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A WORD FROM McKEEL

IN THE DRIVER'S SEAT

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Although McKeel Hagerty spends as much time as possible in the driver's seat, he found time to sit on a panel of notable auto editors and writers to make his picks in our Ford vs. Chevy showdown.

Fun with cars

ANYONE WHO'S read at least one issue of Hagerty magazine realizes that we subscribe to the notion that the old car hobby is supposed to be fun — fun in the sense that we enjoy using our cars from time to time and that we have a good time poking fun both at ourselves and the foibles of our beloved old cars. There's a double dose of that in this issue with "The Eccentric World of AMC" and "Lots of Trouble, Usually Serious," an experiential piece chronicling an epic journey in a 32-year-old Lotus Esprit.

And it's all in good fun that we take a rather novel approach to the evergreen Ford vs. Chevy rivalry whereby our March Madness-style bracketed pairs are decided by some of the best-known names in automotive journalism. The last one standing is crowned the greatest Ford or Chevy of all time.

Those of us who work on each issue of the magazine feel a kinship with the folks who ran American Motors in the 1960s and 1970s: doing a lot of worthwhile and creative things — without the luxury of a giant staff — and having a considerable amount of fun along the way. Jamie Kitman, one of the most clever car guys working in automotive journalism today, presents a fresh take on the history of America's last big independent carmaker. As a former Pacer owner myself, I had a keen interest in the piece and never realized how many ways you could slice, dice and generally reuse an AMC Hornet to come up with something new.

Finally, we're still trying to find out what Publisher Rob Sass bribed Associate Publisher Jonathan Stein with to get him to make a 900-mile delivery run in what many British car fanatics (Stein and Sass included) estimate to be one of the most fragile and finicky of all British sports cars, a breed of car not known for bulletproof reliability. So far, neither of them is talking. Meanwhile, be sure to catch the short film on the epic journey at hagerty.com/lotustrip.

McKeel Hagerty



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The Eccentric World of AMC

Remember the Marlin? The Pacer? The Gremlin? The Hornet? They are all the fruits of a company desperate to remain competitive against the Big Three in the '60s and '70s.

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One of a Kind

What kind of fortitude does it take to collect auto show dream cars for which little knowledge and fewer parts exist? Jerry Burton talks to some noted dream car collectors, including the "King of the Concepts" himself, Joe Bortz.

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Baddest of Them All

On the occasion of Chevy's 100th birthday this fall, we asked a panel of noted magazine writers and editors this question: If you had to pick the ultimate collector car from Ford or Chevy, what would it be?



GM MEDIA ARCHIVES

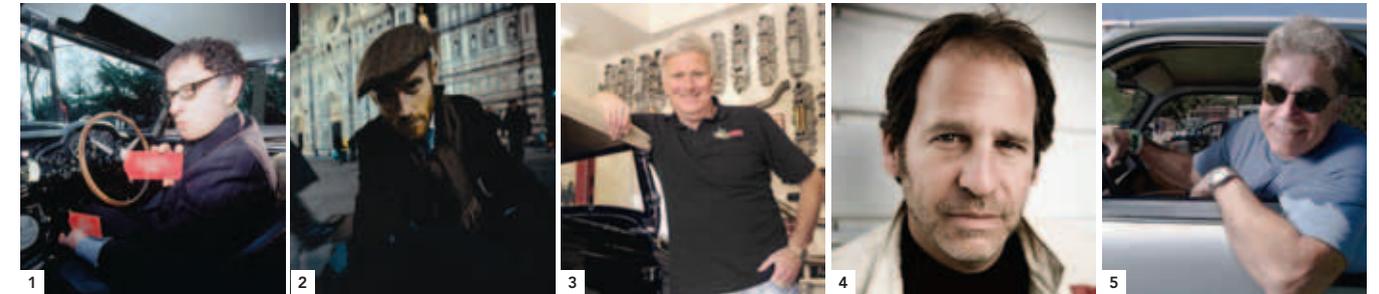
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MICHAEL FURMAN

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1. **JAMIE KITMAN**, an attorney, is the New York bureau chief and a columnist for *Automobile*, for which he won the National Magazine Award for commentary. A regular contributor to *GO*, *The Nation* and NPR's "Car Talk" website, he owns a company that manages rock bands, including They Might Be Giants and OK Go. His own collection of cars — which includes several Lancias, MGs, Lotuses, Jaguars, Lotus-Cortinas and an International Travelall — lives nearby him in Nyack, New York.

2. **ROY RITCHIE** is a prolific Detroit-based advertising and editorial photographer who has contributed to countless magazines and ad campaigns in his career. Roy's latest assignment was to capture the fun of AMC in our "Eccentric World of AMC" story.

3. **KEN GROSS**, an auto writer for 38 years, writes for *Playboy*, *AutoWeek*, *Hemispheres*, the *Robb Report*, *Rodder's Journal*, *Street Rodder* and *Hot Rod*. He's a columnist for *Old Cars Weekly*. His books include *Illustrated BMW Buyer's Guide*, *Ferrari 250GT SWB*, *Milestone Hot Rods*, *Art of the Hot Rod* and more.

4. **EVAN KLEIN** shoots images that have populated many pages in this magazine over the years as well as those of *Motor Trend* and *Motor Trend Classic*. We turned the L.A.-based Klein loose on our Ford vs. Chevy "Baddest of Them All" cover story in this issue. The results speak for themselves.

5. **JERRY BURTON** is the author of three books, the most recent being *100 Years of Chevrolet* published by *Automobile Quarterly*. He is also the author of *Zora Arkus-Duntov: the Legend Behind Corvette* and *Corvette: America's Sports Car, Yesterday, Today, Tomorrow*.

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Tom Cotter and the well-worn but still running Cunningham C3 he tracked down in South Carolina. The car is one of just 25 C3s built by Briggs Cunningham.



PHOTOS COURTESY TOM COTTER

BARN FINDERS

TOM SHAUGHNESSY AND TOM COTTER ARE TWO OF THE BEST IN THE BUSINESS

SOME GUYS have a knack for sniffing out the best barn finds. Tom Shaughnessy and Tom Cotter are two such fellows, and during the past year each has uncovered his own very special car.

Shaughnessy is a noted Ferrari collector, though his recent big find happens to be American. In fact, the ex-Ak Miller Mille Miglia 1957 Kurtis 500X (Caballo II) rescued from rural Southern California might be the only American sports racing car ever entered in the Italian race. Featured on the April 1957 cover of *Hot Rod* magazine, the Kurtis eventually languished because the previous owner didn't know how to restore it to authentic condition. "Sometimes a barn find is right in front of your eyes," Shaughnessy says. "Maybe it's with someone who doesn't know what

they have or doesn't understand how to restore it." Shaughnessy is well under way on a restoration to its original crude build quality, with plans to have it running for the Colorado Grand in September and possibly the 2012 Mille Miglia.

Cotter is the well-known author of *The Cobra in the Barn*, among others, so you really can say he's written the book on the subject. And until recently, he'd tell you his Cobra was his best find. Then he found a Cunningham. The Vignale-bodied car is the second prototype C3, s/n 5207, and one of just 25 C3s built by Briggs Cunningham at his Florida factory. Cotter tracked it to Greenville, South Carolina, where it had been ridden hard and put away wet a long time ago. He got it running on its 50-year-old tires, and at Cavallino last January he managed to accelerate it to 80 mph. "Then I ran out of guts and straightaway," he says. He's like a kid in a candy store when describing it, and proclaims it the most significant find of his life, and one he plans to leave as-is.



RENÉ (3)

(Above, from top) Starting at Brescia, the Hagerty team reached a checkpoint in the middle of the night but had little time to admire the gorgeous Italian scenery.

MILLE MIGLIA 2011

The annual Mille Miglia took place in May, and the Hagerty-sponsored Scuderia SPORTS international historic racing team fielded 10 entries for the two-day, 1,000-mile event from Brescia to Rome and back. In all, 376 cars took part, with the overall winner being the husband and wife team of Giordano Mozzi and Stefani Biacca in their 1933 Aston Martin Le Mans. Cars from Scuderia SPORTS finished 3rd, 4th and 7th place overall — the top team result. After suffering electrical problems on day one, Hagerty CEO McKeel Hagerty and Hagerty UK Managing Director Angus Forsyth finished 234th in their 1950 Abarth 204A Monza, which was the lead Abarth team car in the 1950 event.

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TARRA WARNES

Wayne Carini fields classic car questions from a group of young people participating in Operation Ignite! Youth Judging at the Amelia Island Concours in 2011.

GET 'EM WHILE

THEY'RE YOUNG

When it comes to seeding enthusiasm for old cars, it's all about starting early. BY WAYNE CARINI

THINGS TODAY aren't like they were when I was growing up. Today, fewer kids are involved with cars. In my youth, I followed my dad everywhere on weekends, and we often went to car shows. It was great, not only because of the cars, but the activities geared toward kids and families. There were slow races — to see which car would go the slowest — and hot dog races — where you had to eat a hot dog off a string.

As I got a little older I'd ride my bike to the local gas station — the kind where they sold tires and changed oil — and hang out. This was back in the days when you could still

get into the bays, and all motorheads, including the racers, would be there, too.

When my daughter was young I also took her to shows, but at first they were dull for her. So I found her a 1918 Auto Red Bug when she was five. After that we'd show our cars side-by-side, and she'd stand there and proudly tell people about her car. Strangely, when she was eight or nine the local AACA show decided it was no place for kids. That was crazy; their members were aging and they were turning away potential replacements.

Finally, clubs began to realize kids are

important; they're the future of the hobby. Maybe the clue was that at most car shows it's surprising to see anyone under 25.

These days, car shows have largely ceased to be a family activity. Part of it is that the shows have gotten so intense. It's all about winning and not about the family anymore. Just as families rarely go to car shows, gas stations aren't gas stations anymore, so there has to be another way to engage kids.

That's where club efforts and programs like Hagerty's *Operation Ignite!* Youth Judging Program fit in. It's a way of sharing our passion and getting kids involved in automobiles. Such programs give kids something to do at a show and teach them how to talk to car owners with simple kindness and good manners. Just having the kids there helps turn the car show or concours back into a family activity. And if there are at least one or two kids for whom the experience really sparks an interest in old cars, it's all worth it.

+EVENTS

MOPAR FEST

August 20–21, 2011
New Hamburg, Ontario
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GOODGUYS

MID-WESTERN NATIONALS
September 2–4, 2011
Kansas City, Kansas
midwesternnats.com

RADNOR HUNT CONCOURS

September 9–11, 2011
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Malvern, Pennsylvania
radnorconcours.org

KIRKLAND CONCOURS

September 11, 2011
Carillon Point
Kirkland, Washington
kirklandconcours.com

GOODWOOD REVIVAL

September 16–18, 2011
Chichester, West Sussex,
United Kingdom
goodwood.co.uk

MID AMERICA MOTORWORKS

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Jonathan Klinger and the Model A enjoyed the Michigan spring, visited Main Street (right) and still had time to change out the engine (right, above).

365 DAYS OF 'A'

Jonathan Klinger's yearlong daily driving adventure with Sophie the Model A is drawing to a close. In mid-October they'll make their final voyage together from northern Michigan to Hershey, Pennsylvania, and the AACA Swap Meet.

But it's not all teary-eyed goodbyes. Klinger and Sophie spent the summer months cruising the open road. They also made trips to the Concours d'Elegance of America in Plymouth, Michigan, the Barrington Concours in Barrington, Illinois, a few Model A events and one last trip to Klinger's hometown in northern Illinois.

It wasn't maintenance-free cruising, however. In late spring, Klinger discovered the babbit bearing material in the main bearings had failed. He began the six-week journey to rebabbit the original engine, only to discover a crack in the block, which necessitated purchasing and installing a new short block. The good news is that he became quite adept at pulling an A engine — just three hours!

He plans to hold on to Sophie once their year is up, though he'll spare the old girl from another winter of salty Midwest roads. We'll have a final report in our next issue, but in the meantime, you can follow along at 365DaysOfA.com.



COURTESY JEFF LOMBARD

Last winter, Jeff Lombard realized he had collected enough Hagerty bags (about 150!) to do something spectacular — turn them into a custom cover for his 1973 AMC Gremlin X.

IGNITING YOUTHFUL PASSION

Hagerty's *Operation Ignite!* Youth Judging was in full swing, from the All British Field Meet in British Columbia to the National Impala Association Convention in Michigan. Upcoming events include the Old Car Festival at Greenfield Village in Dearborn, Michigan on September 10; the Fairfield County Concours in Westport, Connecticut, on September 18; and the AACA Meet in Hershey, Pennsylvania on October 15. Learn more at hagerty.com/operationignite.

FACEBOOKERS OPINE ON AMC

We asked our Facebook fans what was the most memorable AMC model ... check out a couple of the replies (and don't miss the AMC story on page 20!).

Bob Wyman: *I understood and forgave people who bought Matadors & Javelins — they were kind of OK. But could never understand why anyone would pay good money for a Pacer or Gremlin?*

Paul Hicks: *Lost my, you know ... in a Gremlin.*



McKel Hagerty (left) and Bob Knechel (right) discuss the Collectors Foundation with Jay Leno (center).

LENO'S GARAGE HOSTS COLLECTORS FOUNDATION

The Collectors Foundation was the featured topic of conversation on "Jay Leno's Garage" recently. Jay hosted McKel Hagerty and Collectors Foundation President and Executive Director Bob Knechel to discuss the Foundation and its goals within the hobby, from funding high school vocational programs to providing scholarships to McPherson College. The segment runs about 11 minutes. Go to jaylenosgarage.com, then enter "Collectors Foundation" in the "Search" field. To learn more about the Collectors Foundation, visit collectorsfoundation.org.

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TRANSTOCK

Muscle car power and color will take the stage at the Muscle Car and Corvette Nationals this fall.

MUSCLE CIRCA 1971

The Muscle Car and Corvette Nationals (MCACN) is all about horsepower, and on November 19–20, more than 500 rare muscle machines will descend on the Donald E. Stephens Convention Center in Rosemont, Illinois. This year they'll celebrate the "Class of 1971," with special displays for what many consider to be the final year of all-out performance and crazy colors. Other features include a tribute to Joel "Mr. Motion" Rosen, more COPO cars than you can imagine, a gathering of Dodge Challenger T/As, Yenko Supercars, and displays honoring Chicago icons Nickey Chicago and Mr. Norms. Learn more at mcacn.com.



DORLING KINDERSLEY, GETTY IMAGES

DELOREAN TURNS 30

DeLoreans are forever immortalized as Marty McFly's ticket through the space-time continuum, but before that, they were cars built in Ireland. This year marks the 30th anniversary of the gullwing coupe, which lives on thanks to the DeLorean Motor Company of Humble, Texas, which bought the company assets after prolonged legal wrangling. Through six dealerships in America and Europe, they offer assorted pre-owned cars, as well as new cars built from N.O.S. and O.E.M. parts and their own reproduction line. Visit delorean.com for more.

ALL'S FAIR AT FAIRFIELD COUNTY

The eighth annual Fairfield County (Connecticut) Concours d'Elegance takes place September 17 and 18. Events include the Classic Car Club of America Grand Classic judged event and an Art & Automobilia Expo, with noted automotive writer Peter Egan. This year's concours features the cars of Porsche, 50 Years of the Jaguar E-Type, a Tribute to Woodies, and Preservation Vehicles, sponsored by the Fédération Internationale des Véhicules Anciens (FIVA) and the Historic Vehicle Association. Returning is a Barn Finds class, sure to draw out some wonderful creatures from amid the cobwebs. Go to fairfieldcountyconcours.com for more.

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Sunday September 18, 2011 - Concours d'Elegance 100 years of significant motor vehicles displayed in chronological order at the Fairfield County Hunt Club in Westport, Connecticut; featured judging classes, special exhibits, the Bonhams Auction, Art & Automobilia and activities for children.

The Fairfield County Concours d'Elegance salutes McKeel Hagerty and Hagerty Insurance for their efforts to involve today's youth in vehicle collecting and restoration.

Proceeds from the Fairfield County Concours d'Elegance benefit The Drive to Treat Autism Fund supporting diagnosis & treatment services for children and adults with Autism Spectrum Disorders with our partner St. Vincents Behavioral Health Services.

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From left to right: Fulton bakelite "Steernob"; Perfection "Steering Control Knob"; "Palmgrip" steering knob by Cal-pan; Rainbow Plastic "Palm Knob" with scantily clad blonde; aftermarket Ford knob from Santay; early knob uses Japanese compass; plastic and aluminum knob is of unknown origins; NOS plastic knob by Rainbow Spinner Knobs.

Spinning wheels

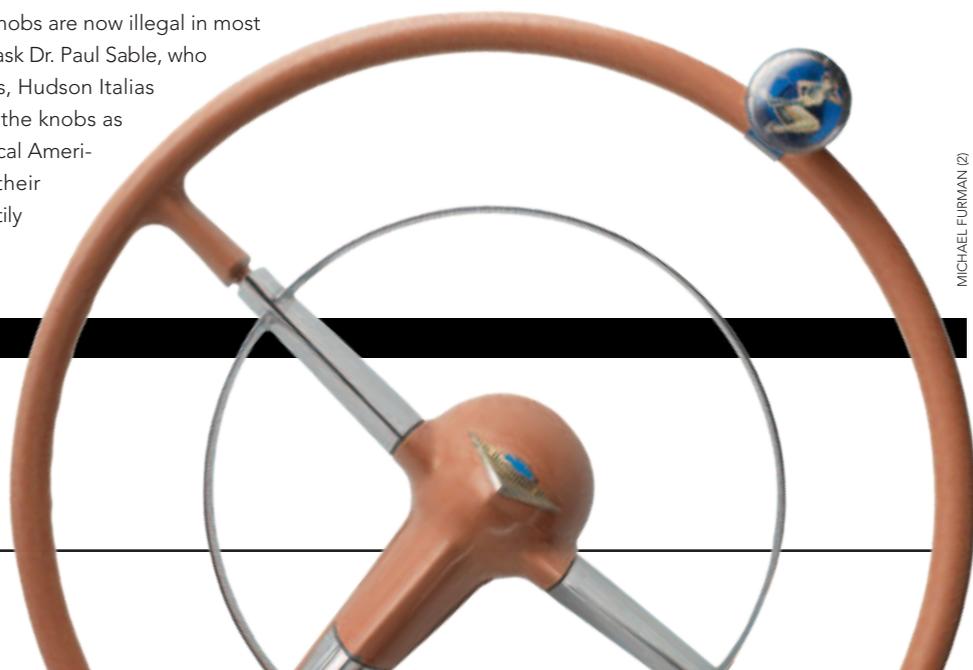
Steering wheel knobs represent a most obscure form of collecting. BY CARL BOMSTEAD

PERHAPS THE MOST infamous of automotive aftermarket devices is the steering wheel knob. For this, we can thank a daredevil named Steve Brodie who actually had nothing to do with the device. His connection is more spiritual. Under a cloud of controversy, he claimed to have jumped off the Brooklyn Bridge in 1886. He passed away in 1901, but his name became synonymous with doing anything dangerous or flamboyant. In his honor, hot rodders in the '50s would use their steering wheel knobs to spin the wheel back and forth while rapidly accelerating, thus "laying a Brodie."

Steering wheel knobs are often referred to as "suicide knobs," "wheel spinners," and "necker knobs." The "suicide" moniker came from the fact that a rather small movement of the knob could cause a rapid and unpredictable reaction of the car. For those of us who were James Dean fans, how can we forget the scene from *Rebel Without a Cause* when a guy catches his leather jacket on a knob and goes over the cliff? The "necker" designation came from the era of bench seats — you could have your arm around your best girl and steer the car with your necker knob.

For a number of reasons the wheel knobs are now illegal in most states, but they sure are collectible. Just ask Dr. Paul Sable, who collects unusual cars such as Dual-Ghias, Hudson Italias and Nash-Healeys. He was attracted to the knobs as an early teenager while perusing the local American Auto Parts store. He says he liked their unique colors, or perhaps it was the scantily clad ladies decorating many of them.

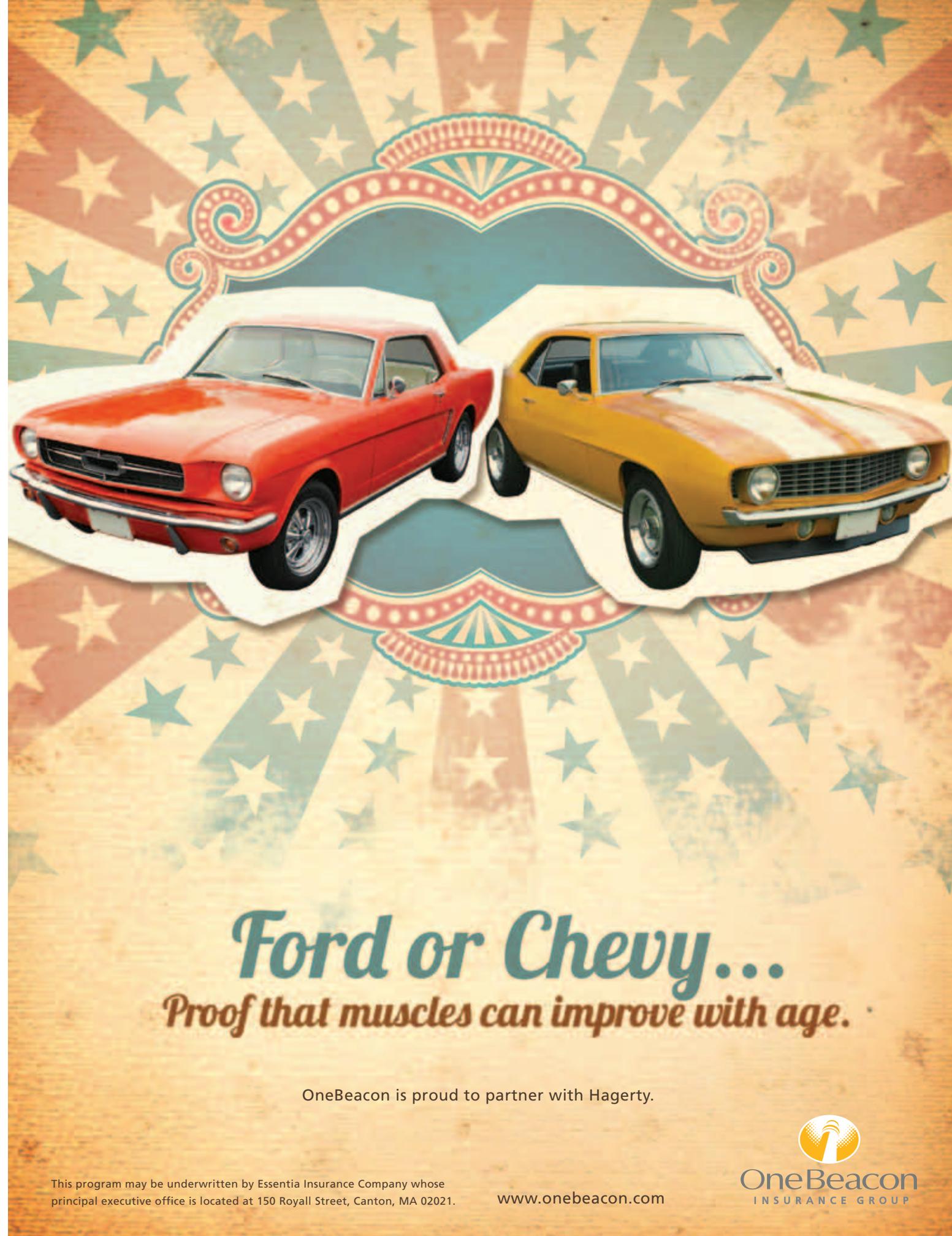
This mid-1950s Chevy steering wheel is adorned with a 1940s-era clear plastic knob with a classic pin-up girl in residence. Steering wheel knobs are also called "suicide knobs" and "necker knobs."



MICHAEL FURMAN (2)

About 15 years ago he started using them on all his cars. He mentions having been stopped a couple of times for minor infractions and the officer pointed out that the knobs were illegal in Pennsylvania. After Sable's five-minute dissertation on their history, he was let off with a warning.

Sable says he has about 200 knobs, and although he has a number of ideas about displaying them, for now they just sit on a couple of tables gathering dust in his garage. Many of the knobs are illuminated; some are made of Bakelite and others colorful plastic. He also has an in-the-box "Out of Way" knob by Allstate that folds down. The more mundane run about \$20, but unusual ones such as a palm spinner can run several hundred dollars. The more common knobs feature the aforementioned ladies, and Sable wonders if Marilyn Monroe or any other star of the era was ever featured on one. So his quest continues!



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It takes a special kind of person to view the ancient hulk of a car, visualize a thing of beauty – and then see the project through to success. Here are four who did. BY JOHN L. STEIN



THE VISIONARIES

1928 FORD SPECIAL COUPE

Michigan insurance claims adjuster Jeff Miller spent 10 years converting a rusty '28 Ford Special Coupe into this radiant beauty. Wanting to build a hot rod for 25 years, Miller was raring to go after rescuing the \$800 Model A from a Montana field. He replaced the rotten frame with a box-section reproduction and installed a Mustang GT engine. Miller even used a Saturday hotrod-building class at Lansing Community College to do the body and paintwork. Thanks to its EFI motor, the little coupe now gets 24 mpg on the highway ... and a lot of smiles.

PRICE RANGE FOR A STOCK 1928 FORD SPECIAL COUPE: \$3,100–\$15,500¹

1951 FORD COUNTRY SQUIRE

Connecticut car salesman Mark Butterworth's high-school buddy had a '51 Ford Country Squire wagon like this one way back in 1971 — and Butterworth never forgot it. When he found a battered example sitting near a garage in 2002, he had to have it. "It was in really rough condition, and when I brought it home, my wife raised her eyebrows and muttered, 'She's a beauty.'" Six years later, after a thorough restoration by him and his son, the flathead V-8 Ford definitely is.

PRICE RANGE FOR A 1951 FORD COUNTRY SQUIRE: \$37,200–\$90,100²



¹ Value provided by *Old Car Price Guide*, April 2011, in stock condition. Values of modified vehicles will vary.
² Value provided by *Hagerty Price Guide*, May–August 2011

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1972 PLYMOUTH ROAD RUNNER

Sometimes you just get lucky. And one day in Indian Lake, Ohio, in 2003, retiree Tom Lochard was just that. He chanced upon a wicked black '72 Road Runner for sale by a Chrysler collector who was out of storage room. At \$1,000, the price was an outright steal. Lochard spent the next year overseeing new paint, interior, and engine mods that he estimates kick the 360-cid Magnum V-8 up to 500 hp.

PRICE RANGE FOR A 1972 PLYMOUTH ROAD RUNNER: \$10,700-\$29,800¹



Send your best then and now photos of your unrestored cars, along with a short description of the project, to editorhagerty@hagerty.com and you might see it featured on these pages. Haven't seen yours yet? Check at hagerty.com/yourturn.

1951 WILLYS PANEL TRUCK

Nels Nasset and Steve Rydman share ownership of this stunning '51 Willys Panel Delivery. Rydman first acquired it partially dismantled, then stored it for a decade before Nasset took it over to satisfy a loan. The Michigan garage service manager restored the Willys, retaining such original features as the flathead-four engine and white oak interior trim. He even kept the six-volt electrical system. Now it's literally a traffic stopper.

PRICE RANGE FOR A STOCK 1951 WILLYS PANEL TRUCK: \$2,960-\$14,800²



¹Value provided by Hagerty Price Guide, May-August 2011. ²Value provided by Old Car Price Guide, April 2011, in stock condition. Values of modified vehicles will vary.

Rare Eagles

How rare is rare, and how do you find out?

Q I heard from a club member that my '54 Willys Aero Eagle custom (factory installed continental kit) is rare — so rare, in fact, that only 11 were made in '54 with a 226 engine. Is that true? How much does that affect the value of the car?

A It's true; your vehicle is one of the more rare Willys models. For the exact production numbers, I suggest you contact:

Willys Aero Survival Count
c/o Rick Kamen
P.O. Box 473
Decatur, GA 30031-0473
(404) 288-8222

Be aware that it is difficult to determine the actual number of Willys that survived, since

not everyone registers their vehicle. And while I'm guessing the number of survivors is small, scarcity doesn't always increase the value of cars such as your Willys, which don't have a huge following.

Q I need four headlamps for my '63 Ford Galaxie, and I want the headlights with the "FoMoCo" script on them. I've seen them on other people's cars and have no idea where to find them.

A Try johnsmustang.com/Catalog/867 or call (800) 869-6894. Sealed beam headlamps with the FoMoCo script are priced at under \$20.

Q How can I find a passenger door and front bumper for my 1960 Jaguar Mark IX?

A I'm guessing that if you tried searching online, you found Jaguar engine and transmission parts to be plentiful. But bumpers and sheet metal are much tougher to locate. I suggest contacting one of the following:

Jagnut Jaguar Spares, Inc.
Jack White, owner
(540) 743-4037 (Virginia)

Mostly British Automotive
Fred Petroske, owner
(315) 649-2861 (New York)
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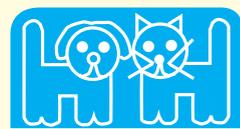
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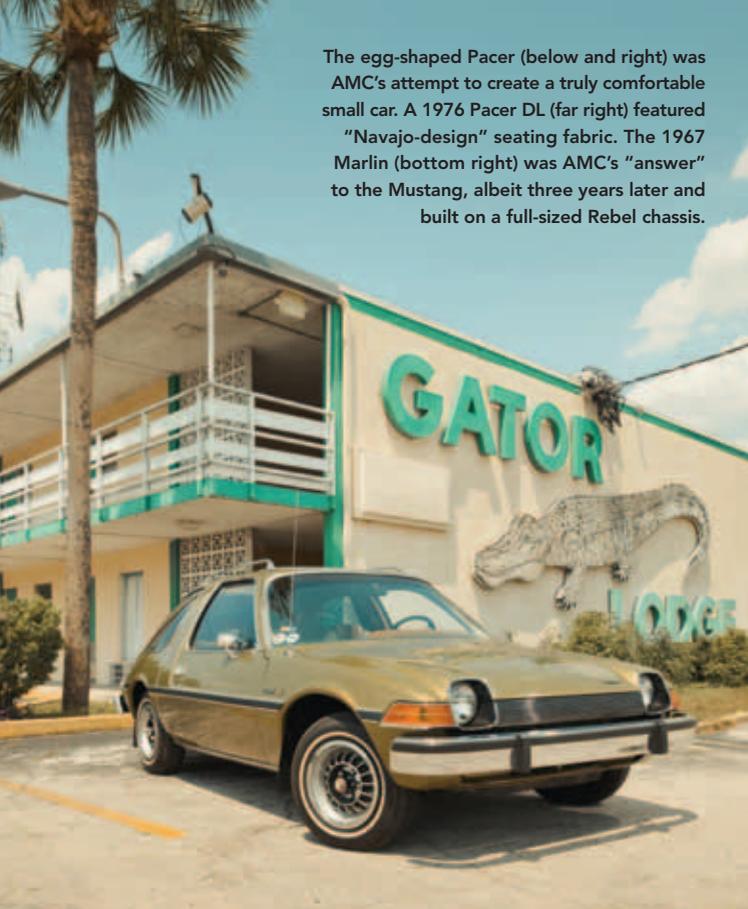
THE ECCENTRIC



BY JAMIE KITMAN >>
PHOTOGRAPHY BY ROY RITCHIE

The last of the independents, American Motors Corporation reached deep into its bag of tricks to survive against the Big Three.

WORLD OF **a**mc



The egg-shaped Pacer (below and right) was AMC's attempt to create a truly comfortable small car. A 1976 Pacer DL (far right) featured "Navajo-design" seating fabric. The 1967 Marlin (bottom right) was AMC's "answer" to the Mustang, albeit three years later and built on a full-sized Rebel chassis.



TODAY, MANY THINK OF THE

American Motors Corporation in a stodgy and humble light, and that's largely because its automobiles were engineered and designed on a shoestring, often with the penny-pinching or no-nonsense buyer in its sights. Yet many times over its 33-year history, these automotive Bad News Bears won the day, often by being more resourceful and sometimes by being more outrageous than their competitors.

AMC was born way back in 1954, memorializing the rushed marriage of the respected but failing Hudson and Nash-Kelvinator firms. Under the leadership of Nash-Kelvinator's George Mason and later George Romney, Roy Abernethy and Roy Chapin Jr., AMC held out until 1987 before being absorbed by the Chrysler Corporation. Yet through a heartwarming mixture of luck, pluck and oddball smarts, not to mention grit, thrift and blind optimism, AMC cars remain vivid in our memories.

Way back in 1957, for instance, Rambler offered a factory hot rod well before the GTO and its ilk — the Rebel, a silver (with silver and black upholstery) mid-sizer sporting a 327-cid big-block V-8. Advertised as the fastest four-door car in America, it churned out 255 horsepower with a four-barrel carb and dual exhausts, and made the dash to 60 mph in a then-unheard-of 7.5 seconds.

Performance was a card AMC would play on and off throughout its life. But sensibly priced luxury and total economy, American-style, were original themes, too. The same year the Rebel debuted, the Ambassador, a re-skinned Rambler with a longer (117-inch) wheelbase, became the first mid-size luxury performance offering from an American manufacturer, boasting then-upscale touches such as an electric clock, front and rear ashtrays, coil-spring suspension and fully reclining front seats that cleverly folded into a bed.



Performance was a card AMC would play on and off throughout its life. But sensibly priced luxury and total economy, American-style, were original themes, too.

The Rambler American of 1958, with its proletarian, single-barrel carburetor 195.6 cubic-inch six, was one of the first economy cars out of the gate even though it was essentially the old Nash Rambler restyled for the Jet Age.

Romney had spent much of his career advocating smaller, more fuel-efficient cars, including the compact 1950 Nash Rambler, before going on to coin the phrase "dinosaurs" to describe the gas-guzzlers that were Detroit's stock-in-trade. He wanted to go at the Motor City's Big Three with guns blazing, with different bodies and platforms, to keep pace with their annual model changes, glitz and the ephemeral fashion trends of the day. He felt the Rambler name lacked pizzazz and bore grandmotherly overtones, so he worked to deep-six it.

Having gained a firm toehold in the U.S. market (garnering 7.5 percent of all sales in 1960), Rambler stepped it up again in 1962, adopting safety as a key marketing precept and blessing all its cars with twin-circuit brakes, an eminently sensible feature found then only in rarefied Cadillac, Rolls-Royce and

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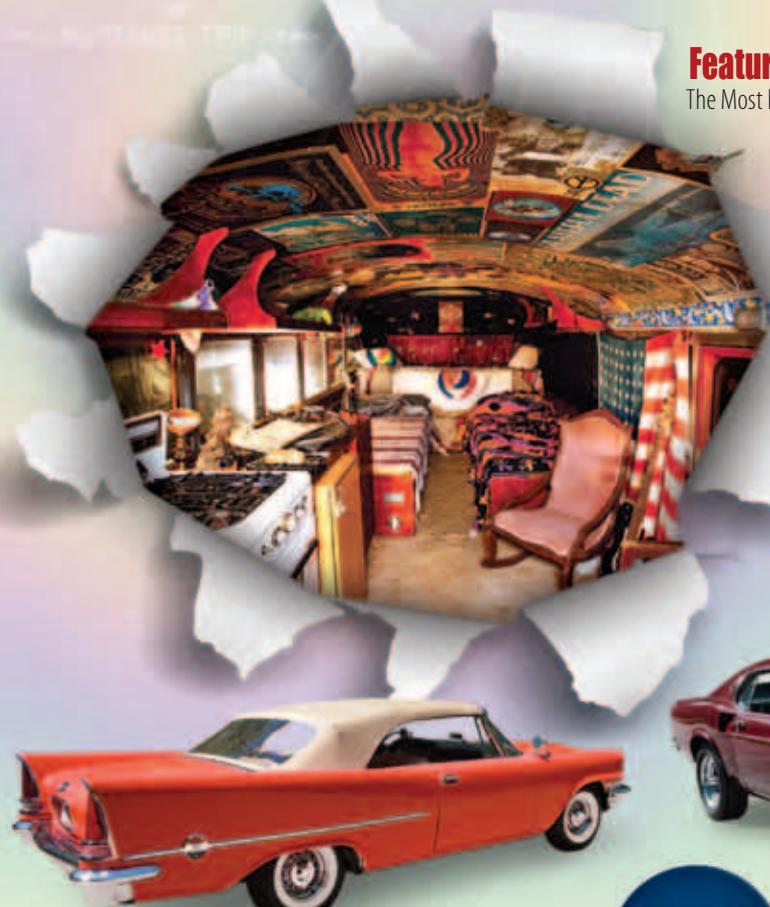
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The Gremlin ('73 shown at upper left) was a quick reaction to the Vega and the Pinto and resulted from chopping off the back end of a Hornet. A special Gremlin logo adorned the gas cap. The fine lines of the '69 Javelin SST (above) were designed by Dick Teague.

Mercedes cars. But safety alone wouldn't sell, nor would quality or efficiency. At least that was the view of new AMC head Abernethy, who in 1962 replaced Romney, who'd left to become governor of Michigan.

Dick Teague, the talented head of design for AMC from 1962, would be instrumental in this new era, which — in a sign of the new, more aggressive, mass-market agenda — began with a bang and the awarding of Motor Trend's Car of the Year Award to the entire 1963 Rambler line.

AMC was no stranger to quality engineering, and 1964 saw the introduction of the 232-cid Typhoon Six, which appeared in a special edition of the Rambler Classic. So robust was this evolution of the old Nash six that its block spawned not only the Great 258, the 4.2-liter block that followed, but the Jeep Power-Tech Six, which soldiered on until 2006. (AMC, in an act of amazing prescience, would buy Jeep from Kaiser in 1970.)

The Teague influence came into focus with the Marlin of 1965, a cheap (to engineer) but cheerful fastback model intended to meet the Mustang and other sporty compacts head-on. Originally intended for the smaller American platform, Abernethy ordered it to be built on the larger Classic's platform, scuttling any chance it had of being sporty. At the same time, the Marlin dispensed with the Rambler name. A less-than-rousing sales story in its day, the Marlin sent AMC back to the drawing boards, but its unique looks and comfortable accommodations find examples in top condition today drawing as much as \$23,000.

Chapin Jr., son of Hudson President Roy Chapin Sr., assumed the executive vice presidency at AMC in 1966, while Robert Evans became chairman. From these command positions their touch was swift and sure, though resources remained tight. The humble American received big 290-cid V-8 power in the newly incarnated Rogue edition, which could be combined with a four-on-the-floor. In 1967, the Classic nameplate was



For a short car, the Pacer was unusually comfortable for four on days its massive glass area hadn't allowed the car to reach broiling temperature.

retired in favor of the Rebel, the designation for all full-size Ramblers until the Matador launched in 1971.

In 1968, as the muscle car wars continued to heat up, the Javelin, a sporty coupe intended to compete primarily with the Camaro, entered the fray. Available with a choice of the 232 six or two different V-8s — a 290 or 343 — it came a lot closer to the heart of the market than the Marlin had, doubling Marlin sales in 1967, then quadrupling in 1968 with almost 57,000 sold. The Javelin quickly earned a name for itself in SCCA Trans-Am competition in the late '60s and early '70s, finishing every race it entered, a unique distinction among factory racers.

A modified version of the Javelin, the AMX, debuted six months later. A foot shorter (and sans backseat), it was offered to buyers with a choice of three V-8s (including AMC's potent new 390), front discs, "twin grip" limited-slip diff and a promising 140 mph speedometer. Its handsome lines were perhaps the all-time high water mark for American Motors' styling, while its performance — borne out by the more than 100 land speed

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records set by world's fastest man Craig Breedlove before it even went on sale — was beyond question.

For a time, performance development, competition credentials and loud paint jobs kept on coming. A red-white-and-blue SS/AMX was created in association with aftermarket performance gurus at Hurst with the drag strip in mind, while a similarly patriotic Hurst SC/Rambler version of the American — with Sun column-mounted tach, T10 four-speed with Hurst linkage and rear torque links from the AMX — was also offered for sale. (Two were even built with 4WD and competed in the Baja 500.) Rare in their day and scarcer now, both are highly valued by collectors, with a 1969 AMX 390/340 SS Fastback Coupe in top condition worth \$122,000.

In 1970, Mark Donohue and Roger Penske's Sunoco Racing Team jettisoned Camaros to campaign Javelins. While the AMC performance reputation grew, the Rambler name was retired in the same year, though it would live on for a time in Australia and South Africa.

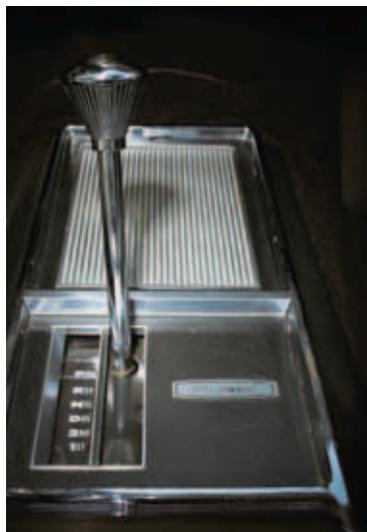
As the new decade kicked off, AMC appeared to have gotten off to a good start, with Chapin Jr. cementing the Jeep deal and the Hornet sedan arriving in 1970 to replace the compact American. A pleasant-looking, modern design, it would soldier on in one form or another until AMC's end. The radical-looking but conventionally engineered (and peculiarly named) Gremlin subcompact was extracted from the same design, by the notably cost-effective expedient of lopping off the Hornet's rear end. Beating both the Vega and Pinto to market, its six-cylinder engine made it unique in the low-price field and, along with the Hornet (soon to be available as a hatch and a wagon), it would provide the bulk of AMC sales in the '70s, as the company's larger and performance models went slowly into the night. Expect to pay around \$13K for an excellent Gremlin today.

While the Jeep purchase quickly proved an astute one, AMC's handle on the larger car market seemed to be slipping from its grip, though it could hardly be blamed for not making its large cars large enough. The Javelin grew in 1971, following the Mustang down Fatso Lane, while AMX became the name of an unremarkable trim line for the now-bloated sportster.

The bulky new Matador sedans were deeply boring to look at, though a traffic-stopping Matador coupe would appear in 1974. Its curvy and not altogether handsome lines were meant to help it on the track, and they did. But though it was featured in a popular James Bond film, *The Man with the Golden Gun*, in which it turned into an airplane, and although *Car and Driver* anointed it as the best-styled car of 1974 (as a point of reference, 1973's Hornet hatchback received similar plaudits from the magazine), the huge coupe



The Pacer and Javelin (top) were both entertaining attempts to address two different markets — economy and performance — even though they were not great sellers. The Marlin hood emblem and automatic shifter (above and right) have a distinct '60s feel. The Marlin, Pacer and Gremlin (below) represented three radically different shapes from the same designer.



AMC PRICING GUIDE

1967 MARLIN	\$2,963 (base price)	\$23,100 (value today)
1969 JAVELIN SST 390/315	\$3,144 (base price)*	\$33,900 (value today)
1970 AMX 390/325	\$3,789 (base price)*	\$55,000 (value today)
1972 JAVELIN SST	\$3,807 (base price)	\$22,400 (value today)
1973 GREMLIN X COUPE	\$2,098 (base price)	\$11,700 (value today)
1976 PACER DL COUPE	\$3,499 (base price)	\$15,100 (value today)
1978 MATADOR HARDTOP COUPE	\$4,799 (base price)	\$12,500 (value today)

All current price estimates from the *Hagerty Price Guide*. Unless noted otherwise, base prices from *The Standard Catalog of Cars*. *Price includes "Go" Package option.

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The Javelin included all of the *de rigueur* '60s touches, including optional vinyl roof and sporty steering wheel. Right: All in a row at the Gator Lodge.

appealed to few customers and can fairly be said to have short-circuited AMC's upmarket ambitions. Having no body panels in common with its brethren, it was large and strange and a costly bridge too far. Thank goodness for Jeep, whose Wagoneers, SJ Cherokees and CJs kept AMC ticking over.

It was around this time the resources-poor company began experimenting with designer associations. An improbable red and green Adolfo Gucci interior was available to adorn Hornet Sportabouts, while Javelin buyers might opt for a Pierre Cardin trim whose black seats featured white, purple and red stripes that extended up the door panels and around the headliner. An equally lurid Oleg Cassini

interior option did nothing to prevent the Matador coupe's near-instant decline, and for those of a certain age, the optional Levi's denim Gremlin interior remains the butt of jokes today.

The Pacer of 1975 was, with its asymmetrical doors, perhaps the boldest of all AMC's alchemical sleights of hand. With a 100-inch wheelbase, for a short car it was unusually comfortable for four on days its massive glass area hadn't allowed the car to reach broiling temperature. It was aerodynamic for its day, with rack-and-pinion steering and many forward-thinking safety features, and it was W-I-D-E at 80 inches. But it was heavy — close to 3,500 pounds fully dressed — with the

corporation's boat-anchor-heavy 232-cid six pressed into service at the last minute when a GM-promised lightweight, rotary engine failed to materialize. Sales were surprisingly strong, double what AMC expected in 1975. This stroke of fortune was offset by declining interest in the Gremlin and Hornet and the cancellation (Ambassador, Javelin) or utter failure of everything else (Matador). AMC's days as a full-range carmaker were numbered. Soon enough, Pacer sales tanked, and while it was a well-intentioned car on many levels that is viewed nostalgically today, with prize examples selling for more than \$13,000, it became in its own time an object of ridicule. The Pacer was the last car to be fully developed by AMC; a wagon followed.

Last-gasp exercises saw AMC spiffing up the Hornet for 1978, rebadging it the Concord, and a refreshed Gremlin — now known as the Spirit — demonstrated again how much designer Teague could accomplish with nothing. Chapin Jr. retired that year, to be succeeded by Gerald Meyers, who immediately began negotiations with Renault to develop a new line of cars. Strong sales of Jeeps kept the lights on, while AMC's forays into four-wheel-drive passenger cars, called Eagles, broke important new technical ground that won cultish, lifetime fans, but too few of them.

In 1980, Renault purchased 25 percent of AMC and began selling its 18i, Fuego and LeCar at AMC dealers, while together the new partners developed the Alliance. Renault's association with AMC did leave us the enduringly popular, right-sized Jeep Cherokee, which helped usher in the SUV era, but it was too little, too late. AMC was circling the drain. In 1987, Chrysler bought the ailing firm and after briefly flirting with the Renault/AMC-derived line they'd call Eagle, flushed away the lot, leaving only Jeep to meet the new millennium. The last of the independents was gone, but not forgotten.

WORLD OF AMC RESOURCES

CLUBS

The International American Motors Owners Association
amonational.com

The AMC Rambler Club
amrc.com

BOOKS

AMC Cars 1954–1987, An Illustrated History
By Patrick Foster
oldemilfordpress.com

American Motors: The Last Independent
By Patrick Foster
oldemilfordpress.com

AMX and Javelin Gold Portfolio, 1968–1974
oldemilfordpress.com

The Standard Catalog of American Motors
By Byron Olsen
oldemilfordpress.com

The Hemmings Book of Nashes
Motorbooks

MAGAZINES

American Motors Cars Magazine
amc-mag.com

WEBSITES

AMC: The Spirit Still Lives
By Chad Quella
allpar.com/amc

Timeless Rides
AMC History
www.timelessrides.com/wiki/amc

AMCyclopedia
amcyclopedia.org

American Motors 1954–1987
By Wolfgang Mederle
american-motors.de/en

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The Joe Bortz collection includes this 1955 Chevrolet Biscayne (1), the 1953 Motorama Pontiac Parisienne (2), the 1957 Chrysler Ghia Diablo (3), the 1955 GM LaSalle II Roadster (4) and the 1953 Motorama Buick Wildcat (5). The 1955 Alfa Romeo BAT 9 concept car (6), formerly owned by Dr. Gary Kaberle of Traverse City, Michigan, now sits in the Blackhawk Museum in California. All are original period photos.

Concept cars represent the most rarefied air in car collecting. Designed as turntable eye candy under the direction of people like GM's Harley Earl, Chrysler's Virgil Exner and Italy's Nuccio Bertone, these creations helped establish the design vocabulary of the years to come — wraparound windshields, tailfins, sweepstakes and bat wings.

But as collectible automobiles, concept cars are largely orphans, often without documentation and, more important, without parts. Their rarity and the degree of difficulty in terms of finding, obtaining, operating and restoring them have meant that very few collectors have ventured near one.

But there are a few who have gone where others fear to tread. Meet Joe Bortz, Gordon Apker and Gary Kaberle.

Bortz is the king of the concepts. He has owned more than 25 American dream cars, including the '53 Buick Wildcat I, '54 Pontiac Bonneville Special, '55 Chrysler Ghia Falcon, '55 Chevrolet Biscayne, '57 Chrysler Ghia Diablo, '64 Pontiac Banshee and most recently the GM '55 LaSalle II Roadster and Coupe.

The Chicago-area former pharmaceutical company owner and restaurateur didn't necessarily set out to collect concept cars, but after stumbling across the '54 Pontiac Bonneville Special and then the 1960 Pontiac X-400, the die was cast.

In the case of Bortz's '54 Bonneville Special, the car had been on display for 25 years in the Detroit Historical Museum. When a new curator took the car off the floor, the owner who loaned the car to the museum was so incensed he decided to sell it. "Everyone thought the car would never be for sale," Bortz says. "Well, he told a friend who told another friend and word eventually passed to me. So I bought the car."

It is completely original, other than the rebuilding of the carburetors, which had to be painted to match the originals. "Half the air in the tires is from 1954," Bortz says.

"I'd like to be able to tell you that I am some type of genius, that I found the cars and had a plan already laid out before my eyes," Bortz says. "What happened was that I found pieces of history and I didn't want them to be lost."

Bortz, who has won visionary awards from both Pebble Beach and GM, credits research, visibility, persistence and patience as key attributes

for collecting concept cars. He likens the process to archeologists exploring Egyptian tombs. "Let's say you run across a vase and it's in pieces and you don't know what to do with it," Bortz says. "So you put it in a bag and put it on the shelf and let it sit for a few years. Then someone comes along with a sketch for the vase and you see what you have to do to put it together."

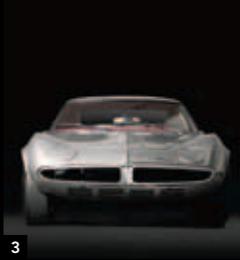
That's pretty much what happened with his two LaSalle. After picking up the pieces of the GM LaSalle Roadster in 1988 from the Warhoops salvage yard in Sterling Heights, Michigan, Bortz says, "We were on our hands and knees scraping through the soil when we found the glove box door."

On that same trip, Bortz acquired the hulk of the Chevy Biscayne, LaSalle Sedan and a 1956 Cadillac Town Car. He trucked them to his garage near Chicago and they sat for years before he knew what to do with them.

1 OF A KIND

Collecting concept cars requires a fortitude all its own, but the rewards are rich — and not always financial.

BY JERRY BURTON



Bortz also owns a 1954 Pontiac Bonneville (1), a 1955 Chrysler Ghia Falcon (2) and a 1964 Pontiac Banshee (3). The 1954 Oldsmobile F-88 (4), formerly owned by Gordon Apker, was sold at Barrett-Jackson for \$3.4 million in 2005.

One of Bortz's strategies was to stay visible and on good terms with key people inside the auto companies, such as Dave Hollis at GM. "The way I became so popular at GM was that I was saving their history at my expense," Bortz says. "The Biscayne, for example, didn't have a chassis, but one day I got a call from Larry Fallon at GM saying they found photographs of the chassis."

Likewise, Bortz got a call sometime later from Fallon with news of a recently discovered microfiche file of the LaSalle dashboard, which provided perfect reference photos for the fabricators.

Bortz completed the restoration last year and showed it at the Concours d'Elegance of America at Meadow Brook Hall in July 2010. He is currently working on the LaSalle Roadster and Sedan.

Bortz also collects custom cars and motorcycles in addition to concept cars. He likes to boil down the appeal of collecting — whether it's bottle caps, beer cans, barbed wire or concept cars — to five simple words: "I have it, you don't."

Gordon Apker of Seattle is the former owner of the Olds F-88 concept car that stunned the world at Barrett-Jackson in 2005, selling for a then-unheard-of \$3.4 million. Apker did not do the original restoration, but was faced with repairing the car after it was damaged in transit. Through a network of contacts, Apker was able to obtain some priceless drawings of the F-88 as well as many other materials, including a set of brass hubcaps that substantially increased the value of the car, despite a somewhat controversial history. The car now resides at the Gateway Auto Museum in Gateway, Colorado, as part of the

Joe Bortz likes to boil down the appeal of collecting — whether it's bottle caps, beer cans, barbed wire or concept cars — to five simple words: "I have it, you don't."

collection of John Hendricks, founder of the Discovery Channel.

Apker also bought and restored the Ghia-bodied Chrysler D'Elegance, which turned out to be a much simpler project. "The previous owner had butchered it up with a Chrysler 440 V-8 and a console," Apker says, "but fortunately, he kept all the original parts."

"Chrysler took a different approach to their concept cars," Apker adds. "They either gave them away or turned them over to a dealer to sell." For those pondering a purchase, Apker offers a reminder: "Buy them because you enjoy them and want to look at them, not because you want to drive them. These cars are largely styling exercises, not great road cars."

Dr. Gary Kaberle of Traverse City, Michigan, known affectionately as "BATMAN" in Alfa circles, actually came across the famed Alfa Romeo BAT 9 in a used car lot in Greenville, Michigan. "It was 1963 and I was 17 and selling popcorn to make money. Somehow I scraped up the cash to buy the car, which had 12,000 miles on it."

Because the BAT 9 was based on the Alfa 1900 chassis, basic parts were at least accessible. "Everything was original," Kaberle says. "I did little cosmetic things like dye the carpet and polish the leather, but nothing was in bad shape and I never had much trouble getting it running."

"Driving it was like driving a sculpture. I attracted so much attention that each gas stop was a half hour. It made me feel special as a kid. I loved it."

Owning a concept car like BAT 9 opened up a whole new world for Kaberle. Over time, he became well known within Alfa circles and made frequent trips to Italy. He held onto the BAT 9 until 1989, when he had to sell the car to finance his wife's cancer surgery. The car is currently in the Blackhawk Museum in California.

For Kaberle, the rich connections he established in owning the BAT 9 led him to commission his own BAT car. The BAT 11 was shown at the Geneva Auto Show in 2008 to rave reviews. While the original BAT 11 was a mock-up, Kaberle hopes to build a limited number of production cars, perhaps with a hybrid powertrain, and use part of the proceeds to finance breast cancer research.

For Kaberle, as well as Bortz and Apker, owning a concept car was a life-changer. If you enjoy the limelight you can certainly bask in it, and a dream car in your collection is almost a sure invitation to a concours d'elegance. Says Bortz: "When you achieve the recognition of your peers at places like Pebble Beach or Meadow Brook, you experience moments you live for all your life."

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PHOTOGRAPHY BY EVAN KLEIN



BADDEST OF THEM ALL

ROUND ONE

<input type="checkbox"/> 2009 Corvette Z06	<input checked="" type="checkbox"/> 1915 Ford Model T	<input type="checkbox"/> 1959 Ford Galaxie Sunliner	<input type="checkbox"/> 1955 Ford Fairlane	<input type="checkbox"/> 2006 Ford GT	<input checked="" type="checkbox"/> 1971 Chevelle LS6	<input type="checkbox"/> 1967 Camaro Z28	<input type="checkbox"/> 1957 Ford Thunderbird	<input checked="" type="checkbox"/> 1963 Shelby Cobra 289	<input type="checkbox"/> 1969 Boss 302 Mustang	<input checked="" type="checkbox"/> 1957 Chevy Bel Air	<input type="checkbox"/> 1932 Chevy Confederate	<input checked="" type="checkbox"/> 1966 Shelby 427 Cobra	<input checked="" type="checkbox"/> 1940 Ford Coupe
<input checked="" type="checkbox"/> 2009 Shelby GT500 KR	<input type="checkbox"/> 1915 Chevy 490	<input checked="" type="checkbox"/> 1959 Impala Convertible	<input checked="" type="checkbox"/> 1955 Chevy Bel Air	<input checked="" type="checkbox"/> 2009 Corvette ZR1	<input type="checkbox"/> 1971 Ford Torino GT	<input checked="" type="checkbox"/> 1967 Mustang GT	<input checked="" type="checkbox"/> 1957 Corvette Fuelie	<input type="checkbox"/> 1963 Corvette Z06	<input checked="" type="checkbox"/> 1969 Camaro Z28	<input type="checkbox"/> 1957 Ford Fairlane	<input checked="" type="checkbox"/> 1932 Model B Roadster	<input type="checkbox"/> 1967 Corvette L88	<input type="checkbox"/> 1941 Chevy Coupe

THE PANELISTS



EDDIE ALTERMAN is the editor of *Car and Driver*.
MATT DELORENZO is the vice president and editor-in-chief of *Road & Track*.
KEN GROSS is a regular contributor to *Hagerty* magazine and many other publications.
McKEEL HAGERTY is the chief executive officer for Hagerty Insurance.
JEAN JENNINGS is the president and editor-in-chief of *Automobile* magazine.
DAVE KINNEY is the editor of *Hagerty Price Guide*.
WES RAYNAL is the editor of *AutoWeek* magazine.
DON SHERMAN is the technical director for *Car and Driver*.

FORD VS. CHEVY

It's the oldest and most heated rivalry in America. The battle for sales supremacy. The battle for bragging rights. The war has been raging on every product front for almost 100 years now, with Chevrolet about to celebrate its 100th anniversary this November, some eight years after Ford.

These two companies have produced the bread and butter of the collector car market for decades. But if you had to choose just one car from the countless Model T's, Model A's, Bel Airs, Impalas, Thunderbirds, Corvettes, Mustangs, Cobras and Camaros, what would it be? Not just on merit, but pure desire.

There is only one way to decide this: a modified NCAA bracket-style contest with similar models going up against each other. So we nominated 32 cars and seeded them in four divisions of eight cars each, with similar cars paired together. To advance, a car must beat its cross-town rival. It will come down to a Sweet 16, Elite 8, Final 4 and overall champion — the baddest of them all.

To decide something as important as this, we needed the opinions of experts. So we created a panel that includes *Automobile's* Jean Jennings, *Car and Driver's* Eddie Alterman, *Road & Track's* Matt DeLorenzo, *AutoWeek's* Wes Raynal, *Car and Driver's* Don Sherman, automotive historian Ken Gross, *Hagerty Price Guide's* Dave Kinney, and Hagerty CEO McKeel Hagerty. In the first round, each judge is given a random two pairings. In the second round, each judge receives one pairing, and the third and final rounds are decided by a group vote.

ROUND ONE

Because similar cars are seeded together, we know some important cars are going to go down in a hurry. And sure enough, after the dust clears,

cars like the '57 Thunderbird, '65 Impala SS, '06 Ford GT, '67 Camaro Z28, '71 Ford Torino GT, '69 Mustang Boss 302, '71 Camaro SS 396, even a pair of mighty mid-year Corvettes — the '63 Corvette Z06 and the '67 L88 roadster — are sitting on the side of the road. Here are some of the voting highlights.

In choosing the Cobra 289 over the Z06, Don Sherman opines: "What's to choose? Aluminum versus plastic body? Open roadster versus a coupe with next to no rear view? A 4:1 rarity ratio in favor of the Cobra? Even though I own a mid-year Corvette, simple logic forces me to pick the Cobra."

In a tough draw, Eddie Alterman gives the nod to the '69 Camaro Z28 over the '69 Mustang Boss 302. "True, the Boss 302 took some of the wind out of the Z28's sails in the '69 Trans-Am season," Alterman says. "But the Z28 was the T.A. icon, courtesy of Roger Penske, Mark Donohue and the trick of dropping the 283 crank into the 327 block to meet the series' cubic-inch limit."

McKeel Hagerty picks the Galaxie 500 Coupe over the Impala. "To me the roof lines and road stance scream muscle with style," Hagerty says.

Jean Jennings chooses the 427 Cobra roadster over the L88 Corvette convertible, saying: "That Cobra speaks to me right in the ol' rib cage. Makes me feel insane when I drive it."

Dave Kinney's pairing is between the '59 Ford Galaxie Sunliner convertible and the bat-winged '59 Impala. "For 59, I'd give it to the Chevy, but not by much as I like them both."

Ken Gross gives the nod to the '67 Mustang Fastback over the original 1967 Camaro Z28, explaining: "I like the restyled, meaner-looking Mustang GT here. The '67 is better-looking than the original Mustang, and with the 390 option, and the Competition Handling Package, it had beaucoup punch plus some road agility."

ROUND TWO

<input type="checkbox"/> 1965 Impala SS	<input checked="" type="checkbox"/> 1971 Mustang Mach 1 429	<input type="checkbox"/> 2009 Shelby GT500KR	<input checked="" type="checkbox"/> 1959 Impala Convertible	<input checked="" type="checkbox"/> 1971 Chevelle LS6	<input type="checkbox"/> 1967 Mustang GT	<input type="checkbox"/> 1963 Shelby Cobra 289
<input checked="" type="checkbox"/> 1965 Galaxie 500 Coupe	<input type="checkbox"/> 1971 Camaro SS 396	<input checked="" type="checkbox"/> 1915 Ford Model T	<input type="checkbox"/> 1955 Chevy Bel Air	<input type="checkbox"/> 2009 Corvette ZR1	<input checked="" type="checkbox"/> 1957 Corvette Fuelie	<input checked="" type="checkbox"/> 1969 Camaro Z28



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THE SWEET 16

Sixteen cars are left. The vagaries of bracket competition mean that each new pairing won't necessarily be Ford versus Chevy. That is the case as the 1915 Model T goes up against the hottest new Shelby Mustang, the GT500 KR, and beats it. Says Eddie Alterman: "While the Shelby might represent the terminus of usable Ford performance, the Model T saved us from looking at the back end of a horse, so there's that."

Don Sherman does equal damage to Chevy's newest supercar, the 2009 Corvette ZR1, which does battle against the Chevelle LS6. "In the auto-biblical context, the Corvette is a Second Coming while the Chevelle is Exodus," Sherman says. "The big-block, mid-size Chevy wins."

Perhaps the biggest surprise of the second round is the unenviable decision made by Ken Gross in picking the '59 Impala convertible over the '55 Chevy. Says Gross: "The '55 had the egg-crate grille, V-8, etc., but park a '59 next to a '55 today, and for me it's no contest."

Another tough pairing is drawn by Matt DeLorenzo, who is faced with the '57 Chevy Bel Air versus the '32 Ford V-8 Roadster. "I'd have

to go with the '32 Ford, a classic that has spawned many great hot rods." Wes Raynal has the audacity to kick out the '63 289 Cobra in favor of a '69 Camaro Z28. "I've always wanted one," Raynal says.

THE ELITE EIGHT

With some absolutely great cars out of the action, the drama continues in the Elite Eight, where survival depends on the support of a majority of judges, not just individual whims. The eight survivors include four Chevys — the '59 Impala Convertible, '57 Corvette Fuelie, '69 Camaro Z28 and '71 Chevelle LS6 — and four Fords — the '32 Ford V-8 Roadster, '66 427 Cobra, 1915 Model T and '71 Mach 1 Mustang 429.

Going down hard are the Model T, Mustang, Z28 and LS6. In choosing the Ford flathead V-8 over the Z28, Ken Gross remarks: "I've never met a real hot rodder who didn't want a deuce roadster. The hoarse cough of that flathead starter, the rumble of the steelpacks and the whine from the blower are a few of my favorite sounds. I like the '69 Z28, but versus a deuce, for me it's no contest."

In defending his choice of the '57 Corvette Fuelie over the LS6, Sherman says, "There were no LS6 Chevells sold to the public, though 14 were allegedly built for some unspecified special purposes. No matter. The first fuelie Corvette wins."

THE FINAL FOUR AND CHAMPION

And now there are four: the '59 Impala convertible, the '57 Corvette Fuelie, the '32 Ford V-8 roadster and the '66 427 Cobra. It's Ford on Ford: Cobra vs '32 roadster; and Chevy on Chevy: '57 Fuelie vs. '59 Impala.

While the Vette trounces the Impala by a vote of eight-zip, the Cobra ties the '32 Roadster with four votes each. The honorable William Jeanes, former editor-in-chief of *Car and Driver*, is called in to tip the scales. "Imagine a hedgehog and a leopard sitting side by side," says Jeanes. "That's why the 427 Cobra whips the opposition." We also compare cumulative votes for the Cobra vs. the '32 and find that the Cobra wins on that basis as well.

So now it's Cobra vs. Corvette for the baddest of them all. "The Cobra takes it all," Hagerty says. "The 427 makes it the bad boy, badass, take-all-comers winner."

Meanwhile, Eddie Alterman and Matt DeLorenzo opt for the Corvette.

"Cobra, Cobra, COBRA," Kinney testifies. "The heavyweight champ."

"The Corvette wins by default," Sherman notes. "Sure the Cobra is quicker, rarer (if the real deal) and worth more to collectors. But the Corvette's purity is intact. This is the car that kicked off Corvette's road racing success. It proved that Corvette could sustain an enthusiastic clientele. There are no clones."

So here we are: the baddest of them all goes to the badass 427 Cobra. Earning the last word here is *Automobile's* Jennings: "The Cobra reminds me of myself — a real Rubens nude with a big motor."

Priceless.

ROUND THREE

<input type="checkbox"/> 1957 Chevy Bel Air	<input checked="" type="checkbox"/> 1966 Shelby 427 Cobra	<input checked="" type="checkbox"/> 1971 Mustang Mach 1 429	<input type="checkbox"/> 1915 Ford Model T	<input type="checkbox"/> 1971 Chevelle LS6	<input type="checkbox"/> 1969 Camaro Z28	<input checked="" type="checkbox"/> 1966 Shelby 427 Cobra
<input checked="" type="checkbox"/> 1932 Model B V-8 Roadster	<input type="checkbox"/> 1940 Ford Coupe	<input type="checkbox"/> 1965 Galaxie 500 Coupe	<input checked="" type="checkbox"/> 1959 Impala Convertible	<input checked="" type="checkbox"/> 1957 Corvette Fuelie	<input checked="" type="checkbox"/> 1932 Model B V-8 Roadster	<input type="checkbox"/> 1971 Mustang Mach 1 429

ROUND FOUR

<input checked="" type="checkbox"/> 1957 Corvette Fuelie	<input type="checkbox"/> 1932 Model B V-8 Roadster
<input type="checkbox"/> 1959 Impala Convertible	<input checked="" type="checkbox"/> 1966 Shelby 427 Cobra

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LOTS OF TROUBLE, USUALLY SERIOUS?

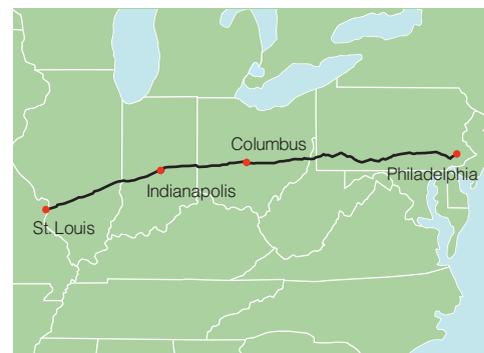
TWO DAYS, 960 MILES, A 1978 LOTUS ESPRIT S2 AND PLENTY OF ANXIETY

BY JONATHAN A. STEIN >> PHOTOGRAPHY BY JAY TEXTER



He wanted me to wear a powder blue polyester leisure suit. When I refused, he suggested I wear a tux and channel Roger Moore as 007. I declined again. Dangerous stuff refusing your boss. But I was safe from retribution; I'd agreed to deliver his 33-year-old Lotus almost 1,000 miles, and if that isn't a kiss up the hierarchy ladder, nothing is.

The adventure began when *Classic Motorsports'* Andy Reid told Rob Sass about a low-mileage Lotus Esprit for sale near my home. It showed 27,000 miles, wore mostly original paint and was remarkably unmolested in all its 1970s wedge-shaped glory. Seeing it, I lost all sense and offered to drive it from eastern Pennsylvania to St. Louis. Soon I found myself selecting tools, ordering spares (including a fire extinguisher from Griot's Garage) and raising credit card limits.



STICKS AND STONES CAN BREAK MY BONES

Growing up, I heard that Ford stood for "Found On Road Dead" or "Fix Or Repair Daily" and everybody knew that FIAT stood for "Fix It Again Tony." Lotus fared worse, tarred with "Lots Of Trouble, Usually Serious," which was often true.

When Sass pulled the trigger, we agreed that driving 960 miles in a car known for brilliant engineering and legendary unreliability would be the perfect opportunity for a story. Would this fragile car last the distance?

When I arrived at Possum Hollow Motorsports in Phoenixville, Pennsylvania, the engine cover was off due to a slipped timing belt and a damaged radiator overflow tank that was still being welded. Shop owner Bill Boys didn't know whether the running problems had been resolved with rebuilt carbs and a new timing belt or if the trip could even launch.

ALL SYSTEMS GO?

Boys and mechanic Gary Visher explained the starting procedures, and I fired up the Esprit and headed out with videographer Jon Ryan. He balked when I vetoed plugging his camera into the Lotus cigarette lighter, lest we tempt fate. At the closest Sunoco station I uncapped both tank fillers. Immediately, a young man with a big Kawasaki told me I had parked on the wrong side of the pump. He blushed when I explained the twin tanks. After a quick video and photo shoot on some of the amazing roads in Pennsylvania's Berks County, it was time to pack for an early start.

Facing page: Stein was right at home in the Lotus. The photo stop under a bridge in Belle Vernon, Pennsylvania, happened to coincide with a good lunch. This page: Stein was fastidious about checking fluids at every stop. A small herd of cows in Oley, Pennsylvania, paid little attention to the Lotus, which was dwarfed by an Illinois grain elevator.

WESTWARD HO

At 6:30 a.m. I was out checking the oil and water. Next it was time to wake the neighbors, but when I turned the key the only sounds were my salty ravings. The second attempt worked and the twin-cam four sprang to life.

As photographer Jay Texter and I slammed the doors, we were showered by particles of headliner, which continued with every bump. Had I smeared my bald pate with honey, the gray dust would have given me a hairpiece of sorts. Heading west on the Pennsylvania Turnpike, we settled in at 3,000 rpm, which equated to 65.5 mph, although it read closer to 70. Surprisingly we attracted little attention from other drivers or from troopers, especially considering the temporary Missouri tags.

Before long the phone rang — hands free — and it was new Lotus owner Sass. He was like an expectant father: Gas mileage? Public response? How did it feel? With no water to boil for the baby, I asked him to find us a lunch stop and lodging.

When we first stopped for fuel the starter played coy again, but finally came through. Then, after a photo stop under some gritty



Our Lotus adventure was captured on video, from picking up the car to the final moments in St. Louis. To see the short movie, go to hagerty.com/lotustrip.

bridges in Belle Vernon, Pennsylvania — where Rob had directed us for lunch — I thought the starter had expired for good. The oil pressure at idle also worried me.

We had a great lunch and a photo shoot at the local cigar shop, where we were welcomed like great adventurers, and I called Esprit oracle Tony Krncevic, who recommended thumping the starter with a hammer.

Back on the road, I was keeping a close eye on the oil pressure, which — as the day warmed — dropped below 20 at idle. By late afternoon we were nearing Columbus, Ohio. Driving alone, I found the car moving around on me thanks to the drafts of passing trucks, sensitive steering and incorrect rear tires. As I stopped, a camera

Left to right, top to bottom: Stein and the Lotus reach St. Louis, but along the way the pair stopped at Lumpy's Café, spent the night in Yellow Springs, Ohio, checked out a smoke shop in Belle Vernon, Pennsylvania, and shot video in Oley, Pennsylvania. But the culmination was handing the keys to new owner Sass.

appeared in my face: “What’s the matter; why is the car wandering?” Dyspeptically, I suggested that the videographer shut it down.

NON STARTER

With the starter still a problem, I called ace British car wrench Tucker Madawick in Bloomington, Indiana. He called back and said there wasn't a starter within 200 miles but offered to attempt a field repair. Fearing being marooned with an eviscerated starter, I felt it better to bump start the car. Decision made, I felt better and let Texter drive, but not before 70ish Dave Cobbs — who admitted to being most at home on a bar stool — admired the Lotus, but said the Marcasite interior fabric “looks like casket lining.” When Sass called and asked how it was going, I replied, “Good. I haven't shoved the camera up the videographer yet.” I forgot a mini-cam was running.

Next I confirmed with the picturesque Springs Motel in Yellow Springs, Ohio, where Sass had booked rooms. The clerk asked if I was

“calling from a washing machine.” After a quick stop I took the wheel again in a light rain. Just as we were getting ready to push, the starter kicked in.

After a great dinner at the Sunrise Café in Yellow Springs, we called it a night. In the morning, I checked the oil and coolant and used the gentle slope of the drive to bypass the starter. In the cool, damp weather, the oil pressure was great, and we headed for downtown Richmond, Indiana. The car attracted minimal interest, though three creepers I wouldn't let near my daughter thought it was a “Lambo.” Continuing west on Route 40 we stopped for gas and attracted another crowd — of three.

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For breakfast we were directed to Lumpy's in nearby Cambridge City, where two elderly ladies watched us park. The welcome was warm as it turned out the owners of the restaurant were Hagerty clients.

Pressing on, the rain intensified, the winds increased and the temperature plummeted. Stopping in a rest area, the Lotus also lured in a Hagerty client who had just bought a DeLorean. Back on the highway we found a grain elevator in Casey, Illinois. As hail mixed with rain, a man generously allowed us to shoot on his property. Under glowering skies, our Rodgers and Hammersteinian vision of America's heartland gave way to a more post-apocalyptic version. We worked quickly as Texter's fingers threatened to freeze to the camera.

MEET ME IN ST. LOUIS

Back in the Lotus, Texter shivered as the anemic fan struggled to clear the windshield, much less than his digits. With strong oil pressure and a clean Lotus just a memory, we were a scant 137 miles from target and could see the sky brightening in the west. At our final gas stop in Vandalia, Illinois, a man who didn't know what the Lotus was just had to sit in it. While

STOPPING POINTS

Speers Street Grill
Belle Vernon, Pennsylvania
speersstreetgrill.com

Springs Motel
Yellow Springs, Ohio
thespringsmotel.com

Sunrise Café
Yellow Springs, Ohio
sunrisecafe-ys.com

Lumpy's Café
Cambridge City, Indiana
(765) 478-6510

LOTUS ADVISORS

Art Mason, Macungie, Pennsylvania

Bill Boys & Gary Visher, Possum Hollow Motorsports, Phoenixville, Pennsylvania
possumhollow-motorsports.com

there, videographer Ryan set a rendezvous point with expectant father Sass, but first, the Arch.

Although Sass was wary of us risking stricken East St. Louis, Ryan insisted it would be safe. We soon found ourselves driving past the Casino Queen, through a small water hazard and up a track paved with gravel the size of railroad ballast. The wind was howling, but the sky was blue and the sun was shining with the famous Gateway Arch in the background. We had made it 960 miles through rain, hail and high winds.

Leaving the photo op we hit heavy traffic, but the oil pressure was strong even standing still. To our dismay, Sass beat us to the meeting point, so I had to hang back while the photographers set up. He was impressed, but still insisted I kiss the Missouri tarmac. Because I hadn't been forced to wear a leisure suit, I was happy to comply.

As for new owner Sass, he's delighted with his now 28,000-mile Lotus. But he sold the car short by dubbing the story "Lots of Trouble, Usually Serious." For even suggesting the title, he deserves a lengthy time-out. Instead, he ended up with a great original-paint, original-interior Lotus Esprit that starts if you persevere and runs like a bear.

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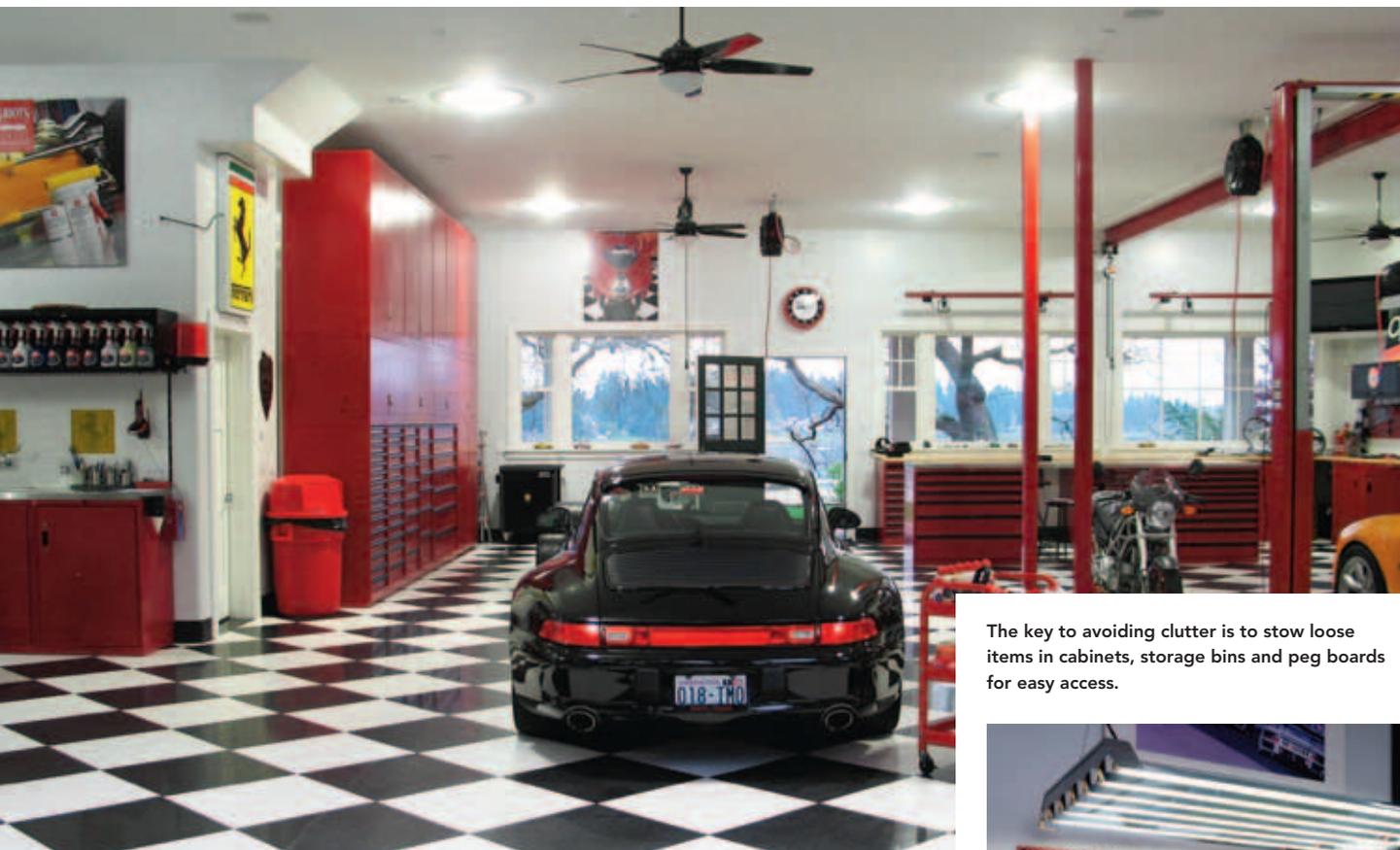
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WHAT IF WE STARTED A COMPANY THAT SOLD INSURANCE PRODUCTS DESIGNED SPECIFICALLY FOR CLASSIC VEHICLES? THEN WE COULD LAUNCH A MAGAZINE FOR OUR CUSTOMERS, ALL ABOUT COOL CARS. AND A NON-PROFIT ORGANIZATION DEDICATED TO PRESERVING THE COLLECTING HOBBY. AND A ROADSIDE ASSISTANCE PROGRAM BUILT FOR COLLECTORS, WITH GUARANTEED FLATBED TOWING. THEN WE COULD COME UP WITH A BUNCH MORE INSURANCE PRODUCTS TO COVER ANYTHING A COLLECTOR MIGHT NEED. AND LAUNCH A PROGRAM CALLED OPERATION IGNITE! TO GET YOUTH INVOLVED IN THE COLLECTOR CAR HOBBY. AND PUBLISH A PRICE GUIDE AND OFFER INSURANCE ON TRUCKS, AND START AN ANNUAL HAGERTY CONCEPT SERVICE.



PHOTOS COURTESY GRIOT'S GARAGE (2)

The key to avoiding clutter is to stow loose items in cabinets, storage bins and peg boards for easy access.



A POCKET GUIDE TO STORAGE SOLUTIONS

>> BY KEN GROSS

If

you're reading this, your garage is probably more than a place to store cars. It has to be a work area, a show-case, a parts repository and a great place to hang out. A little foresight in space planning will reap big dividends. If you just want a location to park your toys, this article isn't for you. But if you work on your car(s), service and clean them, you'll need a properly outfitted workspace, with a workbench, and plenty of accessible storage space for spare parts, tools, cleaning products and lubricants.

Even if you have an enormous garage it can be a challenge to store tools, parts and accessories neatly and safely so that you have room to park your cars and work on them. It's not just about having everything neatly put away. You need to be able to find the right tool, part or accessory at a moment's notice. Even better, if tools are properly stowed, they're always ready to use, and there's no likelihood they will fall and damage a car.

Before you start developing a new garage space, or improving what you have, eliminate anything superfluous. Over time, as you own different cars, random spare parts, wheels, tires and even special tools will pile up, taking up valuable space. Decide what you have to have and how often you use it. If you really don't need something, get rid of it. Use the money to finance your next project.

Garage storage types can take many forms: rolling or fixed-metal cabinets for tools, steel storage lockers, wood-and-glass cabinets to

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PHOTOS COURTESY GRIOT'S GARAGE (2) AND BALDHEAD CABINETS (2)

Tool drawers, tire racks, clean work benches and abundant cabinetry help make any garage a showplace. Griot's, Craftsman, Baldhead and Vault all offer a variety of steel cabinets and wall storage units.

display collectibles, free-standing shelves, wire racks, ceiling slings, milk crates, pegboards, plastic tubs, even muffin tins. If you're on a budget, you can mix 'em up. But if you're looking to create a "Garage Mahal," consider matching or complementary storage units.

First of all, a workbench is essential. Look for well-made sliding drawers and/or shelves underneath the work surface where you can store items you use frequently. Griot's Garage offers everything from its "Super Sturdy" workbench to a complete workstation with a built-in bench. Prices range from \$499 to \$3,999.

Griot's, Craftsman (Sears), Baldhead and Vault, to name just a few, offer beautifully crafted, long-lasting mobile and fixed steel cabinets, with sturdy drawers on roller bearings. They also sell wall storage units. Cabinets are the first thing most people see, and they set the tone for a neat, well-organized garage space. Built-in closets with folding doors and hinged two-door cabinets are another good way to conceal unsightly stuff that you don't want seen. If space is at a premium, consider a fold-down workbench wall cabinet. Nice examples are available starting at just \$189.

Measure all your available space, and when you specify the cabinets, vary the heights and top the low (36-inch high) units with cut-to-size butcher block or hardwood work surfaces. That way, you can create a wall of shelving with a custom workbench. Line the cabinet drawers with tool holders and dividers, then label them like the professionals do, and you'll not only have a neat-appearing setup, you'll know where everything is located. Steel cabinets can last virtually forever, and there are units to fit every budget. Shop around and check your local classifieds for bargains from estate sales and garage liquidations.

If you're a petroliana collector, free-standing wood-framed glass cabinets are

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We wanted to give our favorite vintage electric guitars their due with an impressive timepiece that captures the excitement of the golden years of rock and roll. The Stauer 6-String is a legendary timepiece with bold, head-turning design and attitude to spare. It's rebellious enough to feel like you're getting away with something.

Meet your new favorite rock star. My only advice to the designers was to make a watch that looks exactly like rock and roll sounds. Big, bold and loud enough to wake the neighbors. It should evoke images of Bill Haley, Buddy Holly, The King and The Boss strumming crowds into a frenzy.

But it should also reverberate with the spirit of the world's greatest rock guitar gods like Jimi, Eric and Keith (who was featured on the cover of the *Rolling Stone* magazine wearing a Stauer watch). As you can see, the final product is worthy of a standing ovation.

It's only rock and roll, but we like it. One look at the Stauer 6-String voluptuous stainless steel body will bring you right back to the glory days of 45 and 33 rpm records. The eye-catching shape of the case recalls the round-bottomed bodies of the greatest vintage electric guitars.

The unique, ivory face features blue Roman numerals on the left of the dial and bold Arabic numbers on the right. Blued, Breguet-style hands keep time while additional complications mark the day, date and month. A date window sits at the 3 o'clock position. Inside, the 27-ruby-jewel movement utilizes an automatic self-winding mechanism that never needs batteries. The watch secures with a genuine black leather band and is water-resistant to 3 ATMs.

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PHOTOS COURTESY GRIOT'S GARAGE (B) AND BALDHEAD CABINETS

You can tell when a garage is well done because it becomes a place where you really want to hang out. One of the keys is clean floors, thanks to lifts and the judicious use of available wall space.

perfect to safely display your treasures and minimize dust accumulation. Antique units are the best because they're often made so well and they can be very attractive. They can also be expensive, so try to find them at a swap meet or from a failed retailer, garage or hardware store that's going out of business.

Wall-mounted pegboards, with quick-detachable shelving and/or metal hooks, are relatively cheap and neatly store frequently used tools in plain view. Closet organizer companies like Closetmaid or Gridiron offer many clever storage solutions. Griot's has an

affordable "Slatwall" storage system that's ideal for car tools. Just be sure to buy shelves, brackets, buckets and baskets strong enough to hold whatever you put in them.

Consider those items you may not use frequently but want to store. Griot's and other suppliers offer dedicated racks for wheels and tires, as well as overhead storage cabinets. Some of these can be securely attached to ceilings or walls so they use space you wouldn't be using anyway, saving more room on lower levels. Special metal shelves and bottle racks, designed to hold cleaners, wax and

polish, oil cans, spray cans, WD-40 and other frequently used things, are readily available. They keep everything neatly stowed and add to the professional look of your workspace. A locking "Key Keeper" is handy. You can store keys near your cars, but the steel cabinet discourages thieves and avoids clutter.

Cars take up a considerable amount of room in any garage, but there's a bright idea to easily move them aside. It's called EZovr — a flat, drive-on, rollable car dolly that lets you park your vehicle securely then roll it out of the way. Housing three cars in a two-car garage is a snap with an EZovr "garage expander." Alternatively, with any number of hydraulic lifts, like those offered by Backyard Buddy and

many others, you can lift a seldom-used or inoperable car up and out of the way and use the space underneath for work or storage.

Plan to keep as much as possible off your garage floor to help reduce clutter and make your garage easier to keep clean. If ceiling height permits, consider building a storage loft or adding a mezzanine floor to store large stuff you need but seldom use. Adding a Versalift

elevator will get items out of the way in your garage attic until you need them. Hyloft sells a tire rack that can be suspended from the ceiling. Trash and rags are unsightly; Shure offers a storage fixture to hide trash and recycling cans.

You don't have to spend a fortune on every element of your storage system. Metal muffin tins, available at your supermarket, make a handy storage place for nuts, bolts

and other small parts as you're working on a project. Transparent plastic buckets sold at Kmart and Walmart are easily labeled and stacked. Wire shelves, slotted wall panels, even sturdy metal hooks, are useful. Just be sure to attach them securely so they can handle the load(s) you're planning.

A neat garage is an efficient garage. It all starts and ends with proper storage.

GARAGE RESOURCES

Check out these cabinet and storage outfitter Websites for additional products and more information.

Baldhead Metal Cabinets
baldheadcabinets.com

Griot's Garage
griotsgarage.com

Sears Craftsman
craftsman.com

Closetmaid
www2.closetmaid.com

EZovr Garage Expander
ezovr.com

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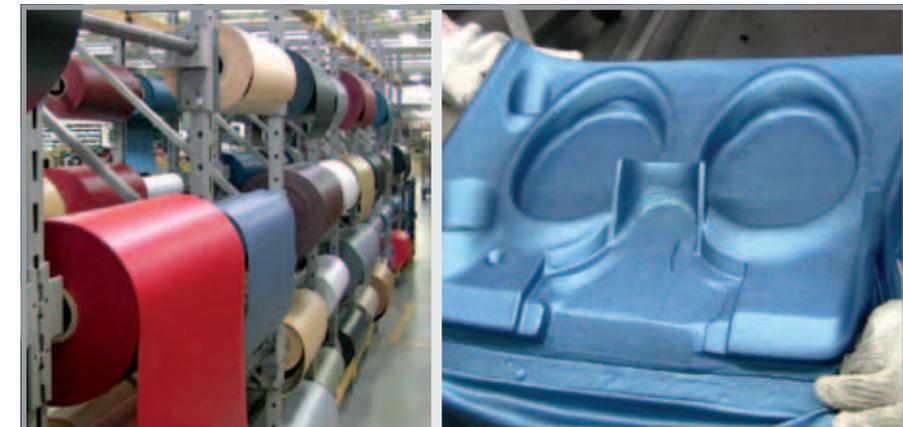
HyLoft
hyloft.com

Mezzanines By Design
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Shure
shureusa.com

Vault Luxury Garage Outfitters
showroomgarage.com

Versalift (attic storage)
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This 1980 Porsche 924 GTS Light-weight is one of fewer than 50. (Below) A two-tone paint job makes this 1980 924 Turbo quite rare.

JUST ADD WATER

Front-engined, water-cooled Porsches provide performance, value and good looks. BY DAVE KINNEY

QUICK, THINK OF A PORSCHE. If you are a collector car guy or gal, it's an almost certain bet that your first Porsche thought is of a 356 or 911 series car. Both are rear engined, and until just a few years ago, the 911 and its variants were air cooled, as were all production 356s.

Porsche has also extended its brand into a successful line of SUVs and now four-door cars with the introduction of the Panamera. But for many years Porsche also built front-engined sports cars, starting with the 924 that first appeared on American shores in 1977 and followed quickly by the 928, a car that it should be noted is stickered for \$7,725 more than the top-of-the-line 911 SC Targa. The 928, 928 S and 928 S4 were V-8 powered cars; the 924 and 944 cars and the later 968 were all four-cylinder cars.

As the front-engined 924s, 928s, 944s and 968s move into the collector car market space, it might be time to consider the purchase of a Porsche with a motor up front. The downside? As the "cheap" Porsche, many of them got abused and misused by their early owners. You can find the upside in well-maintained, coddled and even babied examples that come to the marketplace.



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1 | 1980 Porsche 924 Turbo

SOLD AT \$7,000

Bought from a Craigslist ad, April 2011

Any 924 Turbo is rare to see these days, but they're even rarer in two-tone paint, which was offered in 1980 and 1981 only. This one is finished in Inari Silver and Onyx and fitted with the 1985cc inline four, rated at 143 bhp and equipped with a five-speed manual transmission. Showing 28,000 miles, it wears its original paint, which has lasted well, albeit with some stone chips to the front bumper. Only the (expected) hairline cracks in the dash keep the interior from being indistinguishable from new. You could fill many garages with high-mile, unhappy \$2,500 924s, and some will be turbos. Finding nice, well-kept cars with extremely low miles such as this is far from easy.



1



2



3



4

2 | 1980 Porsche 924 GTS Lightweight

SOLD, "BUY IT NOW" PRICE WAS \$75,000

Bought from an eBay listing, buyer found it on

BringATrailer.com, September 2010

When most people think of a red Porsche with well over 200 horsepower, they don't think of a 924. No.14

THE "OTHER" PORSCHEs

of a production run of fewer than 50, this 924 Lightweight is finished in Guards Red with a grey cloth interior. The same basic Audi-derived 1984cc inline four seen in other 924s is fuel injected and turbocharged to yield 245 bhp, which heads aft through a five-speed manual. Lightweight features include fixed headlights under plexiglass covers, sliding side and hatchback windows glazed with plexiglass and lightweight aluminum doors and hood. Inside, there is room for two in a pair of sports seats as seen in the 935. Basically a street-legal racecar, this should be enough to change anyone's opinion of the 924 as an afterthought in the Porsche world.

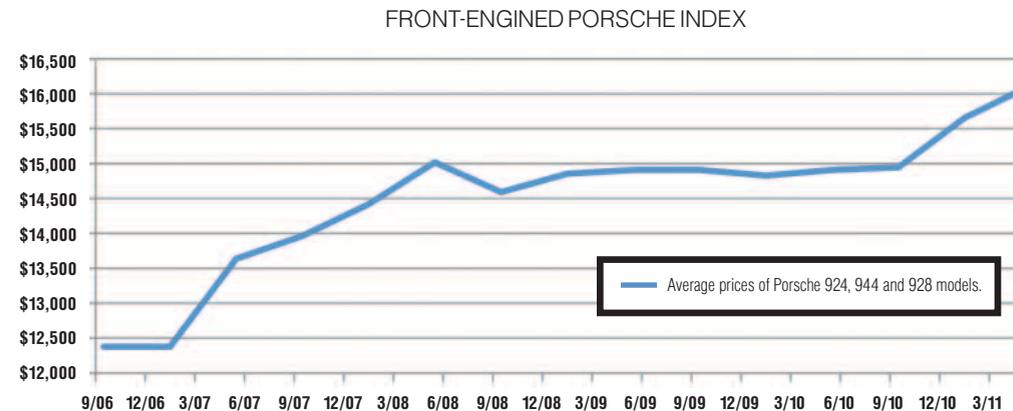
3 | 1987 Porsche 928 S4 Coupe

SOLD AT \$22,000

Lot 19.2, Barrett-Jackson, Palm Beach,

April 7-9, 2011

This Porsche was finished in Grand Prix White with Mahogany leather



PORSCHE PRICES BLOOMING

As rear-engined Porsches have risen in value, front-engined cars are being reevaluated. Many have aged better than contemporary road tests predicted, and some models actually offer prodigious performance relative to the dollar. After all, a turbo 944 or a 928 S4 can easily out-dash many of today's new cars, all while costing less than a 2012 Kia.

For a long time, maintenance costs kept resale values low — a seemingly innocuous trip to the garage could easily cost as much as the car itself. Sheer expense meant deferred maintenance for those seeking a cheap thrill, and well-looked-after examples are rare.

Front-engined Porsches have performed well during the past five years. *Hagerty Price Guide's* index of water-cooled Porsches shows an increase of 30 percent since September 2006, and an uptick of 8 percent during the past 12 months. As 911s increase in value and later-production cars still remain relatively expensive, demand and price for front-engined Porsches should continue to rise.

interior and equipped with the 5.0-liter 316-bhp V-8 and an automatic. It showed just 49,882 miles on the odometer. This sunroof-equipped S4 has excellent paint and blackout trim. Even the compound rubber spoiler is nice; they go bad fast with exposure to the sun. Inside is quite tidy; the leather looks like it should in a car with half its miles and half its age. More than just a bit expensive for an automatic-equipped car, nice always brings a premium over nasty.

This Malaga Red 924 sports a tan vinyl interior and is powered by the normally aspirated 1985cc inline four producing 110 bhp and shifting through a manual transmission. Said to be show quality and described as "pristine" in the sales posting, it is from the estate of Bob Snodgrass of Brumos Porsche and was in the Brumos Museum for 10 years. The interior is unmarked and the paint is great. Under hood is best described as near concours condition, with everything as new. How good a deal was this? Just hours after the sale, it was reported back on the market in Canada with an asking price of \$12,900 Canadian.

4 | 1978 Porsche 924

SOLD AT A REPORTED \$7,500

Bought from a BringATrailer.com listing, December 2010



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Update

MAKING YOUR COLLECTOR CAR A HISTORIC TREASURE

HVA group seeks to extend the National Historic Preservation Act to the automobile.

BY CARMEL ROBERTS

SHOULD YOUR historic vehicle have the same cultural status and favorable regulatory treatment as historic buildings? That was an intriguing question for the HVA. After taking the idea out for a test drive, it appears that the answer may hold the key to long-term, significant benefits for collector cars.

Historic buildings, airplanes, canoes, gas stations and strips of highway have all found official recognition, status and protection under the National Historic Preservation Act of 1966. It's an odd quirk that the most significant invention of the 20th century has yet to take its formal place alongside buildings and other transportation-related sites and historic objects.

While there are many possible reasons for the omission of collector cars in the existing historic framework, there is one reason that quickly comes to mind: Thinking of our "iron" as historic or culturally significant is counterintuitive to most collectors. The typical collector is more motivated by nostalgia than the thought of preserving a vehicle or being a steward of a piece of history.

We are in our early stages of exploration on this idea, but

we have had encouraging dialogue and feedback from a number of prominent collectors and historians inside and outside the collector car world about the benefits of including collector cars in the National Historic Preservation Act. In our initial research we found that inclusion under the Act is always voluntary, and the rights of the property owner remain intact. We aren't interested in pursuing any initiative that would create more red tape or allow the government to tell us how to use our cars.

We will keep you updated on our progress as we develop the details of our "Drive History" initiative. In the meantime, if you or your club have feedback or comments, please go to historicvehicle.org/Latest-News/Current-news/2011/08/15/National-Treasure.

[Fact vs. Fiction]

The real dirt on air pollution and historic vehicles

A lot of what Americans believe about air pollution is incorrect or grossly exaggerated. Here are five "fictions" about carbon emissions and the related facts to make you breathe easier.

FICTION: Historic vehicles are responsible for more annual carbon emissions than modern cars.

FACT: Compared with modern vehicles, there are far fewer historic vehicles on the road and they are only driven an average of 484 miles per year, according to HVA's 2010 Economic Impact Study data. That means the average historic vehicle — getting 15 MPG — is only responsible for 0.3 metric tons per year. The EPA says the average passenger vehicle is responsible for 1.5 metric tons of carbon emission annually.

FICTION: Air quality has worsened over the past 30 years.

FACT: According to the most recent EPA data on air quality in the United States, the air we breathe today is considerably cleaner than it was 30 years ago — particularly where carbon emissions are concerned. The EPA study notes an astounding 80-percent decrease in the presence of carbon in our air over the past three decades.

FICTION: Older vehicles create more air pollution than charcoal grills.

FACT: A charcoal grill leaves a carbon footprint three times larger than the average historic vehicle. In 2009, Swiss chemist Eric Johnson studied the annual carbon footprint of a typical charcoal grill and found that each is responsible for emitting one metric ton of carbon per year. Compared to the 0.3 metric tons of the average historic vehicle, it's easy to see why a tailgate party is dirtier than the average historic vehicle tailpipe.

FICTION: You can't win an argument with the EPA.

FACT: You can if you have the data. In 2005, the Arizona Department of Environmental Quality (ADEQ) conducted a scientific study to determine the effect collector vehicles have on carbon emissions and overall air quality. The ADEQ determined that the impact on emissions and air quality from collector vehicles is "negligible," and in April 2007 the EPA approved the exemption after an examination of ADEQ findings. *Note: The full ADEQ report can be found in the HVA's "Resources/Media Center" at historicvehicle.org.*

FICTION: Most lawmakers in the United States and Canada specifically target older vehicles with emissions regulations.

FACT: The vast majority of states and provinces in the United States and Canada exempt historic vehicles from emissions testing. To learn more, or if you have questions about the emissions laws in your state, go to the HVA's interactive emissions map of the United States and Canada found at historicvehicle.org.



CAR CULTURE COLLECTION, GETTY IMAGES



Kassie Helsel turned an interest in cars into a charity fundraiser for a local Ronald McDonald House.

Car Show Helps Fund Ronald McDonald House

When Indiana high schooler Kassie Helsel was approached by her school about leading a community service project, she organized a car show. Helped by friends, Helsel contacted business sponsors, notified local collectors and arranged to have proceeds from the Lowell Community Car Show go to the local Ronald McDonald House. A car nut herself, Helsel was asked why more young people aren't interested in cars. "Cost is a huge factor," she says. "I don't think young people are less interested in cars; I think access to them became more difficult so it appears enthusiasm has dropped."

A TAXING ISSUE

The Q&A article with Rick Kopec (HVA Update, Hagerty Summer 2011) sparked controversy among HVA members. You might remember that, earlier this year, Kopec penned an April Fools' Day prank that went viral on the Internet and raised the ire of historic enthusiasts everywhere. Some members suggested that the article with Kopec glorified the hoax and that, by featuring the man behind it, the HVA condoned the action.

The fact is that unfair tax threats to historic vehicle owners are not that far-fetched. The one silver lining to "the Rick Kopec story" is that enthusiasts can be a powerful and vocal force when threatened. The questions we posed to Rick Kopec failed in driving these points home to a number of readers. To those who wrote and called in, we apologize.

[Club Spotlight]

The National Council of Corvette Clubs

The HVA believes great things can happen when historic vehicle enthusiasts come together. We number in the millions and — when acting in unison and speaking with one voice — are a powerful political and charitable force.

When it comes to charitable giving, few can match the track record of the National Council of Corvette Clubs. With more than 16,000 members in more than 300 regional clubs across the United States, the only thing bigger than the NCCC's mailing list is the checks it writes annually to help those in need.

"Every year we raffle a Corvette that raises anywhere from \$50,000 to \$100,000 which we donate to the National Kidney Foundation," says current President Hal Bellamy.

And that's just for starters.

Bellamy says the main work of the NCCC revolves around organizing regional and local affiliate activities, car rallies, races and shows, and providing liability insurance for these club-sanctioned events. But where NCCC members really make their mark is in the money they raise for everything from college scholarships to "disaster funds" granted to members facing financial burdens caused by such things as medical hardships or deaths in the family.

Celebrating its 50th anniversary in 2009, the NCCC is a nationwide umbrella organization for Corvette owners and clubs. When Bellamy joined the organization 25 years ago, membership stood at 8,000.

"But since then they've sold around 1 million Corvettes," Bellamy says. "That, more than anything, has helped our membership grow."

The NCCC came out against car scrappage in 2009 when the government launched its Cash for Clunkers Program. And, of course, club officers call local officials when affiliate clubs hosting events occasionally run into ordinances that seem unfair. But Bellamy would rather not draw political lines in the sand.

"We're a pretty happy group of people overall," he says. And they have big hearts.

For more information on the NCCC, go to corvettesnccc.org.

NCCC President Hal Bellamy oversees a membership that receives the checkered flag in charitable giving.



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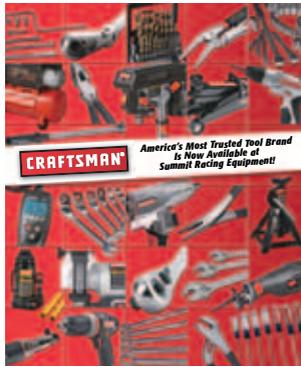


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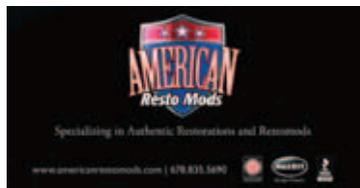
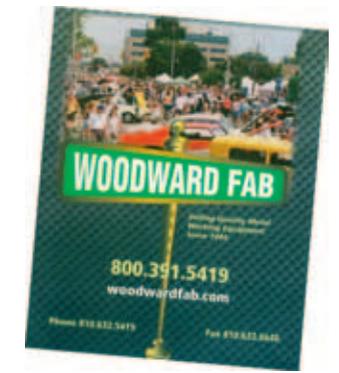
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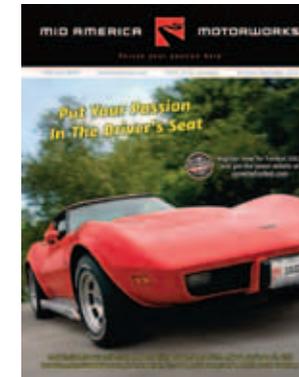
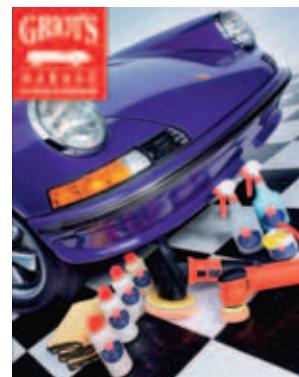


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1972 PONTIAC LEMANS

Love is blue

Chance led former Mopar Man John Kinton to this Pontiac LeMans Sport convertible 39 years ago, and he never let it go.

BY JONATHAN A. STEIN



THE LUCERNE BLUE 1972 LeMans looks virtually new, yet John Kinton drove it off the dealer's lot almost 40 years ago. After owning a 1961 Lancer, a new 1965 Dart and a 1969 Super Bee, Kinton assumed there would be another Mopar in his future despite repeated problems with the Super Bee. But as Kinton recalled, "I waited too long." Plymouth dropped the 'Cuda convertible after 1971.

With a convertible more of a priority than another Mopar, Kinton turned to Pontiac. He already had had plenty of experience with his wife's 1966 GTO, which she'd used to flat-tow the Super Bee whenever the choke failed.

When Kinton checked the boxes, it was for a 1972 LeMans Sport convertible with the GTO option package, including the Endura front bumper, hood scoop and fender vents. He also opted

for dual exhaust, bucket seats and a four-speed transmission mounted in a center console. Although he chose the 350-cid engine to be sensible, "In hindsight I wish I'd gotten the 455." Kinton's only modification was to have the new car rust-proofed, which has preserved the original panels and paint.

"That first year," he recalls, "we only drove 6,000 miles," most of which came during a trip from Ohio to Las Vegas to visit the in-laws. The mileage stayed low because he had "a winter beater" and stored the LeMans in the winters. Constantly garaged, it was used daily in fair weather.

After it was retired from daily use, the convertible was used for family fun. "We'd all go out to the lakes and our three kids would ride in the back." Kinton was quick to school the youngsters in keeping the car clean and never climbing in with muddy shoes. In the late 1990s, the basement — where the LeMans, the GTO, a Corvair and a '95 Mustang were stored — was badly flooded. Although the engine was spared, the transmission and rear axle had to be drained of water. He also had to remove the seats and replace the sodden carpet.

Over the years, the LeMans has needed remarkably little work. The Endura front bumper was repainted after it was backed into while Kinton and his wife were enjoying supper. However, he attributes the rear-axle failure in 2010 to the flooding a decade earlier, and he's just had the radiator re-cored. His current project involves stripping off the undercoating that has protected his blue beauty so well.

After 39 years, the Pontiac shows just 31,000 miles. Constantly admired, it's won trophies at shows all over Ohio. At events Kinton has turned down multiple offers for the unrestored beauty because he has other plans for it. "I'd like to be buried in it," he quips. Actually, his plans are much darker. He's leaving it to the kids and "they'll have to fight over it."



In its original Lucerne Blue paint, John Kinton's unrestored 1972 LeMans looks remarkably pristine. It has dual exhausts, a four-speed manual and the 350-cid engine, though Kinton is still kicking himself for not ordering the 455. It has a mere 31,000 miles on the clock.

↓

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