or a Buick Riviera. Looking for ideas about what to choose for your next affordable old car? *Ran When Parked* is a great place to start. \$30.00. Available at book stores, amazon.com or enthusiastbooks.com.

JOE VAUGHN (3)



Angie's List Tackles Collector Cars

Looking for a restoration shop? Consumer ratings and review provider Angie's List (angieslist.com) has begun culling reports on classic car service businesses. Feedback from vintage car owners on 80 categories of restoration and repair work is now available in a national database. Angie's List is a subscription-based service that boasts more than 1 million users. That's founder Angie Hicks (above) in her Bugeye Sprite.

AACA Celebrates 75 Years

When the 14 men and one woman who founded the Antique Automobile Club of America (aaca75.org) met on Nov. 4, 1935, they couldn't have foreseen just how successful their nascent historical society would become. Seventy-five years later, AACA has grown to more than 60,000 members in more than 400 regions and chapters spanning the globe. To commemorate its longevity, the group will be celebrating its Diamond Jubilee June 30–July 3, in Louisville, Kentucky.



Factory Five Racing Type 65 Coupe

SHELBY LAWSUIT THROWN OUT

Factory Five Racing can continue building and selling its Type 65 Coupe, a replica of the original Shelby Daytona Coupe. A U.S. district judge dismissed the latest litigation from famed race driver and tuner Carroll Shelby, who had sought to stop Factory Five on the grounds that its design infringed upon Shelby's. However, the court did not agree, pointing to a previous suit brought by Shelby that was settled in 2002. According to the judge, this new complaint was similar enough to fall under the terms of that settlement, in which Shelby granted the kit car manufacturer the right to sell its clone of the Cobra 427 S/C.

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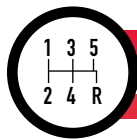
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Web Faves

In Steve Haas' article "Your Computer Might Be Your Best Tool" in the Spring issue of *Hagerty's*, we invited you to tell us about your favorite automotive Web sites, and many of you wrote in. Leading the list — thanks to a dozen well-organized fans — was mgytypes.org. Want to know the other sites that moved people to write us, as well as our own favorites? Go to hagerty.com/webfavorites.



GETTY IMAGES



CAROL GOULD

Some of the young visitors to Amelia Island take part in the Youth Judging program.

CONNECTING KIDS WITH CARS

Operation Ignite!, Hagerty's youth program, has a new face in coordinator Tabetha Salsbury. You might spot her at one of the 11 shows where Hagerty conducts its popular Youth Judging program, teaching children the ins and outs of show car evaluation. Salsbury will also be overseeing the 2010 Young Designers Contest. This year's theme — Next Generation of Collectors, Next Generation of Cars — asks teenage artists to design a future vehicle that's inspired by their favorite collector car. Five finalists will win trips to California to attend an awards ceremony held at the Hagerty Monterey Car Week celebration. Voting on the hagerty.com Web site ends on July 13.



Funding the Collector Car Hobby

The Collectors Foundation (collectorsfoundation.org) awarded five grants during the first quarter of 2010:

- Sponsoring the Antique Automobile Club of America Library & Research Center's International Automotive Library Conference.

- Awarding a matching grant to the Herreshoff Marine Museum to initiate an After-School Mentorship Program in Classic Boat Repair and Maintenance.
- Renewing the LeMay Museum's grant to support a summer intern.
- Renewing the Studebaker National Museum's grant to support a summer intern.
- Awarding a \$20,000 matching grant to the Phoenix Garage to initiate a new program that will assist at-risk students in building high-performance vehicles.

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Bits and pieces

Restoring a Hudson interior, and more.

Q I am looking for materials for the inside of my Hudson. I need a complete headliner and the seats have to be redone. Can you make any recommendations on whom to contact?

A Sounds like a fun project. Try Bill Hirsch Automotive Products (800-828-2061, hirschauto.com). You could also contact Miller Motors Hudson, the "last Hudson dealer," at ypsiautoheritage.org for some ideas. You might want to join the Hudson-Essex-Terraplane Club. They'll be invaluable in terms of giving you ideas of where to look for bits and pieces as well as advice from other owners. Check hetclub.org to find a chapter near you. There's also an online club: hudsonclub.org. Good luck and enjoy the restoration project.

Q During the restoration of my '63 Sunbeam Alpine Series II, the interior shop misplaced the latches that clamp the soft or hard top to the top of the windscreen. Now I have only one set and if I want to change tops, I will have to remove the latches from one top and set them onto the other top. Do you have any leads on replacing them?

A First try contacting classictiger.com/suppliers.html. If that doesn't work, try these alternatives: victoriabritish.com, runnerduck.com, sunbeamalpine.org,

macgregorukcarparts.com, rootes.com, sunbeamsupreme.co.uk, classicsunbeam.com, sunbeam-alpine.co.uk or holden.co.uk.

Q What is the best place to have a '65 Giulia Spider restored on the East Coast?

A There are several excellent possibilities. One is Alfas Unlimited in Norfolk, Connecticut (alfasunlimited.com). Another is Automotive Restorations in Stratford, Connecticut (automotiverestorations.com). Treasured Motorcar Services in Reisterstown, Maryland (treasuredmotorcars.com) is also a good bet.

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

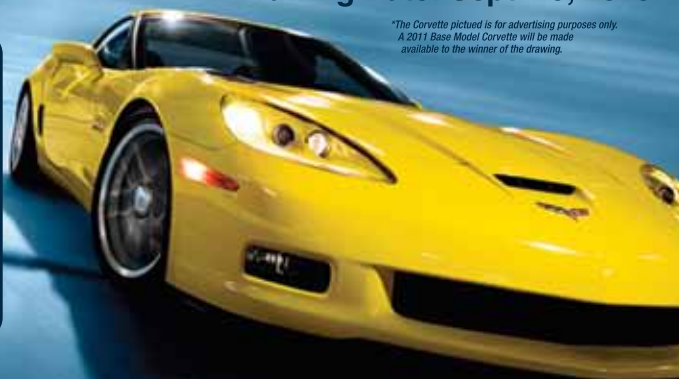
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EVAN KLEIN (5)

To gauge how your soft top is wearing, regularly check all latches and frame-folding mechanisms and watch for splits or window tears.

SINCE THE TYPICAL soft top has a half-life of three or so years, your convertible is either ready for attention or it soon will be. This is an especially finicky phase of any car restoration, so it pays to plan ahead. Having a clear understanding of everything involved with a convertible top replacement is the key to obtaining stellar results at a reasonable cost.

Symptoms of a top needing attention include tears, splits, a sloppy fit, fading, a cloudy rear window and wind or water leaks. And if there's only a groan when you activate the power up/down switch, your electro-hydraulic lift system is on the fritz.

Before a fresh top is installed, be sure to thoroughly diagnose the underpinnings so you don't end up putting a bandage on some deep-seated problem. Check the top frame for worn bushings, bent arms and loose attachments. Make sure your hydraulic pump, lines and cylinders are up to snuff. Carefully inspect the weather strips and latching hardware.

Except for do-it-yourselfers with vast soft-trim experience, replacing a convertible top is best left to specialists who know the tricks of the trade.

Start by building a knowledge base. Convertible tops are available in different grades (weight per square yard), materials (vinyl or cloth) and textures. Experts in your marque club can help you find the original-equipment specification and the right color for your top plus a local installation shop with a proven track record. Plan on replacing underpadding, the storage well liner and the snap-on cover that protects a folded top from sun damage.

Do not remove the old top because your installer will need it for guidance in positioning the new top. Convertible tops are usually made from patterns, so make sure you and your installer concur on the source of the new top and whether it conforms to original factory specifications. For obscure applications, your installer can create a fresh top from bulk material using your old top as the pattern.

Plan on spending \$1,000 for a straightforward top replacement on a small car. Larger cars and more complex installations can cost two to three times that much. Most shops will require only a day or two to fit a top you'll love to show off ... in the raised position.

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On the road *again*

Five worthy classics get a new chance to shine in the sun — thanks to their loving and visionary owners. BY JOHN L. STEIN



1966 JAGUAR E-TYPE SERIES 1 4.2

The route to fruition for this stunning 1966 Jaguar E-type Series 1 4.2 coupe spanned 25 years for Californian Carl Madson. The program manager bought the car from his college roommate in the mid-1980s, non-running and with the cylinder head dismantled, saving it until he got settled in life and had the appropriate resources. That time finally came last year, when Madson found the sour economy had opened up the appointment books at the best area shops. A full rotisserie restoration, along with performance upgrades and changing the original pale yellow exterior to rosso di passione ("Passion Red" in Italian) brought the Jag roaring splendidly back to life.

PRICE RANGE FOR A 1966 JAGUAR E-TYPE SERIES 1 4.2 COUPE: \$27,700-\$77,900*

1949 STUDEBAKER R2 FLATBED

Miracles really do happen: Just two years into its career with a rural heating contractor, this 1949 Studebaker dual-wheel flatbed found itself parked in a Maryland barn when the business folded. And there it remained for the next half century until Pennsylvanian Wayne Cooper acquired it for just \$700 after its discovery by his eagle-eyed son. With fewer than 15,000 miles showing on the odometer, the Studebaker was mechanically sound but needed new Forest Green paint, tires, brakes and upholstery. Several years and plenty of diligence later, Cooper now has a terrific weekend hauler for his small collection of vintage tractors.



PRICE RANGE FOR A 1949 STUDEBAKER R2: \$8,500-\$19,000†



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1940 HUDSON BUSINESS COUPE

Oklahoman Bob Icenberger's uncle bought this 1940 Hudson coupe new in Long Beach, California, and soon joined the U.S. Army Air Forces, only to perish on a night mission in 1943. Another uncle drove it before willing it to Icenberger in 1965. Bob drove the coupe while his kids were young, parked it for decades, then crafted this unusual hotrod using a Chevy V-8, a Nova axle, Chrysler brakes and Austin-Healey steering. Bob received a prestigious paint award at the Street Rod Nationals for the paint job he did with the help of friend Gary Mundy.

PRICE RANGE FOR A 1940 HUDSON BUSINESS COUPE: \$7,000-\$16,000*



1963 CHEVROLET NOVA SUPER SPORT

"Boy, do I have a block for you," began the e-mail from a North Dakota senior to Seattle resident Marco Savarise. The message proved a sight for sore eyes as Marco, longtime owner of the first-year Nova SS shown here, had been looking for a rebuildable 194-cid engine block to get his favorite car back on the road. Now he had a *new* one; unused and as valuable as an amber-encased bug is to an entomologist. It was the toughest-to-find part the aerospace engineering tech needed for his restoration, and now resplendent in original Silver Blue, the rare six-cylinder '63 SS is happily on the road again.

PRICE RANGE FOR A 1963 CHEVROLET NOVA SUPER SPORT: \$8,300-\$33,540*



1955 CHEVROLET 210

Inspired by the show *Overhaulin'*, young Jim Gorel Jr. hatched a plan last summer to restore his father Jim's beloved 1955 Chevy 210 for Father's Day — in one week. He and a half-dozen friends did just that while his parents were on vacation. One team worked on the brakes and fuel system, and another sanded and prepped the body for paint. Racing literally around the clock, they turned Dad's daily driver of 35 years from a car-port queen to a ballroom princess in record time, sliding the reupholstered front seat into place minutes before the parents returned. "When we came in and he said, 'Happy Father's Day, Dad!' it really got to me," Gorel Sr. admits.

PRICE RANGE FOR A 1955 CHEVROLET 210: \$6,700-20,100*



WORLD OF 1955–1957

Thunderbird

FEW AMERICAN CLASSICS STILL TURN HEADS LIKE FORD'S FLASHY TWO-SEATER, A TIME MACHINE THAT SIMPLY REFUSES TO FADE AWAY

BY MIKE MUELLER >> PHOTOGRAPHY BY EVAN KLEIN



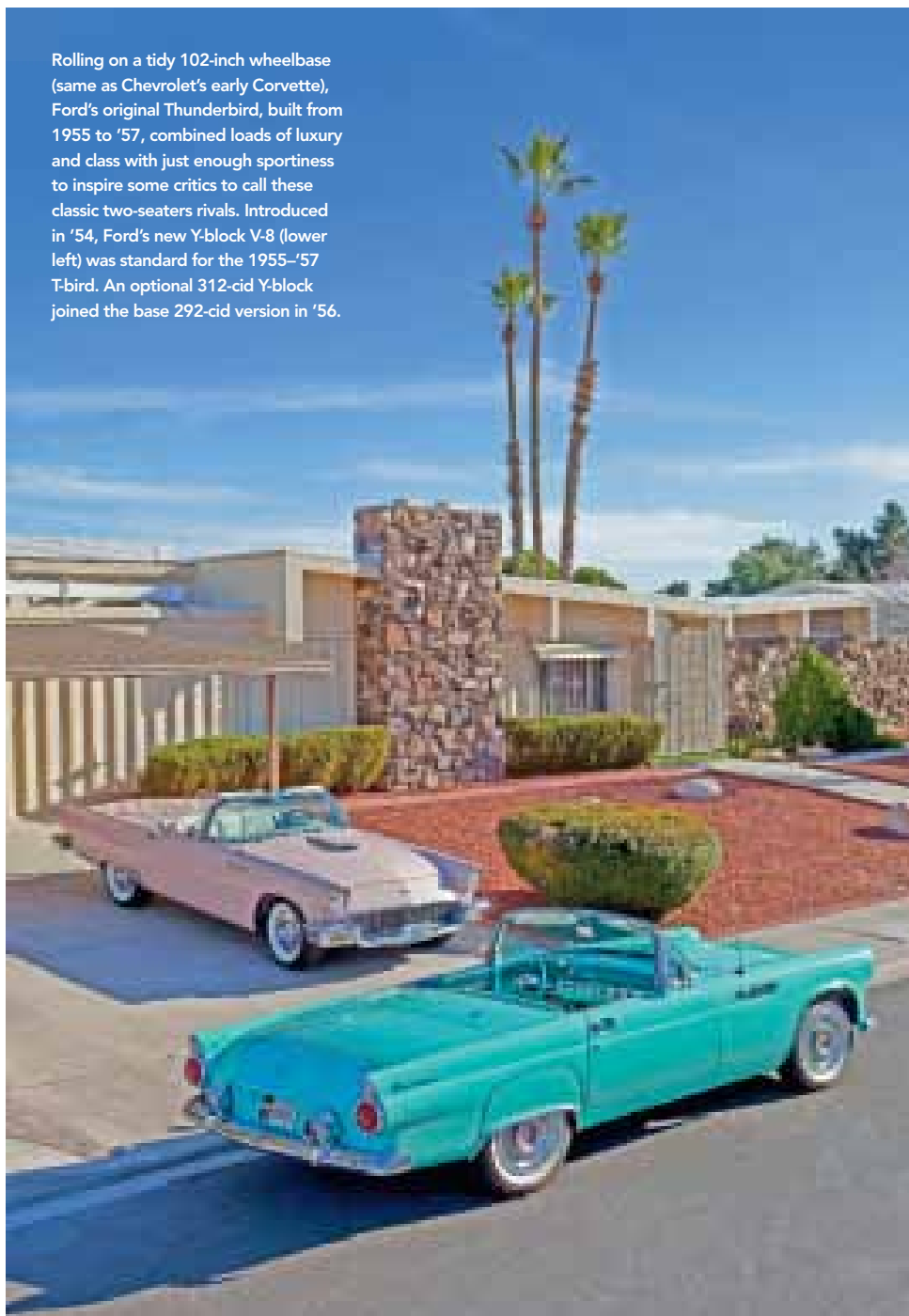
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nforgettable is simply not a big enough word to describe Ford's first Thunderbird, built with two seats only from 1955 to 1957. Even people who couldn't care less about cars will more often than not stop and smile when an "Early Bird" glides into view. That long, prestigious hood and cute little rear deck. Those classic port-holes and Continental kit added in 1956. The pair of polite, trendy fins that sprouted out back in 1957. It would be hard to find anyone of a certain age who doesn't recognize this timeless face.

////////// CRUISIN' DOWN MEMORY LANE

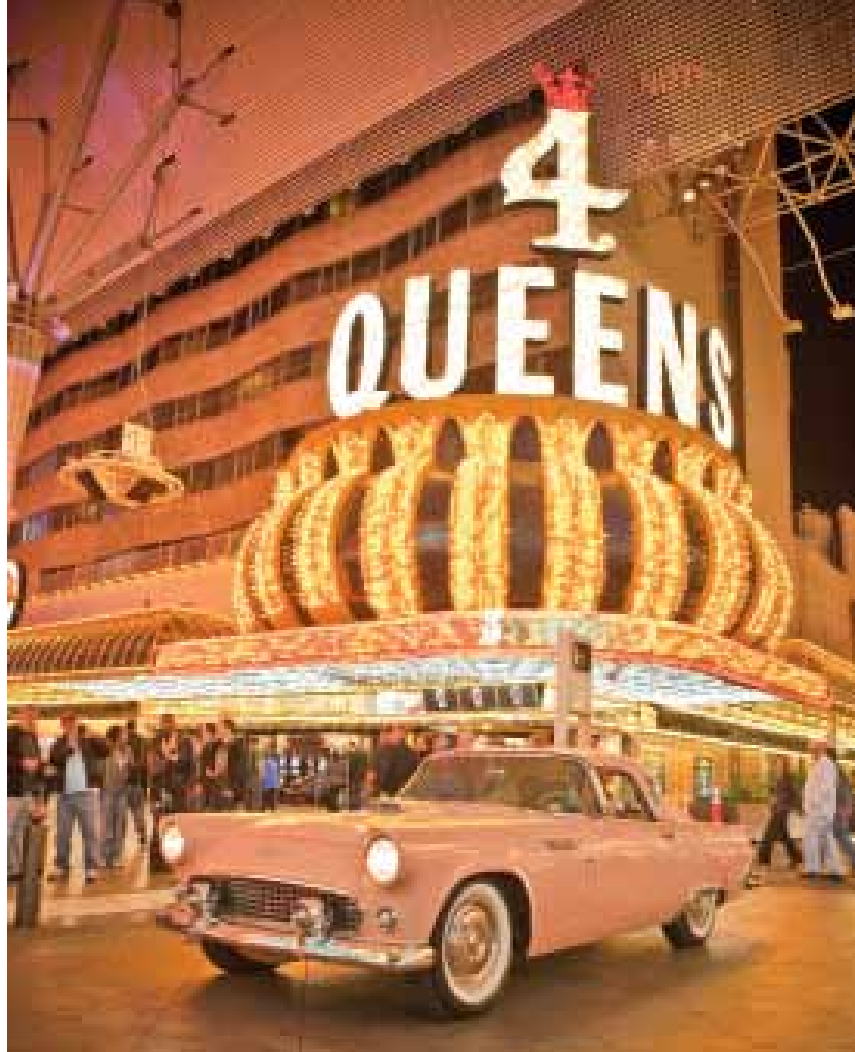
Baseball, apple pie and Chevrolet? Get outta town! Nostalgic icons don't come much more patriotic than Ford's original T-bird, which a half-century back may well have captured the very essence of what makes a great American car a great American car. "Named after a legend, it may create one of its own," predicted a January 1955 *Motor Life* report. Was this prophecy or understatement? According to a 1992 *USA Today* poll, the '57 Thunderbird ranked as "America's Favorite Classic Car." Whether it remains so today typically represents a matter of opinion.

"People of a certain age probably remember the original T-bird well," says West Peterson, editor of *Antique Automobile*, the bimonthly magazine of the Antique Automobile Club of America (aaca.org). "But I'd have to say that, among non-car enthusiasts in their 20s, it's



Rolling on a tidy 102-inch wheelbase (same as Chevrolet's early Corvette), Ford's original Thunderbird, built from 1955 to '57, combined loads of luxury and class with just enough sportiness to inspire some critics to call these classic two-seaters rivals. Introduced in '54, Ford's new Y-block V-8 (lower left) was standard for the 1955-'57 T-bird. An optional 312-cid Y-block joined the base 292-cid version in '56.

A removable fiberglass hardtop was available from the get-go for Ford's sexy two-seat convertible. Chevrolet didn't offer one to Corvette customers until 1956. A stylish "port-hole" was added to Thunderbird roofs in '56 (far right), but topless travel was the only way to be seen at the wheel of an "Early Bird."



50-50 whether they would know it at a glance. I'd say a vintage VW Beetle is more easily recognized casually among them."

James Hack, managing director of the Classic Thunderbird Club International (CTCI), based in Signal Hill, California, adds, "The '57 Chevy is probably more notable from a casual perspective today, but most likely because they made more of them. You also don't see many T-birds running around the streets anymore, not like '57 Chevys, Mustangs and so on."

According to David Tulowitzky, of the CTCI's Trail Birds of Southwest Florida chapter, at best the '57 Chevy is "probably equal" to the '57 T-bird right now as far as general popularity is

concerned. "There might have been other popular collector cars that have popped up in recent years, but I don't know of any other model that has surpassed the T-bird. Today muscle cars are drawing more and more attention as a whole, but there isn't one particular model that stands out as much as the early T-bird, certainly among casual observers."

Both Hack and Tulowitzky agree that relative rarity and an initial short shelf life helped heighten the two-seat T-bird's appeal.

"They were unique in their time," adds Tulowitzky. "The Corvettes were too, but Chevrolet kept building them and building them better. These days, Corvettes of the '50s don't draw

as much attention. Had they only built them for three years, it probably would be different now."

Echoes Hack about the early T-bird: "For three years there was nothing like them. They retained a lot of character and haven't been modeled again since."

Or at least not until Ford itself took a shot at reviving some of that character in 2002 with a reborn two-seater, a retro-styled plaything that stuck around through 2005 before disappointing sales sent it packing.

"I liked the reborn Bird, and we considered buying one," says Tulowitzky. "But it came out just before the new Mustang did, and lot of us in the club felt they could've done more to make the new

1955-57 Thunderbird Facts and Figures

Model	Production	Length	Height	Weight	Base Engine	Transmission
1955 THUNDERBIRD	16,155	175.5"	52.2"	2,980 lbs.	193-hp 292-cid V-8	Three-speed manual**
1956 THUNDERBIRD	15,631	185"*	52.5"	3,088 lbs.	200-hp 292-cid V-8†	Three-speed manual**
1957 THUNDERBIRD	21,380	181.4"	51.6"	3,144 lbs.	212-hp 292-cid V-8†	Three-speed manual**

*Includes Continental kit.

†312-cid Y-block optional.

**Ford-O-Matic automatic optional.



1955-57 Thunderbird Prices

1955 THUNDERBIRD	\$2,944 (then)	\$16,400-\$53,000* (now)
1956 THUNDERBIRD	\$3,151 (then)	\$18,100-\$65,000* (now)
1957 THUNDERBIRD	\$3,408 (then)	\$19,400-\$115,000* (now)



Top: Telling the three Early Birds apart is simple. Along with its porthole roof, the 1956 model (left) was fitted with a trendy Continental-kit spare tire. The spare went back inside in 1957 (right) as the trunk was lengthened and crowned with humble tailfins.

T-bird look like the '55, much like they'd made the new Mustang look like the old ones."

Tulowitzky bought his first two-seat Thunderbird, a '57, in 1972, and still proudly shows it off today. He has also owned a few '56 T-birds over the years, basically because his wife has always favored that model. "Women do love the Thunderbird," he chuckles, while identifying an important voter base that in his opinion surely has aided his favorite car over the years in any and all popularity contests.

////////// THIS CAR'S A STAR

Hooking up with various media outlets during the '60s and '70s also didn't hurt its popularity. Once honored in song as well as on the silver screen, the Thunderbird legend took on a transcendental scope, enticing many among the masses who otherwise might not have considered it possible for an automobile to be a pop icon.

Icons themselves, Southern California's Beach Boys first turned to Dearborn's two-seater for lyrical inspiration in 1963. When songwriter Brian Wilson needed a measuring stick to demonstrate the rubber-burning prowess of a '32 Ford hot rod, he chose the coolest car he knew. "Just a little Deuce Coupe with a flathead mill," crooned the Wilson brothers and friends, "but she'll walk a Thunderbird like it's standing still." Who cared that he certainly couldn't have chosen hotter Detroit iron? Beach Boys fans didn't, nor did they probably "know what I got." Most never set foot on a surfboard, either.

What surf music followers did know was how to have a blast, at least until "Daddy took the T-bird away," or so claimed *Fun, Fun, Fun*, the 1964 Beach Boys hit that more accurately reflected the Thunderbird's place in the cool world. While a real factory hot rod it wasn't, Ford's original T-bird did pack loads of status, prestige and pizzazz, making it the perfect rich man's toy and the perfect gift for his best girl, be she daughter, wife or mistress.

This classy chassis image also proved perfect for both movies and television. A red two-seat T-bird fit Robert Urich like a glove for his role as detective Dan Tanna in ABC's *Vega\$*, aired from 1978 to 1981. Sexy assistants, life-in-the-fast-lane Las Vegas nights, and a too-cool-for-school ride — what else could a man want?

In Curt Henderson's case, the answer to that question sat behind the wheel of a '56 Thunderbird. Easily the most renowned starring role for a T-bird came in George Lucas' 1973 hit movie *American Graffiti* when Henderson, played by Richard Dreyfuss, stumbles upon the perceived love of his life, Suzanne Somers, while cruising the strip the night before he is to fly off east to college.

"The most perfect, dazzling creature I've ever seen," continues to taunt Henderson from her virgin white '56 right up to movie's end. Whether she was the young trophy wife of a wealthy jeweler or a high-priced call girl mattered not at all. "I just saw a vision, I saw a goddess," was Curt's claim. But would he have been equally dazzled had Somers been riding in the back of a four-door 1958 Edsel, like he was?



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A less cluttered grille appeared for the last of the two-seat T-birds in 1957. A floor shifter and standard tachometer (lower right) helped inspire curbside kibitzers to call the Early Bird a sports car.

Family Ties

While initial raves suited the Early Bird's creators to a T, market realities forced Ford's hand to plan a radical change. The enlarged "Squarebird" of 1958 ensured Thunderbird drivers of a ride into a new decade as sales jumped a whopping 76 percent. The Thunderbird legacy rolled through 11 generations during its 50-year run. Introducing unitized body-frame construction into the mix, the Squarebird was followed by the restyled "Roundbird" from '61 to '63 with another unit-bodied Bird on the market from '64 to '66. Body-on-frame construction returned in '67 for the fifth-generation Bird, a truly big machine offered with either two or four doors. The even-larger '72 was basically a rebadged Lincoln. A unitized platform returned in '77 beneath the downsized eighth-generation T-bird, based on Ford's midsize LTD II. Award-winning aerodynamics adorned the '83 model, and an even slicker shell debuted six years later. The story finally came full circle after J Mays' nostalgic two-seater hit the streets in 2002.

//// TWO'S COMPANY

Talk around Dearborn of a sporty two-seater dated as far back as 1951, but it wasn't until Chevrolet rolled out one of its own that Ford people actually got serious about building a counterpart. Henry Ford II's guys got their first look at Chevy's new fiberglass-bodied Corvette at General Motors' Motorama in New York in January 1953. About a month later, the order was given to create a comparable machine, and Ford general manager Lewis Cruso's team wasted little time executing it.

Chief engineer William Burnett oversaw mechanicals, while William Boyer, working under the influence of legendary designer Frank Hershey, handled the bulk of the styling

direction. A completed wooden mockup was ready by February 1954. As for a name, that came about after a corporation-wide contest was held offering \$250 to any employee who best honored the new breed. Stylist Alden "Gib" Gilberson won the contest. Gilberson turned to familiar Native American mythology for inspiration.

Motor Trend's Don MacDonald was, in the spring of 1954, among the first to announce the upcoming arrival of something truly new on the Detroit scene — truly new because Ford appeared ready to not only meet Chevrolet's challenge but to do it one better. Like MacDonald, nearly all who saw the Thunderbird mockup recognized that about the only





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As in 1955, fancy wheelcovers (done in either a conventional full style or a simulated wire wheel design) were available at extra cost for the 1956 T-bird (top). A radio was optional inside, as were power windows and a four-way power seat.

aspects directly copied from the Corvette were its topless body, two-passenger seating and short, 102-inch wheelbase. MacDonald's one-page April 1954 *MT* report, entitled "Thunderin' Thunderbird," explained that Crusoe had insisted that his designers stick with a metal body, not fiberglass, to keep manufacturing difficulties down while speeding production up. Ford clearly intended to build T-birds faster, and thus more plentifully, than Chevrolet could mold up its Corvettes.

The idea also wasn't just to produce more cars, it was to produce more car. "Perhaps the outstanding feature of the new Thunderbird is the clever wedding of sports car functionalism with American standards of comfort," wrote MacDonald. Unlike the early Corvette, the T-bird right out of the blocks would feature roll-up windows, an available removable hardtop and standard V-8 power. Public sales of the soon-to-be legendary Thunderbird began on October 22, 1954. Production had started September 9 with sights set on building 10,000 examples that first year. The final tally was 16,155. After a slight dip in 1956, production of the last, and in most minds the best, two-seat T-bird reached 21,380.

////////// BY ANY OTHER NAME

Almost everyone who set eyes on Ford's first Thunderbird called it a sports car — this even though Ford from the get-go preferred a more appropriate classification: "personal car." That label soon evolved into "personal luxury" as the T-bird's true colors began to show more brightly. Indeed, most press reviews instantly acknowledged that the Thunderbird was obviously more comfortable, convenient and classy than Chevy's relatively crude fiberglass two-seater. Yet critics still couldn't resist painting the relatively plush, V-8-powered two-seat Bird as a sporty Corvette rival with ample competition potential.

Such strokes gained strength after Ford announced optional dual carburetors for the Thunderbird's 312-cu.in. Y-block V-8 late in 1956. Identified as the "E-code" engine, this meaty mill was making 270 horsepower in 1957; 285 with the optional "NASCAR kit" cam. An even hotter F-code 312 Y-block, this one topped by a McCulloch supercharger, appeared briefly in 1957 to push the available output ante up to 300 horsepower; 340 with the solid-lifter NASCAR cam. Both the E- and F-code models remain among the hottest selling Thunderbirds today, with one of the



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supercharged versions recently going for \$115,000 at a Russo and Steele auction.

Perhaps the biggest bucks ever brought by a T-bird was the \$660,000 Barrett-Jackson hammered out last year for the first model Ford assembled back in September 1954, a black 1955 formerly owned by the late George Watts. "As one of the most iconic American sports cars ever built, the Thunderbird will always have a strong following and demand solid prices at auction," says Barrett-Jackson president Steve Davis. "What makes the Thunderbird so collectible is its versatility. You can search for a rare, pristine example like the first production '55 we sold in Scottsdale in 2009, or find an entry level model for a reasonable price. The Thunderbird also is a great platform for customization, which has attracted a new generation of fans to the historic car."

Sporty convertible or mini-luxo-cruiser: Whatever the case, Ford's original two-seat Thunderbird is still soaring high 55 years after its birth.

 To read more about the world of T-birds, including the car's racing history and its last hurrah when the "new" two-seater debuted in 2002, visit hagerty.com/thunderbird.

The 1955-57 Thunderbird Guide

Clubs

Classic Thunderbird Club International
ctci.org

Vintage Thunderbird Club International
vintagethunderbirdclub.org

International Thunderbird Club
intl-tbirdclub.com

Events

CTCI International Convention
Dayton, Ohio
June 15-20, 2010
937-426-1140 (Jim Marts)
birdsandplanes@hotmail.com

VTCI International Convention
Lincolnshire, Illinois
September 22-26, 2010
vintagethunderbirdclub.org

Web sites

tbird.org
tbirdregistry.com
classicbird.com
thunderbirds.biz

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nationalpartsdepot.com

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West Chester, Pennsylvania
610-363-1725
tee-bird.com

Prestige Thunderbird Inc.
Sante Fe Springs, California
562-944-6237
prestigethunderbird.com

Larry's Thunderbird & Mustang Parts
Corona, California
951-270-3223
larrystbird.com

Books

Thunderbird: 1955-1957 Performance Portfolio
By R.M. Clarke

Thunderbird Fifty Years
By Alan Tast

The Book of the Ford Thunderbird from 1954
By Brian Long

Standard Catalog of Thunderbird, 1955-2004
By John Gunnell



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CARS TO BUY NOW

Hagerty's hobby insider reveals his picks for the next cars to take off.

BY ROB SASS >> ILLUSTRATIONS BY GLUEKIT



At times, the collector car world feels rather set in its ways. Everything that's going to be collectible already is — an idea famously stated by Charles H. Duell, the legendarily myopic commissioner of the U.S. Patent Office in the late 19th century who thought that his office should be closed because “everything that can be invented, has been invented.” In reality, the market is more fluid. Formerly unloved cars have come out of left field and some already collectible cars have become hyper-desirable. Since nobody has a crystal ball, you're always better off buying what you love, but if something on the list below strikes your fancy, you might get lucky and, in a few years, see a nice return on your investment.

1976-89 PORSCHE 911 TURBO

Of all the cars on the list, the 911 Turbo (also known by its internal design number, “930”) seems like the surest-fire hit. Designed at a time when performance cars seemed to be rushing headlong toward extinction, the 930 boasted

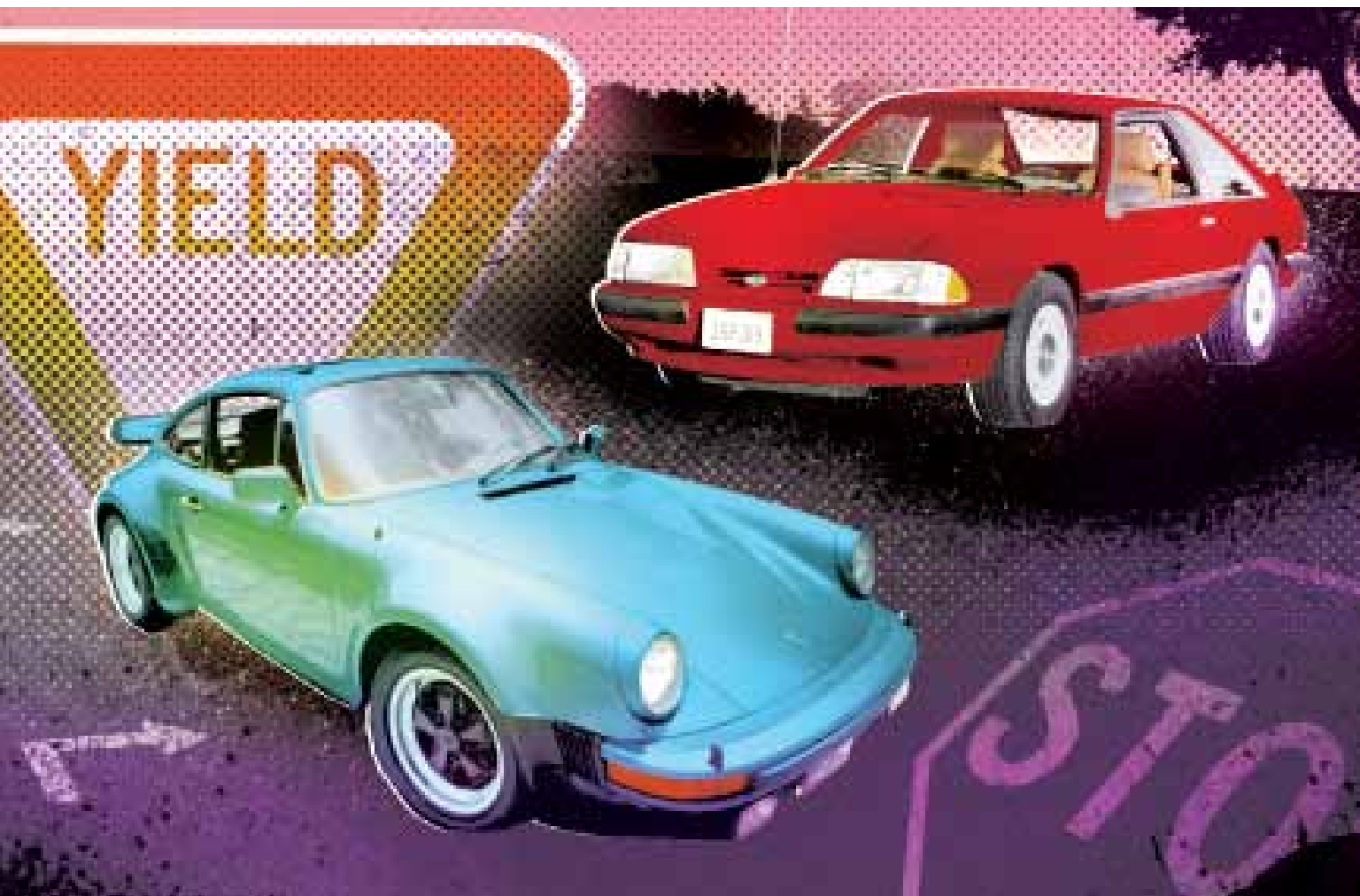
a 4.9-second 0-60 time and a 150 mph top end when Ferrari's only U.S. offering, the 308 GT4, took around 8.0 seconds to get to 60 and wouldn't reach 140 mph. Famously dangerous to the unskilled — the extra power and vicious turbo-lag accentuated the well-known booty-shaking tendencies of the 911 — the 930 scared the daylights out of its share of pro athletes and dermatologists. The giant fender flares and famous whale tail spoiler set the 930 apart from all else. Some of us can still remember when the 1973 Carrera RS 2.7 was selling in the mid-40s where 930s are now. Don't say we sat on this one.

PRICE RANGE: \$16,800-\$64,100

1987-93 FORD MUSTANG 5.0

The “Fox platform” Mustangs that shared underpinnings with the Ford Fairmont sedan returned affordable V-8 performance to the masses. The five-liter Mustang, along with the Buick Regal Grand National and Camaro Z28, rang down the curtain on the 1974-87 era of malaise

Alfa Romeo's sublime Giulietta is only going to go up, while it's due time for the Olds Toronado to be discovered. Performance rarely costs less than a Mustang GT, and the iconic 930 Porsche is an affordable supercar.





The Sunbeam Tiger offers near Cobra performance for a fraction of the price, while the Corvette ZR-1 offers exotic performance in an American package. Austin-Healey's handsome 100M is quick, relatively rare and remains undervalued.

when a sub-ten-second 0–60 time was remarkable. With 225 hp from new cylinder heads, the Mustang was making 80 hp more than the most powerful V-8 previously available in both the Fox and the Mustang II. Interiors are among the cheapest ever in a Mustang, but leather was available as an option on the GT and the LX. Good examples are in short supply but clubs and parts vendors are starting to take notice, and so is the market. Now would be the time to find one of the few nice surviving cars, preferably a convertible.

PRICE RANGE: \$1,200–\$15,200

1956 AUSTIN-HEALEY 100M

Few people would dispute that the Austin-Healey 100M (Le Mans) is a very collectible car. However, it's difficult to figure out why it isn't considerably more valuable already. Only 640 examples were built by the factory to replicate the spec of the actual cars that raced at the ill-fated 1955 Le Mans. Bigger carburetors, a cold air box, and a louvered bonnet with a rakish leather strap to hold it down turned an ordinary Austin-Healey 100

into a Le Mans. Le Mans Healeys have a real competition heritage, the simple great looks of the early 100, good performance and rarity. The closest comparable is an AC Ace, and those are \$200,000 cars. True, the Ace was a hand-built car with a six-cylinder engine, but in looks, performance and rarity, they're a close match.

PRICE RANGE: \$27,200–\$104,000

1964–67 SUNBEAM TIGER

A Ford V-8 was Dr. Shelby's cure for any case of anemia in a British sports car. Shelby was sure a V-8 would do the same thing for Sunbeam's rather soft Alpine that it did for the AC Ace. Over the last several years, Tigers have seen modest appreciation, particularly unmodified cars with factory hard tops and the rare 289-powered Mk IIs. Still, it's been nothing like the quadrupling of value experienced by small-block Cobras. The Tiger's sort of frumpy looks and limited competition history ensure they'll never be A-listers like the Cobra, but at their current prices, Tigers still seem relatively undervalued.

PRICE RANGE: \$23,500–\$97,100

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Chevy's Monte Carlo 454 shares the punch but not the price of the Chevelle LS5. Porsche's Carrera offers durability and performance at a bargain price, while the Lamborghini Espada is an affordable introduction to 12 Italian cylinders.

1970-72 CHEVROLET MONTE CARLO 454

Few people remember that for the first three years of production, the Chevy Monte Carlo personal luxury car was available with the 360-hp Turbo-Jet four-barrel 454 from the Chevelle LS5. But they're quite rare, accounting for an estimated 3 percent of production. A surprising amount of glass and sheet metal was also shared between the Monte Carlo and the Chevelle. What isn't shared between the two cars is the pricing. In spite of their rarity, 454 Monte Carlos are generally half the price of a similar LS5 Chevelle.

PRICE RANGE: \$12,500-\$36,100

1966-67 OLDSMOBILE TORONADO

Oldsmobile might not be sleeping with the fish if they had kept building cars like the '66 Toronado. Post war, the application of front-wheel drive had been limited to low-powered cars like the Citroën Traction Avant and the BMC Mini. The Olds engineers succeeded in designing a powertrain package durable enough to handle 385 hp and 475 lb.-ft. of torque. The body design was one of GM's best with details reminiscent of the Cord 812. Although collectors

have taken notice of the purity of the original Toronado, nice cars can still trade for surprisingly little money.

PRICE RANGE: \$10,700-\$31,400

1990-95 CHEVROLET CORVETTE ZR-1

Possibly stung by comments about its reliance on a then-35-year-old pushrod V-8, Chevrolet decided to give the C4 Corvette a world-class multivalve V-8 engine. Lotus was a partner in the design of the 32-valve engine and Mercury Marine was contracted to manufacture them. The result was a Corvette with about 400 hp and appropriate suspension and brake modifications. Unfortunately, the ZR-1 cost nearly twice as much as a pushrod Corvette and the higher torque peak of the multivalve engine was alien to Corvette fans accustomed to massive low-end torque. ZR-1s are bound to appreciate at some point but unique parts are becoming problematic.

PRICE RANGE: \$14,800-\$44,000

1984-89 PORSCHE 911 CARRERA

The last of the low-tech, air-cooled 911s was indisputably the best. All weak spots of the earlier cars — body rust,

"BAD EXAMPLES WILL COST YOUR CHILD'S COLLEGE FUND TO PUT RIGHT..."

timing chain tensioners, exploding air boxes and pulled head studs — had been addressed. None of the later complications such as power steering, ABS, all-wheel-drive and water cooling had been added. These are grenade-proof cars that with proper maintenance are capable of 250,000-plus miles without major problems. While high production numbers and a large survival rate will keep these cars out of the stratosphere, they're not getting any cheaper.

PRICE RANGE: \$8,900–\$43,600

1968–78 LAMBORGHINI ESPADA

The Espada is the only pre-1973 front-engine Italian V-12 GT that has yet to break six figures. While pure two-seaters generally do far better than 2+2s, the Espada made the competition from Ferrari look positively ordinary. The blade-like styling courtesy of Marcello Gandini was broad and low like no car before or since. Thanks to the long roofline, the rear seats were more than mere tokens. Bad examples (and there are many) will cost your child's college fund to put right, but a good one with service records and a continuous ownership history might just be a particularly savvy purchase.

PRICE RANGE: \$20,000–\$66,800

1956–62 ALFA ROMEO GIULIETTA SPIDER VELOCE

For a little while, it seemed like 1950s Alfas were going to be the next thing, chasing Porsche 356s up the appreciation ladder. But for some reason, prior even to the market correction of 2008, Alfas seemed to run out of breath. Odd, the Veloce versions of the Spider and Sprint coupes generally offer more performance than the Super versions of the equivalent Porsche 356, along with far more style. We can only surmise that the Porsche's reputation for rock-solid reliability trumps the high style of the pouty Italian Giulietta.

PRICE RANGE: \$23,200–\$82,100

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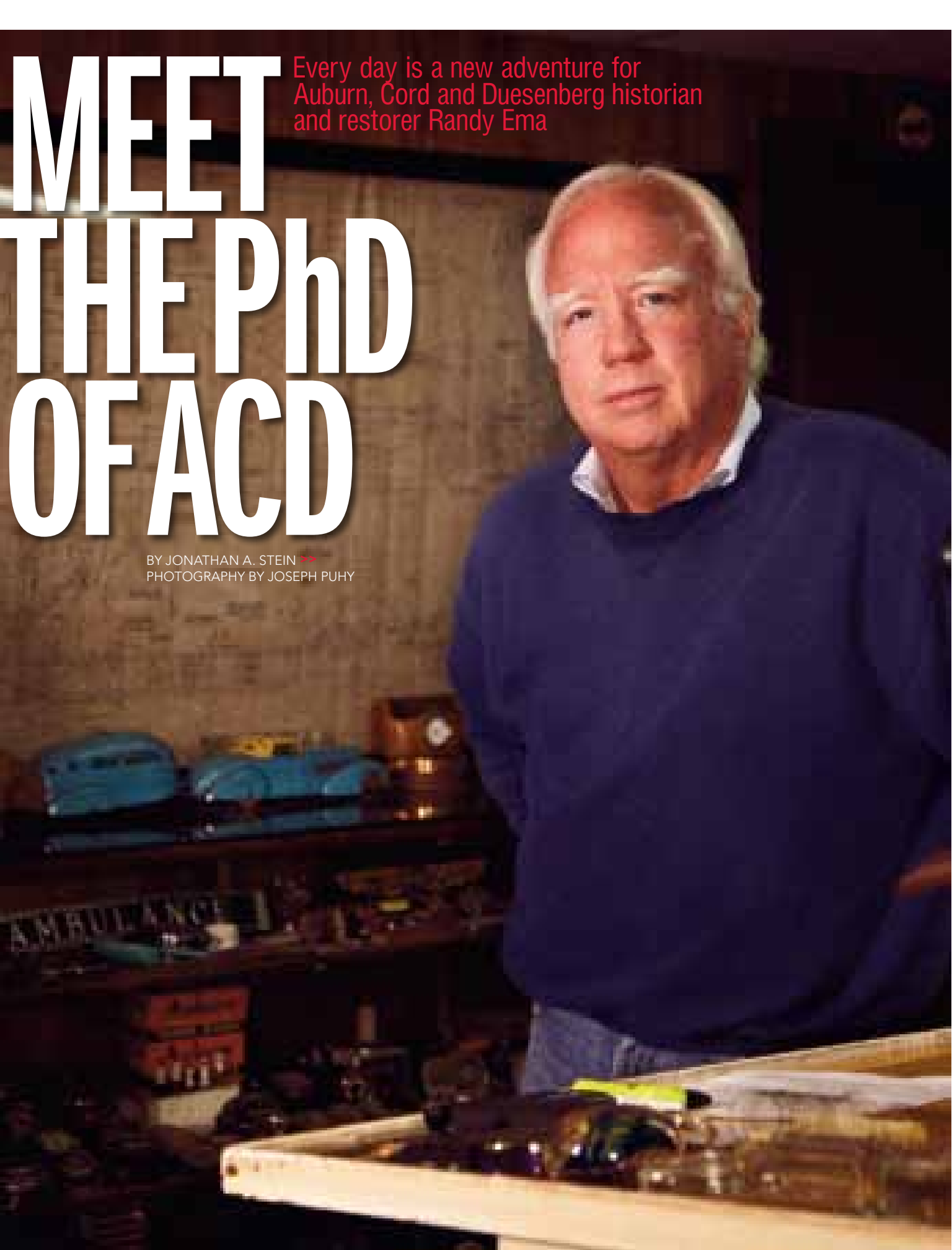
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MEET THE PhD OF ACD

Every day is a new adventure for
Auburn, Cord and Duesenberg historian
and restorer Randy Ema

BY JONATHAN A. STEIN >>
PHOTOGRAPHY BY JOSEPH PUHY



Right, from top: Randy Ema Inc. is one of the leading restorers of Duesenbergs and other fine marques, but is also a shrine to all things Auburn, Cord and Duesenberg. The badges on the grille prove that Ema's interest extends far beyond ACD. Randy Ema discusses wheel restoration. The cabinet in the final assembly room holds Bugatti parts within and patterns on top.



Randy Ema has been steeped in everything Auburn, Cord and Duesenberg since he was a teenage boy.

In fact, in the restored English Tudor home he shares with his wife Diana, you'll find Fred Duesenberg's Oriental rugs, family china and, in Ema's office, thousands of engineering drawings from which Auburn, Cord and Duesenberg parts were built.

Reminders of his ACD interest abound, but Ema's knowledge of many marques is virtually encyclopedic. He has restored scores of other cars, including several Bugattis and a Crane-Simplex.

Known for his meticulous restorations, Ema has garnered eight class wins at Pebble Beach. However, he really thinks of himself as a historian, an interest fostered by having met many of the men responsible for the cars he loves, including designers Gordon Buehrig, Herb Newport, Phil Wright, Dutch Darrin and Frank Hershey.

No such thing as a typical day

The only predictable part of Ema's day comes just after he arrives at his shop in the city of Orange, California, when he checks messages and e-mail and meets with his crew or a client. He also regularly peruses online auctions where, he says, "I recently found a Duesenberg tachometer for \$20 because nobody else knew what it was for." He was less fortunate with a pair of Duesenberg Model A water pumps: "I paid \$800 each and was glad to get them at any price."

Ema is always on the go. "You never know what the day will find and that's what makes it so exciting," he says. Like, for instance, the time "a guy knocked on the door and said 'Do you want to buy a pair of Duesenberg headlamps?' Sometimes, the connections we get are unreal."

On any given day, you can find Ema dropping off a Ferrari drive shaft to be balanced or making a trip to check on a Duesenberg body being crafted by an 80-year-old panel beater named Marcel. He's asked to help identify stolen parts on a Model J Duesenberg at the Riverside County Sheriff's impound lot or to take a call from an ACD club officer attempting to certify a car, casually commenting afterward, "Nobody but me has files on this stuff."

An unmatched collection

Back in his office packed with automotive books, photos and files, Ema dives into the cabinets that hold folders containing information on every one of the 481 Duesenberg Model Js built. Of the surviving 378, Ema admits, "There are four I've not seen." After 40 years, he's accumulated virtually everything that's left of Duesenberg, including family photos, records, letters and furniture. His archive includes 28,000 Duesenberg factory drawings and all Duesenberg purchasing records, vendor files and factory correspondence from 1934, as well as 1,800



Ema's archive is dominated by thousands of original Auburn, Cord and Duesenberg factory drawings and files. Ema uncovers the Auburn V-12 Salon Speedster he's restoring (above left), while his interests extend to Bugatti as well as fine American marques (above center). Ema's office wall displays a portrait of Fred Duesenberg.

"I WAS DRAWN TO DUESENBERGS BECAUSE THEY HAVE MUSCLE AND GREAT PROVENANCE."

Auburn Cord Duesenberg factory negatives. Many of these items couldn't be bought at any price: Ema received most of the Duesenberg drawings in trade for a factory Cord 812 supercharger, which was itself the result of a series of careful trades.

A few minutes later he pulls out some worn leather books with the imprint "Property of Duesenberg

Automobile & Motors Co. Inc, Indianapolis, Indiana," to look up some parts. "I got a pair of lights today, but they don't have these pins," he says, pointing to the headlamps in a factory photo of the first Model A Duesenberg. "That's OK," he continues, "We can fabricate the parts and modify them." Although he's not restoring the car, he's consulting on authenticity and sourcing elusive parts, such as the cam gears he's just ordered from a Nashville company.

Always on the lookout

When the urge strikes, Ema might spend more time in the shop, assembling a Duesenberg engine or working on one of his cars, such as the Auburn 12 Salon Speedster slowly taking shape. Or he might travel to look at a car for a client, though, he laments, "We haven't found a Duesenberg that was new to us since 1962."

Whether on the phone, searching through files or working in the shop, Ema rarely sits; his office doesn't even have a desk chair, although he occasionally perches on a stool. After 45 years of chasing all kinds of cars and parts, Ema is still as energetic and as enthusiastic as ever — especially when there's the slightest clue about anything Auburn, Cord or Duesenberg — because, as he says, "There's nothing like the hunt."

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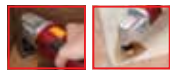
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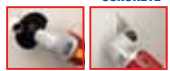
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BY KATHLEEN DONOHUE >>
PHOTOGRAPHY BY CAROL GOULD

RECIPE FOR A CAR GUY

THREE UP-AND-COMING GEARHEADS
HAPPILY PURSUE LIFELONG PASSIONS

What's the difference between a 20-something car guy and a 50-something car guy? Turns out, not much. Sure, there's more hair and less waistline. And they're more likely to crank Sublime than the Beach Boys while wrenching — but their obsession is just as intense as their baby boomer counterparts.

To see into the future of the hobby, take a look at guys like Ed Sweeney, Ryan Mahoney and Jack Hicks — three young automotive addicts doing their part to keep the enthusiast flame burning bright. All three guys had an early, almost unnatural attraction to cars and a willing, knowledgeable enabler.

ED SWEENEY'S ENABLER

was his father, Ned, who enjoyed working with his son on his '64 MGB so much, he and his wife requested afternoon preschool so he and the toddler could stay up late in the garage. "Yeah," says Ed, "from the start, it was pretty much my dad's fault."

When it came time for college, Ed, like many young hobbyists, thought it was time to be practical. "I figured cars will be my hobby, but I need to get a real job," Ed says.

While studying marketing at Temple University, Ed fed his passion by working at Motorcar Garage, a British car restoration shop across the river in Maple Shade, New Jersey. He also traded the old family Civic for an MGB/GT. Ed's father began to realize the level of his son's obsession when Ed took a bus to North Carolina to buy the MGB/GT and drove it a thousand miles back.

After Ed graduated, he accepted an internship at Subaru. But his heart wasn't in it. Instead, he talked to his old boss, Pete Cosmides, about making Motorcar Garage his career. Ed decided to join Cosmides full time, a decision he didn't relish sharing with his parents — but they gave him their full support. Ned, a talented woodworker who'd abandoned his passion for a more practical career in management, says, "I have my regrets about my own choices. How could I tell him not to pursue his dream?"

Cosmides, who plans one day to turn over the reins to Ed (now a 10-percent partner), says there's something special about a true car guy. "My son likes cars, but it's not a passion. Another guy we hired was a good mechanic, but he was here for the paycheck. Ed's like me. We have to work on cars. We can't help ourselves."

At 26, Ed couldn't be happier. He's restoring a rare '58 MG Magnette. And guess who restored the gorgeous new burled-wood dashboard? Ned Sweeney. As word's gotten out, the senior Sweeney's woodworking talents are increasingly in demand.

Says Ned, "It's amazing — my son's pursuing his dream, and he's taking me along."



Clockwise from top left: Ed Sweeney in the Motorcar Garage, surrounded by a few of his favorite things; working with his dad, Ned, at the garage; Ed, the young mechanic, at age 7; and doing what he loves most.

SINS OF THE FATHER

BORN A RAMBLIN' MAN



Top: John Mahoney spending some car time with a very young Ryan. Right and below: Ryan in his Coastal Classics shop in Jackson, New Jersey. Bottom left: Ryan and his dad, John, working together at the shop.



TWENTY-NINE-YEAR-OLD

Ryan Mahoney says he was born with a Matchbox car in his hand, but more likely, his father John put it there in the delivery room. Ryan grew up working alongside his dad on his '40 Packard, '41 Ford and '65 Renault Dauphine.

On his 15th birthday, Ryan's parents surprised him with a project — a '66 Mustang. Since Ryan couldn't get his New Jersey driver's license until age 17, John Mahoney figured two years was plenty of time for his son to get the "Rustang" running. "It was probably the worst first car anyone ever had," laughs Ryan.

After two years, the Rustang still lacked luxuries like window crank-handles and floorboards, but the engine started. Ryan was licensed; the car wasn't. Against his parents' wishes, he drove it around the block. It had such flex, the doors popped open around corners, which was fortuitous, since the windows wouldn't open and black smoke poured through the floor from the rusted exhaust. The smoke attracted the attention of a police officer who declined to add to the boy's troubles and sent him home.

When it was time to choose a career, Ryan put his car dreams aside and pursued a degree in HR Management at Northeastern University. John Mahoney knew his son wasn't happy. Finding an ad for the restoration program at McPherson College, he encouraged Ryan to apply. But the program was full. Rather than wait a year, Ryan enrolled in

the nine-month program at WyoTech in Laramie, Wyoming, then finished at McPherson. Two weeks after graduating, Ryan opened his own shop with \$500.

The business was a success; Ryan found a bigger space and hired McPherson grads. Five years later, he moved the shop to Jackson, New Jersey, near his hometown. His first hire was his father, a former Army mechanic and retired postal worker, now the parts specialist at Coastal Classics. "Finally, I'm doing something I've wanted since I was 14 — watching rust buckets come back to life," grins John.

Ryan credits his dad for facilitating his dream. "My dad is the whole reason I'm into cars."

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Clockwise from top left: Jack drives a car to the block at RM; in his grandfather's '50 MG TD, the car Jack learned to drive at age 11; with his grandfather John Johnson today; and with his grandfather at Amelia Island when Jack was 14.

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JACK HICKS, 23, HAS WALKED AROUND with *Hemmings Motor News* under his arm since he was a kid. The enabler in Jack's formative years was grandfather John Johnson, who taught the lad to drive his 1950 MG TD at age 11. A quick study, Jack could soon identify which sounds meant what. His grandfather called him "the 10,000-mile check-up."

"That boy had a knack — he'd get into any car and diagnose it," Johnson says. He recalls when Jack's father and a partner bought another MG TD that developed shift linkage trouble at inopportune times. "Tony, the partner, would be stuck at a stoplight, unable to get it into first. He'd call Jack to rescue him. Jack had no fear — he'd take the gearbox cover off and dive right in," his proud grandpa says.

At 15, Jack accompanied his grandfather to sell a '52 MG TD they restored at the RM auction at Amelia Island. Jack noticed the driver was having trouble with the TD's tricky handbrake. As Jack showed him how to release the "fly-off" handbrake, he heard these magic words: "Why don't you drive it across the block?" With the ink barely dry on his driver's license, Jack not only piloted his grandfather's car, the short-handed staff let him drive many other expensive toys

across the block. RM's Gord Duff asked Jack to do the same thing the next year — and get paid for it.

"He knew what he was doing," says Duff, now just 29. Duff says trusting a young teen was no big deal. After all, Duff started at RM on his 18th birthday. "I saw the same thing in Jack Hicks that Rob Myers saw in me."

A recent grad with a degree in political science, Jack's setting his sights on a government career. "Financial security is important. Before I play, I need to work hard and save. Eventually, I'd love to have my own restoration shop," he says.

In the meantime, Jack's close to buying a Jaguar S-Type he plans to restore. And, due to Grandpa downsizing his collection, the '50 MG TD that started it all is going to live with Jack.

THE FUTURE'S SO **BRIGHT**

If one were to draw a lesson from this fable, perhaps it's this: Sharing your love for the hobby with your kids isn't quite enough. Later, you just might have to acknowledge the part you played in creating their obsession, support them and encourage them to follow their heart. Who knows? There could even be a job in it for you.

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Meet the Historic Vehicle Association: a brand-new organization with a mission.

KEEPING YESTERDAY'S VEHICLES ON TOMORROW'S ROADS

>> BY GREG STROPES

What, me worry?

It's a beautiful, sunny day and you want to take your historic car, truck or motorcycle out for a ride. But it may not always be as simple as hopping in your car, starting the engine and heading out for the open road.

Will you be able to get the fuel you need? Will your 50- or 60-year-old machine be legal on tomorrow's roads without modern emissions equipment, crumple zones, air bags, sophisticated traction control, antilock brakes or other technologies of the future? In five or 10 years, will you be able to find the parts, somebody to work on your car or the technical support required to keep a historic vehicle running?



Many hobbyists today feel that with increasing government regulations and emission restrictions, too little is being done to protect their rights to maintain and drive their vehicles. That's what the HVA is all about.

At the heart of the issue is the fact that technology and public policy seem to be advancing and developing with a growing bias against the traditional automobile and the combustion engine.



Without a voice for the continued use and preservation of historic vehicles, increased rules and regulations could well mean the end of the hobby.

GETTY IMAGES

CONCERN FOR THE HISTORIC VEHICLE COMMUNITY

When Hagerty asked in its annual hobby survey what impact ethanol-blended fuels, emission restrictions and increased government regulations will have on their rights to maintain and use historic vehicles, two-thirds of the respondents expressed concern. Most felt advocacy groups were not focused on historic vehicles and that too little was being done.

At the heart of the issue is the fact that technology and public policy seem to be advancing and developing with a growing bias against the traditional automobile and the combustion engine. On the surface, the arguments are hard to dispute. Cleaner, safer vehicles; less pollution and congestion; reduced petroleum dependence — all are things we would wish for our children and grandchildren. But each of these initiatives, if advanced in the narrow view, will

certainly have direct and indirect influences on how we work on and enjoy historic vehicles.

Few of these trends are new. Safety, emission and fuel economy campaigns have been active since the late '60s and early '70s. Historically, we've been successful with the "limited use equals limited impact" defense, and numerous manageable exemptions have been granted to owners of historic vehicles. However, as new vehicles become cleaner, safer and more efficient, historic vehicles — by comparison — risk becoming the bad guys. Society at large may no longer view historic vehicles as interesting novelties but more as nuisances, which may weaken our ability to create and maintain exemptions.

If regulations and laws are enacted without considering their effect on historic vehicles, we may eventually find ourselves in a world with few historic vehicles. This won't happen because anyone set out intentionally to squash

the hobby, but as a result of increased regulations, restrictions and growing expenses that could make ownership and use of historic vehicles increasingly impractical, causing clubs, events, museums and other hobby-businesses to dwindle in number. Before long, historic automobiles, trucks and motorcycles could go the way of the horse, to be seen only at fairs, in parades and at other special events.

ENTER THE HISTORIC VEHICLE ASSOCIATION

The Historic Vehicle Association, or HVA, was formed to prevent scenarios like the above from playing out. Its mission is to keep "Yesterday's Vehicles on Tomorrow's Roads" by establishing a collaborative, unified platform among historic vehicle enthusiasts and supporting the various organizations, institutions and activities that enable us to enjoy historic motoring.

"As the master craftsman who opened the famous Lincoln Pocket Watch in Washington, D.C., I recently reviewed the Stauer Meisterzeit timepiece. The assembly and the precision of the mechanical movement are the best in its class."

—George Thomas
Towson Watch Company



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This limited edition Stauer *Meisterzeit II* allows you to wear a watch far more exclusive than most new "upscale" models. Here is your chance to claim a piece of watchmaking history in a rare design that is priced to wear everyday.

Elegant and accurate. This refined beauty has a fastidious side. Each movement and engine-turned rotor is tested for 15 days and then certified before it leaves the factory.

The best part is that with our special price, you can wear a superb classic historical reproduction watch and laugh all the way to the bank. Stauer specializes in classic timeless watches and jewelry that are made for the millionaires who want to keep their millions. This watch will quickly move to heirloom status in your household.



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The goal of the HVA is to protect the rights and lifestyle of historic vehicle owners so they can continue to drive their cars and trucks and ride their motorcycles at will.

The HVA is an independent organization that has emerged from the Hagerty Plus program launched by Hagerty Insurance in 2002. The Hagerty Plus mission was to serve the historic vehicle community by protecting the rights of owners and supporting the activities and lifestyle surrounding historic vehicle ownership. These efforts took the form of legislative, youth and issue advocacy; charitable initiatives; and as an information resource promoting the care and use of historic vehicles. In order to serve the entire historic vehicle community and leverage the resources of groups like ours around the globe, Hagerty chose to separate these benevolent initiatives from its core business and reorganize these support programs as the Historic Vehicle Association.

The HVA was ratified as the U.S. and Canadian National Authority by the international body Fédération Internationale des Véhicules Anciens (FIVA) last October. Though FIVA was established in 1966, until now there was no representation in North

The HVA is actively:

- Monitoring social, environmental, technological and regulatory developments for their immediate and potential impact on historic vehicles.
- Collecting data to establish fact-based positions relative to the industrial heritage, cultural contribution, economic significance and low environmental impact of historic vehicles.
- Developing tools and processes to identify and classify historic vehicles in order to carve out specific protections and exemptions.
- Working to develop a comprehensive, collaborative network across all makes and models of the hobby to promote and preserve the vital and necessary infrastructure.

These resources will be leveraged to shape favorable public opinion and policy on behalf of the historic vehicle community. At the same time the HVA will be working to support the hobby from the inside — serving the clubs, events, museums, libraries, schools, institutions and businesses that form the fabric and infrastructure of the historic vehicle lifestyle.



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America. Their mission, like ours, is to protect the continued use of historic vehicles in the face of any adverse legislation. With the addition of the HVA, FIVA — with more than 1.5 million members — is now represented in 62 countries.

The Historic Vehicle Association serves Hagerty's 400,000 historic car owners and the historic vehicle community at large in the United States and Canada. We hope to grow

the membership to more than 1 million in the next few years and are currently addressing a number of industry research and legislative initiatives. Later this year we will pursue membership from individuals and organizations that share our commitment to historic vehicles.

We look forward to having our new Web site (historicvehicle.org) fully operational in the coming months, and you can check there

to monitor our progress and activities in support of historic vehicles.

Stay tuned as we gear up. Inquiries are welcome at info@historicvehicle.org.

One of the founders of the Historic Vehicle Association, Greg Stropes has worked closely with Hagerty and FIVA to develop an organization to protect the interests of North American historic vehicle owners.

HELP THE HVA FIND THE ANSWERS

In keeping with the spirit of two old sayings — "Money talks" and "Knowledge is power" — the Historic Vehicle Association (HVA) is conducting a comprehensive economic survey of the U.S. and Canadian historic vehicle communities.

The ability to measure the economic impact associated with buying, restoring and maintaining historic and collector vehicles will provide us with a powerful tool to safeguard the future of collecting and preserve the value of our vehicles as important social and cultural icons. The data we gather will be used to prove to regulators and policymakers that the historic vehicle movement is significant to the economy as well as to society and history.

Help us transform historic vehicles from hobby to movement by going to historicvehicle.org and completing the survey. The information provided will benefit the entire collector vehicle community for years to come. The individual information will be completely confidential and the survey results will allow us to effectively defend against restrictive regulation and preempt destructive trends.

A similar survey was conducted in the European Union in 2005. The results were staggering and were pivotal in getting exemptions from onerous regulations.



Please complete the survey at historicvehicle.org. Our ability to gather accurate data about the historic vehicle movement is critical to our efforts to promote, protect and preserve the right to drive yesterday's vehicles on tomorrow's roads.

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Rugged workhorses

Little haulers are more popular than ever. BY DAVE KINNEY

TRUCKS HAVE BEEN part of our vehicle heritage almost since the dawn of the automotive age. Once deemed appropriate only for farmers and tradesmen, the pickup truck has grown from agricultural transport to almost unlimited luxury. Much of the auction talk once reserved for outrageous restorations or unreasonably high bids has turned to the quantity and quality of trucks on the market.

Any truck with good “bones” can be an easier and less expensive restoration than a car of the same era. You’ll find fewer seats, more utilitarian interiors and less chrome than the automobiles that shared the same showroom.

There are plenty of unrestored examples on the market, but use caution when buying a work truck. The term “ridden hard and put away wet” barely begins to cover the

treatment trucks received from many an owner. Look for straight, solid bodies, ownership history and service records.

1 | 1970 Chevrolet C-10 Pickup

SOLD AT \$13,750

Lot 42 Barrett-Jackson Scottsdale, Arizona

Gold/white over brown vinyl, this truck is powered by a 350cid, 255 bhp V-8, with automatic transmission. It includes factory alloy wheels and excellent paint and brightwork. Outside all is fresh, although the interior is a bit of a letdown. Some corners were cut, but this truck still has a solid and rugged feel.

This era of Chevrolet trucks has become enormously popular at events across the country. They appear less dated than some cars

of the era as truck styling was often evolutionary, not revolutionary. Short-bed versions tend to sell for more than the long-bed versions.

2 | 1957 Chevrolet Cameo Carrier Pickup

SOLD AT \$30,250

Lot 75.1 Barrett-Jackson Scottsdale, Arizona

Cardinal Red over Bombay Ivory, it’s powered by a 265cid V-8 mated to a Hydra-Matic transmission. One of 2,240 built in 1957, it was replaced by the Fleetside. Very good paint with very good brightwork, and good glass and trim. The interior is a standout, and the engine is clean as well. In 1957 this was a generously equipped pickup.

Where almost every other pickup truck was utilitarian and proud of it, the Cameo was stylish, ready to park inside the garage instead of behind it. More expensive to restore than other pickups of the era, a good Cameo will often bring this high bid amount or better. This example was well bought and is ready to give the new owner years of elegant hauling.

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2



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Clockwise from far left: 1970 Chevrolet C-10 Pickup sold for \$13,750 at auction, 1957 Chevrolet Cameo Carrier Pickup went for \$30,250, 1946 Hudson Series 58 Carrier Six 3/4-Ton Pickup brought \$44,000 and the 1951 Ford F-1 Pickup sold for \$41,800.

3 | 1951 Ford F-1 Pickup SOLD AT \$41,800

Lot 14 Gooding & Company Scottsdale, Arizona
Sheridan Blue over gray and blue vinyl with an oak bed, it's fitted with a 239cid, 100bhp V-8 and three-speed on the tree, sports period-correct tires, original dash radio and dash heater. Restored to concours level, it has mirror-like paint, excellent chrome, and exterior detailing. The engine compartment is fully detailed and the excellent original-style interior is well fitted.

The only criticism: "Henry didn't build 'em this nice." A lovingly restored example with great attention to detail, and about as deluxe as you could get a Ford truck in 1951. It sold for the price of a fully equipped 2010 truck today.

4 | 1946 Hudson Series 58 Carrier Six 3/4-Ton Pickup SOLD AT \$44,000

Lot 154 Gooding & Company Scottsdale, Arizona
Black over dark green vinyl, this Hudson pickup includes a white Conestoga-style

bed cover by Kent. Mechanically, it features a 102bhp, 212cc L-head six, and a three-speed on the column. With great paint and chrome, it's a handsome example that was nicely restored.

One of only 3,104 built in 1946, this Hudson was part car and part truck years before the El Camino paired a Chevle front end with a truck bed. As a sedan, this Hudson might have brought much less; as a pickup, it's an almost irreplaceable piece of immediate post-war Americana.

Floor shows

A great garage starts with the right surface. BY KEN GROSS



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TAKE A LOOK at your garage floor. If a bare concrete surface soaked with grease and oil stains is staring up at you, we need to talk.

Besides simply looking good, an epoxy-finished, interlocking-tiled or matted garage floor surface hides a multitude of ugliness, ensures a clean workspace, reduces noise, resists oil and chemical spills and guarantees a moisture and vapor barrier. It also preserves the concrete base, yields stable even-cushioned footing, makes it easier to find lost parts and helps protect your car.

Poured concrete surfaces are semi-porous — they'll partially absorb but not hide annoying oil drips and chemical spills. I've not found a single-stage garage floor paint that will remain chip-free for years. Over time, the sheer weight, heat and filth of stationary car tires will lift up thinly painted floor sections, harsh chemicals can dissolve basic floor paint, dropped tools can chip the thin surface, and bare concrete's adhesive qualities retain unwanted dust, sand and salt.

One thing's certain: You've got to cover your garage floor. Here's how:

A long-lasting garage floor surface can be as simple as a correctly applied multi-stage epoxy coating. Or you can install attractive interconnected tiles or use a roll-out mat surface. With the increased popularity of home garages, the companies we're discussing offer affordable options that will brighten up your floor, while ensuring you have the surface protection you need.

EpoxyMaster and UCoat It both sell commercial-grade epoxy coating kits for do-it-yourselfers; they will also recommend a professional local installer. EpoxyMaster's high-performance industrial three-gallon kits include a floor prep and cleaning solution along with everything you will need for a high-gloss showroom finish without the need of a clear coat. Unlike other epoxy concrete floor paints, EpoxyMaster is not a water- or solvent-based epoxy, which means that when you apply the coating there is no product shrinkage due to evaporation. The cost is \$.61/sq.ft. and the application process can be completed in one day.

UCoat It also offers a shiny, more expensive UGloss-AF finish that runs about \$.73/sq.ft. Jay Leno uses UCoat It in sections of his garage. The resulting glass-like surface looks terrific, but it won't hide pre-existing imperfections in the concrete.

Ultimate Garage Floors offers a seamless-surface polyaspartic chemical-resistant epoxy system that yields a beautiful

finish. The company insists on diamond grinding to smooth out the existing concrete surface. Professional installers will fill floor joints and cracks before applying a special penetrating primer. Prices for a standard flake, quartz or terrazzo-finished 24' X 24' floor start at \$400, but may vary by area. Ultimate's more expensive (\$650-to-\$800) metallic, 100-percent resin upgrade can be applied with custom inlaid logos or a checker-board pattern. Approved installers cover six Western states at present and an East Coast expansion is under way. Rhino Home Pro professionally applied floor coatings are worth consideration. Both companies offer one-day service.

Opposite: Floor coverings dress up and protect concrete. At right, from top: A wide range of garage floor covering options are available, including mats that roll out and stay flat from G-Floor, do-it-yourself epoxy coatings from EpoxyMaster, interlocking non-slip tiles from Swisstrax and decorative flake high-gloss epoxy finishes from UCoat It.





“ One thing’s certain: You’ve got to cover your **garage floor.**”

Swisstrax sells attractive, interlocking non-slip tiles in a variety of colors and styles. The self-styled “Ferrari of Modular Floors,” Swisstrax’s tiles offer a superior locking system, they’re warranted for 12 years and they resist fluids and hot tire pickup. Tiles can be installed as a car pad, with snap-on access ramps (available for \$2–\$3 each), or they can be cut to fit right to the garage walls. Prices begin at \$4.95/sq. ft. for a 500-sq.-ft. application.

G-Floor® roll-out vinyl flooring from Better Life Technology is an attractively patterned flooring product that’s delivered ready for immediate installation. No surface prep is needed. G-Floor mats are designed to roll out flat and stay flat. Depending upon patterns and thicknesses, prices range from \$.95/sq.ft. to \$3.00/sq.ft. Founder/CEO Brett Sneed insists, “G-Floor is the most cost effective and easiest floor covering to use. You don’t have to glue it, and you can drive a car on it instantly.”

The G-Floor installation in my garage looks great; I can wipe it clean, and, if I ever move, I can take it with me.

With so many great garage floor options — and we’ve only just scratched the surface — it’s a good idea to first check each company’s Web site, call their information hot lines with specific questions, then make the flooring choice that suits your space and your budget.



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Autobooks-Aerobooks attracts a diverse crowd of browsers, especially every Saturday morning during the popular coffee cruise-in when the parking lot typically fills with hot rods, sports cars and bikes.



Enthusiasts come to Autobooks-Aerobooks in Southern California every Saturday for the coffee and camaraderie — and stay for the knowledge.

BY JOHN L. STEIN >>
PHOTOGRAPHY BY MATT GRAYSON

No one knows exactly why the swallows return to San Juan Capistrano each spring. But we do know why car, motorcycle and airplane buffs have been coming to Autobooks-Aerobooks in Burbank, California, every Saturday morning for decades: a heartfelt thirst for knowledge.

A Southern California institution since 1951, this neatly kept shop on Magnolia Blvd., not far from the NBC studios, is the antithesis of the modern chain-store mentality that has extinguished so many mom-and-pop businesses. In short, it's got soul.

Containing nearly 8,000 specialized titles, Autobooks-Aerobooks is the largest such bookstore in the country. Owners Tina Van Curen and aerospace engineer Chuck Forward love cars, bikes, planes and people, and it shows in their eclectic array of publications from old-school *Sideburn* magazine to *Burnout* comics, book titles from *Jet Blast* to *Sisters in Arms* and oddities from Black Ace licorice to table lamps made from carburetors. You'll look far and wide before finding these all online, which is why the faithful return to see what's new, meet old friends and

GETTY IMAGES

A COFFEE CRUISE YOU CAN USE

From a few casual friends to large-scale happenings, there are many informal "cars and coffee" gatherings taking place around the country. Here are just a few:

Houston Coffee & Cars

Uptown Park, near Starbucks
1151 Uptown Park
Houston, TX 77056
coffeeandcarshouston.com
8:00 a.m. to 10:00 a.m., first Saturday
of every month, year-round.

Cars & Coffee

Ford Motor Company
P.A.G. Headquarters
7905 Gateway Blvd.
Irvine, CA 92618
cars-and-coffee.com
Every Saturday around 6:00 a.m.

Cars and Coffee Charlotte

Panera Bread Company
6801 Northlake Mall Dr.
Charlotte, NC 28216
charlotte.carsandcoffee.info
9:00 a.m. to 11:00 a.m., first Saturday
of every month.

Cars and Coffee Las Vegas

Sansone Park Place Shopping Center
9500 S. Eastern Ave.
Las Vegas, NV 89074
lasvegas.carsandcoffee.info
8:00 a.m. to 11:00 a.m. every Saturday

enjoy complimentary pastries and coffee which, we can report, are quite good.

On a recent Saturday morning, we found the parking lot behind the store bristling with hot rods, sports cars and bikes, a diverse group reflecting the clientele and knowledge found inside. One patron was Luvern Spaulding from Missouri, who regularly stops by while visiting family in the area. Recalling the lovely sweep of a 1948 Buick fastback he once owned, Spaulding's

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A typical Saturday at Autobooks-Aerobooks brings an impromptu visit from Jay Leno, here smiling with Hong Quan (right); a sweet black-plate '64 Chevy (below); and complimentary pastries (bottom left).



current penchant is *Garage Style Magazine* — naturally carried by Autobooks.

Another was Graham Spain, a tousle-haired 16-year-old with a passion for supercars who hits Autobooks weekly. The British magazine *Top Gear* is his favorite.

More than a few Hagerty policyholders are also customers. One is Dale Robertson, the owner of a rare 428 Cobra Jet-powered 1969 Mustang Mach 1. A photographer who hung with the Beatles, Rolling Stones and various presidents in the 1960s, Robertson

purchased the Mustang in 1970 and has loved it ever since.

Autobooks-Aerobooks' weekly Saturday "coffee cruise-in" officially runs from 8–10 a.m., but you'll find the faithful hanging around long afterward. In fact, at 11:03, *The Tonight Show's* Jay Leno strolled in to browse the magazine rack, noting with interest the *Sports Car Market* issue showing a 1925 Bugatti being rescued after decades in a Swiss lake. Gracious as you'd expect, Leno signed autographs, posed for photos and chatted with visitors — especially Hong Quan, a former Wall Street trader who drove from the Bay Area in hopes of showing Mr. Leno his three-wheel design renderings. Not only did Jay have a look, he invited Quan to bring the prototype to Burbank.

As happens every few weeks, a specialty author arrived after lunch to discuss his book. It was Lee Raskin, who penned *James Dean:*

At Speed. A lawyer by trade, Raskin has studied the actor for some 50 years, and the book reveals plenty about Dean's reckless personality and his proclivity for fast driving.

In the final analysis, the only problem with Saturday mornings at Autobooks-Aerobooks is the people. There are so many fascinating individuals to meet, if you're not careful you'll spend hours talking instead of finding your next great read. And while this doesn't explain migrating swallows one little bit, it sure reveals why I'll be heading to Autobooks again soon. That biography of Otis Chandler on the top shelf looked really good.

Are you involved in a "cars and coffee" event? Write to editorhagertys@hagerty.com and tell us when and where it takes place. We'll be happy to post all Cars and Coffee listings at www.hagerty.com/carsandcoffee.

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2 | BRAKE BLEEDING KIT

The Mityvac Brake Bleeding Kit lets one person bleed brakes without depressing the pedal or wasting fluid. The pump moves about 1 cu. in. of fluid with each stroke, pulling out dirt, old fluid and air. Kit includes pump, brake bleeding adaptor package, user's manual, tubing and reservoir jar. **\$41.99; 800-343-9353; eastwood.com**

3 | SCREWDRIVER SET

Snap-On's Instinct® 8-Piece Screwdriver Set includes five flat tip drivers and three Phillips® tip drivers with Instinct soft grip handles for maximum turning power and greater comfort. The set comes in a storage tray. **\$134.95** (a 4-piece set is also available for \$37.95); **877-762-7662; snapon.com**

4 | GEARWRENCH WRENCHES

The 7-Piece GearWrench Stubby Combination Ratcheting Wrench Set features a shorter beam allowing greater access to hard-to-reach fasteners. Its ratcheting box end requires as little as 5 degrees

to turn a fastener (vs. 30 degrees for a standard box end wrench). Also available in a flex version.

\$114.99; gearwrench.com

5 | LIGHTED PICK-UP TOOL AND MIRROR KIT

Never lose a fastener again. Three different size mirrors — ¾ inch, 1 3/16 inch and 1 7/16 inch in diameter — clip easily onto the end of two telescoping retriever wands. Each has a powerful magnet; one holds a full pound, the other up to 3 pounds. Batteries and a zippered case included. **\$24.99; 800-345-5789; griotsgarage.com**

6 | WIRE BRUSHES

General Purpose Mini Wire Brushes, available in brass or stainless steel, are great for detail work (**\$1.95 each**); Wire Brush with Steel Scraper is good for removing rust, loose paint and cleaning the barbecue grill (**\$4.95**); Heavy-Duty Wire Brush is perfect for cleaning rust and scale from large parts, available in carbon steel (**\$4.95**) or stainless steel (**\$6.95**). **800-321-9260; tptools.com**

7 | WORKBENCH

Six-foot-wide Craftsman workbench features a 72"W x 24"D x 1"H in. banded work surface with protective seal and four adjustable leveling feet. Supports up to 1,450 lb. One or two five-drawer workbench modules (sold separately) can be mounted underneath for extra storage. Also in black. **\$175.99; sears.com**



JOE VAUGHN



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Badges of honor

Jerry Lettieri has turned a childhood hobby into a business.

BY CARL BOMSTEAD



Jerry Lettieri holds a Bentley Black Label emblem badge. (Below) Part of Lettieri's current collection of automotive badges, which numbers about 200.

WITH CLOSE TO 5,000 different marques of automobiles produced in the United States prior to World War II, automotive badges are a plentiful and most popular collectible. They've adorned the radiator of most automobiles and varied in quality from the inexpensive and mundane to those made with jewelry-like cloisonné and gold inlay. Today they range in value from a few dollars to close to \$1,000 for the rare and unusual.

Jerry Lettieri, a principal in the firm Automobilia Auctions LLC, started collecting badges at a young age. His father was in the truck repair business and frequented junkyards looking for required parts. He would often bring Lettieri an unusual badge he found while hunting parts, and Lettieri was soon asking his dad for more. When Lettieri was growing up, most kids had a wood wagon. His was slightly modified — it had a Pierce-Arrow radiator badge attached to the front. The wagon may be a distant memory, but Lettieri still has the badge in his extensive collection.

When Lettieri was of bicycle-riding age he would often ask people if he could have the badge off their car and, while the response was most frequently “absolutely not,” occasionally he would receive a positive reply. He does recall looking at a radiator badge on an Erskine that, when he touched it, just happened to fall into his hand. Lettieri figures it must have been fate.

Over the years Jerry has refined his collection, which currently numbers around 200 badges. The more common ones have been traded away or sold, and now his collection includes more rare and unusual badges, with a few — such as the Erskine and Pierce-Arrow — included for sentimental reasons.

Through his auction company, Lettieri has sold some pretty unique badges. In the spring of 2008, for instance, a pair of badges sold for \$1,320 that included The Carhartt and a hand-painted example for the American Motor Car. Both were very obscure manufacturers that made a limited number of automobiles. Lettieri mentions that searching online auctions under “badges and emblems” often brings results, though rare badges are infrequently offered and are increasingly expensive.

With thousands to choose from, acquiring an interesting collection of automotive badges can be a fun and relatively inexpensive endeavor but, as with most collectibles, the upper echelon can test your financial resources.



JULIE BIDWELL (2)



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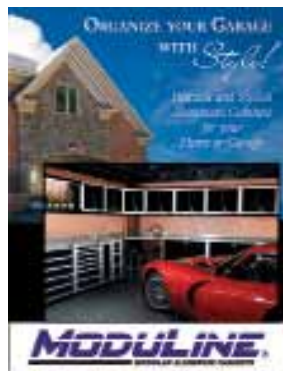
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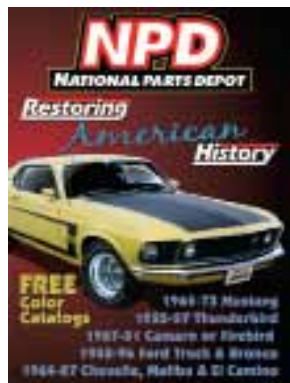


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Dennis Gill waited 24 years to get a Harley-Davidson XA 750 and, before he knew it, he had two.

Harley's answer for Rommel

Dennis Gill's elusive search for a Harley-Davidson XA 750 pays off. BY JONATHAN A. STEIN

THE TANK and fenders are pure Harley-Davidson, but the engine and frame look more like they came from the Fatherland than the Heartland. What are an opposed twin, shaft drive and rear shocks doing on a 1942 Harley? The XA 750 was the American response to the smooth and durable BMW R71 used with such success by Erwin Rommel's Wehrmacht in North Africa.

A loose copy of the R71, the XA 750 used a side-valve opposed twin, a four-speed transmission and shaft drive. Just as opposed cylinders provided superior cooling, the shaft also made more sense in sand than a chain. The springer front forks were heavier and longer than those used on the contemporary WL and WLA, and the engine-cradling frame featured rear suspension and brackets for ammunition boxes and firearms.

Between 1942 and 1943 Harley built 1,011 XA 750s. Production was limited by the May 1943 victory in North Africa and a \$1,000 price (versus \$247 for WL or WLA 45 military Harleys). Post-war there was little market for a pricey motorcycle with a German accent. Several dealers refitted XA 750s for the street, but mostly, surplus XAs languished in dealerships or were parted out.

Californian Dennis Gill started riding in 1966 and worked for a Harley-Davidson dealer between 1969 and 1977. In the '70s he restored a 1922 Harley-Davidson, which was followed by a rough 1918 Cleveland. While visiting famed stunt rider Bud Ekins in 1978 to measure and photograph a 1922 Cleveland, he met a Japanese gentleman named Okada

who was buying vintage Harleys. Although Gill's '22 wasn't for sale, Okada pried it away for serious money. Ekins asked Gill to find Okada a Harley-Davidson XA 750. His first call to Sacramento dealer Armando Magri was answered by: "Hell no, take my wife, but leave my Harley XA alone." Finally, Gill found an XA for sale and brokered a deal. Once he saw the XA, however, Gill realized he wanted it for himself. But, as he says, "A deal is a deal. At that point I promised myself that if I ever ran across another XA, it was mine."

Gill jumped when an XA turned up online in 2002. The XA showed 11,800 miles, and the original title, dated September 9, 1944, listed the Army as the last owner. With all key parts on hand, the restoration started immediately. With the XA almost complete, Gill took it to a vintage motorcycle rally in Roseville, California. As he unloaded, a pickup arrived with Armando Magri's civilianized XA. Gill didn't hesitate when he discovered it was for sale.

Both XAs are popular at shows, and Gill takes the black one — named Lu after Armando's wife — on numerous runs. He understands just how special these XAs are and that he's been "very fortunate finding not one but two extremely rare machines," which may well be the best-documented XA 750s in existence.

The Harley-Davidson XA 750 showcased many firsts for the manufacturer. To learn about the many unique features, go to hagerty.com/XA750.



Built By:
Harley-Davidson

Quantity Produced:
1,011

Original Price:
\$1,000

Current Price:
\$12,000–40,000*

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