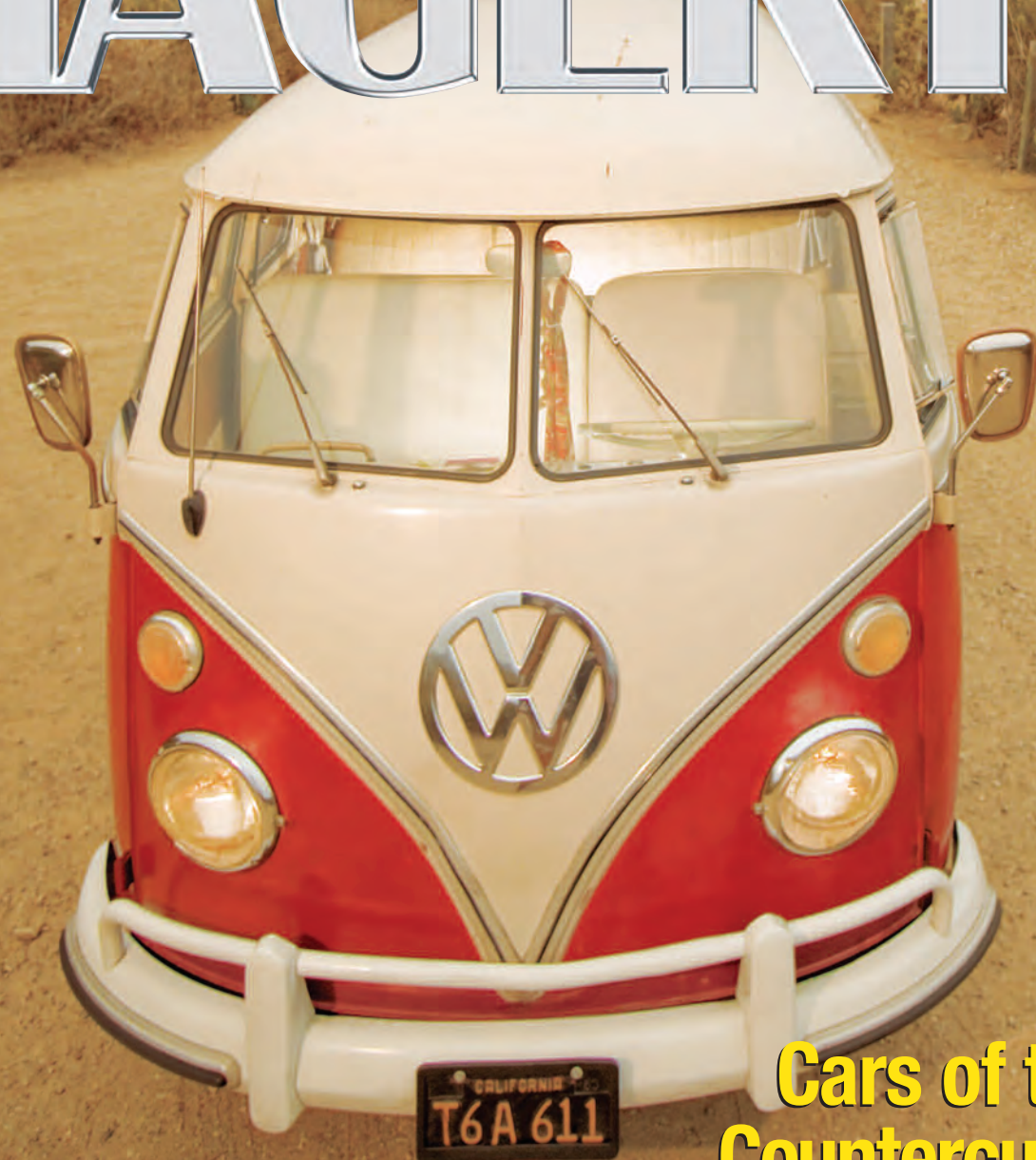


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HAGERTY



Cars of the Counterculture

By P.J. O'Rourke

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365 Days with a Model A

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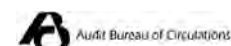
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ISSN 2162-8033



TGO PHOTOGRAPHY

Calm Before the Storm

We have to confess, the Winter issue of *Hagerty* magazine can be the most challenging to put together. The season's biggest events, like the auctions in Scottsdale, haven't happened yet when we go to press. And in most areas of the country, the shows are over and the cars are tucked away. But just because we are now firmly installed in winter weather doesn't mean there aren't vintage vehicles to enjoy. They don't even have to have wheels. To that end, Rob Sass spent some time hopping from sled to sled in a vintage snowmobile shakedown, where he found that these great classic machines can do more than just give a car guy a winter fix of horsepower, speed and fumes.

It's also our great pleasure to have writer, journalist and satirist P.J. O'Rourke appear in our pages for the first time. He is best remembered by Baby Boomers as the managing editor of *National Lampoon* magazine during its glory years in the 1970s, and is the author of three *New York Times* bestsellers. He also has the distinction of being the most quoted living person in *The Penguin Dictionary of Modern Humorous Quotations*. A self-confessed hippie during his student days, Mr. O'Rourke gives us a hilarious overview of the Microbuses, Volvos and pickups favored by the often dazed and confused members of the counterculture of the late '60s and early '70s.

For those readers who feel like we've overlooked their favorite neglected collectibles, in "One for Every Seat" Jeff Sabatini examines the psyche of those who collect what many others in the hobby shun. In our book, nobody's baby is ugly and there are no hapless collector cars. We sincerely hope it causes at least a few car guys to take a fresh look at the Corvairs, Porsche 924s and Maserati Biturbos of the world.


Finally, and on a related note, Dave Kinney focuses this issue's "Marketwatch" on some previously neglected Corvettes, the late C3s. They offer better performance than most people realize and may be one of the best fun-to-cost ratios in the collector car world.

McKeel Hagerty

18 cars of the Counterculture

P.J. O'Rourke reckons the VW Bus and Beetle, two-stroke Saab, Volvo 544 and even the Ford F-3 are our best automotive reasons to make love, not war.

Cover and feature photography by Evan Klein



features

- 24

Dutch Masterwork
A visit to Holland’s Louwman Museum is an exercise in time travel; important automotive treasures from the last 100-plus years greet you at every turn.
- 30

The 365th Day of A
Jonathan Klinger and “Sophie” the Model A make their way to Hershey, Pennsylvania, to conclude their yearlong journey. And what a year it’s been.
- 34

One for Every Seat
One man’s trash is another man’s treasure. That dictum holds true in the collector car world, too, where loyal enthusiasts go out of their way to preserve the cars no one else seems to want.
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Motorized Fun in the Frozen North
Don’t let freezing temperatures and driving snow put an end to your vintage motorized fun. Just park your cars and fire up your snowmobiles when the white stuff falls.

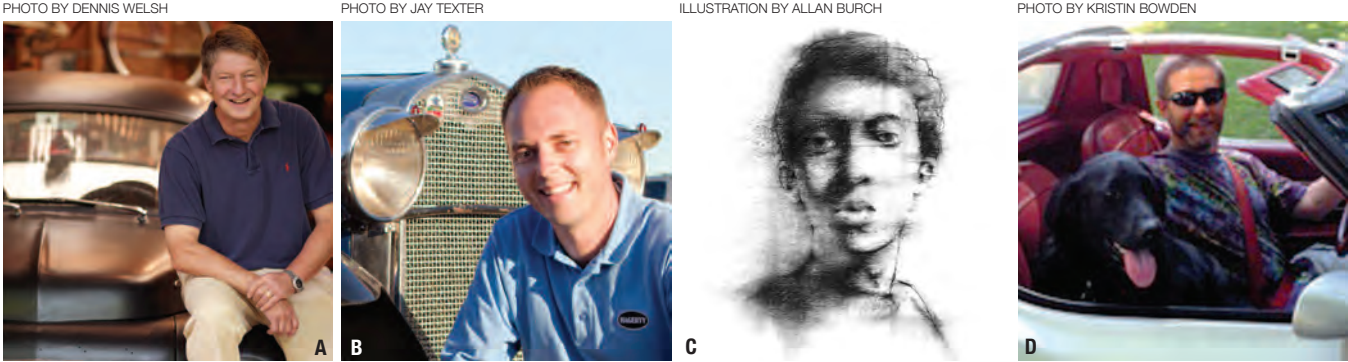
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HERE'S WHAT'S INSIDE

WHO'S IN THE ISSUE




A P.J. O’ROURKE is a political reporter who’s been moonlighting as an automotive journalist since 1976. He is the author of 15 books, including *Driving Like Crazy*. He lives in New Hampshire with a 1984 Jeep Scrambler, a 1989 BMW 325 convertible and a 1990 Porsche 911. On page 18, he flashes back to the 1960s and explores the cars that moved hippies and their ilk from Haight-Ashbury to Woodstock and points between.

B JONATHAN KLINGER is the PR manager for Hagerty Insurance. His boyhood fascination with internal combustion led to a life rooted in classic cars and historic farm equipment. A graduate of the Automotive Restoration Program at McPherson College, he regularly performs restoration work on his never-ending list of projects. On page 30 of this issue, he concludes his yearlong adventure in a Model A Ford, “365 Days of A.”

C ALLAN BURCH began drawing at an early age as a way of connecting to the things of interest around him. His work is strongly driven by emotion. His inspiration begins with Impressionism, then taps into both the heart and fringes of popular culture. For this issue we asked him to tap into the fringes of car culture, and his illustrations appear on page 34.

D JEFF SABATINI has been an automotive writer and editor since the late 1990s. He has served as the vintage car editor at *AutoWeek* magazine and the managing editor at *Sports Car Market* magazine. Jeff has written for the *New York Times*, the *Wall Street Journal* and *Autoblog*. His story about the people who collect cars no one else seems to want appears on page 34.

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From the Peninsula

The automotive extravaganza of the Monterey Auto Week seems to get better with each passing year. With more events and record auction results, 2011 may have been the best yet.

BY STEFAN LOMBARD



CONCORSO ITALIANO

Concorso returned to the Laguna Seca Golf Ranch with another fantastic display of Italian machinery. The show honored classic Ferraris of the 1950s, '60s and '70s, and celebrated the 40th anniversary of the DeTomaso Pantera. Also highlighted was a wonderful collection of barn finds, which included an alloy-bodied 1966 Ferrari 275 GTB. Pete Vasquez of Salinas, California, won Best of Show with his 1953 Fiat Stanguellini. **Visit concorso.com for more.**



DENNIS GRAY

CARMEL-BY-THE-SEA CONCOURS ON THE AVENUE

After a minimal presence last year, the concours with the longest name returned to quaint Ocean Avenue. The event displayed a variety of marques from 1940 to 1973, as well as Porsches and Ferraris through 1989. Robert Lee of Sparks, Nevada, won Best of Show with his one-off 1956 Ferrari 250 GT Boano convertible. **Visit motorclubevents.com for more.**



KIMBALL STUDIOS

PEBBLE BEACH CONCOURS D'ELEGANCE

This year marked the 61st anniversary of the world's premier car show. Featured marques and special classes included Mercedes-Benz and 125 Years of the Automobile, the Stutz Centennial, Edwardian Rolls-Royces and Italian motorcycles. Also highlighted was 50 Years of the Ferrari 250 GTO, which included 22 of the famed race cars. Peter and Merle Mullin of Los Angeles, California, won Best in Show with their 1934 Avions-Voisin C-25 Aerodyne. **Visit pebblebeachconcours.net for more.**



TGO PHOTOGRAPHY

THE QUAIL: A MOTORSPORTS GATHERING

In Carmel Valley, the Quail celebrated the 50th anniversary of Phil Hill's F1 Championship, as well as the 50th anniversary of the Jaguar E-Type, which included a roaring visit from several E-Types taking part in the races over the hill at Laguna Seca. The event also paid tribute to Riverside International Raceway and the Ferrari America and Superamerica models. Best of Show honors went to Jack E. Thomas of Missouri and his Ferrari 375 America Pinin Farina coupé. **Visit quailodgeevents.com for more.**

THE BRANSON AUCTION

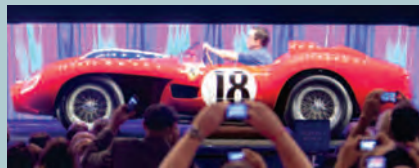
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SHORT SHIFTS

AUCTION RESULTS

The big question heading into the auction week on the Monterey Peninsula was “How high is up?” With 882 of 1,367 cars selling at five auctions for a \$199 million total, the answer is “stratospheric.” The figure easily eclipses the 2010 total of \$172 million and it accounts for several auction records, including the all-time high for a car sold at auction.



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GOODING & COMPANY

Total sales: \$78.2 million

Sell-through: 106/126 (84%)

Top sale: 1957 Ferrari 250 Testa Rossa, \$16.39 million (world record high sale)

gooding.com



RUSSO AND STEELE

RUSSO AND STEELE

Total sales: \$8.3 million

Sell-through: 146/228 (64%)

Top sale: 1966 Ferrari 275 GTB, \$655,000

russoandsteele.com



EVAN KLEIN / BONHAMS

BONHAMS

Total sales: \$10.3 million

Sell-through: 63/129 (49%)

Top sale: 1957 BMW 507 roadster, \$1 million

bonhams.com

CONCOURS D'LeMONS

In Seaside, Hagerty sponsored the lighthearted Concours d'LeMons, where the 1988 Cadillac Cimarron of Scott King and Sandy Edelstein took home Worst of Show. Harris Goodkind, with his 1975 AMC Pacer, was Hagerty's “Sweetest LeMon” contest winner, and as such had the honor of leading the Tour d'LeMons around the Monterey Peninsula.

Visit concoursdlemons.com for more.



TGO PHOTOGRAPHY

HAGERTY'S FIRST-EVER YOUTH REPORTER

John Tyler Wilson, 14, of Livingston, Louisiana, has been busy reporting from major classic car events “through the eyes of the next generation.” He first attended the Concours d'Elegance of America at St. Johns in Plymouth, Michigan, where, among others, he interviewed Ken Lingenfelter of Lingenfelter Performance and Wayne Carini of “Chasing Classic Cars.” The following weekend, John and his parents travelled to Los Angeles with the Hagerty team to meet Jay Leno at his collection. John interviewed Jay and toured the Big Dog Garage, then visited the Nethercutt Collection and Museum in Sylmar, California, before attending a cruise-in at Ruby's Diner in Redondo Beach, California. Most recently, John participated in the Monterey Auto Week, including the Pebble Beach Tour d'Elegance, where he rode shotgun in a 1937 Packard 1507 Dietrich convertible Victoria owned by Jim McDowell. And at the Hagerty Cocktail Reception, the Youth Reporter Contest and his own experiences were highlighted.

Learn more about John and watch his interviews at hagerty.com/operationignite.



TGO PHOTOGRAPHY

RM AUCTIONS

Total sales: \$80 million

Sell-through: 126/144 (88%)

Top sale: 1937 Mercedes-Benz 540K Special Roadster, \$9.68 million (world record for MB)

rmauctions.com



MECUM

MECUM AUCTIONS

Total sales: \$22.6 million

Sell-through: 444/740 (60%)

Top sale: 1931 Miller Bowes Seal Fast Special Indy racer, \$2.14 million

mecum.com

@TALKIN' CARS ON FACEBOOK

Hagerty's Facebook community is one of the most active on the Web. Recently, we wanted to know which cars best represented 1960s counterculture. Here's what you had to say...
Derrick Cooksey: VW Bus. No doubt about it.

Mark Anderson: VW Bus was the prototypical counterculture car, but gotta love that “ring-a-ding-ding” sound of a Saab stroker.

Peter Mickelson: Any Dodge A100, Ford E100 or Chevy G-series flat-face late-'60s vans.

Todd Fitch: How many “normal” people have

you ever seen driving a Citroën 2CV or DS?
Frank Sims: BMW 2002.

Dave Helmer Sr.: Corvair Rampside pickup, absolutely.

Find us at [facebook.com/HagertysCollectorCars](https://www.facebook.com/HagertysCollectorCars) and join the discussion.

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EVENTS

The Pomona Swap Meet & Classic Car Show is a southern California staple. The show is held on January 15, 2012, and is expected to attract 20,000 people and feature nearly 3,000 vendor stalls, with hard-to-find parts and accessories available. Plenty of classic cars will be for sale as well.

Learn more at pomonaswapmeet.com.

Mark your calendars for the sixth annual **Boca Raton Concours**, February 24–26, 2012. The show will celebrate 100 Years of Aston Martin, as well as the 50th anniversary of the Shelby Cobra, and several examples of both marques will be on hand. Alongside the concours, RM Auctions, in association with Sotheby's, will auction the Milhous Collection.

Learn more at bocaratonconcours.com.



The events of the **2012 Desert Classic Concours** begin February 17–19, 2012, with three days of vintage racing, followed the next weekend by a vintage car auction, the annual Desert Classic Tour and, finally, the Concours d'Elegance on Sunday, February 26.

Learn more at desertconcours.com.

BARRETT-JACKSON

January 16–22, 2012
WestWorld
Scottsdale, AZ
barrett-jackson.com

RUSSO AND STEELE

January 19–22, 2012
Scottsdale, AZ
russoandsteele.com

BONHAMS

January 19, 2012
Westin Kierland Resort
Scottsdale, AZ
bonhams.com

RM AUCTIONS

January 19–20, 2012
Arizona Biltmore
Phoenix, AZ
rmauctions.com

GOODING & COMPANY

January 20–21, 2012
Scottsdale Fashion Square
Scottsdale, AZ / goodingco.com

SILVER AUCTIONS

January 20–21, 2012
Fort McDowell Casino
Fort McDowell, AZ
silverauctions.com

NASHVILLE AUTO FEST

January 21–22, 2012
Tennessee State Fairgrounds
Nashville, TN
nashvilleautofest.com

SACRAMENTO AUTORAMA

February 17–19, 2012
Cal Expo Fairgrounds
Sacramento, CA / rodshows.com

WORLDWIDE AUCTIONEERS

February 24, 2012
Classics at the Trump Taj Mahal
Atlantic City, NJ
wwgauctions.com

EVENTS

AMELIA ISLAND CONCOURS

March 9–11, 2012
Ritz-Carlton
Amelia Island, FL
ameliaconcours.org

35TH ANNUAL TEXAS PACKARD MEET

March 30–April 1, 2012
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Salado, TX
texaspackardmeet.com



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SHARING the Experience

To bring back a lost chapter in history or to unite two generations—every restoration has its own goal.

BY STEFAN LOMBARD



1917 FORD MILITARY AMBULANCE

David O’Neal wanted a WWI vehicle to round out his collection, and because no original field ambulances still exist (of the 2,400-plus manufactured for the war effort by Ford), he built his own. Using a field-find 1920 Model T chassis,

the Kansas resident spent two years researching and creating an exact replica M1917 of the same type driven in the war by Ernest Hemingway and Walt Disney. The result is a wonderful glimpse of a vehicle not often captured or pre-

served by enthusiasts. O’Neal claims there are only handful of reproductions out there, mostly relegated to museum displays, but that his is one of two drivable examples in private hands. “Chances are a person will never see one of these on the road in their lifetime,” he says.

PRICE RANGE: \$17,000–\$22,000



1988 CHEVROLET CAMARO IROC

Not many 16-year-olds see potential in a bare shell, but that’s exactly what Alex Adden of Sid-

ney, Nebraska, saw in his 1988 IROC Camaro. Eight years later, the project he began with his father is nearly complete, and the result is a stunner of ’80s muscle. Using his ’82 Camaro as donor, Alex rebuilt and hotted up the 350 V-8 and TH350 automatic, replaced all the glass,



redid the interior, added tasteful fiberglass body updates, and had it painted 2001 Millennium Yellow—the only work he didn’t do himself. “Most of the Camaro is now done,” he says, though new gauges, a Grant steering wheel and a 5-speed manual swap are in the works. If you’re ever in Nebraska and a loud, yellow IROC fills your mirrors, you’ll know who it is.

PRICE RANGE: \$6,900–\$17,600



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TRUCK



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FIREBIRD



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YOUR TURN

1966 FORD MUSTANG

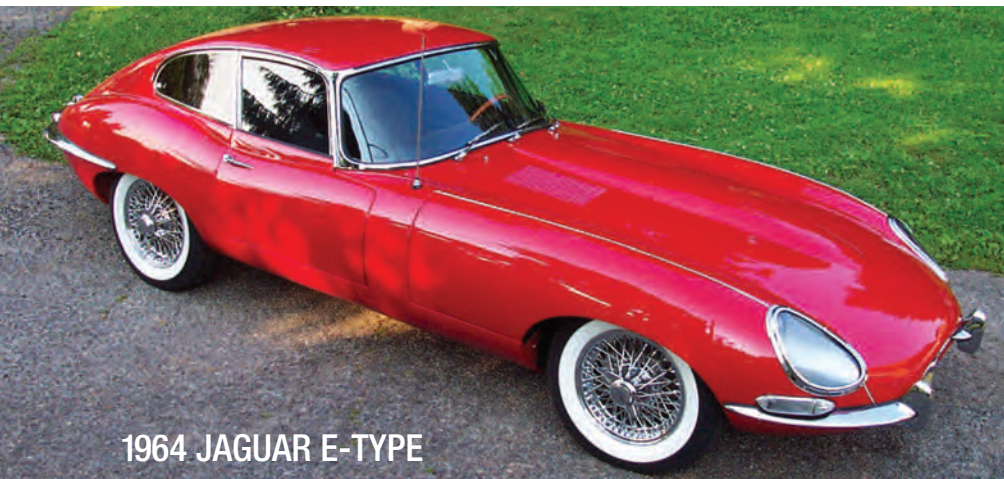
Tom Brady taught himself the art and craft of restoration by studying photos, watching how-to Internet videos and getting help from his dad. "The result is one sweet six-cylinder, three-speed 1966 Mustang. The Traverse City, Michigan, high school student spent eight months overhauling the car, and much of his motivation came from a desire to finish it for the mother of a good friend, who suffered from cancer. Her first car had been a '68 Mustang, and she really wanted to see it finished.



Tom finally took her for a drive on a summer day in 2010, and she told him it was one of the happiest moments since her diagnosis. She passed away not long after that. Tom's \$1,400

investment has already paid him back in dividends difficult to measure.

PRICE RANGE: \$5,500–\$18,000



1964 JAGUAR E-TYPE



There aren't many nicer things to see or be seen in than a pristine Jaguar E-Type. Bruce Bowker of Bonaire, Netherlands Antilles, happened to find his 1964 Series I 3.8 coupe in New Jersey in a downtrodden state, where it had been stored outside next to a creek. "The car was a basket case," he says, stating it was probably better suited as a donor car. But something about it spoke to him, so he spent

the next 10 years having it restored. The result is certainly the kind of Jag one wants to be seen in, and while Bruce understands deep down that the car probably wasn't worth the time and money spent to restore it, he consoles himself by saying he preserved it. Well said, Bruce.

PRICE RANGE: \$22,000–\$68,500

1974 FORD BRONCO

We humans tend to hanker for the familiar, which is why Randall Nichols of Fayette, Alabama, put his efforts into restoring this 1974 Ford Bronco: He drove a brand new '73 in high school. Despite an older restoration, the Bronco had been dormant in a barn for years, so Randall and his twin sons set about replacing all the bits that had rotted and dried out. The original 302 V-8 still ran, and after a tune-up and a transmission rebuild, it started to come together. Add a luscious coat of Ford Vermillion Red and a fetching black-and-white houndstooth interior, and you've got yourself one seriously appealing vintage four-by-four.

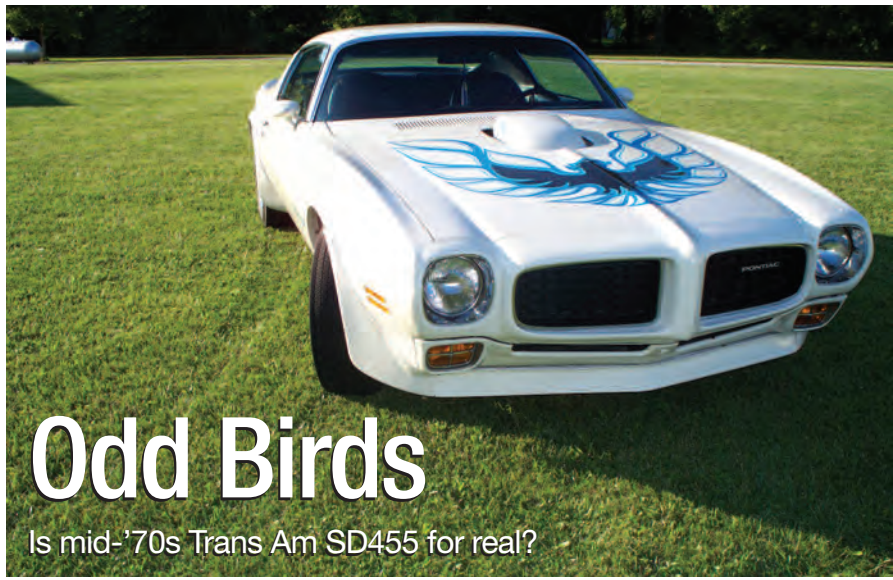
PRICE RANGE: \$8,000–\$14,000



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PHOTO COURTESY OF TERRISSELL



Odd Birds

Is mid-'70s Trans Am SD455 for real?

Q. While working at a Pontiac dealership in the mid-1970s, an unusual trade-in rolled onto our lot — an all-white Trans Am with a blue shaker hood, void of all the typical stripes and emblems except for the small bird decals on the nose and tail. It appeared to be a sleeper, until I noticed the only side marking: SD455. Did this car truly come out of GM?

A. When most muscle cars were drying up and blowing away, Pontiac bravely offered the SD455 (Super Duty) engine in the Trans Am and Formula Firebirds for 1973 and '74. Believed to be grossly underrated at 310 horsepower, 252 of the engines went into Trans Ams and 43 into Formulas. A total of 943 Trans Ams and 58 Formulas got that monster engine in '74. They are rare birds indeed.

Q. The canvas top on my 1967 Triumph Spitfire Mk3 is in good shape, except for one small tear. What can I use to repair it?

A. Look for a canvas or auto top shop in your area, and ask them to stitch in a small patch. You can also find new tops for around \$250—try mossmotors.com or victoriabritish.com—but installation is best left to a specialist.

Q. Insects have wreaked havoc on the interior of my stored Chrysler. How can I prevent this?

A. Among other approaches, it's a good idea to vacuum regularly, use a lemon-scented cleaner on all surfaces and place a sprig of eucalyptus under each seat, while mothballs (in foil dishes) work,

too. Here's another trick: Even unlit, citronella candles give off a scent that insects detest.

Q. The Custom Continental six-volt radio on my '65 VW Bus no longer works. Any suggestions on where to get it repaired?

A. You might try contacting one of these radio repair specialists:

■ **For Your Listening Pleasure**

Scott Phillips, Sr., owner
800-314-3957 (New York)
everythingradio.com

■ **Classic Car Radio Service**

Dan Healy, owner
415-488-4596 (California)
classicradio.com

■ **D&M Restoration**

Roman Jaskin, owner
800-722-0854 (South Carolina)
dandmrestoration.com

■ **Ken Seymour**

503-642-9115 (Oregon)
redwoodradio.com/car_radio_repair.htm

■ **Barry Dalton**

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Email: radiodoc@rvi.net

■ **Ward's Classic Car Radio Repair**

Gordon Ward, owner
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■ **Dave's Antique Radio and TV Restorations**

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Show Some RESTRAINT

When restoring seatbelts, your life is in your hands.

BY DON SHERMAN

While seatbelts seem like fairly modern accoutrements, they are in fact as old as the automobile. What evolved into the second-most significant auto safety device (after brakes) was first patented in 1885.

In the 1950s, Ford, Saab and Volvo pioneered three-point belts, recessed steering wheels, improved door latches and padded dashes well ahead of any public demand for such equipment. Then Congress stepped in to mandate the installation of these safety strides in all cars for the greater good.

Today, we feel naked driving or riding in a car without a securely cinched seatbelt, and buckling up is the law of the land. That poses two concerns for collectors and restorers: When belts are added to models that didn't originally have them, you need to make sure they complement the surrounding decor well enough to pass the scrutiny

of show judges. (Cadillac, for example, didn't offer factory-installed seatbelts until 1963.) Another challenge is refurbishing or replacing worn belts to make them appear showroom fresh.

As usual, help is only a mouse click and credit card away. While it's possible for your local seamstress or trimmer to stitch up a frayed original belt, replacing aged webbing and worn buckles is the safer, smarter idea. If you're adding belts to a car that never had them, make sure you use appropriate high-grade fasteners and install steel plates under the floor to reinforce the anchor points.

Vendors like Ssnake-Oyl Products have a long history of rewebbing, replating, repainting and rebuilding seatbelts. They stock new webbing material to match the original equipment, and they

can sew in production-date-coded labels capable of impressing the toughest authenticity expert. For a full set of new or refurbished belts, retractors and plastic boots from Ssnake-Oyl, expect to pay \$200–\$1,500, depending on the vehicle.

If you're on a tighter budget and just want a set of period-looking belts for safe and legal driving to local shows, some of the vendors listed above offer them for as low as \$20 per set.

Suppliers that specialize in one marque—such as Corvette Central—are another source of fast seatbelt satisfaction. This Michigan-based firm sells brand-new, ready-to-use belts for about \$400 (for two sets) and will also restore your originals if you have the patience and funds for such service.

As is always the case with safety-related items, scrimping can be the shortest path to an ambulance ride.



PHOTOS COURTESY OF SNAKE-OYL PRODUCTS

RESOURCES

Andover Restraints
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andoverrestraints.com

Corvette Central
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Juliano's Interior Products
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When Uncool is Cool

Trying to insure a Corvette at age 17 is a fool's errand. Enter the Beetle... BY WAYNE CARINI

My father restored cars when I was a kid, and I would see everything from Cobras to Duesenbergs at the shop. But when it came to getting my license, I lusted for a Mini Cooper, which then was a cheap and rather odd little car. Instead I ended up with an MG 1100, which was sort of like a less-cool Mini.

By the time I was 17, I'd graduated to an MGB that needed an engine rebuild. So I pulled the motor, tackled the rebuild and detailed the engine so carefully that I left off the hood to show my work. Fitted with widened steel wheels, the finished car was pretty sharp.

One day, one of Dad's customers fell in love with the B and we made a deal to swap my car plus cash for her 1966 Corvette coupe. There I was, the 17-year-old owner of every high school

kid's dream. Well, it was a dream until I found out insurance cost \$1,100. So I parked the car and Dad let me drive it with his dealer plate once a month.

At this point I bought an ex-state 1965 Ford Custom and found myself with two cars. With college looming, the only sensible thing was to sell the Corvette. I did pretty well, too, getting \$4,000 in \$20-dollar bills, delivered in a paper sack.

While only in high school, I'd had a couple of the neatest cars around—an MGB and a gorgeous Corvette coupe—but I still was getting turned down by the girls left and right. That changed after I sold the Ford and bought a 1959 Beetle. Suddenly I was getting more dates. We're going to movies and for ice

cream and all kinds of places, and I'm driving the cheapest and ugliest car around. I couldn't understand it, but my sister said my "cool" cars intimidated the girls.

A lot of people bought Bugs because they were counterculture cars. Not me; I bought mine because it was cheap and it just seemed to work for me. In college, I had more VWs, and in my senior year I rented a building where I worked on Beetles. We'd hang out and work on VWs for virtually nothing—\$30 in parts and a case of beer—especially for the young ladies. In their own way, those quirky Bugs were pretty cool. After all, they kept me in dates and beer, though they eventually gave way to the inevitable Mini Coopers.

Wayne Carini never lost his love for all things VW, including the Beetles of his youth. Above he shows a VW Camper at the 2011 Concours d'LeMons.





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PHOTOGRAPHY BY EVAN KLEIN



An entire generation
rebelled against mom,
apple pie and often, the
family Chevrolet

BY P.J. O'ROURKE

Cars of the Counterculture

Once, there was a brief, strange period in America when young people didn't seem to care about cars. We were too busy rebelling. What were hippies rebelling against? Everything, I guess — haircuts, hygiene, mom and dad, the war in Vietnam, "Sing Along With Mitch," social injustice, waking up before noon, DDT, getting a job. The counterculture was well named: If it was part of American culture, count us out.

The rebellion included automobiles . . .

We were forever saying “what a trip” but showed little interest in the four-wheeled way to go on one. This despite previously being a generation of obsessive car fans. Show a Baby Boomer two square feet of sheet metal from any car manufactured between the time he was six and the time he smoked his first joint and he—and many a she—will tell you the make, model, year and, often, the horsepower. Furthermore, the sensation seeking, sexual indulgence, rootlessness and revolt of the counterculture were formed by the automobile. The bohemian/beatnik/hippie ethos begins with the “Ford baby” flapper, conceived in the back seat of a Model T; goes *On the Road* with Jack Kerouac, and winds up in a paisley VW Microbus delivering the flowers in my hair, and me, to San Francisco in the Summer of Love.

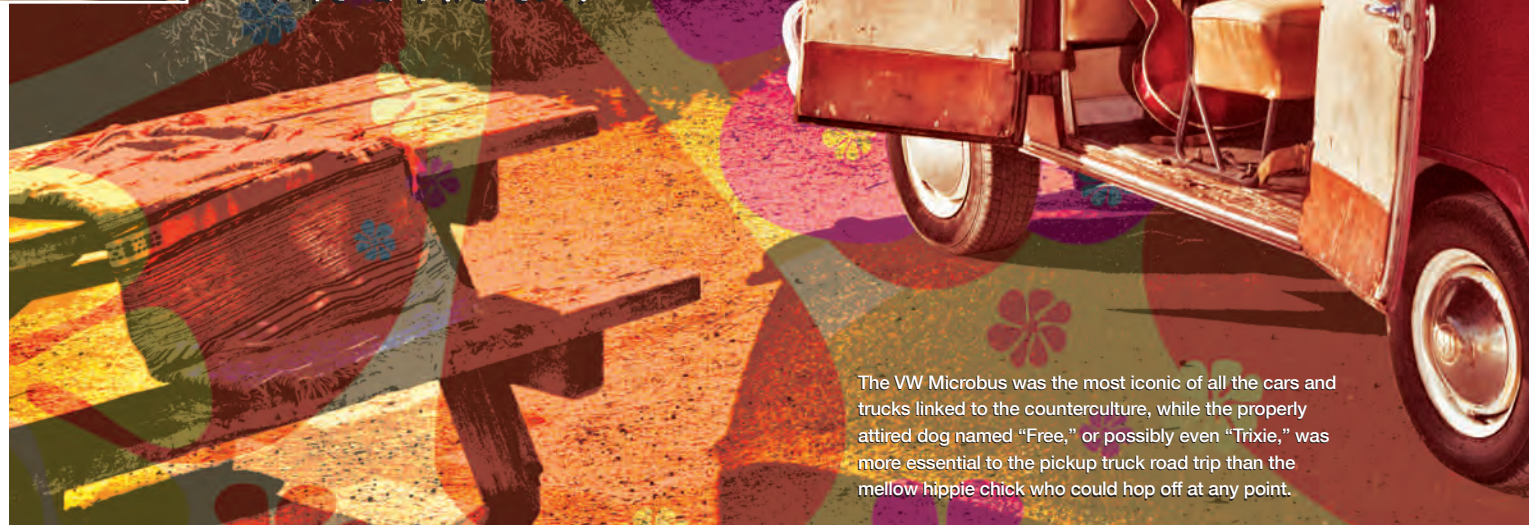
The truth is, of course, that we hippies did like cars — as kids wanting to get away from mom and dad and waking up before noon always will. But we liked cars our parents wouldn’t be seen dead in. And thanks to the hodgepodge genius of the pre-1970s automobile industry, we found some great cars that filled the bill. It was a bill we could pay on our “spare change?” budgets. As flipped out as we were, we managed to pick cars that, nearly 50 years later, remain worth owning — although maybe without the house paint applied with four-inch brushes.

The most popular counterculture choice was, in a way, the most peculiar. Long before the flower children were born, an evil dictator commissioned a little rattletap for his fanatical adherents and somehow the Nazi People’s Car became the power-to-the-people car. The Volkswagen Beetle went from Führer to Führer-out. The price was groovy — \$1,639 new in 1967. And by then some 10 million Beetles had been built, mostly with interchangeable parts. In theory, I could get a Volkswagen for free by putting together things that had fallen off other Volkswagens.

But not many things did fall off. This, as much as price, was the appeal. Dr. Ferdinand Porsche’s “Folk-Wagon” was a case of on-the-ball oddball design. The Beetle was a sturdy item — a good thing for its spacey owners, whose idea of maintenance was to convince the crankcase to achieve inner peace through Transcendental Meditation. But even total flakes supposedly



There was almost
no limit to the
number of hippies
you could pack
into a Microbus



The VW Microbus was the most iconic of all the cars and trucks linked to the counterculture, while the properly attired dog named “Free,” or possibly even “Trixie,” was more essential to the pickup truck road trip than the mellow hippie chick who could hop off at any point.

could, and sometimes did, repair a Volkswagen. To remove a Volkswagen motor, get under the car and lower the engine block onto your stomach. This was one way to get rid of hippies.

The base 1.5-liter ’67 Beetle had only 53 horsepower and wasn’t as tiny as the sneering squares claimed. But it didn’t feel underpowered, at least not when the driver was supercharged. In those days our minds were blown rather than our engines. And driving a Beetle was a high. The gears were so compliant and the clutch was so light that groupies on mescaline could be taught to stick shift. Handling was right on—though not necessarily right on the pavement. As in a Corvair or Porsche 356, cornering was full of oversteer emergencies. But in the Beetle these were emergencies that happened at 25 mph, the kind you could deal with when you were high.

We “heads” did not, by the way, consider the Beetle cute. We didn’t go to see “The Love Bug.” We weren’t that stoned. We thought the VW

looked practical, useful, purposeful. Why this was attractive to a bunch of impractical, useless people riding around in Beetles for no purpose, I forget. Maybe it kept the Yin and Yang in cosmic balance.

We did have a purpose when we were riding around in the Beetle’s Microbus cousin — to pick up as many hitchhikers as possible. Sooner or later one of them was bound to have some dope. There was almost no limit to the number of hippies you could pack into a Microbus. Whoa, who’s driving this thing?

Not that anyone would want to. The Microbus really was underpowered. The handling was the same as what we’d encounter years later, in the cars made by our sons for the Cub Scout Pinewood Derby. And the forward control driving position put a rectangle of split windshield in your face, giving an eerie TV-screen effect to oncoming traffic, like it was being staged. “And though she feels as if she’s in a play/She is anyway . . .”

The VW Beetle (left) was the perfect motorized tool for rebellion against mom, dad and Detroit, but more often than not, the car of choice was anything that parents or grandparents would let the aspiring hippie borrow or inherit. In most cases that meant an older full-size American car (right) that seated six, or a whole lot more.



My mind seems to be wandering. Must be the acid flashbacks. But what makes the first-generation VW Type 2 Microbus still cool today is that it was pure, clean and logical. Volkswagen engineers looked at the passenger vehicle as it had existed for half a century and decided to go with the box it came in. A brilliant stroke of industrial design, never mind that it led to the minivan. Shut up, kids, Daddy’s having a flashback.





Clearly anti-establishment, the Saab 96 featured a three-cylinder two-stroke engine that sounded like a chain saw, front-wheel drive, a column-shift manual transmission and free-wheeling. It also looks more like a small plane without wings than a car.



The offbeat beauty of the Microbus shows a forgotten side to the counterculture: Hippies had interesting taste in design.

And never more so than during our love-in with the Volvo 544. Of course it was from Sweden, a country with socialism and nude volleyball, so we would have been into Volvos no matter what. But the Volvo PV 544 brought peace and love to car styling — a ceasefire in the 20th century automotive design war between old-fashioned exposed contraption and up-to-date encapsulated mechanism. The traditional styling cues were all there in the 544, showing location of passengers, whereabouts of wheels, the place the engine goes and what the radiator does. Yet the look was futuristic. The result was a crunchy, organic, hand-weave kind of modern technology, per-

fect for the half-Luddite, half-space cadet sensibility of the 1960s.

Ford had done something very similar with its 1942 models, few of which were built due to WWII being such a bummer. There's a grease pit legend that Volvo bought the '42 Ford machine tools and shrank them. Can you dig it?

The 544's '42 Ford aura is a fake-out anyway. Get in touch with the 1965 544's inner self and there's a 1.8-liter ohv four with twin SU carburetors and five main bearings that lets you push it well past its 6,500 rpm redline and stated 90 horsepower. The four-speed transmission is all synchromesh. Unibody construction meant a curb weight only a few hundred pounds heavier than the Beetle's. The Volvo's handling was sharing and caring but in a get-real way. It could roll most small sports cars into a spliff and smoke them. And it could whip a muscle car if you could lure the muscle-head onto a road with curves. But, being hippies, that wasn't our scene. Usually.

What were the Swedes smoking? Another improbable way to give people in Jesus sandals a lead foot was the Saab 96. Everything about the Saab was whack-o. One of its pistons was missing. The oil went in the gas tank. The engine drove the wrong wheels. And the car looked like an airplane that had lost the bottom of its fuselage and its wings, which, since it was manufactured by Svenska Aeroplan Aktiebolaget (Swedish Airplane Ltd.), it was.

The three-cylinder, two-cycle engine, even in its 850-cc, triple-carburetor final reincarnation (good Swedish karma, man), produced only 60 hp, so the 96 wasn't truly fast. It just went fast in places where nothing else could go fast. The 96 dominated international rally championships, not to mention the dirt road up to the commune and the pea stone drive in front of the college dorm.

Most of us had never experienced front-wheel drive. Outta sight. Call it a Happening. Until we discovered throttle steer. Call it a tow truck. We liked the two-cycle engine because, with fewer cycles, it was saving the earth's circularities, or something. And the Saab was great for bugging authority figures



An old workhorse like this 1951 Ford F-3 was hardly welcome in the suburbs in the mid-1960s and was a harbinger that the long-hair, bell-bottom-clad driver was sure to be a subversive and thus unfit company for any daughter of the house.

such as gas station attendants. "Give me a Dixie cup of gasoline and two teaspoons of Castrol."

VWs, Volvos and Saabs showed imagination, but the '60s were even more imaginative than that. What was needed to completely freak the establishment, your parents and your ad executive older brother — that sell-out — was a day-glow-slathered school bus packed with tie-dyed dropouts, a lot of blotter acid and some Hells Angels — like Ken Kesey had with his school bus. "Imagine no state troopers/I wonder if you can..."

Fortunately for everyone on America's highways, we weren't "together" enough to drive a bus. "Imagine parallel parking/On LSD..." (Kesey's school bus, by the way, was a 1939 International Harvester named "Furthur" for which he paid \$1,500 in 1964. Rip-off.)

The next most imaginative thing to do was to find a mellow hippie chick, a bandana-wearing dog named "Free" and an old pickup truck, and travel across America like in "Easy Rider," except with a different last scene. None of us ever did it. One of the three elements was always missing. Sometimes it was the mellow hippie chick. Sometimes it was the dog. Usually it was the old pickup. I could never get it started.

The hip pickup was a Ford from 1956 or before, though a Chevy, Dodge or Studebaker pickup from the same era was a blast, too. These trucks still had real truck styling, which is to say none. They were authentic. (Authenticity was considered very important among people who spent all their time pretending to be something other than white, middle-class Americans.)

The 1950s Ford was, in fact, a modern truck — or became one when equipped with the heater/defroster option. The base engine was a 226-cubic-inch pushrod inline six producing an adequate 115 horsepower. The bench seat was large enough to accommodate any size of mellow hippie chick.

The travel across America would have been reasonably comfortable if the dog wasn't too smelly. The reason it never happened was that, in those days, used pickup trucks had been *used* — to haul hay wagons, muck out barn stalls, take livestock to market and yank stumps. Nobody detailed a Ford pickup in 1956, or changed its oil, either.

So we weren't in Ford trucks, and we usually weren't in Saab 96s, Volvo 544s, Microbuses or even Beetles. Not many counterculture types had counterculture cars. Real hippie conveyance was mostly hand-me-down beater, or rusty bucket from the sad back row of the used car lot or borrowed from mom.

In an attempt to clear the doobie haze of nostalgia, I researched the subject. I found a big book, *WOODSTOCK: Peace, Music & Memories*, published on the 40th anniversary of the largest gathering of hippies of all time — unless they serve hash brownies in hell. There are a lot of photographs in the book. (The good news: People really did take their clothes off. The bad news: Gyms had not been invented.) You will recall that Woodstock was not one of history's brilliant exercises in transportation logistics. Many of the photos are of traffic jams.

In what can be seen of the Woodstock Music and Art Fair, station wagons outnumbered VW Beetles, 15 to 14. There were 10 Microbuses, nine panel vans, two old pickups, one Saab and no Volvos. Three psychedelic school buses are visible, but these were part of the show. They belonged to the Hog Farm Collective, which provided the teeming crowd with such

valuable services as announcing over the P.A. system, "If you dropped the brown acid, go to the Bummer Tent." There were 10 sports cars, including a Corvette, one Karmann Ghia, three Corvairs, a Mk II Jaguar and a Checker sedan. Everything else was ordinary Detroit Iron.

But that's reality — and what did reality ever have to do with the 1960s? **H**





Holland's Amazing Louwman Museum

BY JONATHAN A. STEIN

More than 250 cars strong, the Louwman Museum in The Hague is replete with illustrious marques like Alfa Romeo, Bugatti, Delage, Delahaye, Duesenberg, Marmon, Minerva and Talbot-Lago. But what may be the most important car in the museum comes from more humble roots: It's a 1914 Dodge Brothers touring car, which has been part of the collection for 77 years.

The origins of the Louwman Collection date from 1934, when Evert Louwman's father—the Hague-based Dutch Dodge (later Chrysler) distributor since 1923—took the 1914 Dodge Brothers in trade. Today, the family business is distributing Toyotas, and the collection has grown dramatically in size and significance. No random collection, the cars within the Louwman Museum all tell a story and, according to Managing Director Ronald Kooyman, “give an overview of the whole motor industry.”

Located less than an hour from Amsterdam's Schiphol Airport, the large museum fits beautifully into the elegant neighborhood that is also home

to Queen Beatrix of the Netherlands. American architect Michael Graves was responsible for a building that echoes the traditional Dutch architecture of the neighborhood, but on a larger scale. The landscaping by Lodewijk Baljon is lush, and although you can see the building from the passing motorway, its scale is effectively disguised.

From the parking garage under the building, visitors walk around the front of the museum to face a U-shaped structure that mimics the traditional Dutch “Landhaus,” with its jutting carriage house and stables on either side, connected by a central great hall. Although we'd call the building three





Racing cars play a big role in the Louwman Museum. Here a McLaren M8F (clockwise from front) shares space with a March 707, Sauber-Mercedes C-8, Aston Martin Nimrod and Lancia-Abarth LC1.

GETTING THERE FROM HERE OR THERE

The Hague is less than an hour from Amsterdam's Schiphol Airport and even closer to a smaller airport in Rotterdam. Many carriers offer direct flights from major American cities, while there are numerous flights from all over Europe on both the established carriers and discount airlines. In fact, it's relatively inexpensive to link a European vacation with a side trip to Amsterdam, which is only about an hour from London, Paris, Edinburgh or Berlin.

In Holland it's often easiest not to rent a car. Although there is free parking at the Louwman Museum, parking elsewhere is scarce and very expensive, and fuel is extremely costly. Frequent trains connect the airport with Amsterdam's Central Station, which offers easy transfers to trains bound for The Hague, a beautiful small city that houses Holland's seat of government. Bus and taxi service is available from The Hague's Central Station.

Airlines – delta.com, klm.com, united.com, usair.com, ryanair.com, easyjet.com

Rail Service – ns.nl/en

Bus information – southholland.angloinfo.com/information/24/busses.asp, Bus Routes 90 and 91 from Central Station, The Hague

Hotels in The Hague – Hilton The Hague: hilton.com/thehague; Bel Air: belairhotel.nl; Hotel Den Haag Wassenaar: hoteldenhaagwassenaar.nl/nl

After you've spent the better part of a day at the Louwman Museum, head into the city center and wander around. See the lovely parliament buildings and the World Court, and end your day at an outdoor café overlooking one of the many canals. If you have some extra time, you may want to spend a few days in Amsterdam, which is a fascinating city dominated by canals, bicycles and other wonderful museums.

For more information – louvmanmuseum.nl or call +31 (0)70-304 7373.

stories, Europeans—who don't count the ground floor—think of it as two. Enter the museum and you first see reception with a small gift shop to the right. Next comes the expansive great hall—often home to special exhibits—and currently displaying representative cars from the around the world, including a Corvette from the United States, a Jaguar XK 120 from England, a Toyota 2000 GT from Japan and a Tatra from what is now the Czech Republic.

The main floor features several conference rooms, a theater that seats 340 people and has a stage through which a car may be raised, and the great hall, which can accommodate dinner for 1,000. This floor may be the financial anchor of the museum, attracting 40,000 conference and meeting-goers annually (out of 100,000 visitors), but the heart of the museum is the top two floors, where the exhibits are located. An early Dutch carriage, a sedan chair and several wagons lead the visitor into a corridor of very early machines from Peugeot, Benz and Panhard et Levassor, which are part of a selection of carefully preserved pioneering horseless carriages. Presented chronologically, these machines tell the story of the birth of the automobile. However, Evert Louwman, who curated the exhibits himself with the assistance of Managing Director Kooyman, isn't a slave to chronology, separating out tangential themes—such as steam, electric and hybrid cars, brass and vintage, single-seaters, cycle cars, bubble cars, aerodynamic cars, racing machines and those owned by important peo-

ple—which might be minimized were they intermingled with main time-based themes that begin with “The Dawn of Motoring” and end with “1945–1970.”

(Below) In 2010, Queen Beatrix of the Netherlands joined Evert Louwman for the opening of the Louwman Museum, which includes many very early vehicles.



1912

It introduced us to British might.
{ Celebrating the upcoming 100th Anniversary of Aston Martin }



{ The Lionel Martin Series, 1922 Factory Works Car }

1962

It introduced us to American muscle.
{ Celebrating the upcoming 50th Anniversary of the Shelby Cobra }



{ 1965 Shelby Cobra 427 }
This 1965 Shelby Cobra 427 CSX 6063 will be auctioned off on February 25th at the Boca Raton Concours d'Elegance to benefit the Boys & Girls Clubs.

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PHOTO BY DAVE WENDT

The microcar collection includes a 1956 Spatz, 1960 Frisky Family Three and more.



Within the themes, the most important cars are found, regardless of their origin. There's a Model T Ford, a Volkswagen Beetle, important designs from the Chrysler Airflow to a Talbot-Lago teardrop coupe by Figoni et Falaschi, and another car with great significance to Louwman—a 1936 Toyota AA discovered in Siberia. To underscore that this is a Dutch museum, the collection includes 13 of the 16 Spykers known to survive, including the world's first six-cylinder, all-wheel-drive racer from 1903.

Although cars are dominant, they aren't alone in the museum: A wagon-maker's workshop has been reassembled in the space, as has an early garage, and some of the original machine tools used to make the Spyker are on exhibit. Stairway landings display early bicycles, and Louwman also intersperses what must be the finest automobilia collection anywhere, thanks in part to the incorporation of the Raymond E. Holland Collection. There are posters dating to the beginning of the automobile, stained glass, porcelain, trophies, cigarette cases, toys and some fine original automotive pieces by the great names of automotive art, including Carlo Demand, Peter Helck, Walter Gotschke and F. Gordon Crosby. Not only are they beautifully displayed, the automobilia halls are used to hold visitors' interest and add dimension to the collection.

According to Kooyman, the vast majority of the cars are maintained in operating condition. The original Mercedes-Benz SSK has been run in the Mille Miglia, the 1957 Le Mans-winning Jaguar D-Type has recently returned from Goodwood, and an Aston Martin DB3 is frequently driven by Louwman's daughter in a variety of events.

After viewing the final exhibit, rather than being funneled out through the museum gift store, the visitor exits into an early 20th century town square, complete with fascinating storefronts, including a representation of the Louwman family's original Dodge distributorship. The open square doubles as the seating area for the museum's excellent café.

From the earliest horseless carriages to the humblest of Crosleys, a competition 2.9 Alfa Romeo and the truly absurd Brooke Swan Car, the Louwman Museum tells its story of the development of the automotive age effectively with color, context and an undeniable joy. And to share that joy is well worth the trip, especially if you're already in Europe.

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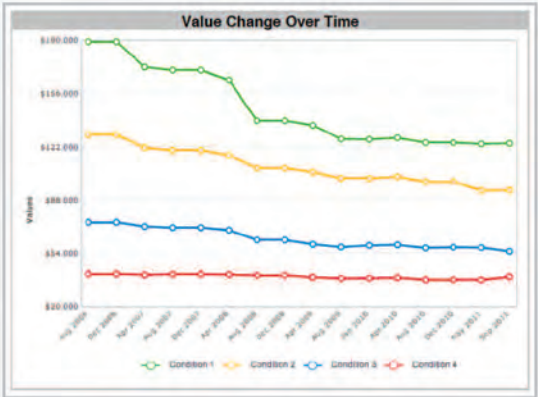
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1963 CHEVY CORVETTE:

Body Type: Coupe | Engine Specification: 8-cyl. 327cid/360hp FI L84

The average value for this vehicle is: **\$61,832**



HOME

VALUE YOUR CAR

YOUR COLLECTOR CAR PORTFOLIO

MARKET TRENDS

The 365th Day of A



Jonathan Klinger (top and below) wrapped up “365 Days of A” by driving 750 miles from Traverse City, Michigan, to the AACA Eastern Regional Fall Meet in Hershey, Pennsylvania. “Sophie” was on display and admired in the flea market for three days.

**Rain, Sleet, Snow and Sun:
The author shows us that it is both possible and enjoyable to drive a Model A Ford all year round.**

BY JONATHAN KLINGER

As I turn onto Route 39 for the final leg of my journey into Hershey, Pennsylvania, I’ve just spent the last three days on the road reflecting on my experiences driving this 81-year-old car every day for the past year. For several years I’d been thinking about driving an old car for 365 consecutive days simply to prove that they should be driven and are reliable, and that you don’t have to be a millionaire. When I mentioned the idea to McKeel Hagerty during lunch one day, he challenged me to go through with it. Not wanting to back down from the challenge, I started searching for the right car. It had to be old enough that most people would find it a hardship to drive every day. It also had to be affordable, reliable and easily serviced. The 1930 Ford Model A Tudor Sedan I found fit the bill perfectly. Initially



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known as “Sophie,” I affectionately refer to her as “The Mighty Model A,” and together we’ve logged 15,000 miles over the past year. The rules were simple: The Model A was to be my primary source of transportation regardless of distance or weather. The only exception was that I would be allowed to drive a modern rental car if I traveled by plane for business purposes.

Living in northern Michigan, about 6,000 of those miles were through the winter months with significant snow and occasional sub-zero temperatures. Many people were curious about how the car handled in the snow and if it had a heater. As it turned out, it handled great in the snow and, yes, I did have a period-correct exhaust manifold heater, which worked surprisingly well. Making it through the winter without a single incident was one of the highlights of the experience.

My daily commute was 14 miles each way on a curvy rural road with a 45 mph speed limit. The Mighty Model A comfortably cruises at 50 mph, so my daily routine was not slowed. Long trips, on the other hand, such as the 420 miles to visit my mother, jumped from eight to 14 hours. In addition to this final three-day, 750-mile road trip to Hershey, during the year I drove from northern Michigan to Detroit twice, northern Illinois via Chicago twice, Indianapolis once, and even enjoyed a trip across Lake Michigan on the SS *Badger* steam ferry.

(From top) Klinger and “Sophie” disembark from the SS *Badger* after a trip across Lake Michigan. The old Ford’s current custodian shares a moment with her former owners, LaMar and Annie Parsons, while the open road provided its own slow thrills for Klinger.



Motoring through the big cities proved to be less of a challenge than I originally anticipated, as I stuck with major secondary roads that paralleled major highways. I did have to remember to practice the “10-second rule” from drivers ed class in order to leave plenty of room between the Model A and the car in front. The few times a car ahead made a sudden move I had plenty of time to react despite the original mechanical brakes. I should probably remember this lesson regardless of the car I’m driving.

Throughout the year I only needed a tow truck twice. Both times were due to electrical issues, and I admit that I should have replaced the 81-year-old wiring harness for my yearlong adventure. The major issue I experienced was a crack in the engine block that caused coolant to leak into an exhaust port. While this crack was repairable, I swapped out a short block to get my primary source of transportation back on the road quickly.

The biggest highlight has been meeting people along the way who might otherwise have remained strangers. Seeing this car on the road in all types of weather gave them the chance to share their memories of how they (or their parents) had a similar Ford. I was also thrilled every time a young person would turn his or her head and say, “That’s a cool old car!”

The experience taught me that it’s OK to enjoy life in the slow lane. At least twice a day I was forced away from computers, emails and telephones when I climbed into “The Mighty Model A” for my two-hands-on-the-wheel driving experience without radios, GPS, Bluetooth connectivity or any other electronic distraction. Within my mobile sanctuary, I could unwind and let my thoughts run uninterrupted. It was a wonderful part of the experience that I’ll really miss.

Many people claim that the longer a trip takes, the worse it is. My back-road routes took me away from boring vanilla interstates and through some of the most interesting scenery and towns in the Midwest and East. By leaving the super-highways, I realized that each trip was as much about the journey as it was the final destination.

I hope my yearlong undertaking has proven that old cars deserve to be driven and enjoyed. I’m not out to advocate that people trade in their modern vehicles. However, occasionally stepping away from the demands of daily life is good for anyone, and one of the best ways to do that is in an old car.

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One For Every Seat

Those who collect the so-called “uncollectible” occupy a special place in the hobby.

BY JEFF SABATINI

ILLUSTRATIONS BY
ALLAN BURCH



AS SHOCKING AS IT MIGHT SOUND, even the Pontiac Aztek has fans. Indeed, the thousand-plus members at AztekFanClub.com support an active forum and have even held several national rallies.

While GM's infamous heir to the Edsel's ugly reputation may take “There's a backside for every seat” to an extreme, let's not confuse that favorite adage of used car salesmen with “There's a sucker born every minute.” Because when it comes to collector cars—*especially* when it comes to collector cars—there's no such thing as a bad choice.

Well, sort of.

Rambler Marlins have the looks but not necessarily the go to match them. Owners like Tom Upton could care less.



“It’s a Kotex box on wheels,” says David King, describing his white 1964 Studebaker Commander two-door sedan at a recent car show near his home in Milford, Michigan. “It’s not a big attention-getter, but it’s a car people smile at.”

Yes, a smile is a good way to hide befuddlement. If a red Ferrari 250 GTO is the sexiest thing on four wheels, this is its foil. The reality is that a car this nondescript could have sold 10 times the 4,374 that Studebaker built and still be forgettable. To heap on further insult, King’s Studebaker was built two years before the venerable automaker called it quits and shuttered its Hamilton, Ontario, factory, so the car is as devoid of historical significance as it is aesthetic charm.

Now before we go any further, let’s understand two things. The first is that this is a guy who obviously knows his car is not an A-list collectible. The second is that *he does not care*. This is key understanding the appeal of the unappealing, the lure of a marque’s unloved illegitimate children, why even astute car collectors develop soft spots for fringe models.

You Can’t Choose Family

David King’s story is common among the guys who get lumped into the “Other” category at automotive events: They didn’t choose their cars as much as their cars chose them. King learned to drive in his, after acquiring it from his grandmother, who had purchased it new. His 1976 high school parking permit is still stuck to the windshield, just as the car has stuck with him. And while the 51-year-old engineer continues to restore a 1958 Cadillac Eldorado Brougham he proudly describes as a “’50s Duesenberg,” he likes bringing the Studebaker to shows.

Yes, otherwise sane and successful car guys with reasonably good taste get involved with these types of cars all the time, for the most primal reasons. “It’s what the family drove,” says Jack Miller, organizer of the Orphan Car Show, a celebration of cast-off automotive brands that’s made him an expert on the subject of automotive obscurity.

Held since 1997, the show draws plenty of attention to the Ypsilanti Automotive Heritage Museum, where the 72-year-old Miller is curator. He offers himself as evidence of the sanctity of family ties; he grew up in his father’s Hudson dealership, which the museum now preserves. Today Miller is one of the foremost Hudson aficionados and historians extant.

Among the other cars celebrated at his Michigan museum is the Chevrolet Corvair, which was built at the nearby Willow Run factory from 1960 to 1969. “The people who are really into the Corvair are people whose parents had one, or a friend in college had one,” says Cal Clark Jr., founder of Clark’s Corvair Parts in Shelburne Falls, Massachusetts.

Clark, 64, has been in the parts business since 1973 and knows just about everything there is to know about the Corvair. The rear-engine Corvair was spurned by Chevy guys even before Ralph Nader’s famous impugntment. Clark is quick to point out that most people don’t understand the true story behind Chevy’s unique economy car — that it met its demise due more to the advent of the muscle car than the rollover accusations in *Unsafe At Any Speed*. By the time Nader’s book became a sensation, Clark says, there was already little support for the Corvair at dealerships, because it had so little in common with other Chevrolets. “The parts men and the repair guys did not like the car,” he says, a fact that led directly to his establishing Clark’s to cater to those who did.

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Of course, not everyone inherits his or her peculiar automotive passion through paternity. But to hear others tell it, there's still not a lot of choice involved. Sometimes the things you fall in love with are just random.

Mason didn't really understand then—and doesn't care now—that Porschephiles derided the 924 as impure, what with its water-cooled engine installed in the wrong end of the car. He laughs at his recollection today with the adult understanding that the impressive line of new cars indicated slow sales.


Tom Upton, a 56-year-old collector from Ann Arbor, Michigan, tells a similar story about how he fell in love with his silver 1965 Rambler Marlin, a car that's muscular, but no muscle car. "I was 10 years old when this car came out and I don't think I've seen 10 of them since," he says. "I saw one



going down the road and the style just stuck in my mind. It reminded me of something out of the Jetsons.”

Mason, he of the pair of 924s, tells a story about a car show patron who ambled by his car and exclaimed, “Wow, look at that! I can’t believe someone bothered to save one of those.” Thanks to their period color schemes, his own wife chides him that his brown 924 looks like excrement, while his green one more closely resembles vomit. An active PCA member, Mason says, “Everyone has a story about how they had one that was no good.”

Worthlessness has its advantages, however, in that these sorts of cars are never particularly expensive to acquire. The flipside is that most are only

Unwanted or unsung, regardless of how we describe their cars, our community is far richer because of these collectors, the ones who are not afraid to let their freak flags fly, enduring the jokes and the laggard prices and the unpredictability of owning a car that at best makes people point and say, "What is that?" 

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Tool Time

A GUIDE TO USEFUL TOOLS AND HEAVY EQUIPMENT

BY KEN GROSS

If you're serious about working on your car, truck or motorcycle, you need the right tools. Whether it's basic maintenance or a complete restoration, a job isn't even worth starting without proper equipment. Start your tool room with sockets, ratchets and wrenches. Domestic cars use American thread sizes; most imports require metric, and older British models use British Whitworth (BSW). Always buy the best you can afford. Cheap tools will irreparably damage bolts, and you can be sure they'll break at inconvenient times. Sears Craftsman, Stanley, Snap-On and S-K Tools (now manufactured by Ideal Industries), are four recommended brands. Harbor Freight is a reliable discount source.

Ensure you're getting American-made components. Sadly, the market is filled with substandard imports, mostly from Asia. They look fine at first glance, but they are often poorly made. Popular socket drives are 1/4-in, 3/8-in and 1/2-in. Buy a set for each drive with a range of socket sizes, including a cushioned socket for spark plugs. Be sure to add a few adaptors and exten-

sions. Boxed and open-ended wrenches are essential, too. Companies like Gearwrench offer designs with a built-in ratchet feature. Buy a sturdy torque wrench, as well. Whether you're installing a cylinder head or just tightening lug nuts, matching the correct torque rating is imperative. Quality screwdrivers, Allen wrenches in SAE and metric sizes, pliers in a range of types, and the all-important Visegrips will round out your tool collection.

Assuming you've got at least a 10½-foot ceiling (11- to 12-foot is better), a home garage lift may well be the most useful tool investment you'll make. A two- or four-post lift takes the difficulty and possible danger out of working under your car. The adjustable height allows you to change oil, grease the chassis and perform many maintenance chores, not to mention basic troubleshooting. Raise it to mid-range and you've got the perfect height for cleaning and detailing. You must have a crack-free concrete base of at least four to five inches, and 20 feet of garage depth. Buy an accessory jack from your lift supplier and you can do brake jobs, suspension work, exhaust-system repairs and more. A service/storage lift lets you store two cars in the space of one. Lifts are best utilized with 220-volt AC power, but 110 volts will work—just more slowly. I've had a Backyard Buddy for 12 years and wonder what I ever did without it. Reliable lift manufacturers include Backyard Buddy, Bendpak, Direct-Lift, Dannmar, Superlifts, Mid-America Auto Lifts and Eagle Equipment. Prices range from around \$2,000 up to \$10,000 for a professional, in-ground hydraulic unit.

You'll definitely want an air compressor. This useful device can fill your tires, supply air to tools like die grinders and pneumatic saws, and provide

A good lift (above) creates unlimited accessibility to your cars and makes any job that much easier.



RECOMMENDED SUPPLIERS

Air Compressors Direct:
aircompressorsdirect.com

Backyard Buddy: backyardbuddy.com

Bendpak: bendpak.com

Dannmar: dannmar.com

Direct-Lift/Pro-Park: directlift.com

Eagle Equipment: eagleequip.com

Griot's Garage: griotsgarage.com

Harbor Freight: harborfreight.com

Mid-America Lifts: midamlifts.com

Sears Craftsman: craftsman.com

S-K Tools: skhandtool.com

TP Tools & Equipment: tptools.com




high-pressure air for painting, cleaning parts and powering an impact wrench, orbital sander or a media-blasting cabinet. They come in many sizes, though most air tools require at least 90 psi. I have a Craftsman 150-psi/6-hp/33-gallon model mounted on wheels, so it can be moved easily around the garage. Stationary units that supply air through permanently installed copper or galvanized steel hard lines are available from many manufacturers, including Craftsman, DeWalt, Summit Equipment, Ingersoll Rand, Campbell Hausfeld, Puma and Chicago Pneumatic.

With your air compressor, you'll want an abrasive blast cabinet. TP Tools and Equipment is the best manufacturer, and they also carry a full line of tools, paint systems, spray guns, compressors and air tools. TP blast cabinets come in many sizes, up to eight feet wide, so you can remove rust and scale, effectively cleaning and stripping large parts. Most units come with built-in vacuums; TP blast cabinets require 80 psi compressed air capability.

A sturdy bench grinder, with at least two different-sized abrasive grinding wheels, is useful for grinding, polishing, filing sharp edges on tools and many other tasks. Some units are mounted on pedestals for maximum flexibility; smaller grinders can be attached to a workbench. Be sure the abrasive wheels have a flexible shield attached to deflect any wayward particles.

That's a quick review of the basic tools you'll want to consider. Comprehensive manufacturer web-sites, listed here, make it easy to comparison shop. You'd be surprised what you can accomplish when you have the right tools and equipment.

A: A broad selection of pliers is critical; **B:** Die grinders make metal work easy when coupled with the right compressor; **C:** Socket sets are imperative. Look for "Made in the USA"; **D:** Do you have a full set of open-end wrenches?; **E:** Pneumatic impact drivers are great for unfreezing problem nuts. **F:** Have Allen wrenches in SAE and metric sizes; **G:** A good torque wrench ensures a job done correctly; **H:** Screws come in all sizes—your screwdrivers should too.

A man wearing a black jacket, sunglasses, and a black cap is riding a teal Skee-Horse snowmobile through a snowy forest. The snowmobile has "SKEE-HORSE" written on its side and a small flag. The background is a dense forest of bare trees covered in snow.

Rob Sass enjoys the charms of the Michigan winter from the driver's seat of a Skee-Horse snowmobile.

Motorized Fun IN THE FROZEN NORTH

Proof that it's possible to have a great time on noisy old machines in sub-zero conditions.

BY ROB SASS / PHOTOGRAPHY BY JOE VAUGHN

My only previous experience on a snowmobile took place in the '80s as a student at the University of Colorado-Boulder. All it took was some foolhardy hot-dogging on skis, and my reward was a snowmobile pulling my young, unwise and unconscious (admittedly, that last qualifier wasn't so unusual during those years) self to a hospital in Breckenridge.

I grew up in St. Louis, and while it snows there a few times each winter, it rarely stays on the ground for long. Bad snowmobile country.

My first winter in northern Michigan, however, had me feeling as though I'd joined the cast of "Ice Road Truckers." The snow doesn't melt until at least April and, eventually, most parking lots sport a 2/3-scale replica of Mt. Kilimanjaro formed from plowed snow. Good snowmobile country.

What little I did know about snowmobiles came from a vague familiarity with their colorful names that I couldn't quite place and that struck me as things like "Permafrost Panther" and "Tundra Terror."

Traverse City, Michigan, had been enjoying a relatively mild spell in January with lows in the 20s, until my date with snowmobile destiny ar-

rived. An Alberta Clipper dropped the overnight low into negative numbers. The thought of adequate clothing briefly had occurred to me the night before and I made a half-hearted effort to prepare by buying some long underwear at Old Navy.

The real snowmobile guys arrived in quilted jumpsuits. I was reminded of stories I'd read about the Germans at Stalingrad pathetically stuffing their inadequate uniforms with newspaper in a vain effort to stay warm while Red Army snipers in white quilted jumpsuits (not unlike the ones these guys were wearing) picked them off at their toasty leisure.

After eating a breakfast of four eggs and every breakfast meat known to man at Peegeo's — gracious host of the day's get-together for the Traverse City chapter of the Antique Snowmobile Association — I was told I would get a thorough check-out on snowmobile operation before setting off on my own. And if I couldn't ride with these folks, I could sure eat with them.

I don't know what I was expecting as far as the tech session, but in actuality it consisted of showing me the location of the throttle, brake and kill



The now-helmeted Sass aboard
Jeff Ewing's Rupp Nitro.

switch. I pondered the scenarios in which I'd use the kill switch: "If I'm still on the thing, well, then I can damn sure reach the brake, and if I'm tossed off and the throttle sticks open, well, then the kill switch would be out of reach, now wouldn't it?" In reality, the brevity of the tech briefing was really a reflection on the simplicity of snowmobiles. No gears, transmission or clutch like a car or a motorcycle; you just start it and open the throttle.

And off I went on someone else's beautifully restored 1973 Rupp 440 Nitro, into a tavern parking lot crowded with trucks, trailers and other equally nice vintage snowmobiles. It was a quick lesson in snowmobile dynamics and control. On the whole, it reminded me a bit of a Detroit muscle car from the 1960s. Great throttle response, plenty of power, with steering and braking that were largely theoretical.

After successfully circumnavigating the Peegeo's lot, we set off for a large open field where I could ride and compare several vintage sleds, along with a brand new 2011 Polaris Rush. Upon arrival at said field, I was urged to try a

sled called the "Diablo Rouge," a large, articulated thing built in 1968 by Bolens. It looked less like a traditional snowmobile and showed a greater resemblance to a nuclear-powered snow blower attached to a Flexible Flyer, complete with a lawn mower handle for steering. It proved every bit as difficult to handle as it looked. It was not unlike driving a car with no power steering, wide tires and a lot of weight over the front. Turning at low speeds (which is all I dared on this monster) was nearly impossible, and there was always the concern of having the back meet the front with one of my legs in between.

Next I tried a Skee Horse. It was compact, light, and had a front reminiscent of an Austin-Healey Bugeye Sprite or an old Subaru 360. I actually got quite comfortable on it. So comfortable, in fact, that I decided I'd try one of those tail-out, power on, low-speed turns I'd been seeing all morning. I shifted my weight and got on the throttle but didn't quite account for the uneven ground. As I tipped over on the sled (seemingly in slow motion), for some odd reason I heard the voice of Howard Cosell repeating



Dave Maison with his Arctic Cat Cougar



Ron Ramoie with his Arctic Cat 100

NEW EXPERIENCES



Rob Wilhelm catches air aboard his Ski-Doo TNT.
Below, one of the Belanger boys with the
family Arctic Cat Kitty Cat.



the iconic "Down goes Frazier! Down goes Frazier!" call from the 1973 Joe Frazier-George Foreman fight. Ah, the agony of defeat. At least the photographers and onlookers got what they so badly wanted to see—snowmobile greenhorn city slicker tossing himself off a sled.

My last sled of the morning was a 2011 Polaris Rush 800 with about 120 hp. It had an exhaust note reminiscent of a superbike, rather than the corn popper-like clatter of some of the older two-stroke sleds. Throttle response was virtually instantaneous and acceleration was positively vicious, accelerating from 0 to Scaring the Crap Out of Me in about a second-and-a-half. This was obviously the Corvette ZR-1 of snowmobiles. The contrast between the modern and vintage sleds I'd ridden made me realize how compressed the development time had been in the snowmobile world—from the Wright Brothers to an F-22 Raptor in about 40 years.

The vintage snowmobile hobby is in a wonderful spot and my sense is that the people involved in it realize it and aren't anxious to see it change—



Rob Wilhelm with his Ski-Doo TNT

and for good reason. It's not unlike the collector car hobby 40 years ago: Great restorable sleds are still available for free to anyone with a trailer, and the holy grails of vintage snowmobiles are hard-pressed to break 10 grand. It's a real eye-opener for those of us used to \$700,000 Shelby Cobras and \$1.7 million Hemi 'Cudas. **H**

DETAILS

1968 Bolens Diablo Rouge

Years built—1968–69

Price when new—\$1,079

Engine specs—1-cyl Hirth, fan-cooled, 292 cc, 18 hp

Approximate price now—\$1,800 (a rider); \$4,000 (excellent)

1968 Moto-Ski Cadet

Years built—1968–69

Price when new—\$500–\$800

Engine specs—1-cyl Hirth, fan-cooled, 292 cc, 19 hp

Approximate price now—\$2,000 (a rider); \$7,500 (excellent)

1973 Rupp 440 Nitro

Years built—1972–78 (none built 1974)

Price when new—\$1,599

Engine specs—2-cyl Tohatsu fan-cooled, 440 cc, 40 hp

Approximate price now—\$1,000 (a rider); \$2,000 (excellent)

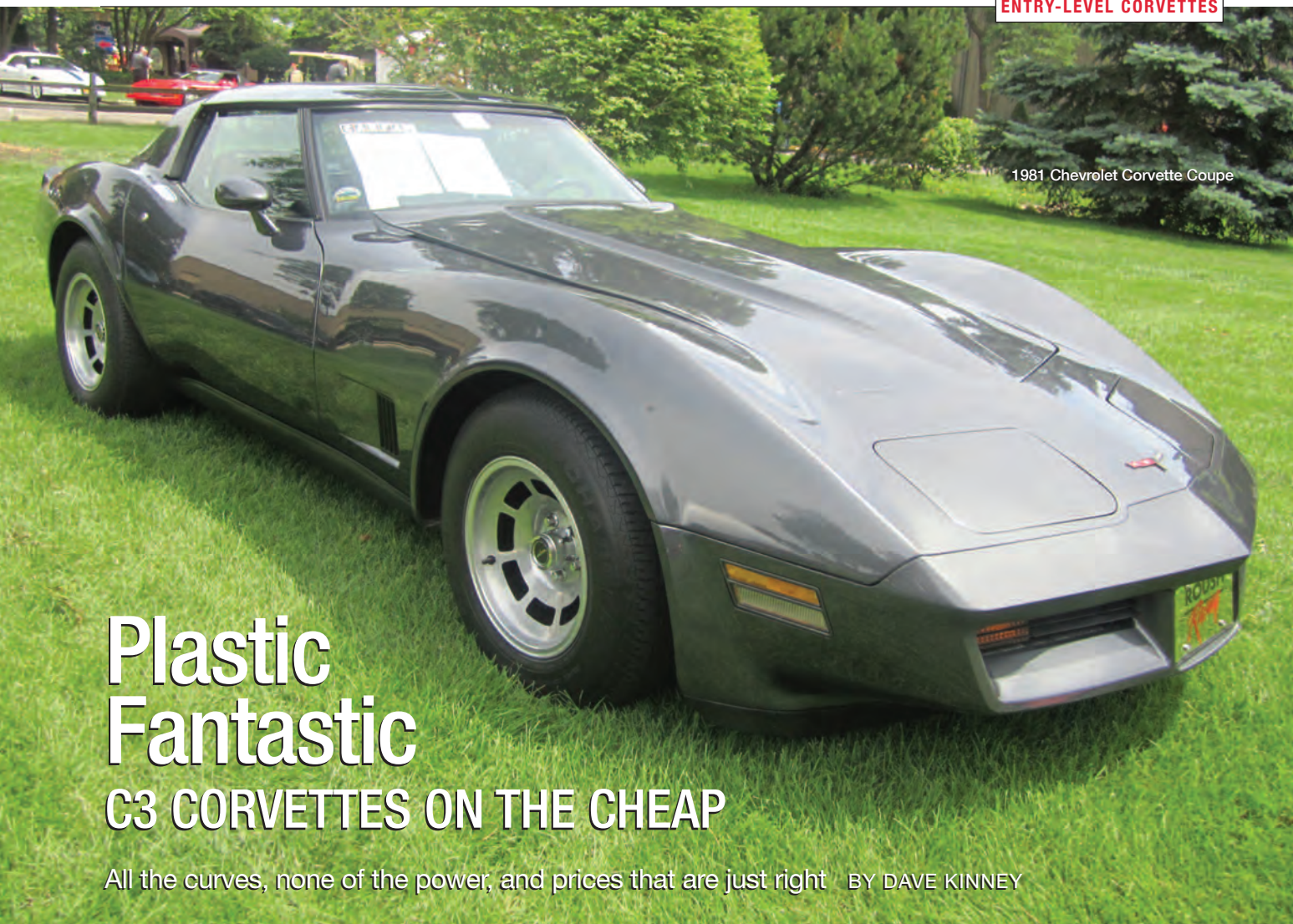
2011 Polaris Rush 800

Years built—2011

Price when new—\$11,600

Engine specs—2-cyl Liberty liquid-cooled, 795 cc, 120 hp

Approximate price now—\$11,600



1981 Chevrolet Corvette Coupe

Plastic Fantastic C3 CORVETTES ON THE CHEAP

All the curves, none of the power, and prices that are just right BY DAVE KINNEY

The Corvette has been a symbol of America since the day the first cars rolled off the Flint, Michigan, assembly line for the 1953 model year. The cars are still true to the original con-

cept—a two-passenger, fiberglass sporting machine—six generations later.

Corvettes started out docile and then grew muscles. Their looks have changed to

reflect the times, as well as what the market wanted in a performance car, but Chevrolet's flagship has survived—even when throttled by regulations.

Each generation of Corvette has its strengths, and depending on your taste, you can find something to like about each one. Today we are concentrating on the third generation, the "Mako Shark" era. Built from 1968 to 1982, many of the C3 'Vettes are affordable, fun and widely obtainable. Here are a few we saw at Mecum's June 24–25, 2011, all-Corvette sale at Bloomington Gold in St. Charles, Illinois.

LOT 41
1977 Chevrolet Corvette Coupe
SOLD AT \$11,130

Finished in light blue over blue leather interior, this '77 is powered by the L48 350-ci,



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MARKETWATCH

180-hp V-8 with automatic transmission. This matching-numbers example is equipped with factory air conditioning, tilt and telescopic steering, power windows, cruise control and aluminum wheels. The car shows well on the outside, with very good paint and with its oh-so-'70s raised white-letter tires. The steering wheel leather is mottled with some color variations, while the seats, console and dash look good. The price of entry



1978 Chevrolet Corvette
Indy Pace Car Coupe

remains low on many C3s, and this "I love the '70s" example could make the perfect

first collectible or first Corvette for just about anyone.

LOT F70

1978 Chevrolet Corvette Indy Pace Car Coupe
SOLD AT \$15,370

In 1978, all Corvettes were coupes, and 6,502 of them were Indy 500 Pace Car replicas. All are black and silver with a coordinated silver leather interior, and quite a few are powered by the L82 350-ci, 220-hp V-8 and automatic transmission. This one is also equipped with air conditioning, original AM/FM 8-track stereo, tilt and telescopic steering, cruise control, power windows, power door locks and its original smog pump. Showing 42,000 miles the seller believes to be actual, this very original example has been with this owner since 1987. For a while the market was flooded with these Pace Cars, including quite a few with almost no miles. Now most of the offerings are low-miles examples. The is one is a bit of a bargain.

LOT F61

1981 Chevrolet Corvette Coupe
SOLD AT \$10,000

This Charcoal metallic coupe features mirrored T-tops over gray leather and is powered by the 190-hp L81 350-ci V-8 with automatic transmission. A close inspection shows a few filled-in chips to otherwise excellent paint. The exterior trim and glass look good, but some gaskets have started to dry out. Inside, it's not quite as nice, barely making it to "good" condition, although with 74,300 miles, wear should be expected. This Corvette is well equipped, with all the usual power and luxury options, including the new-for-1981 six-way power driver's seat. The downside for this generation of Corvette is the "Darth Vader's helmet" look, especially in dark hues. Or is it an upside? Either way, at 10 grand, it's hard to go wrong with a running, driving and well-equipped 'Vette.

To see where C3 values have been in past years, go to hagerty.com/marketwatch-winter2011.

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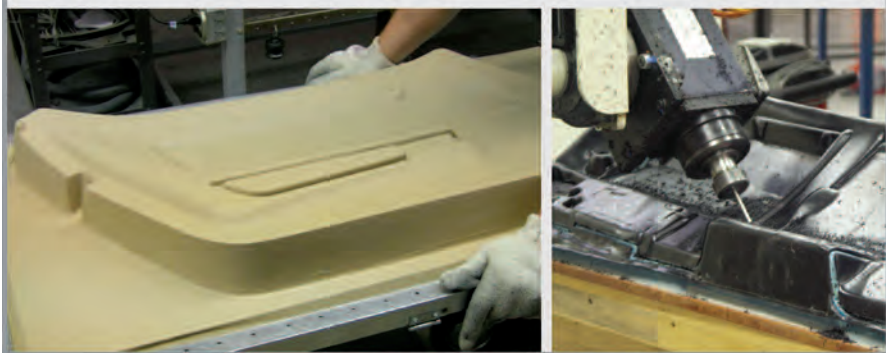
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Richard Dove teaches automotive trim at McPherson College, which is a prime training ground for those stepping in to replace veteran craftsmen as they age and retire.



McPHERSON COLLEGE

England for everything from metal work to auto instrument, interior and dashboard building. "But these guys are 60 to 75 years old, which means I see vendor problems in the coming years and career opportunities in the future, absolutely."

No Skills, Big Problem

Brian Joseph, the Detroit-area owner of Classic and Exotic Service (classicandexotic.com), is widely known for his concours-quality restorations. And while he sees young people increasingly interested in historic vehicles, he bemoans the lack of skilled workers available to service potential new customers.

"These days, there are very few people out there who are capable of doing anything," he says. After 30 years in the business, Joseph employs 30 people, claims the largest inventory of Duesenberg parts in the world, and specializes in the restoration and maintenance of any and all pre-war vehicles. Before the economic collapse, Joseph says he couldn't keep up with the restoration work coming into his garage. But over the last couple of years he has seen a shift in the work being requested. "Car use seems to increase when money is tight, so now we do a lot more maintenance work," he says.

One thing that hasn't changed is his need for good employees who have what he calls "deep skills," and he laments an educational system that turns out psychologists and lawyers by the thousands but can't give him any of the highly skilled craftsmen he needs to run his business.

"I'm looking for a CNC milling operator right now," he says, "but I can't find anyone to fill the job." He has been active in his search, too, placing ads and scouring popular job-seeker websites looking for anyone with the skill set he needs. At last count, he was still unsuccessful despite letters of interest sent to at least 15 candidates.

Filling the Education Gap

Brian Martin is the Director of Automotive Restoration Development at McPherson College in Kansas, the only four-year, accredited institution in the world specializing in developing students who can perform these highly skilled



CARL HEIDEMAN, ECLECTIC MOTORWORKS

Old Masters, NEW AGE

In the first of a multi-part series examining the highly specialized skills associated with restoring and maintaining historic vehicles, the HVA explores the current availability of master restorers. Are the true craftsmen retiring and passing on faster than new talent is coming along? What are the dying specialty trades, and what will it take to ensure that young people are attracted to and trained to perpetuate skills that in many cases date from the 19th and early 20th centuries?

BY BOB BUTZ

The collector car world is aging, and if you're one who believes the business of fixing and restoring these cars is akin to a dying art, you may be right, though it's not for the reasons many people think.

"I honestly don't see my customer base shrinking, but finding skilled employees to do the restoration work is definitely a problem," says Tom Metcalf, owner of Safety Fast Restoration (safetyfastrestoration.com).

Arguably the top restorer of pre-war MGs in North America, Metcalf currently boasts a two-year backlog of work and employs five full-time workers at his shop in Mansfield, Ohio. "Nowadays, vocational automotive students are taught more about body shop repairs and collision-related needs, and I can't hire them because the aptitude simply isn't there."

Metcalf specializes in 1930s-era MGs and relies on a network of subcontractors in both Ohio and



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A toolbox on your wrist. It will keep you on schedule, but the Colossus Hybrid is about much more than time. The imposing case features a rotating gunmetal bezel that frames the silver, black and yellow face. You'll find a battalion of digital displays on the dial arranged behind a pair of luminescent hands and a bold yellow second hand. Powered by a precise

quartz movement, the watch is doubly accurate in analog and digital mode. And it's packed with plenty of handy extras including a bright green EL back-light for enhanced nighttime visibility, a tachymeter along the outer dial and a full complement of alarms and split-second countdown timers. The Colossus Hybrid secures with a folded steel bracelet that highlights a row of striking dark center links. It's a rugged watch that's more than ready for your daily grind.

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Carl Heideman (above and center) has the knowledge to repair and fabricate sheet metal panels, but he also offers seminars at his Eclectic Motorworks. If not for instructors like McPherson College's Roger Stout (right), students might not have the skills to rebuild older engines like this side-valve unit.

jobs—the sort of craftsmen desperately needed by restorers like Metcalf and Joseph.

McPherson's automotive restoration curriculum is currently at capacity with 115 students enrolled (mcpherson.edu). "We have more people calling looking for graduates than we have students to send out into the work force," Martin says. "For a McPherson graduate it really boils down to what you want to do and where in the country you'd like to work."

Martin agrees that the current economic cli-

mate has inspired many people to pursue "alternative" education and careers they might not have considered otherwise.

"We've seen growing interest among traditional students in the field of auto restoration, including a wave of non-traditional students. Among them, the recently unemployed and older persons looking for a satisfying career after retirement."

The two skills in highest demand right now, according to Martin, are automotive woodworkers and trim specialists, the same two areas that worry MG restorer Metcalf the most.

The Demand for Dying Skills

Automotive woodworkers and interior trimmers aren't the only specialties where demand outstrips supply. With each passing year, fewer people can pour Babbitt bearings, duplicate a radiator from

scratch, form sheet metal with hammers or an English wheel, or cut and stitch interiors of leather or broad cloth. For the owners of mass-produced cars the problem isn't quite as acute, as many components and assemblies can be ordered from a number of sources. But if you need new upholstery for a Hupmobile, bearings for a Brush, body wood for a Riley or a radiator for a 6C Alfa Romeo, you'll need a specialist.

Where these craftsmen will come from is still anyone's guess. But one thing is certain: As long as value is placed on historic vehicles there will be a need for creative and passionate people who can preserve them and keep them running, all while enjoying a satisfying career in the process. And it is part of the HVA's mission to work to support educational institutions and encourage businesses to offer apprenticeships and on-the-job training.

Primary Accomplishment: Publishing deserving books on automotive history and racing while actively working to promote an interest in historic vehicles in the next generation.

A past president of the Larz Anderson Museum and the Society for Automotive Historians, Joe Freeman turned a passion for automotive writing, vintage Indy cars and racing history into one of the most distinctive small publishing businesses in America. Of the 19 current automotive titles found in the Racemaker Press catalog, five are for young people: *Paddy's Racing Potato*; *Nuvolari and the Alfa Romeo*; *Jimmy Murphy and the White Duesenberg*; *Three to Go Mario*; and, just in time for Christmas, Tom Saal's *A to Z of Auto Racing for Boys and Girls*.

Do you know any special people, clubs or charities acting on a grassroots level to safeguard and promote the future of historic vehicle ownership? If so, please drop us an email at newsletter@historicvehicle.org. Please include your name and contact information, along with a brief description of why you believe your nominee deserves special recognition.



Joe Freeman's Racemaker Press brings a passion for historic vehicles and vintage racing to children's books.

Name: Joseph Freeman
Position: Publisher
Organization: Racemaker Press, racemakerpress.com

Cheers!

In September, the Founders of the Fairfield County Concours (fairfieldcountconcours.com) presented Hagerty Insurance CEO McKeel Hagerty with their "Sharing the Passion" award, in recognition of his efforts to establish an automotive preservation infrastructure with groups like the HVA, Operation Ignite! and the Collectors Foundation. The annual award recognizes select members of the automotive community who demonstrate innovative ways to support and promote historic vehicles.

John Shuck (left) presents automotive journalist Peter Egan (center) and McKeel Hagerty with the "Sharing the Passion" award.



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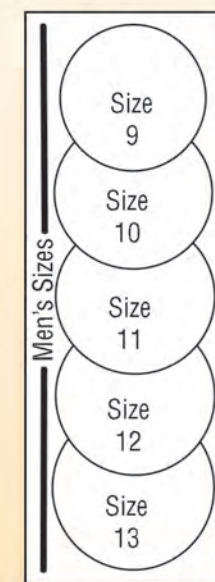
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PHOTOGRAPHY BY JEFF GREENFIELD

Jeff Greenfield built his Stockbridge, Massachusetts, garage (left) to work on cars like his own Ferrari 308, but neighbors said he was running a business. After many months and hefty legal expenses, Greenfield and the town settled their disagreement. With certain limitations, Greenfield has regained the right to work on friends' cars inside his garage.

What's Your Story?

Remember Jeff Greenfield ("The Stockbridge Garage Incident," *Hagerty* Fall 2010)? He went to court because his neighbors wrongly accused him of running a commercial business in his own garage.

Did you know that Woodward Dream Cruise attendees have reported being unfairly targeted and ticketed by area police? That West Coast car

clubs have seen permits denied for gatherings and shows? That just this past summer, Deltona, Florida, officials effectively outlawed vehicle repairs at private homes, unless the vehicles belong to people living at the address?

Do you live in a place with unfriendly automotive laws? Are you a member of a club that has been impacted by local ordinances and re-

strictions that make it difficult to enjoy the cars you love? Go to Facebook (facebook.com/HistoricVehicleAssociation), tell us your story and see what other Hagerty members are saying. While you're there, click the "Like" button and ask your friends to do the same. And if you don't use Facebook, send us an email at legislative@historicvehicle.org.

ETHANOL: By the Numbers

\$23,000,000,000

Amount spent on ethanol subsidies since 2005. (Source: Congressional Budget Office)

\$12,000,000

Amount spent in the first quarter of this year for lobbying the ethanol subsidy issue in D.C. (Source: First Street by CQ Press and OpenSecrets.org)

\$2,000,000,000

Estimated amount of money it will cost to install separate E15 "blender pumps" at gas stations to avoid mis-fueling. (Source: American Coalition for Ethanol)

\$168,000,000,000

Amount of additional federal appropriations for infrastructure investment needed to meet the current ethanol production mandates under federal law. (Source: U.S. Department of Agriculture and *Scientific American* article, July 28, 2011)

0

Number of current pipelines capable of safely transporting ethanol-blended fuel. (Source: ethanoltoday.com)



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Is Your State Unfriendly to Historic Vehicles?

What are the best and worst states when it comes to the rights of historic vehicle enthusiasts? In the August 2011 edition of the HVA e-newsletter, we asked people to tell us in an online survey.

While several responders bemoaned the lack of ethanol-free gas stations in their state of residence—a common problem nationwide—most gave high marks to their respective home

states when it came to plate registration fees and use restrictions.

Oregon residents liked their one-time \$60 license fee for vehicles over 25 years old. Oklahoma and Missouri responders liked that they could still find ethanol-free, premium unleaded fuel at the pump. Despite a personal property tax (capped at \$500), several Connecticut residents praised “a registration system

friendly to antique and classic cars” and no emissions testing.

Texas was voted “most friendly” for its inexpensive registration fees and generally liberal use restrictions. Not surprising, California was voted “most unfriendly,” with complaints from the Golden State mostly centering around increased fees for historic vehicle license plates, mounting emissions restrictions, and a generally hostile political climate that makes it feel—as one reader put it—“like the state would prefer just to scrap older cars” rather than preserve them.

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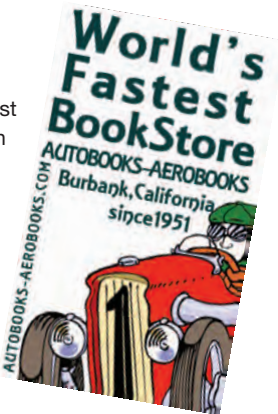
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Not only does Joe Glazenski have a relatively rare 1990 Mustang LX Limited Edition, he has all the documentation stating it was part of a stillborn 7UP® promotion.



Horse of a Different Color

Collector cars come in all shapes and sizes, and this 1990 Special Edition Mustang convertible is proof they don't have to cost big bucks. BY JONATHAN A. STEIN

JOE GLAZENSKI never thought of himself as a party animal, but for him cars seem magically to appear at parties. In the mid-1990s, he was at a New Jersey shindig with college friends when he heard about a 1966 Mustang down the street; he's owned it ever since.

In 2003, Glazenski—32 at the time—wanted a fun convertible with room for his wife and young son. As he explained, “People collect what they remember, and I remember seeing teachers with the 1988 and 1989 Fox-platform Mustangs and that 5.0 badge on the fender. When it was time for a second fun car, it had to be something I remembered and grew up with.”

The Pennsylvania physical therapist wasn't making much headway in finding a Mustang GT convertible, when he and his wife took their son to a family party in Allentown. He picked

up a local newspaper and spotted an ad for a 1990 Mustang LX convertible with only 29,000 miles. Within minutes, he was on his way to see the retired police officer who had bought the car new.

Gorgeous in Deep Emerald Jewel Green Metallic with white top and interior, it featured the high-output 5.0-liter engine and automatic transmission. Glazenski loved the pristine unrestored car, but was curious about the GT alloy wheels, which the owner insisted were original. Smitten, he headed to the bank and then a notary public to transfer the car's paperwork. By the time Glazenski returned to the party, the Mustang was his for a mere \$7,200.

The green beauty turned out to be one of 4,102 special editions for the 1990 model year (the wheels were the giveaway) intended for a

stillborn 7UP®-sponsored college basketball promotion. The company channeled cars to 30 lucky employees and the rest were sold to the public—all finished in that rich metallic green.

There may have been tens of thousands of Mustang convertibles built in 1990, but as they go, this one is relatively unusual and still has but 38,000 miles on the odometer. With the exception of adding a cold-air box to boost horsepower, Glazenski has only replaced the battery and tires and changed the plugs and wires. What he loves best about it is how user-friendly it is: “Thanks to fuel injection, you put in the key and it cranks the first time.”

Glazenski is convinced—and rightly so—that 5.0-liter Mustangs are virtually impossible to beat as first collector cars. They're fast, good looking, have widely available parts and are incredibly affordable. He also thinks they're significant because “this is the car that pulled the Mustang out of the Mustang II era.” But most importantly, he asserts, “I'd feel comfortable jumping into this car and driving to Florida—with the top down.”

PHOTOGRAPH BY JONATHAN A. STEIN; 7UP IS A TRADEMARK OWNED BY THE DR. PEPPER SNAPPLE GROUP.

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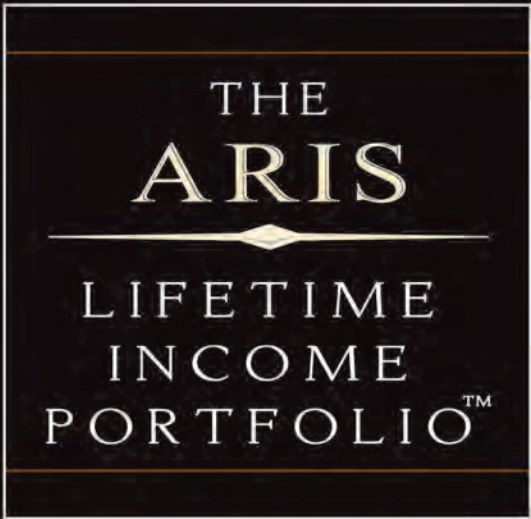
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