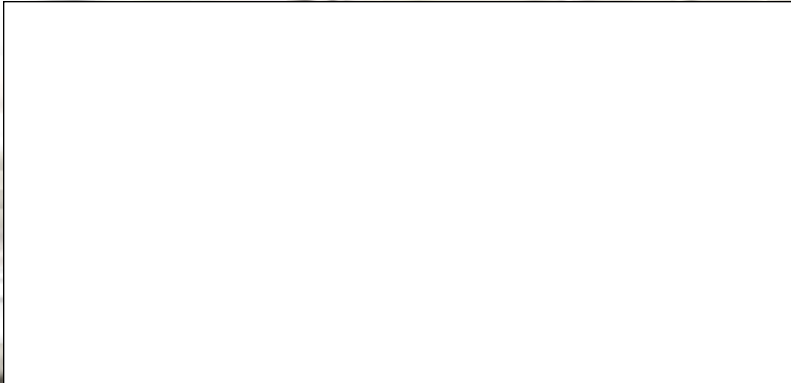
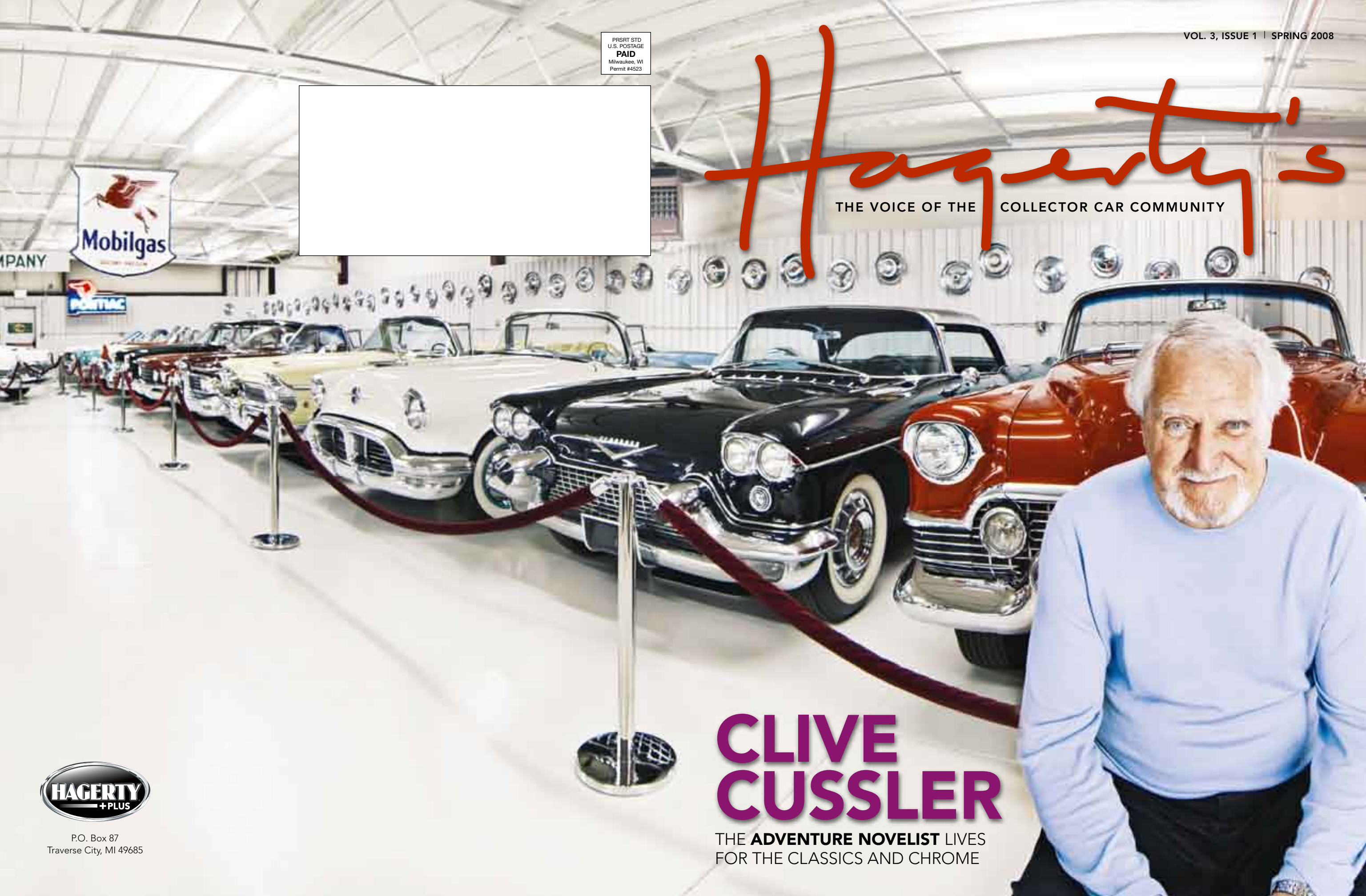


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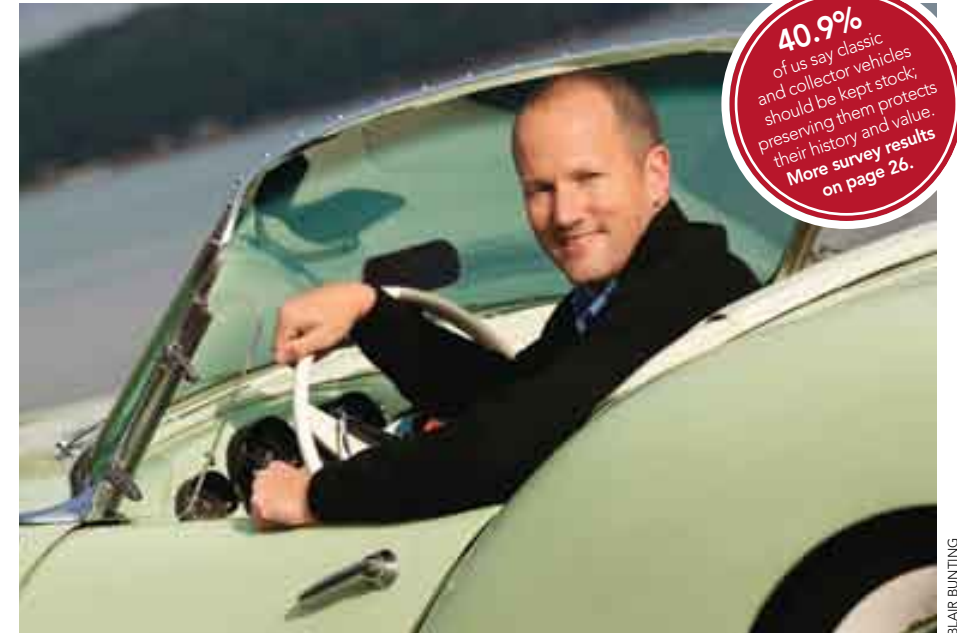
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BLAIR BUNTING

A Year of Milestones

IT'S ANOTHER NEW YEAR ALREADY, but as I write this I can't help but look back on the year just past. We saw some major milestones like the 75th anniversary of the '32 Ford and the 50th anniversary for the '57 Chevy. We saw the oldest surviving Rolls-Royce, a 1904, sell for \$7.28 million at a December Bonhams auction. We saw a collector car show in Baghdad, of all places. So the collector car world is definitely on the map.

Despite a roller-coaster stock market and a low value for the dollar, the hobby held strong in 2007, and we expect another solid growth year in 2008.

For a deeper perspective, see our annual state of the hobby story on page 22, written by Dave Kinney. He explores the trends and analyzes what they mean for us down the road. The piece also includes highlights of the annual Hobby Survey administered by Hagerty, a looking glass aimed back at us — how we got into the hobby, what sustains our interest and how we feel about some of the major issues in the hobby, among other things.

In this issue, you'll also enjoy a personal tour of one car guy's collection, that of best-selling adventure author Clive Cussler. We ventured to suburban Denver to view his stunning array of classics and 1950s American in the Cussler Museum. We learned not only how Cussler acquired many of these treasures, but also how he managed to work many of these cars into cameo roles in his Dirk Pitt novels. While celebrity ownership can often enhance a car's value, it will be fascinating to follow the fortunes of these cameo cars in the future now that they've been immortalized in Cussler's novels.

Finally, Mick Walsh from Britain's *Classic & Sports Car* gives us an insider's look at some of the major events happening in Europe this year, including how to make plans to attend. Having been to a number of these events myself, I can't think of a better reason to plan a 2008 vacation. Maybe we'll see you there.

McKeel Hagerty

McKeel Hagerty

FEATURES



Author Clive Cussler, seated on the running board of a '32 Stutz Speedster, enjoys his toys in the garage area of his museum.

14 Classic Cussler

Whether it's for shipwrecks or magnificent old cars, noted author Clive Cussler lives for the hunt. He takes us on an adventure at his museum in Arvada, Colorado.

22 State of the Hobby

The collector hobby continues to gain momentum, but what's driving its growth? We take a look at the state of the collector car hobby as we head into 2008.

28 Europe's Must-See Historic Events

Planning an automotive holiday to Europe? Be sure to check out Mick Walsh's top-10 historic event picks before jetting off.

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Q My wife and I are planning an overnight excursion. What can we do to keep the risk of parking at hotels to a minimum?

A Staying at a bed and breakfast (B&B) is a smart idea. It helps give you better control over how many "strangers" have access to your vehicle. BnBfinder.com is an excellent resource for locating B&Bs across the country. If a B&B isn't an option, call ahead to the hotel at which you're considering staying to make sure they have a well-lit parking area (and preferably one that is monitored by security).

You may also want to consider installing a battery shut-off switch.

Q What recourse exists when you purchase a car based on an appraiser's evaluation only to discover that he or she overlooked several problems, resulting in an inaccurate evaluation of the vehicle?

A You can contact the appraiser directly to discuss. If that gets you nowhere, you can lodge a formal complaint with the Better Business Bureau in the state where the appraiser

resides or works. You also can seek legal counsel to review the appraisal agreement and see if it would be an option to sue the appraiser for what appears to be a very poor job done and, possibly, a breach of contract.

Q What's the best way to proceed with purchasing from a seller who has an outstanding lien on a vehicle?

A See if the lien is from a local office. If so, have the seller prearrange the transaction at the lien holder's office to resolve the

lien and transfer the title at the same time. Otherwise, you may have to utilize a notary public to witness a document stating the lien will be resolved and the title will be signed and mailed within a specified amount of time.

Most important, get everything in writing. Be sure that the lien holder indicates that he or she will be clearing the lien and have the state forward a clear title to you. Also, if you know the name of the bank, call to explain what is happening (i.e., that you're buying a car with their lien on it) and verify what is expected and where to go first.

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1955 Studebaker Speedster

Bill Clark persevered after his friends laughed at him for buying a '55 Studebaker Speedster, one of 2,100 built. He discovered more rust than expected and missing chrome, but couldn't give up on resurrecting it. It even survived a flood in the body shop. After completing the restoration, Clark entered the vehicle in the Windsor, New York, show where he first saw it on a trailer five years earlier. It won Best of Show.



1969 Pontiac GTO Judge

This numbers-matching '69 GTO Judge went through a four-and-a-half-year frame-off restoration. Since its completion last June, it's won three out of three shows. Owner Keith Francis has been offered as much as \$125,000 for it. "It's nice for the ego," he says, "but no amount is sufficient to part with my dream GTO."



1948 Oliver HG Crawler Tractor

Tractor enthusiasts may recognize this Oliver Crawler from the 1998 Buckley show calendar in which it appeared after a two-year restoration. Owner Bob Doorlag and his son Chad restored or replaced every part, finishing it off by painting the tractor its original green color. "It was a good father-and-son project," Doorlag says. "Chad learned a lot in the process."



1970 Karmann Ghia

After restoring a Volkswagen Beetle, Mel Pernice wanted to try his hand at something more challenging. A '70 Karmann Ghia met that requirement, even prompting Pernice to take welding classes. Bodywork alone required three of the four years to complete the project. Pernice also rebuilt the engine to original specifications. He now enjoys the results of his efforts during summer leisure drives.



1929 Chevrolet AC International Coach

Wayne Janvrin purchased this Chevrolet International Coach two years ago after the previous owner completed its restoration, which began in 1996. The previous owner's skills as a machinist allowed him to make whatever parts he couldn't find. While he has since passed, his restored piece of history is in good hands and will be well taken care of.

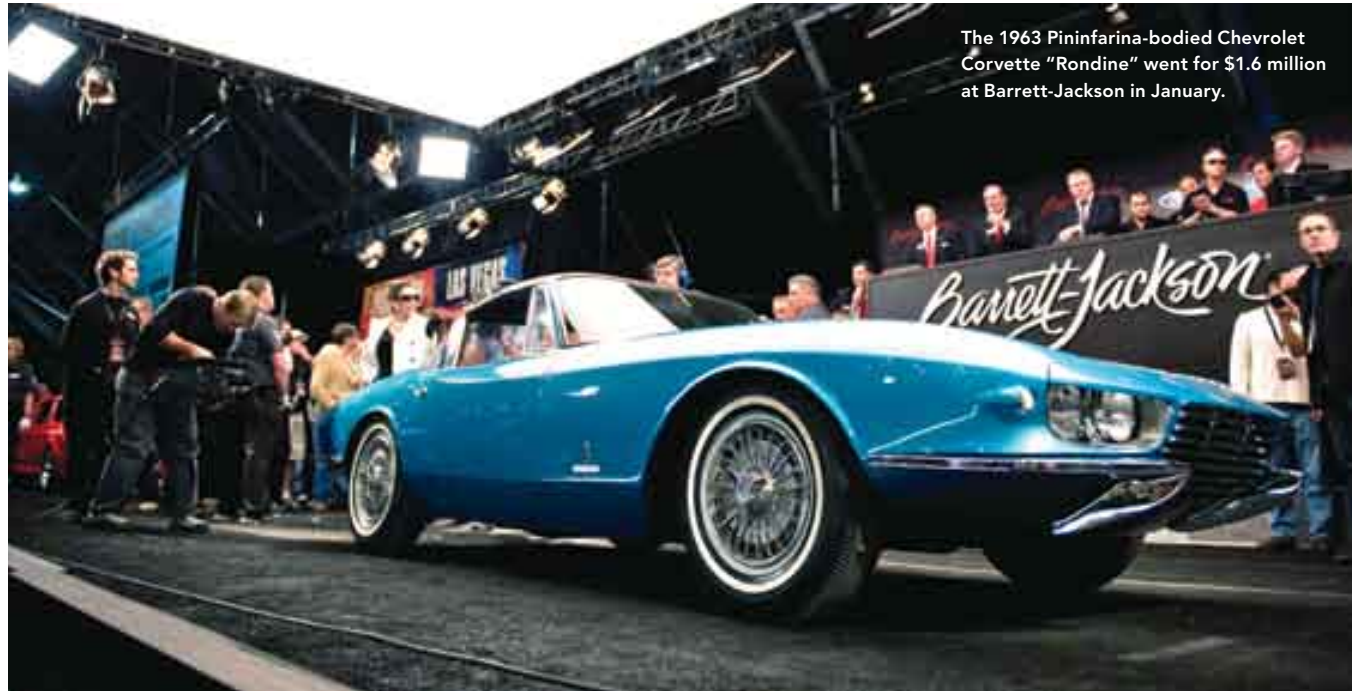


Send your best "before & after" photos, along with a short description of the project, to photos@hagerty.com and you may see it featured on these pages. Don't see your submission in the magazine? Check the Hagerty Web site. Log on to hagerty.com, click on Hobby Information Center, scroll down to the Resource Center and click on Project Profiles under Restoration Center.

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The 1963 Pininfarina-bodied Chevrolet Corvette "Rondine" went for \$1.6 million at Barrett-Jackson in January.

BLAIR BUNTING

ON THE BLOCK IN ARIZONA

January auctions give a glimpse of the 2008 market

THIS YEAR'S BARRETT-JACKSON Collector Car Event in Scottsdale, Arizona, was fascinating on a number of fronts — from watching celebrities check out the vehicles to trying to guess what each of the 1,163 collector cars sold would fetch before it crossed the block.

Despite a slowing economy, Barrett-Jackson (barrett-jackson.com) racked up \$88 million in sales, with the 1963 Pininfarina-bodied Chevrolet Corvette "Rondine" garnering a \$1.6 million hammer price — the highest of the auction.

Newcomer Gooding & Company (goodingco.com) sold more than \$21 million

worth of collector cars in one day at its debut on the Arizona circuit. Highlights included a 1959 Ferrari 250 GT California Spider that went for \$3.3 million — the top sale of the week.

Russo and Steele (russoandsteele.com) also enjoyed a solid event, with a \$19.8 million sale that saw 61 percent of nearly 500 collector cars sold. RM's (rmauctions.com) sales exceeded \$26.7 million for 88 vehicles, with six going for more than \$1 million. A clear increase came from Silver (silverauctions.com), which climbed to \$6.3 million in sales from \$4.9 million last year.

Veteran auction analyst Dave Kinney says the sales show the market has resilience.

"Certain cars have taken a dip but not a plunge," he adds. "It's a market correction, not a panic."

Kinney notes that the country's mortgage crisis and decline in the housing market have had some effect. "The refinance money that came into the market may have driven it for the last several years," he says. "Now, people are feeling less prosperous because they have less equity in their homes."

While some may perceive the market as slowing, it's far too early to preach such doom and gloom, especially when the overall take for all January Arizona sales is actually up slightly from 2007.



Gooding & Company, Silver, Russo and Steele, and RM (shown above, left to right) all turned in solid results at their Arizona auctions in January, offering collectors and enthusiasts reassurance that the market remains strong.

CALL FOR ENTRIES



CLUBS NEEDED FOR YOUTH MODEL BUILDING CONTEST

A NATIONAL MODEL BUILDING contest kicking off in March will give young people a thrilling hands-on introduction to the car hobby. Hagerty will provide 350 plastic models to car clubs nationwide. The clubs will be asked to distribute the "skill level 2" model kits to young people in their area and select the best-constructed model from among their participants. The winners from each car club will be judged online at hagerty.com, with the top-five models from the online judging and their builders traveling with a legal guardian to Monterey, California, in August for final judging.

Is your club interested in participating? Visit hagerty.com and click on the Model Building Contest button or contact Rory Carroll at advocacy@hagerty.com for more information.

COLLECTORS FOUNDATION SURPASSES \$1 MILLION MARK



The Collectors Foundation wrapped up its third official year as a 501(c)(3) public charitable foundation by awarding \$296,429 in 2007. Since its inception in 2003, the Foundation has contributed more than \$1.14 million to the cause of building the next generation of collector enthusiasts. For more information, visit collectorsfoundation.org.

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SPRING'S TOP SHOWS

AS SPRING FEVER starts to sweep the country, it's time to take in a few of the numerous shows and auctions happening this season. We've narrowed the list to a few of the most prestigious and celebrated must-see events, but you'll find a more comprehensive listing of events at hagerty.com.

April 4-6
Southwestern Muscle Car Nationals
 Albuquerque, New Mexico
swmusclecarnats.com



April 23-27
Spring Carlisle
 Carlisle, Pennsylvania
CarlisleEvents.com

May 3
Legend of the Motorcycle International Concours d'Elegance
 Half Moon Bay, California
legendofthemotorcycle.com

May 24-26
Newport Concours d'Elegance
 Newport, Rhode Island
thenewportconcours.org



June 1
The Original British Car Day
 Adamstown, Maryland
chesapeakechaptermgtclub.com



Client Bruce Weiner (shown left) is one of two real-life collector car owners featured in the Hagerty "Car Guys" ads.

Are You the Next Hagerty 'Car Guy?'

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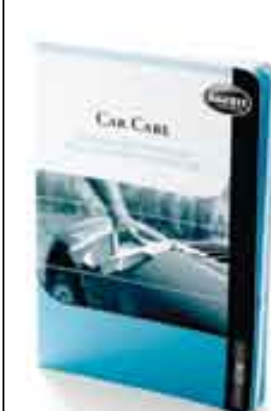
Inspired by the idea of sharing clients' stories with a bigger audience, Hagerty has created a series of ads featuring real-life collector car owners. The first two "Car Guy" ads featured clients Bruce Weiner and Chic Kleptz. While in the midst of searching for a third client ad star, Hagerty noticed an interesting trend: Clients were beginning to send their own "Car Guy" stories in without any prompting.

That's where you come in: We want to know what makes you ride with Hagerty. Do you have a rare or unusual vehicle covered

by our Agreed Value policy? Have you called on Hagerty Plus for a middle-of-the-night tow, or the Hagerty Concierge Service for assistance in locating a hard-to-find part? Share your story and you could be featured in an upcoming Hagerty "Car Guy" print ad.

Send submissions to ideas@hagerty.com, or Hagerty Insurance Agency, Attn: Marketing, P.O. Box 1303, Traverse City, Michigan 49685-1303. Entries should be 300 words or less and must be postmarked by March 30, 2008. Hagerty will contact those selected to appear in an ad for more details. Visit hagerty.com for a complete list of Hagerty "Car Guy Search" rules.

NEW GUIDE OFFERS CAR CARE TIPS



CLEANING, WAXING AND DETAILING the family car can be a chore. However, when it comes to caring for your collector car, those same tasks can be both relaxing and gratifying. But that doesn't mean there's not work involved. You still need to carefully select car care products and learn proper techniques — and a new Hagerty Glove Box Guide can help make that a little easier.

Car Care: Cleaning, Protecting and Detailing Your Collector Car, based on *Griot's Garage: A Detailer's Handbook* (griotsgarage.com), written and researched by Mark Greene and Richard Griot, covers the fundamentals of wheel and tire care, safe drying, and polishing, among other things. The new Hagerty guide is available for \$14.95 at shop.hagerty.com or by calling 888-310-8020, option 2.

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



1957 Corvette, two tops, 283-245 hp, (2x4's), 3 speed. Venetian Red with Red interior. Restored with beautiful new paint, interior, top, chrome. Aluminized exhaust, hubcaps, and 6.70x15" wide white tires. From California.



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



1962 Corvette, 327-250 hp, 4 speed. Almond Beige with Red interior. Body-off restored. NCRS Top Flight and Bloomington Gold! T-10, Wonderbar radio, aluminized exhaust.



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



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



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



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



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



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



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



1967 Corvette Coupe, "EXPO 67", 427-435 hp, 4 speed, 40,000 actual miles. Marlboro Maroon w/Black interior. Bloomington Special Collection, Bloomington Gold certified, NCRS Top Flight certified, NCRS Duntov award, Gold Spinner award, Triple Crown award. Documented. "Maple Leaf Milestone"



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



1969 Corvette Convertible, 427-435 hp, 6,000 actual miles. Cortez Silver. Bloomington Survivor® and Bloomington Silver awards. Power steering, brakes, windows, tilt-n-telescopic. Three inch 3 ring binder full of owner history, P.O.P., shipper copy.



1969 Corvette Coupe, L-88, 4 speed, 12,000 actual miles. Fathom Green w/Black interior. Original, unrestored, unmolested in excellent condition. Factory sides, power brakes, J-56, M-22, F-41, 4.11 posi, tilt-n-tele., smog system, tank sticker, Corvette order copy, warranty book/P.O.P.



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

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PORCELAIN PETROLIANA

Service stations are a thing of the past, but their signage lives on

••• By Carl Bomstead

EDITOR'S NOTE: This is the first of a two-part series about petroliana. The second installment will appear in the next issue of *Hagerty's*.

THERE WAS A TIME in the not-so-distant past when service stations were on the corners of almost every major intersection. They earned your business with a nattily attired attendant who would greet you with a smile and, while filling your tank, would wash the windows, check the oil and even check the air in your tires.

Service stations also attracted a motorist's attention and patronage with bold and striking signage. Mobil customers always knew they would be well cared for when they saw the sign with the Flying Red Horse. Likewise Shell and Standard Oil customers were assured of the expected high level of attention when they saw the signs with their favored company's logo. Today these same signs are becoming increasingly popular — and valuable — as car collectors decorate their storage areas with "garage art."

Stations used a variety of different signs to advertise their products. Curb signs were on the street, pump plates were on each of the various pumps and larger signs were on the service station itself. Neon was available in the United States

after 1926 and was often used to make a bold advertising statement in the evening hours.

The vast majority of the service station signs were made of porcelain, owing to its durability. The various colors on these signs were liquefied powders that were applied in layers and baked in high-temperature ovens between color applications. There is shelving or a distinctive layer between the colors and many of the more desirable signs have as many as seven colors. The backs of the early signs are very sloppy in appearance, as they were moved in and out of the ovens and work areas. Reproduction signs, which are becoming more plentiful, as values of originals escalate, are usually flat with little shelving and smooth backs.

The value of vintage service station signs has been increasing dramatically in recent years. Pump plates, which make an attractive grouping

when displayed together, range in value from a few hundred dollars to several thousand dollars for those from obscure brands with distinctive graphics and unusual die-cut shapes.

Larger ornate ones, often with neon, can command well into five figures. A collection of vintage petroleum signs, as with any other investment, represents a sizable asset and should be insured against loss.

Buying and selling porcelain signs requires some legwork. Networking at major swap meets and "gas bashes" will expose you to those who are actively dealing with vintage service station advertising. Online auctions also are fertile ground, but beware of reproductions and check the "feedback" before completing a transaction.

In the next installment, we'll talk about gas pumps and globes that once stood as proud beacons at your local service station.



PHOTO COURTESY OILSIGN.COM

AMERICAN DREAMBOATS

••• By Keith Martin and the staff of *Sports Car Market*



Clockwise from top: a 1962 Lincoln Continental, a 1973 Chevrolet Caprice Classic two-door convertible V-8 and a 1976 Cadillac Eldorado convertible.

FORD MOTOR COMPANY, CIRCA 1962

While 1950s convertibles have enjoyed serious appreciation of late, there are still some bargains to be found among American ragtops of the 1960s and 1970s.



GM MEDIA ARCHIVES (2), CIRCA 1973 AND 1976

1971-76 CADILLAC ELDORADO

The Eldo was redesigned for 1971 with a pinched waist and a massive hood that housed a 500-cubic-inch monster. Its swoopy long hood/short deck styling has undeniable appeal.

The 1976 model year was the last for convertible production. In fact, it was the last American convertible to be produced for about seven years. The final 200 "Bicentennial" Eldorados were snapped up quickly and owners hoping to cash in put many away.

Various 1976 Eldorados with less than 100 miles turn up at auctions from time to time. The record price is about \$42,000 — reasonable for an essentially new Cadillac convertible. Ordinary examples can go anywhere from the mid-teens to the low 20s. If you can tolerate single-digit gas mileage, a '70s Eldorado convertible offers a lot of swagger for comparatively little money.

1961-67 LINCOLN CONTINENTAL

The Continental stands out in this crowd for several reasons: It's the only four-door convertible and it's an icon of style and good taste from an era when both were less common.

The 1961 Continental featured slab sides and relatively subtle details that stood in stark contrast to typically flashy 1950s Americana. The rear "suicide" doors were a unique feature. As expected, power came from one of two massive V-8s.

Continental is very expensive cars to restore, so it's best to find one where the work has already been done. Prices are no longer stagnant and have been on the upswing lately, and the market seems to be struggling to find its new level. Our sense is that a nice car purchased for less than \$50,000 should be considered well bought.

1973-75 CHEVROLET CAPRICE CLASSIC

In 1971, GM redesigned its full-size cars with a more rounded look that was in vogue. Make no mistake, these are still huge cars, but pollution controls and fuel economy concerns meant that performance was a shadow of what a V-8 Chevy from the 1960s would deliver.

The base engine was a two-barrel 350 that put out just 145 horsepower. Even the 454 could deliver no more than 215 hp. The intermediate choice, a 400, made about 180 hp. Fuel mileage was predictably abysmal, especially with the big-block.

Unlike the '76 Eldorado, the Caprice convertible expired (along with the Corvette convertible) with surprisingly little fanfare after the 1975 model year. Prices are still reasonable. Acceptable cars with lots of power options still change hands for less than \$10,000.

Classic Cussler

The noted adventure author crafts today's
best sellers, but loves the classics

Clive Cussler lives for the hunt.

He loves chasing down shipwrecks, lost aircraft, gold mines, historical myths and anomalies, great story lines and, oh yes, magnificent old cars.

Prolific? You be the judge. He has written 26 books, founded the National Underwater and Marine Agency (NUMA) — a nonprofit, volunteer foundation dedicated to preserving our maritime heritage through the discovery, archaeological survey and conservation of shipwreck artifacts — and even picked up an honorary doctorate from The State University of New York Maritime College along the way.

The fruits of his labors are as numerous as the marques in his garage, which include Bentley, Bugatti, Talbot Lago, Isotta Fraschini, Duesenberg, Cadillac, Hispano Suiza, Rolls-Royce, Packard, Voisin, Stutz, Cord, Pierce-Arrow, Allard, Marmon, Studebaker and Buick, among others. More than 70 of his collector vehicles are housed at the Cussler Museum in Arvada, Colorado, which we had the opportunity to visit in November — even receiving a personal tour from the man himself.

••• by Jerry Burton

••• photography by Roy Ritchie





“When the auctioneer said ‘Sold,’ I stood there and thought, ‘My God, what have I done?’ And then it hit me — I can afford it.”

Cussler, who looks the part of an author with his shock of white hair, ocean blue eyes and deep character lines, is not only one of the more prolific adventure writers on the scene today, but is a man who has elevated his cars to supporting roles in many of his books to date.

He is best known for his Dirk Pitt adventures, such as *Deep Six*, *Black Wind*, *Sahara* and *Raise the Titanic*. (The latter two were made into feature films.) He wrote *Black Wind* and *Treasure of Khan* with his son, Dirk, while cowriting other fiction and nonfiction works with several other authors.

For many of his works, the formula involves a “what if” alternate take on history or myth, with often-dire consequences. For Cussler, it adds up to multiple best sellers and the chance to realize his automotive fantasies.

Blown away by town cars

His vehicle collection is managed by his daughter Teri and housed in an industrial park just west of

Denver. After introducing us to Teri, Dirk and his other daughter, Dayna, Cussler proceeds to walk us through an impressive array of classic town cars, boat-tailed speedsters, European grand touring machines and finned '50s convertibles.

Town cars, however, are nearest to Cussler's heart. “Just about everybody has an instance in their life where they are touched by a car,” he says, “Like the guy in high school who dreams about owning a '57 Chevy Bel Air convertible and then at 45 or 50, rushes out and pays \$80,000 for one. When I was about 5 years old I was sitting on the curb in Alhambra, California, and this car went by and I was just agog because everybody had a Chevy or a Ford — but here was a town car with the chauffeur sitting out front in uniform. I was blown away by that.”

The impact of that moment can be seen today, as you stroll down the aisles of his collection. It is an exercise in sensory overload. One room holds a 1929 Duesenberg Model J-140, a 1932 Stutz

town car, a 1929 Packard runabout 640, a 1933 Lincoln KB12, a 1929 Isotta Fraschini, a 1948 Talbot Lago coupe, a 1938 Bugatti Type 57, a 1936 Pierce Arrow V-12 Berline with matching trailer and a 1906 Stanley Steamer.

Cussler pauses in front of a gorgeous '48 Packard Custom Convertible he acquired from a Denver man whose dad bought it new — or almost. It seems the man's father wanted a black Custom Convertible and couldn't find one at a particular dealership.

“As he's walking out the door,” says Cussler, “the dealership people tell him that they do have one. So they take him down in the basement and here's this Packard all covered up. The salesman says, ‘The car has been used, it's three months old and it belonged to a notorious hooker who was murdered in the car.’ The man says, ‘I don't give a damn, I want a black Packard,’ and he drove out of there with it.”

Although the first car that really captured

Cussler's imagination was that town car, his first car was a hot rod he bought while still in high school. He followed that with an old Auburn limousine. While Cussler cycled through a number of cars during these years, he wasn't in a position to maintain a collection — although he still sought interesting cars.

After serving in the Air Force during the Korean War in a nonflying capacity, Cussler co-owned a gas station in Southern California and bought a new Jaguar XK-120. He drag-raced it and used it to impress the girls, only to later trade it for a Nash Rambler station wagon, which allowed him to pay off some bills.

The collecting bug didn't bite Cussler until several years later when he worked in advertising, initially as a copywriter and then working his way up to creative director on several national accounts. He started writing novels in 1965, using his spare time on evenings and weekends. His first Dirk Pitt novel was published in 1973.

Feeding the fire

He bought the first car of his current collection in the 1970s after he published several books. “My wife and I were driving through the countryside and she says, ‘There's a '46 Ford club coupe just like the one you had in high school.’ I turned around and sure enough, it was for sale. I gave the guy \$600, and my son and I stored it out on the street.”

But it wasn't until 1977, after he hit it big with *Raise the Titanic*, that he truly arrived as a collector.

“I was driving in Buena Park, California, and I saw all these old cars and it was an auction — and I had never been to an auction before. I didn't sign up or anything, and this Hispano Suiza came up. I walked by and the bidding was up to \$35,000. I didn't know anything about it, but I thought that was cheap for that car since it was so beautifully restored. So I stood there and it went up to \$40,000 and eventually \$50,000. When the auctioneer said ‘Sold,’ I stood there and thought, ‘My God, what have I done?’ I've never written a check for more

than \$500 in my entire life. And then it hit me — I can afford it.”

Cussler never dreamt he would be so successful as a novelist. “Back when I started writing, my wife told me, ‘Don't get your hopes up; nothing will ever come of it.’” But success allowed Cussler to keep adding to his collection and, in turn, work his cars into cameo roles in his novels.

But because Dirk Pitt is really just an alter ego (the real Dirk, Cussler's son, was only 3 years old when the character was invented), the cars Pitt drives in the novels are the same cars that Cussler has acquired as a collector.

The Cussler Museum is divided into classics and '50s rooms. Visible in the foreground is Cussler's collection of Studebakers — a 1963 Avanti, a 1953 Commander and a 1957 Golden Hawk.



But how does he decide which car to put in which novel? “Just whimsy,” Cussler says. “My son, who is taking over most of the writing, has put my Rolls-Royce Silver Ghost in one and is putting the ’31 Auburn Speedster into the new one he is working on.”

Cussler also enjoys working himself into cameos in his novels. “It first happened in *Dragon* when Pitt drove the Stutz. He was at a concours and he walked over to the guy who had this car next to him and says, ‘Hello, my name is Dirk Pitt.’ And I’m typing away and the next thing I know the other guy says, ‘Hello, I’m Clive Cussler.’ And I thought, ‘Why did I do that? Oh well, I’ll leave it in for laughs.’ I got

and I’d maybe buy a classic and then I’d buy a Chrysler 300 or something. I wish I could explain the way I operate, but I can’t.”

His ’50s collection runs the gamut from a gargantuan ’58 Buick Limited convertible with continental kit to a gorgeous ’51 Hudson convertible, a ’57 Chrysler 300C hardtop, a ’58 300D convertible, a ’58 Cadillac Eldorado convertible, a ’53 Packard Caribbean and even a rare Mercury Monterey Woody wagon. Many other marques are represented, however, including Imperial, Studebaker, Pontiac and Oldsmobile.

Like many serious collectors, Cussler is often

600 letters about it because authors never put themselves into their stories. So, of course, I had to keep doing it. And now readers pick up each book and wonder where I’ll show up.”

Loving those big chrome barges

Walking into his room of long, low and wide ’50s American cars, Cussler explains why he collects them in addition to his classics. “I always loved the big ’50s, the big engines, the big chrome barges and all that. It’s strange, I would sit in an auction

obsessed with the ones that got away. “I’d love to have a Tucker,” he says. “And I can remember years ago at the Kruse auction in Scottsdale, Arizona, when a Tucker came across. It was up to \$35,000 and then my partner, Bob, said, ‘Why didn’t you buy that?’ And I said, ‘That’s too much to pay for a Tucker.’ And then I see one just went for \$700,000. I screwed up.”

Cussler makes it clear that he doesn’t buy cars for investment purposes and rarely sells any cars. The exception was a recent sale to RM Auctions



Clockwise from top left: Cussler takes his 1931 Auburn Speedster out for a spin near the museum in suburban Denver; a 1933 Cadillac Town Car; a 1959 Edsel from his ’50s collection.

of a Renault formerly owned by F. Scott Fitzgerald, as well as a 4.5-liter Bentley and a ’53 Buick Skylark. As for his shopping list, he’s now looking for a Packard Darrin and a Stutz Super Bearcat.

Cussler isn’t visible in the collector car community, although he occasionally drives his cars on semiannual visits to Colorado. (His primary home is in Scottsdale.) And he rarely shows his cars in major events, although he has brought cars to Pebble Beach and one of his Isottas won Best of Show at Amelia Island in 2006. “I won’t do a 100-point car,” he says. “I used to always get into arguments with my friend Otis Chandler. He always told me I painted my cars in too wild of colors. I told him I don’t care.”

“I’ve never been big on rallies, either. I don’t know why. I’m lazy, I guess. Another thing is that I look for shipwrecks, so when I’m not writing, that takes a lot of time,” he adds.

Cussler may have more opportunities to enjoy his cars in the future, as he plans to scale back his writing. “After 40 years, I’m burned out,” he says. “I’ve worked with my son and the other guys and I’ll edit and rewrite but I’m just not into it anymore.”

Underwater treasures

Cussler maintains his interest in shipwrecks, forged back when he was in the service over in the Pacific in the early 1950s.

His most significant find might have been the Civil War submarine the *Hunley*, but he’s also proud of discovering the *Carpathia*, the ship that picked up the *Titanic* survivors only to be torpedoed by a German submarine in July 1918.

His underwater holy grail is the John Paul Jones Revolutionary War ship the *Bonhomme Richard*. “I’ve always said that if it’s lost, I’ll look for it,” Cussler says. “It’s a great sense of achievement, even though when you find it that’s it and you move on to the next one. But I’ll always be a little footnote in history.”

What’s next for Cussler? Life goes on. His passion for cars hasn’t diminished, he’s still looking for shipwrecks, he’s got a children’s book in the works.

As for Dirk Pitt, he’s now in his 40s, but far from retirement. “That’s always been the laugh,” Cussler says. “When Pitt and I started out together, we were both 36. Now he’s 44 or 45 and I’m 76. It ain’t fair.”



Dirk Pitt's Automotive Costars

Cars have played a supporting role in many of the Dirk Pitt adventures. Here’s a look at some of his most memorable costars:

<i>Atlantis Found</i>	1936 Ford hot rod
<i>Black Wind</i>	1958 Chrysler 300D Convertible
<i>Cyclops</i>	1951 Daimler DE 31
<i>Deep Six</i>	1948 Talbot Lago Grand Sport Coupe
<i>Dragon</i>	1932 Stutz DV32 Town Car
<i>Flood Tide</i>	1929 Duesenberg Model J-140
<i>Inca Gold</i>	1936 Pierce Arrow V12 Berline and 1937 Pierce Arrow Travelodge Trailer
<i>Sahara</i>	1936 Avions Voisin
<i>Shockwave</i>	1952 Allard J2X Roadster
<i>Treasure</i>	1930 Cord L-29
<i>Treasure of Khan</i>	1921 Rolls-Royce Silver Ghost
<i>Trojan Odyssey</i>	1931 Marmon V16 Town Car
<i>Valhalla Rising</i>	1938 Packard V12 Town Car

From top: The ’36 Avions Voisin from *Sahara*; a ’32 Stutz DV32 Town Car from *Dragon* and a ’36 Ford hot rod from *Atlantis Found*.

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THE SPARE ESSENTIALS

Taking a long road trip this summer? Consider packing these items.

••• By Ken Gross

THE MOST FUN you can have with your vintage car is taking it on a road trip. We're not talking about a cruise to the local ice cream shop or a drive to a nearby car show. We mean a long

journey that could be hundreds of miles over the course of a week, like a Classic Car Club of America CARavan or the Horseless Carriage Club's New England Brass & Gas Tour.

Tooling along in your vintage car, you'll experience motoring as it was in bygone days, especially on blue highways and country roads. But be wary: You'll be far from your garage. Old cars being old cars, things can (and do) break. And since you won't be followed by a parts truck, there are some essentials you shouldn't leave home without.



GETTY IMAGES

ESSENTIALS YOU SHOULD ALREADY HAVE

Even if you've checked your car thoroughly before the summer driving season begins and everything looks good, once you're exercising your pride and joy on the road, old parts can (and will) fail. Most parts retailers don't stock spares for Packards and Pierce-Arrows. You'll want to ensure you have the essentials you need to continue your journey so you won't have to flatbed your car home.

Space and practicality are the limits. If you have a small car with a tiny trunk or luggage compartment, much of this advice is academic. But if you've got a nominal amount of storage space, here's what we recommend you take along:

Many old cars came equipped with a factory tool roll or a soft bag complete with basic tools. Start there, but be sure you have a screwdriver, pliers, Vise-Grips, a few basic open-end wrenches, an adjustable wrench, a spark plug socket, wire strippers, electrical tape and a flaring tool for fuel lines. Friction tape, a small roll of Duck brand duct tape, Loctite, Liquid Wrench

IN ADDITION TO KEY PARTS AND TOOLS, PACK A STRONG FLASHLIGHT, TOW STRAPS, FLARES AND A CELL PHONE.

and a tube of Form-A-Gasket can be helpful in a pinch. Chances are, your fellow travelers may have some of these items, but if you're heading out solo, you'd best pack them.

Most old cars have a small service manual that fits in the glove compartment. If you don't have an original, get a reproduction and keep it in the car. It will have important specs and clearances you may need if trouble strikes.

If your car requires a particular grade or type of motor oil, tuck a couple of cans away. A fire extinguisher is a must and a pressurized tire inflator makes a lot of sense. If your car is equipped with a fuel filter, bring a spare element — long drives (especially if you're running E10 ethanol) can loosen fuel tank deposits that clog filters. A tube of hand cleaner, some WD-40, 3-IN-ONE oil and plenty of clean rags will also come in handy.

ONLY PACK PARTS WITH A PURPOSE

Now for the actual parts: Pack replacement V-belts, a set of pregapped spark plugs, a distributor cap, ignition points and a condenser. Space permitting, packing a spare fuel pump (especially with an early Ford V-8), an extra coil and a voltage regulator have saved many a trip. Generator brushes, taillight bulbs, small clamps, a spare inner tube and even a length of flexible radiator hose can be lifesavers, as well as a can of Stop Leak.

The basic premise is to stock the little things that can go wrong. You can buy brake fluid, anti-

freeze and most lubricants on the road, so don't bother with those items. I know some owners of large classics who bring along spare carburetors, distributors, generators and starters, but that's (literally) a bit much. If a major component fails, you're not going to want to spend time on repairs. We suggest you keep it simple.

You'll travel with peace of mind if you know you've got most of the common breakdown supplies. And if you don't need them, you may be able to do your part (get it?) to help one of your fellow travelers.

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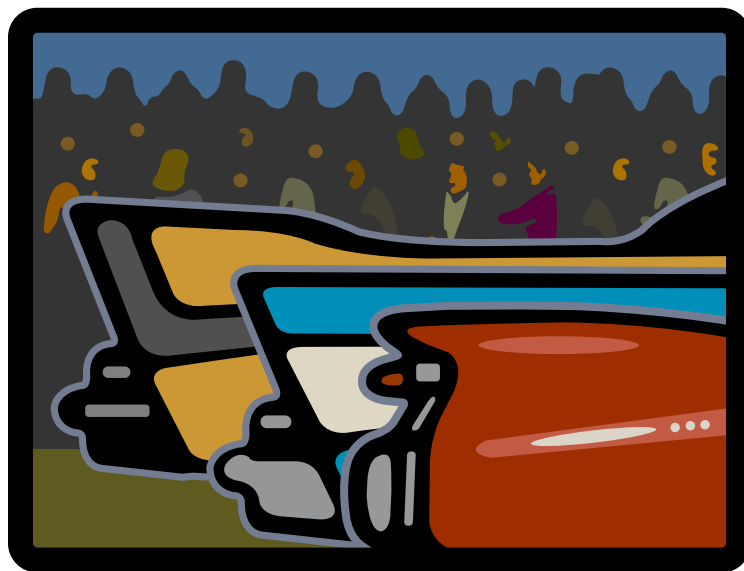
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STATE OF THE HOBBY

2007 BROUGHT SOLID GAINS AMID SHARP CONTRASTS. SO WHAT LIES AHEAD IN 2008?



••• by Dave Kinney

••• illustrations by Neal Aspinall

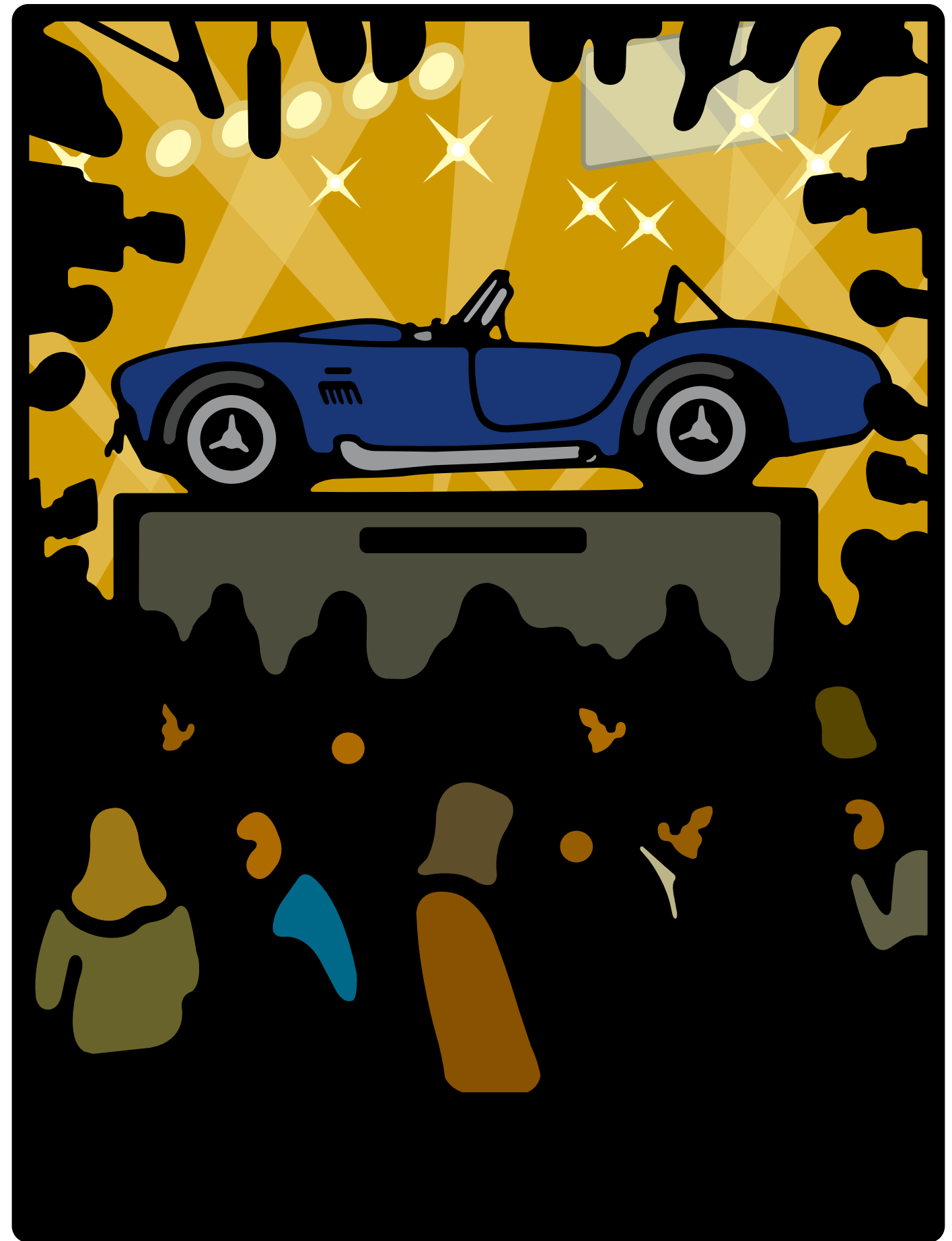
Despite a roller-coaster stock market, high oil prices and the decreasing value of the dollar, the past year saw solid gains for the collector car world. It was a year of sharp contrasts: Christie's, one of the world's premier auction houses, closed its motorcar division, while other auction houses expanded the number and size of their venues.

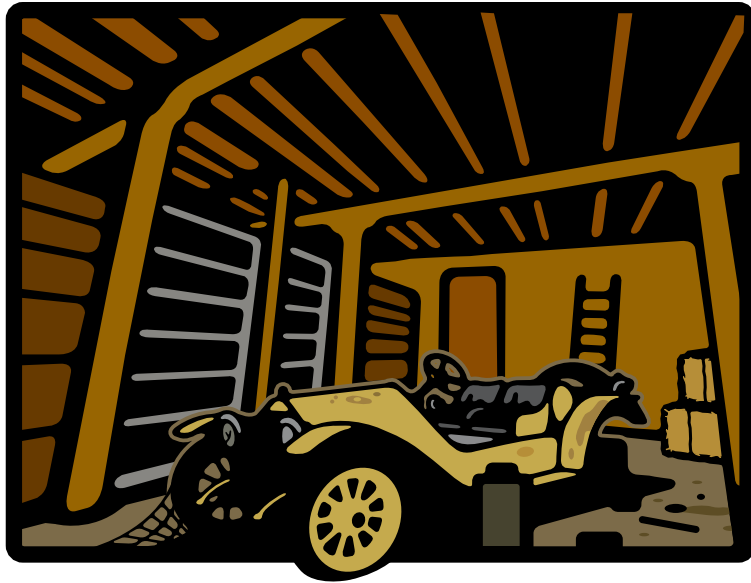
Of particular note is Barrett-Jackson's announcement of a Las Vegas auction in 2008, while Gooding & Company expanded into the January Scottsdale/Phoenix auction market. Russo and Steele also announced a winter Florida auction. RM Auctions added sales in London; Maranello, Italy; and Hershey, Pennsylvania.

At Barrett-Jackson's January 2007 Scottsdale Auction, everybody in the business took notice when "Carroll Shelby's Personal" 1966 Shelby Cobra 427 Supersnake sold for a mind-boggling \$5.5 million. Other premium cars did very well, too. The feared market correction never really came, although great cars increased their value, while clones and questionable cars languished.

The year 2007 might be recorded as the year in which the "barn find" became codified, both in our language and as a potential choice for a collector vehicle. "I see more cars being kept in original condition," says Donnie Gould, an RM Auctions motorcar specialist. "They are becoming much more important, as there are less original cars out there. Having a car in original condition puts variety into a collection, just like having a number of different marques represented."

The addition of a survivor class at Pebble Beach (Concours d'Elegance) now has people searching for exceptional unrestored cars. At its inaugural Hershey sale, RM sold a totally unrestored





IN 2007, THE “BARN FIND” BECAME CODIFIED, BOTH IN OUR LANGUAGE AND AS A POTENTIAL CHOICE FOR A COLLECTOR VEHICLE.

1911 Oldsmobile Limited for a substantial \$1.65 million. Perhaps even more importantly, the car was the headliner for the October event, and its sale is still being talked about in magazines and on blog sites.

Even venerable concours such as Pebble Beach showed their ability to surprise by recognizing Harry Yeaggy’s 1935 Duesenberg SJ Special, later known as the “Mormon Meteor,” as Best of Show — becoming the first racing-class car in Pebble Beach history to take top honors.

WHAT DOES THE FUTURE HOLD?

Amid the changes and challenges, overall it’s been an extended period of smooth sailing in the collector car market and for most hobbyists. However, storm clouds change from year to year.

For 2007, they took the form of proposed legislation that would have limited older car usage and enjoyment, as well as repercussions from the weakening economy. Continued bumpiness in the stock market might prove to be a factor, but its long-term effect is yet unknown.

Will online catalogs and auctions replace swap meets, because of their availability, ease of use, payment and shipping flexibility? For those of us who have experienced the thrill of finding an “unobtainium” part at a swap meet, it might be tough to believe. But shopping in pajamas, using a credit card and overnight delivery certainly has piqued the interest of many collectors.

Service organizations, professional societies and social clubs are aware of the challenges the 35-and-under age group presents. They are not “joiners” — their social networking is largely done online rather than in person. This dynamic presents an interesting dilemma for car clubs large and small. The question remains, will the next generation organize and show up at automotive events?

But for now car collecting continues to be a family affair for most of us. The next generation of car collectors also seems to be less interested in the “get out and get under” aspect of old car ownership, perhaps presenting ample opportunities for younger people bitten by the old car bug to develop skills as specialized mechanics or restorers. Attending shows and riding in old cars remains a popular pastime for many of the next generation of car guys.

FUELING CHANGE

Hobbyists remain concerned about the effects of ethanol-blended fuels and reformulated oils in their collector vehicles. Like the removal of lead additives from pump gasoline a generation ago, perhaps these issues will turn out to have relatively little effect on the hobby. This remains an issue and a concern where the jury is still out, although the effects will be understood as a result of an ongoing study Hagerty has commissioned at Kettering University in Flint, Michigan.

A recent hobby survey administered by Hagerty (see related sidebar on page 26) reports that the cost of gasoline and the price of gas were less important last year than in 2006. In fact, 55.2 percent reported that high gas prices were not at all important to their usage of their collector vehicles.

Charlie Stitzer, a collector car owner in Richmond, Virginia, agrees with the survey’s finding. “I’m not happy about the increase in gas prices, as it adds to my commuting cost and overall budget,” he says. “But for my hobby cars, gas is a very small fraction and it’s worth the money.”

For the higher-end collectible cars, the continued slide in the value of the dollar vs. the Euro, Pound and Canadian Dollar has had two divergent effects: For current owners, the value of their cars has risen to near and, in some cases, above record levels. But for those wishing to purchase in dollars, the cost has skyrocketed.

EMERGING TRENDS

Ed Waterman, owner of Motorcar Gallery in Fort Lauderdale, Florida, has witnessed this whipsaw effect before. “There are cars that are selling to other countries, including some emerging markets, but not so much to Europe,” he says. “The Canadians are coming down in droves to buy cars. Most of the market activity continues to be in the United States.” Still, Waterman states, “International transactions happen less often now than in the ’80s.”

One need only look at the recent resurgence in hot rod visibility and popularity to see how quickly trends can develop in the collector car arena.

Those who have been involved in the hobby for 30 or 40 years have witnessed many of these changes in popularity and collectibility. While the purists look down their nose at restorers, the recent phenomenon of earlier cars being retrofitted with new drivetrains and modern conveniences, including air conditioning, full-power high-end audio systems and more, has

appeal to a segment of the marketplace for their turnkey operation with classic styling.

Even rat rods — homage to an era after World War II where returning soldiers built their jalopies with little regard for cosmetics — have returned. In fact, whether hot, street, rat or retro precedes it, rods in general are showing an increased presence in the portfolio of collector vehicles.

Exceptionally well-documented and iconic muscle cars are riding out the troubled waters, but the cars with sketchy histories — and certainly those cars cloned from lesser vehicles — have seen sharp decreases in value.

While some cars have already adjusted downward from their record levels, Motorcar Gallery’s Waterman, who has been in the business of buying and selling vintage exotics for more than 40 years, has become bearish at some of today’s prices. “Some cars have gone up in value so much that they will have to stop and adjust,” he says. “But I don’t see this adjustment happening anytime soon.”

Market watchers are looking for increases in value in 1950s “jukebox-styled” cars that might have missed the last go-round of value increases. For every 1959 Cadillac with its outrageous fins and one-of-a-kind styling, there are hundreds of lesser-priced Buick, Pontiac, Dodge, Mercury and other major makes — as well as orphan cars, such as DeSoto and Studebaker — with distinctive 1950s styling cues. If and when the cost of entry into the ’50s market takes off, expect to see more chrome-laden and pastel-painted cars being piloted by those whose memory of the ’50s came from reruns of the era’s shows and not from actual experience.

THE CHANGING FACE OF THE HOBBY

The pundits who proclaimed the death of the Brass Era Cars are eating their words, as recent auction prices of high-horsepower pre-1915 cars have soared in the marketplace. Newer car guys have replaced their fathers and grandfathers in discovering the merits — and challenges — of pioneer motoring.

Bill Scheffler, chairman and cofounder of the Connecticut-based Fairfield County Concours d’Elegance, has some thoughts on collecting. “Automobiles are in our DNA,” he says. “Many of us baby boomers now have the time and money to appreciate the automobiles we couldn’t afford, but truly wanted, when we were younger. We were all aware of car culture growing up, because of magazines, music and movies about cars. It’s all been a part of our lives.”

Along with the expansion in local car shows, hot rod events and regional concours, the auction market has gone from red hot to white hot in the past few years.

Gooding & Company, Russo and Steele, RM Auctions and Mecum have all seen growth in the number and size of their



respective events. Other auction houses have been reporting record sales, both in terms of dollar volume and number of cars sold. The auctions themselves have become destination events, with entire families often in attendance.

Perhaps this is the result of increased TV coverage or the relative ease of sellers marketing their vehicles at auction. “The general public is getting a little taste and wants more,” Scheffler says. “You

can easily be channel surfing and come across an auction coverage show. Russo and Steele, RM Auctions and Barrett-Jackson are all more visible as a result.”

One thing is certain: Our hobby is maturing. And as it does, it continues to offer a broad spectrum of activities, events and opportunities. It is a hobby that can be celebrated alone or with a group of old — or new-found — friends in person or across a broad reach of miles. Our hobby remains sound, interesting and, most of all, fun.

SHOPPING IN PAJAMAS, USING A CREDIT CARD AND OVERNIGHT DELIVERY CERTAINLY HAS PIQUED THE INTEREST OF MANY COLLECTORS.



BY THE NUMBERS

The results of the sixth annual Hobby Survey administered by Hagerty are in.

More than 10,000 current collector vehicle owners completed the Web-based survey in September and October 2007, sharing details about their attitudes, behaviors, aspirations and vehicles. The results paint a fascinating portrait of who we are, what drives us and how we like to channel our enthusiasm for vintage vehicles. Here's a brief overview:

41.2% of us say the term "car guy" best describes us. The second most popular term, "enthusiast," came in at 19.2 percent. "Collector," in fact, was the lowest response at just 2.9 percent.

53.9% of us belong to one or more car/vehicle clubs.

53.6% of us own a vehicle that was new or popular during our high school years.

68.1% of us have a family member involved in the hobby.

64% of us have purchased a collector vehicle in the last five years. Only 26.5 percent of us have sold one, with 40.7 percent of these sellers doing so directly to another private party.

40.9% of us say classic and collector vehicles should be kept stock; preserving them protects their history and value.

51.3% of us purchased our collector vehicle directly from a friend, family member or other private party.

50.3% of us say enjoyment is the main reason why we personally work on our collector vehicles.

75.2% of us have attended a local vehicle show or event in the past 12 months.

This, however, is just a snapshot of who we are. Learn more about what drives our passion by turning to a more comprehensive look at the 2007 Hobby Survey administered by Hagerty. This info may be found in the Latest News section of the Hobby Information Center at hagerty.com.



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10 European Historic Events You Must Visit Before You Die

Thinking about the ultimate automotive holiday to Europe? Mick Walsh of *Classic & Sports Car* selects the must-see events

IF YOU'RE PLANNING an overseas trip to Europe to experience some of the most talked-about classic car events, even years are the best times to do it — and 2008 is no exception.

In addition to premier annual historic festivals at Goodwood and Silverstone in the United Kingdom, 2008 also sees two wonderful biennial events in mainland Europe — the Le Mans Classic and the Grand Prix Historique de Monaco. If you attend the Goodwood Revival, the Silverstone Classic or the London to Brighton Veteran Car Run, be sure to stop by and say hello to Hagerty International.

As with all dream vacations, planning is the key to getting the most out of these spectacular gatherings. And for the most dedicated enthusiasts, there's the possibility you could take in two or even three on the same trip.

Here's our guide to the 10-finest events on the European collector's car calendar:

Techno-Classica Essen

Essen, German

March 26–30, 2008

carshows.co.uk

WITH MORE THAN 1 MILLION square feet of exhibition floor space, this is the world's largest classic car fair, hosting more than 150,000 visitors. The event features virtually all aspects of the classic car industry under one roof, and can offer everything for the enthusiast, including complete cars, spare parts, accessories, models, literature, art, tools and clothing.

German manufacturers turn out in force with stylish heritage-themed stands and car club stands. This is a must visit for all Mercedes and Porsche fans. Comfy shoes are essential for the



long haul around this mega event. The nearest airport is Düsseldorf and the taxi ride to Essen is about 40 Euros.

Concorso D'Eleganza Villa D'Este

Cernobbio, Italy

April 25–27, 2008

concorsodeleganzavilladeste.com

NOT EVEN PEBBLE BEACH can match the history and location of Europe's premier concours event. Set in the grounds of one of Italy's most famous hotels against the mesmerizing backdrop of Lake Como, this automotive beauty show dates back to

1929. Since 1999, the concorso has been supported by the BMW Group. The number of American entrants grows every year, and 2007 saw fashion magnate Ralph Lauren scoop "Best of Show by the Jury" with his stunning ex-Count Trossi 1930 Mercedes-Benz SSK 2-seater Willi White.

As well as dazzling classics, Italy's most illustrious stylists also showcase their latest concept cars. Sunday, the official public day, is based at the ex-Visconti lakeside mansion Villa Erbais and admission is a bargain 10 Euros. A rental car is essential, so extend your trip to enjoy a heavenly tour around Lake Como and a visit to the Riva factory.

Grand Prix Historique de Monaco

Monaco

May 10–11, 2008

automobileclubdemonaco.com

THE CHANCE TO live those childhood fantasies inspired by John Frankenheimer's epic movie *Grand Prix* and drive one of the most glamorous race tracks guarantees the Automobile Club de Monaco gets a spectacular entry for this historic event. Held every two years, it is staged the week before the main Formula 1 race — and you'll see more overtaking and sideways action in the historic races.

The six groups range from prewar Bugattis to 1970s Cosworth-powered GP greats. And there's

no better place to hear those glorious exhausts than around the streets of Monaco. Grandstand seats are essential and the best view is in Casino Square. Forget about driving to this event. Best to stay down the coast and catch the train.

Mille Miglia

Brescia-Rome-Brescia, Italy

May 15–18, 2008

1000miglia.eu

THIS LONG-ESTABLISHED rerun of the epic Italian road race together with the historic Monaco races could be the ultimate motoring holiday this year. Starting this year, Mille Miglia



Clockwise from left: Grand Prix Historique de Monaco, Rétromobile, Techno-Classica Essen, London to Brighton Veteran Car Run, Concorso D'Eleganza Villa D'Este and Silverstone Classic.





will change the stage in Rome, with the cars stopping in the center of the city rather than the suburbs as usual. It's a challenging event to fully experience but best to spend Thursday in Brescia enjoying scrutineering, visiting the new Mille Miglia museum and then witnessing the dramatic night start. If you're keen, head to Tuscany and watch the cars roar over the famous Futa pass between Florence and Bologna on Saturday.

Le Mans Classic

Le Mans, France
July 11-13, 2008
lemansclassic.com

MASTERMINDED BY PETER AUTO, who also runs the Tour De France revival rally, this epic historic race meeting on the full Le Mans circuit is a massive undertaking. The format of five race groups repeats throughout the 24 hours from Saturday to Sunday. As well as getting the unique chance to see GT40s and Cobras battle at night, there's a huge car club area, an automobilia village and a Coys auction. Also, don't forget the superb circuit museum. It's essential to book hotels in advance, or bring a tent or motor home and stay at the circuit to really soak up this event's special atmosphere. Don't miss the Le Mans-style starts on Saturday or the high-octane fever out at Arnage at night.

Silverstone Classic

Towcester, Northamptonshire, United Kingdom
July 25-27, 2008
silverstone.co.uk

THE UNITED KINGDOM'S best-known circuit — and home of Hagerty International — celebrates

its 60th anniversary in 2008, so expect something special at this premier historic racing festival. Racing greats from every era, a magnificent 600-car race entry, a host of car club displays, an art tent and an auto jumble all make this weekend a mecca for British classic fans. Highlights include a twilight enduro race for 1960s prototypes and GTs on Saturday evening. The Hagerty International team will be out in force, so come over and chat.

Vintage Weekend at Prescott Speed Hill Club

Nr Cheltenham, Gloucestershire, United Kingdom
August 2-3, 2008
prescott-hillclimb.com

FOR PREWAR CAR FANS this wonderful hill climb event organized by the Vintage Sports-Car Club is heaven. Staged at the home of the Bugatti Owners' Club in the heart of the beautiful Cotswold region, the weekend attracts myriad early machines, from aero-engined specials to thoroughbred sports cars. Jazz band entertainment, a stunning prewar spectator car park and a film show each evening make this a uniquely English weekend. A strong turnout of Bugattis is guaranteed at the historic venue. Plus, there's the Bugatti Trust museum to visit. Other close attractions are a steam railway, Sudeley Castle and many fine English pubs.

Goodwood Revival

Near Chichester, Sussex, United Kingdom
September 19-21, 2008
goodwood.co.uk/revival/

IF YOU GO TO only one European event, this should be the one. This year's magical time warp

There's no event quite the like U.K.'s Goodwood Revival (left). Not only are the pre-1966 race groups the best you'll see anywhere, but the circuit turns back the clock with amazing style.

event celebrates the 60th anniversary of the first Goodwood race meeting, so the atmosphere will be even more nostalgic, with a dream grid of cars and star drivers from the circuit's illustrious history. No modern vehicle is allowed within the track perimeter, so as well as race machinery there's a wealth of classic cars, motorbikes and commercials in use.

The action isn't limited to the ground, as the airfield's World War II flying history is celebrated with a dazzling display of war birds. Be warned: It's essential to book your accommodations early.

London to Brighton Veteran Car Run

London-Brighton, United Kingdom
November 2, 2008
lbvcr.com

THE START OF the famous veteran car run from London's Hyde Park at dawn is an amazing spectacle. With more than 500 pre-1904 machines ready for the 60-mile challenge to the South coast, this is the world's largest gathering of early cars. All types of power, including steam, electric and internal combustion engines, make for an amazing sight as they gather in the dark for the 7 a.m. start.

New features include a special concours on Saturday on Regent Street in the centre of London. During the event, there's also a special bus service to follow the hardy entrants to Brighton.

Rétromobile

Paris
February 2009
retromobile.com

THIS LONG-ESTABLISHED indoor show has a unique style of its own, featuring a dazzling display of cars, a marvellous auto jumble (a flea market), a model car village and the best automotive art section of any event. The opening day is a great social occasion that draws collector car luminaries every year. Such is the number of American visitors that Sports Car Market even hosts an informal party at the show on the first night.

It may be only one hall, but it's packed with automotive attractions, including a Bonhams auction. Bank on two days to see everything.

PHOTO COURTESY HAYMARKET MEDIA GROUP

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Entering its 31st year as the world's largest automotive gathering, the Carlisle PA Fairgrounds are host to over 110,000 enthusiasts in search of the latest accessories, hard-to-find parts and automotive memorabilia. Walk through the Car Corral and check out over 2,000 vehicles for sale of all makes, models and prices.

April 23-27, 2008
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SPRING CARLISLE AUCTION

The Spring Carlisle Auction is aiming to set another record this year by breaking the \$2 Million mark in automotive auction offerings. This year's Spring Auction is being held at the Carlisle Expo Center which is directly adjacent to the Carlisle Fairgrounds.

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JACKS BE NIMBLE

Choosing the right one for the task can be daunting

••• By Don Sherman

A QUALITY FLOOR JACK and stands to go with it constitute the king and court of your garage tool set. Whether your activities stop at polishing or extend to epic nut-by-bolt restorations, you'll need a trusty jack and four to six dependable stands.

Safety is the prime consideration when lifting unwieldy objects, such as whole cars, major driveline components and partially assembled suspensions. Always use a jack on a smooth, level surface, chock the wheels and select a secure contact location on the object being lifted before pumping the handle or positioning a jack stand.

Picking the right jack for the job is a daunting task, because there are so many configurations, manufacturers and vendors. Flimsy jacks and shoddy jack stands have a bad habit of twisting, tipping and even failing at the wrong moment. So it goes without saying that wobbly based, poorly manufactured equipment must be avoided. It is also essential never to work under a car that is supported only by a jack. That's where jack stands come in — and they should always be used in pairs.

Jacks can be powered by electricity, compressed air or hydraulic pressure. In addition to the standard hydraulic floor jack, there are bottle jacks that start small and zoom up

to 50-ton fireplugs capable of lifting a semi-truck. What scissors jacks sacrifice in stability they make up for with extra portability, especially if you'll be traveling. Cherry pickers can't be beat for extracting engines, and the transmission jack was invented because gearboxes lack lift handles. Vertical air jacks reach under the side or the end of a vehicle to whisk the load upward at the touch of a valve.

The well-stocked garage has at least two jacks in inventory. New "NASCAR"-style aluminum jacks are handy for quick jobs because of their light weight (as low as 30 pounds).

The classic steel-plate floor jack consumes more storage space and can be a chore to maneuver into position, but its broader base and wider wheels offer superior stability, greater capacity and more lifting range.

If you're working on an epoxy-painted floor, outfit your jack with optional reinforced nylon wheels. Flat-based aluminum jack stands are the best way to avoid leaving permanent marks in your asphalt driveway.

Virtually all jacks are manufactured offshore these days, as they've become such a commodity. The most reputable brands — such as Craftsman and OTC — offer lifetime warranties and readily available repair parts. Carefully inspecting the merchandise before leaping ahead with a purchase is always your best shot at long-term satisfaction.

This Craftsman professional three-ton aluminum floor jack requires only two pumps to bring the saddle to the chassis.



From top: a bottle jack and a three-ton jack stand from Griot's Garage; a two-ton hydraulic scissors jack from Eastwood Tools; and a 20-ton air/hydraulic bottle jack from Northern Tool + Equipment.

CRAFTSMAN FLOOR JACK: JOE VAUGHN



Jack and Stand Sources

- | | | | | | |
|---|---|---|--|--|---|
| Eastwood Tools
800-343-9353
eastwoodco.com | Griot's Garage
800-345-5789
griotsgarage.com | NAPA
877-805-6272
NAPAonline.com | Northern Tool + Equipment
800-533-5545
NorthernTool.com | OTC Tools
800-533-6127
OTCtools.com | Sears Craftsman
800-377-7414
craftsman.com |
|---|---|---|--|--|---|

COLLECTOR ESSENTIALS

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

MCQUEEN AND MUSCLE

Yes, you need more car books on your shelves. And Motorbooks (motorbooks.com or 800-826-6600) has two must-have volumes. The first, *McQueen's Machines: The Cars and Bikes of a Hollywood Icon* by Motor Trend's Matt Stone, takes readers deep into actor Steve McQueen's love for fast machines. The 176-page book is available for \$26.95. The second, Colin Comer's 192-page *Million-Dollar Muscle Cars*, explores 15 different highly collectible muscle cars. It's available for \$34.95.



SPARKLING WHEELS
The Wheel and Tire Detailing Kit from Griot's Garage (griotsgarage.com or 800-345-5789) helps keep wheels and tires looking new. Best of all, it comes with everything needed to ease the detailing process — cleaners, sponges and brushes get rid of brake dust and road grime, while tire dressing gives a showroom shine. The Wheel and Tire Detailing Kit is available for \$49.99.

BATTERY TERMINAL TOOL

Removing a corroded battery terminal clamp can be tougher than it looks. This Battery Terminal Puller from KD Tools, available through better auto parts stores, helps make the task easier by freeing the battery terminal clamp without damaging the battery post. It even works on corroded spring-type clamps. The Battery Terminal Puller is available for \$21.

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It was a long road, but Barry and Glynette Wolk's '55 Porsche 356 Cabriolet is finally in show condition.

STEPHAN BAUER

CONTINENTAL COUPLE

Barry and Glynette Wolk's quest for a 1955 Porsche 356 Cabriolet

••• By Jonathan A. Stein

MINUTES BEFORE THE online auction for the 1955 Porsche Continental Cabriolet ended, Barry Wolk was willing to add \$20,000 to the high bid because, "We had to have the car." Fortunately, just a few hundred dollars of that was needed to land the 356 Porsche.

Barry and Glynette Wolk are avid art collectors. Their stunning suburban Detroit bi-level home features soaring ceilings and room for their scores of paintings and sculptures. They also collect Continentals. For several years they've had one of two 1956 Hess & Eisenhardt custom-built Continental Mk II Convertibles, in addition to a 1969 Continental Mk III convertible, an 18-foot 1956 Chris Craft Continental wooden boat and several other Lincolns.

However, Barry's Continentals were too big for Glynette. When she learned that Porsche had built a few Continentals themselves — before the Ford Motor Co. objected to the name — Glynette was sold because, "I'd always loved bathtub Porsches."

In August 2005, Barry spotted the Porsche 356 on an online auction. He was tempted to fly to Hawaii to inspect it but didn't want to pay for a

first-class seat. "At 6-feet 5-inches, I'm too big for coach," Wolk says. Instead, he found a Porsche club chapter president who knew the car. The couple followed the bidding closely and even left the 2005 Meadow Brook Hall Concours d'Elegance early to be home for the auction's close.

The Porsche they won in the auction was an attractive car that drove well. Meanwhile, Barry was converting a 1951 Royal Spartanette travel trailer

IN HEAVY TRAFFIC, THE WEIGHT-EQUALIZING HITCH FAILED AND THE 35-FOOT TRAILER WAGGED THEM BACK AND FORTH ACROSS THE HIGHWAY BEFORE SLAMMING INTO A GUARDRAIL.

into a custom transporter. One day in 2006, the Wolk's loaded the Porsche into the trailer and set out for the Krasl Art Center Concours in St. Joseph, Michigan. In heavy traffic, the weight-equalizing hitch failed and the 35-foot trailer wagged them back and forth across the highway before slamming into a guardrail. The Porsche broke loose and the body and suspension were badly damaged.

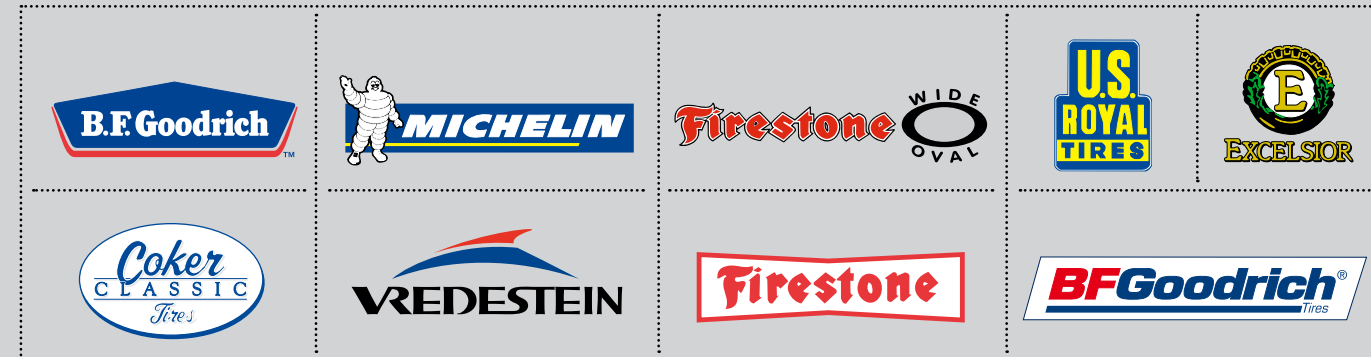
A claim was filed with Hagerty and the Porsche was sent to Larry Smith's Autometric Collision, where it was dismantled. Before being resprayed in the original Turkish Red hue, the car had to be stripped to bare metal to refinish it properly. After more than six months the result was one spectacular Porsche.

There's no question that the day of the accident was the low point in the Wolk's ownership of the

Continental Cabriolet. But the six months of repairs were definitely worth the wait — the vehicle earned a Lion Award (class runner-up) at the 2007 Meadow Brook Hall Concours d'Elegance.

Are there any other Continentals on the horizon for the Wolk's? Eventually they would love a Bentley S1 Continental, but for now they're content with the toys they have.

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January 1, 2008

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