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# Hagerty's

VOLUME 4, ISSUE 3 | FALL 2009

## Whacked AND WILD

*Inside the automotive extremes  
of the Lane Motor Museum*



A PRIMER ON AFFORDABLE, COLLECTIBLE MOTORCYCLES  
PART II OF OUR STUDY ON ETHANOL BLENDS  
AUCTION BIDDING BASICS FROM KEN GROSS





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A WORD FROM McKEEL

## Hagerty's

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McKeel Hagerty, shown with his '37 Harley, sees a robust future for collectible bikes given their relative affordability and their ability to be easily stored.

MIKE DRILLING

## Goin' **easy** on the gas

**WE'VE DEVOTED** this issue to collector vehicles that don't consume a lot of fuel. That quest took us first to Nashville, Tennessee, and Jeff Lane's amazingly wacky collection of European microcars and other motoring curiosities at the Lane Motor Museum.

There's no such thing as a collector cliché here, since it's likely you've never heard of a great number of the vehicles — many of which were commercial failures because they were too small to be practical. But that's what makes 'em fascinating. Ezra Dyer of *Esquire* and *Automobile* magazine takes us behind the wheel of a few of these odd creations for a joy ride around Nashville.

Most of us probably didn't grow up lusting after these cars like we did a Mustang, Corvette or Porsche, but they're more valuable to guys like Lane. They also are important pieces of history that the industry can learn from in an era of fuel consciousness.

That leads to our second installment on a Hagerty-funded study with Kettering University that looks at the effects of ethanol-blended fuels — specifically E10 — on collector cars. Jonathan A. Stein reports the findings of the recently completed study on five different automotive fuel systems (page 34). We also included a Web-based survey on your own experiences with E10 (page 37). The bottom line is that many of you have deep reservations about ethanol-blended fuels and are willing to take action to express your concerns. We hope our research can help clarify the risks, but we ask that you continue to share your own experiences with us.

Finally, we're offering our first feature story ever on collectible motorcycles. While fuel efficiency may not be the first thing you think of when it comes to bikes, it is a benefit. And motorcycles offer exhilaration all their own while being a smart way to get in the hobby at a lower price point. Starting on page 28, noted Southern California collector and motorcycle journalist John L. Stein explores what your money can buy you across three different price ranges. (Surprisingly, it's a lot.) I have a '37 Harley that is a challenge to ride, but that's part of the experience, too. And it doesn't cost much to fill it up.

McKeel Hagerty



# features

## 22 Ode to the Offbeat

Nashville's Lane Motor Museum is a lot like the land of misfit toys, only for the world of motordom. If a vehicle is misunderstood, unusual or downright bizarre, you'll find it here. And don't worry about scheming ways to sneak behind the velvet ropes for a closer look — there aren't any.

## 28 Ticket to Ride

Once only thought of as two wheelers for the rebel set, many motorcycles are now considered blue-chip investments and valued additions for many serious car collectors. What can your money buy?

## 34 Safe at the Pump?

Is the ethanol debate settled? Final results from a recent study conducted by Hagerty and Kettering University show that E10 doesn't necessarily mean you have to put your car in permanent storage.

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PONTIAC'S DEMISE:  
A COLLECTOR BOOM?

SINCE GM announced it was killing off Pontiac, there has been a fair amount of speculation as to what (if any) effect this would have on values of the brand's pre-1973 collectibles.

McKeel Hagerty doesn't anticipate any sudden increase in classic Pontiac values. "While there might be a temporary spike in Pontiac interest while the news is fresh, over the long term, we most likely won't see a dramatic increase in the value of vintage Pontiacs," he says. "Similar questions were asked when GM discontinued Oldsmobile, but we did not see an increase in value for vintage 442s, 88s and others attributable to the brand's demise."

Pontiac's unexpected exit from the market also stirs up interest regarding the collectibility of newer Pontiacs. Two new models — the 2009 G8 GXP and the 2010 Pontiac Solstice Coupe — top the list. Both were available for just one model year and were produced in limited quantities. While the G8 may live on as a Chevrolet (rumors persist), the factory where the Solstice and its twin — the Saturn SKY — are built closed at the end of July. Collectors should recognize that the handful of Solstice Coupes produced since last spring are "it" for that body style.

While the SKY was not offered as a coupe, the SKY Red Line is another car to watch as a future collectible. With Saturn now under the leadership of Roger Penske, and with the company's stated interest in practical electric vehicles, it's unlikely they will produce a sports car similar to the SKY anytime soon.

As with any potentially significant vehicle, more options and pristine condition dictate future value. Even with Pontiac going away and Saturn changing hands, GM and the collector car after-market are expected to maintain an unbroken supply of parts for Pontiacs and Saturns for years. — Rex Roy



GM MEDIA (5)



Counterclockwise from top right: A 1959 Bonneville Convertible, a 1964 Pontiac LeMans GTO Convertible, a 2009 Pontiac G8 GXP, the 2010 Solstice Coupe (concept car shown) and a 1970 GTO Judge.

ART AVAILABLE FROM PONTIAC'S "EXCITEMENT YEARS"

If Pontiac's passing has you feeling nostalgic, encourage that emotion by visiting fitz-art.com, where you'll find advertising images that transport you back to the birth of Pontiac's Wide Track days.

Art Fitzpatrick, the legendary artist responsible for so many memorable images from those glory days, runs the site.

Perhaps you caught Fitz at the Pebble Beach Concours? At 90 years old, he still makes public appearances and recently completed a series of stamps for the United States Postal Service. Fitz will happily sell you a signed Pontiac print — although perusing his site at fitz-art.com may be all you need to remember Pontiac's heyday.



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TOP SWAPS THIS FALL

AS THE LEAVES begin changing colors and temperatures trend downward, don't expect a cooling in automotive swap meet action, too. Check out these popular events that are quickly approaching:



BARRIE AUTOMOTIVE FLEA MARKET

**(1) 39th Annual Fall Barrie Automotive Flea Market**  
September 10–13  
Barrie, Ontario, Canada  
burlscreek.com/content.xjp?id=48

Head north to this Canadian automotive flea market, held within an expansive 350-acre park. It features a car sales corral, thousands of vendors and an auction.



MID AMERICA MOTORWORKS

**(2) Mid America Motorworks Fall Swapfest**  
October 10  
Effingham, Illinois  
mamotorworks.com

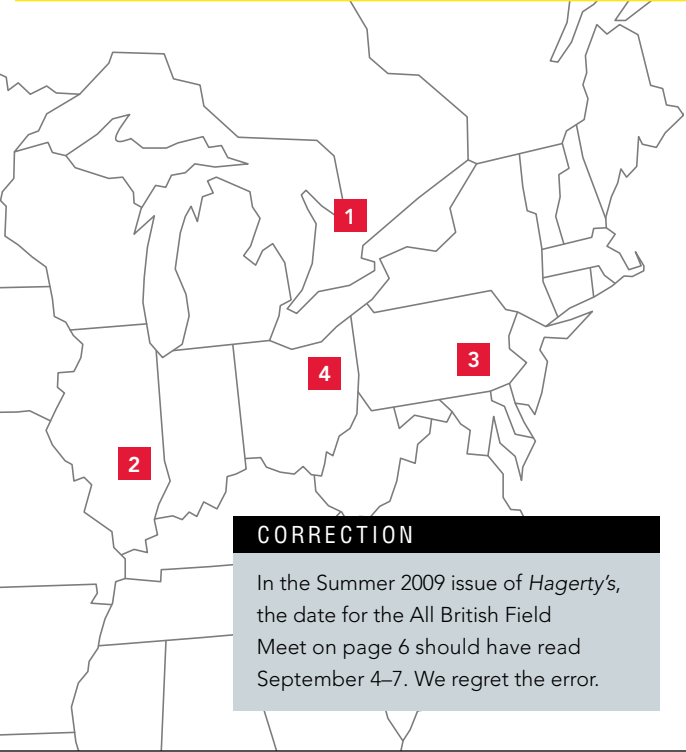
Visit the nation's heartland for this all-makes event, which is restricted to private sellers to maintain the traditional swap meet feel.



HERSHEY REGION AACA

**(3) AACA Eastern Fall Meet**  
October 7–10  
Hershey, Pennsylvania  
hersheyaaca.org

This fall classic is one of North America's largest events for collectors and hobbyists. Aside from literal miles of parts vendors, check out RM's October 9 auction and Kruse's auction October 8–10.



CORRECTION

In the Summer 2009 issue of *Hagerty's*, the date for the All British Field Meet on page 6 should have read September 4–7. We regret the error.

GLENMOOR CELEBRATES EDSSEL FORD

Edsel Ford, arguably one of the most underrated automobile execs of all time, will be celebrated at this year's **Glenmoor Gathering (4)** (glenmoorgathering.com). Expect an unrivaled collection of 1934 Ford hot rods — plus significant Mercury and Lincoln models Edsel influenced — to be among the more than 175 vehicles on display at the September 18–20 event at the Glenmoor Country Club in Canton, Ohio. Weekend activities will include a countryside tour, cocktail party and gala dinner, cooking demonstrations, a junior judges' program, and other family activities.



GLENMOOR GATHERING

This 1942 Chrysler Town & Country station wagon took home a Class J Award of Distinction at the 2008 Glenmoor Gathering.

DRIVING BACK IN TIME

Certain automotive events merit crossing an ocean. **The Goodwood Revival (5)** is one of them. It celebrates motor racing's golden era (1948 to 1966), when the Goodwood Motor Circuit was one of England's top road racing tracks, hosting the era's fastest drivers and cars, including lithe Grand Prix racers. While cars are the Revival's focal point, participants, guests and famous race drivers all dress in period garb to enhance the ambiance.

This year's gathering will be held September 18–20 at the estate of The Earl and Countess of March in Chichester, West Sussex, England. Expect huge numbers of Minis, as it is the marque's 50th anniversary. Can't-miss events include the St. Mary's Trophy saloon car race dedicated this year to Group 2 Mini Coopers, the only type that raced prior to 1966. Dozens of other spectacular races, displays and special appearances will be the norm. Visit [goodwood.co.uk](http://goodwood.co.uk) for complete details.



Top: A March-bodied AC 16/80 belonging to Lord March in front of a recreated period garage. Bottom: The Brooklands Trophy race features cars that competed in endurance races at Brooklands in the 1930s.



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PHIL RUDGE

ROOM WITH A VROOM

WHEN IT COMES to living room accessories, most people simply opt for a nice painting over the fireplace or a vase that accentuates but doesn't overpower their décor. Not William Cardiff (above). The focal point of his living room in Guildford, Surrey, United Kingdom, is a pristine, Hagerty-insured 1963 Morris Mini that he purchased at auction. "It's so much more dramatic than a painting, and I didn't have to make any holes in the wall to display it," Cardiff says.

His partner may have chosen a different decorating scheme but, in these recessionary times, Cardiff says his novel garaging solution makes perfect sense. "Classic cars are a prime target for thieves, particularly so at present when money is tight," he adds. "So what better than to take the Mini indoors and enjoy being able to look at it when there's nothing on television to watch?" Guess this gives new meaning to drive-in movies, huh?

AMERICANS CAN'T LIVE WITHOUT CORVETTE

The iconic Corvette continues to dominate America's love of the automobile. Hagerty clients voted it the No. 1 American car they couldn't live without in a survey conducted by the insurance agency this spring. The Ford Mustang and Dodge Challenger ranked second and third, respectively. See the complete list at [hagerty.com/corvettenumber1](http://hagerty.com/corvettenumber1).



MICHAEL FURMAN

@HAGERTY

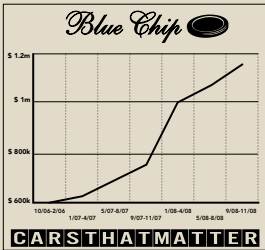
Ballard, Coker Join  
Collectors Foundation Board



Claudio Ballard (left), president and CEO of Iconic Motors LLC, and Corky Coker (right), president and CEO of Coker Tire, have joined the Collectors Foundation board of directors. Ballard, an entrepreneur in the technology industry, is now focused on building Iconic Motors' modern supercar. Coker, an automotive aftermarket leader, helped establish the Specialty Equipment Market Association's (SEMA) Political Action Committee and served as chairman of the SEMA Board in 2003.

Price Tracking

Keep track of how the cars you're interested in are doing in the market with the Hagerty's Cars That Matter Indexes ([carsthatmatter.com/indexes](http://carsthatmatter.com/indexes)), seven stock market-style indexes that show you the ups and the downs in the marketplace.



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The original tooling to cast the ZL1 blocks was discovered in a GM scrap yard in 2003 and has been restored. A limited run of new 427 ZL1 crate engines is being hand assembled by GM Performance Parts. The Anniversary Edition 427 features 10:1 compression, aluminum heads and many features that made the original so ferocious.



GM MEDIA



MENTOR MUSEUM OF SPEED

MENTOR MUSEUM OF SPEED

Passing near Cleveland? Consider making a stop at the recently opened Mentor Museum of Speed in nearby Mentor, Ohio. Best of Show (bestofshowautomotive.com) — a purveyor of muscle, classic and high-performance cars — owns the 125-vehicle collection, which includes a pair of winged 1969 Dodge Charger Daytonas. The museum opened as an offshoot of Best of Show's retail business to accommodate enthusiasts who just wanted to see the cars.

FERRARI SETS NEW  
AUCTION RECORD

A 1957 Ferrari 250 Testa Rossa set a new world record, gaveling for a stunning \$12,122,550 — the highest ever for an automobile sold at auction — at RM's May sale held at Ferrari's Maranello, Italy, factory. A winning ex-competition car, the TR's provenance (one of 22 built) was impeccable.



DARIN SCHNABEL (2)



+NOTES

Looking for  
Garage Space?

As collectors grow their holdings, garage space becomes an issue. CarProperty.com connects collectors to garage-centric properties. The site solicits real-estate agents to post listings that feature great garage space (in residences) or warehouse-style automotive storage.

Prewar Club Locator

Looking for a prewar car club in your area? Check out the Prewar Auto Notes Web site (prewarautonotes.com). In addition to reporting on vehicles manufactured before World War II, the site also links you to some of the most prominent groups that celebrate them.

Ask Hagerty Our Concierge Service answers your toughest questions.

Q My collector car is up for sale. A proposed buyer wants me to cash a check for several thousand more than the purchase price and send monies on to a shipping company. Am I being scammed?

A Yes, you are dealing with a scammer! No reputable buyer should ask you to do anything of the sort. When selling a vehicle, beware of transactions that are not typical or involve deals that are too good to be true.

Q I'm planning to get new tires for my TR4. Should I switch to radials or stick with the skinny old bias tires?

A In a funny twist, TR4s delivered new with white walls had bias ply tires (590 X 15), while those with black wall tires wore

Michelin radials (165 X 15). Regardless of which your TR4 came with, radial tires will give you better handling and greater safety. The cost is virtually the same for either type through Coker Tire (cokertire.com). You also could check Lucas Tire (lucasclassictires.com) or Universal Vintage Tire (universaltire.com).

Q Why won't CARFAX accept the VIN for my 1968 Chevy?

A CARFAX only has access to the VINs of cars built in 1981 or later, because that's

when VINs were standardized worldwide. Sadly, there is no universal database of serial numbers of cars built prior to 1981.

Q I plan to sell my 1963 split-window Corvette coupe. Any advice?

A Improve your selling chances by advertising in highly targeted publications, such as Corvette Market magazine (corvettemarket.com). Or, join the Corvette Club of America (corvetteclubofamerica.org) and place an ad in Corvette Courier. You also could consign your car to a Mecum or Carlisle all-Corvette auction.

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

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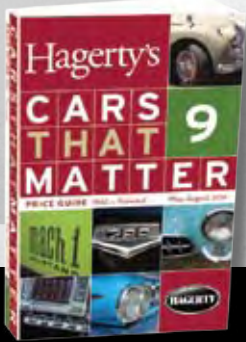
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1965 PONTIAC: \$16,500, BARRETT-JACKSON

BARRETT-JACKSON

# Faux real

Clone prices have come down, offering a strong whiff of the original at an affordable price. BY DAVE KINNEY

**IN BIOLOGY**, a clone is an exact replica. In computers, a clone might be a no-name brand duplicate of your PC or Mac. In live music, that tribute band belting out *Sweet Home Alabama* isn't Lynyrd Skynyrd — it's a clone band. With cars, a clone is a combination of all of the above. It's an exact (sometimes) replica, it's a brand name from the past and it's a rocking duplicate of the original.

Let's face it, some of us have had to buy a base Mustang or Camaro when what we really wanted, but couldn't afford, was a Boss 429 or a Z28. Many more cars were equipped for daily transportation than for ultimate performance. It's not tough — and certainly not unheard of — for a Tempest to become a GTO or a Barracuda to morph into a Hemi 'Cuda.

Clones were all the rage just a few years back. Eleanor Mustang and Yenko Camaro clones were a staple at many collector car auctions. With full disclosure from the seller or auction company, a clone can make many people happy for a fraction of the cost of the real thing. Here are clone cars offered at auction that found new owners at prices that would've been much higher had they been the real deal.

*It's not tough — and certainly not unheard of — for a Tempest to become a GTO or a Barracuda to morph into a Hemi 'Cuda."*



1969 PONTIAC FIREBIRD: \$15,400, WORLDWIDE AUCTIONEERS

WORLDWIDE AUCTIONEERS

## 1974 Porsche 935 Recreation

Barrett-Jackson offered this 1974 911, which had been transformed into the seller's version of a 935, at its Scottsdale, Arizona, sale in January. In Guards Red with a leather interior, it featured a 3.0-liter flat six with a five-speed transmission. The seller — who also updated the suspension and brakes along with the wild custom body — stated that more than \$70,000 was spent to pay tribute to the almost legendary 935. And for \$36,300, the new owner got a very noticeable boulevard cruiser that might just fool the neighbors into thinking he got a big raise, or at least cashed the winning lottery ticket.

## 1965 Pontiac GTO Convertible Recreation

At April's Barrett-Jackson Palm Beach, Florida, auction, this particular GTO convertible had started life as a LeMans and had the GTO package retrofitted in 2007. With a 389ci engine breathing through a four-barrel carb and dual exhausts, to the casual observer this goat looked the part of an original car. Selling for \$16,500, it brought little more than if it had been left as a LeMans that was similarly equipped. LeMans or GTO, this is one beach cruiser that fills the bill at a right price.

## 1969 Pontiac Firebird Trans Am Sports Coupe – Tribute

Finding a 1969 Pontiac Firebird Trans Am would require a good deal of sleuthing — and even more money. In white with blue stripes, this car looked the part of the real thing. Sporting a 400ci V-8 with an automatic transmission and power steering, it also featured a blue vinyl interior with a console and tilt steering wheel. *Hagerty's Cars That Matter, Book 9*, states that you can expect to pay up to \$118,000 for the real deal in excellent condition. A driver would likely cost you north of \$50,000. Offered at Worldwide Auctioneers' Weinberg Collection sale in April, this tribute sold for a quite reasonable \$15,400, less than one-third the price you would pay for that genuine Trans Am in driver condition.

Dave Kinney is the publisher of Hagerty's Cars That Matter.



1974 PORSCHE: \$36,300, BARRETT-JACKSON

BARRETT-JACKSON

## 1965 Ford Mustang Fastback

This Mustang was offered at Mecum's Indianapolis sale in May. It started life as a Mustang Fastback; the clone part was the GT equipment. Had this car been a factory GT, not only might it have brought an amount higher than the \$36,000 final bid, it might also have brought closer inspection from those concerned about originality. (It also had a later Ford 302 motor instead of the then-available 289.) Further equipped with Rangoon Red paint, styled steel wheels, red line tires and a Pony interior, this former base 2+2 Fastback now looks like it was ordered from new with all the "in demand" options.



1965 MUSTANG FASTBACK: \$36,000, MECUM

MECUM

If a genuine Pontiac GTO, Porsche 935 or Mustang GT is out of reach, then it might make sense to go for a clone for a fraction of the price.



# Basics for bidders

Five steps for getting the collector car you want. BY KEN GROSS

COLLECTOR CAR auctions are exciting, but whether you're an experienced veteran or a first-timer, here are the key points you need to know. Also download our Auction Basics pamphlet at [hagerty.com/auctionbasics](http://hagerty.com/auctionbasics).



BLAIR BUNTING

1

**Do your homework before the auction.**

Know what you want to buy, before it's on the block. The more specific you are about a make and model, the better. Check out auction Web sites to see if the car you want is listed. Find an auction calendar in *Keith Martin's Sports Car Market* magazine, *Hemmings Motor News* or *Car Collector*.

Jonesing for a '68 Barracuda like you had in high school? Check out the latest value in *Hagerty's Cars That Matter* ([carsthatmatter.com](http://carsthatmatter.com)), go to auction sites to compare past sales or buy a marque/model-specific reference book — Motorbooks ([motorbooks.com](http://motorbooks.com)) offers many — to help you decide, among other things, which features, engine and transmission you want.

2

**Target the nicest car you can afford.**

Restoration is always more expensive than buying a car in good condition. An auction catalog description is only as good as the information the owner volunteered, so read between the lines. Catalogs often ramble on about the glorious history of the model being offered. Somewhere in the text, you may discover this particular car is a rebody or its engine numbers don't match the chassis or aren't correct, or the engine isn't the original. All these factors drive down value. Never bid impulsively or spontaneously on a car that simply catches your eye — you'll likely regret it later.

3

**Bring a restorer or knowledgeable friend.**

Bring an expert with you — or at least seek out authorities who know the car or model you're considering and ask questions. The man standing next to you may be an expert who's just waiting to talk about the car. Inspect a car very closely before it goes over the block. Read all the display material. Check the car mechanically. Many auctions have independent diagnostic services on site. For a fee, they'll examine the car and give you an evaluation. Get to the auction a few hours before the sale begins, so you can look at cars and select the one(s) you want. If you can talk to the owner, do so. If you can convince the owner or auction company representative to run the car for you, even better.

4

**Always have a number in mind.**

Once you've made a bidding decision, know when "your" car is going to be offered for sale. Know what you want to pay and be ready to bid. Remember to add in auction company commissions and fees to get the full selling price. Use pre-bid time to pick up tips, talk with other bidders and examine the car from every aspect.

When a car is actually on sale, everything happens very fast. So if you've never bid at major auction before, learn what it's like by bidding at a smaller auction, even a charity event, so you've had practice bidding under pressure. With bid paddles waving, the auctioneer shouting and the price rising rapidly, it's no place for on-the-job training.

5

**Work with the ring men (and women).**

Top auctions have ring men (and women) stationed strategically in the bidding area. Find the closest one and identify yourself. Tell him or her the car you want to bid on and be near when it comes up. Their job is to ensure your bid is recognized and to keep you on top of what's happening. They know who's bidding and can coach you on when to bid (and when to wait). Don't reveal how high you're prepared to go, but be alert and ready to bid.

If the car fails to sell on the block, try to find the owner, along with an auction company representative, right away and negotiate a deal. Both parties would prefer to sell the car, so they may be willing to compromise on price and commission.

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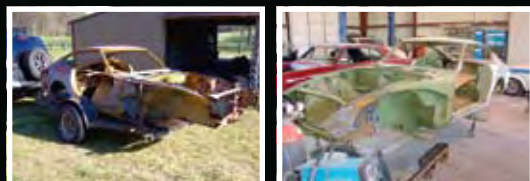
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# Rides revived

Before-and-after looks at the restorations your fellow *Hagerty's* readers love to drive. BY CHUCK AREHART



## 1970 DATSUN 240Z

Bryan Holmberg has been a Z man for years. While this 1970 edition was his eighth project, it was his first full-on restoration. Holmberg answered an ad for a body and a cache of parts that were new old stock for use on another Z-car project. But after seeing the low VIN number (No. 248), he decided to restore the shell into the finished product. "I get a kick out of the car every time that I drive it," he says, "People look at me a little weird when I pull up to a stoplight grinning like an idiot."

PRICE RANGE FOR 1970 DATSUN 240Zs: \$8,200–\$36,400\*

## 1949 TRIUMPH 2000 ROADSTER



Hermann Schaller, a Georgia resident and longtime British car fanatic, searched both nationally and internationally to find just the right car to replace the TR6 he had sold. Contacts through the Triumph Roadster club directed him to this 1949 Triumph 2000 Roadster near Chicago. The car was originally purchased for its parts to be used on another restoration project, but turned out to be better suited to restoration itself. It was professionally restored in three years and has been shown at the Hilton Head Island Concours d'Elegance.



PRICE RANGE FOR 1949 TRIUMPH 2000 ROADSTERS: \$12,500–\$49,200\*

## 1941 FORD

The uncle of Leroy Nunn's wife purchased this 1941 Ford shortly after WWII — and it's been in the family since. Its initial restoration was completed in 1991. Nunn first saw the car two years later, and wound up purchasing it in 2000. Detail improvements continued, as Nunn replaced various parts to make the classic Ford as original as possible. He drives it in local cruises and trailers it to shows. It won second place in concours judging at the 2002 Early Ford V-8 Club of America Western Regional.



PRICE RANGE FOR 1941 FORD SEDAN COUPES: \$10,000–\$20,000



## 1977 CHEVROLET CAMARO

First cars are hard to let go. For Peggy Wills, it was hard parting with her 1977 Camaro just for the short time it took to restore it. The car — which she purchased new and drove daily until 2000 — never failed her, but rust was taking its toll after more than two decades of Maryland winters. A local expert performed the

restoration, keeping the Camaro mostly original, except for the addition of a modern stereo (replacing the eight-track player) and air conditioning. "I love to drive it," Wills says. "But only during nice weather, no rain." For fun, Wills took the Camaro to a couple of local shows and picked up a trophy in the process.

PRICE RANGE FOR 1977 CHEVROLET CAMAROS: \$4,900–\$11,300\*

Send your best "before and after" photos, along with a short description of the project, to [photoshagertys@hagerty.com](mailto:photoshagertys@hagerty.com) and you might see it featured on these pages. Haven't seen your submission in the magazine? Check the Hagerty Web site at [hagerty.com/yourturn](http://hagerty.com/yourturn).



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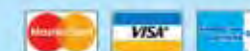
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# Distinguishing **marques**

Automotive mascots are often as recognizable (and coveted) as collector cars themselves.

BY CARL BOMSTEAD >> PHOTOGRAPHY BY JAMES HAEFNER

**ALMOST IMMEDIATELY** after the automobile's introduction, owners began to personalize their machines with distinctive mascots, or hood ornaments, that decorated the radiator. Today, they're an extremely popular automotive collectible, with prices ranging from a few dollars to hundreds of thousands.

Early mascots were both functional and decorative. Radiator mascots — such as the Boyce Motometer and Stewart-Warner Warn-O-Meter — served as temperature gauges, while several manufacturers adapted figures — such as Pontiac's Indian and Rolls-Royce's Spirit of Ecstasy — to identify their specific marque.

The French were known for their bronze sculptures created by well-known artists of the era. English mascots were not as elaborate, but were of superior quality to those offered in the United States.

René Lalique created the most elegant and striking mascots of the era. The glass mascots were first offered in the early '20s, with the 1932 Lalique catalog listing 27 examples, some of which were offered in colors like amber or topaz.

At around \$250,000, the Lalique "Renard" or "Fox" is today's most valuable mascot based on its rarity, as about six are known to exist — and collectors who wish to acquire the entire Lalique series seem willing to pay the price when one is infrequently offered.

Other vintage Lalique glass mascots, like the Peacock's Head, are available (albeit expensive) from dealers or specialized auction companies. However, six Lalique styles have been reissued and are considerably less expensive than their earlier counterparts.

Also valuable is the silver Elephant Dresse Ettore Bugatti used on the Type 41 "Royale." The example from Bugatti's personal Royale sold at auction in 1990 for about \$70,000. If offered today, it likely would sell for well into six figures, as mascots have continued to appreciate. But for a few hundred dollars, you can find a reproduction that, while lacking in detail, makes an interesting decorative piece.

You can hunt for mascots online or at auctions and major auto swap meets, like Hershey. However, reproductions are prevalent. Dealing with reputable auction houses, such as Bonhams, ensures you're buying authentic.

Books on the topic — including *Motor-ing Mascots of the World* by William C. Williams, *Accessory Mascots* by Dan Smith and *Mascottes Automobiles* by Michel Legrand — can help you identify reproductions and document authentic pieces.

A collection of mascots creates a fascinating display, and recalls a time when personalizing your automobile was far more elegant than today's ubiquitous bumper stickers.

From left: The fragile and rare 1928 Lalique Peacock's Head in blue; an example of Bugatti's silver Elephant Dresse; a Boyce Motometer; the easily recognizable Rolls-Royce Spirit of Ecstasy.



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# ODE TO THE OFFBEAT

*THE LANE MOTOR MUSEUM IN NASHVILLE IS AN ECLECTIC COLLECTION, INCLUDING SOME OF THE TINIEST MICROCARS EVER MADE.*

BY EZRA DYER >>  
PHOTOGRAPHY BY BLAIR BUNTING



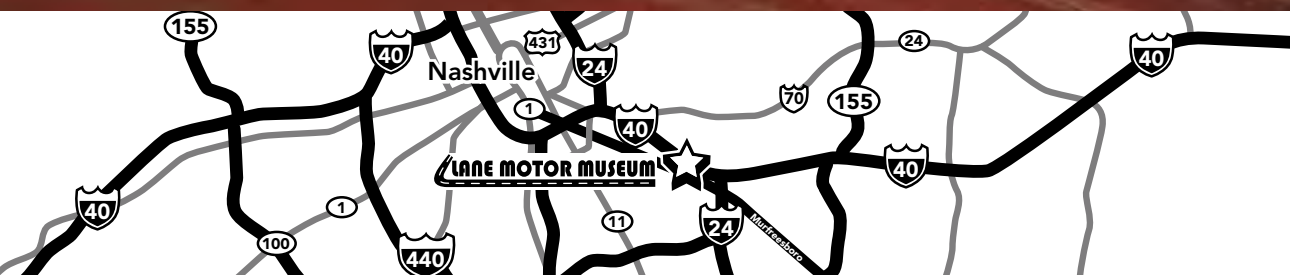
The Peel P50 is small enough to navigate the aisles between the cars on the Lane Motor Museum's main floor.



**I'm idling through the SONIC drive-in when my clumsy clutch foot causes the car to stall.** Red faced, I fire it back up, apply a healthy dose of throttle — and find myself lurching backward.

Drat. The 1964 Scootacar Mark II DeLuxe I'm driving has no reverse gear, so it achieves rearward locomotion by running its 197-cc two-stroke motor backward. I have no idea how reverse mode is accessed, yet I seem to trigger it with about 50-percent probability. Of course, this is exciting for everyone at the burger joint.

After devouring my meal, I'm ready to head back to the Lane Motor Museum and sample something a bit more substantial and contemporary. Perhaps a car with a four-stroke motor, four wheels, or a steering wheel instead of handlebars.







The Scootacar seats three passengers — only one fewer than the Camaro that dwarfs it at the SONIC drive-in.

The Lane Motor Museum in Nashville, Tennessee, celebrates cars that exist at the fringes of automotive history. The 330-strong collection includes a coal-powered car, an experimental rotary-engine sedan and a car with a drivetrain and steering wheel at each end, so that it can be driven in either direction. And that's just the Citroëns. (When normal Citroëns aren't weird enough, you've got some offbeat taste in cars.)

Jeff Lane founded the not-for-profit foundation and museum in 2003, when he officially crossed the line from “guy with a bunch of cars” to “collector.” That threshold arrived when Lane realized he didn't know exactly how many cars he had. “When I thought I had about 20 cars — but realized I actually had 75 — it kind of hit home,” he says. “I had cars in five different buildings, some of which weren't in the nicest places. I either had to get one building or get rid of some cars.”

He didn't get rid of any cars.

## Eclectic collection

Lane has a few particular interests that merge as themes in the museum's portfolio. Microcars, Tattras and amphibious vehicles, for instance, are all well represented. “The thing I like about

See exclusive footage from our day at the Lane Motor Museum — including video of author Ezra Dyer finagling his way into the Peel P50 and playing off his Scootacar clutch mishaps at the SONIC drive-in — at [hagerty.com/lanevideo](https://www.hagerty.com/lanevideo).

microcars is that they tried everything,” he says. “There weren't a lot of rules, regulations or expectations. With Tatra, I got interested because of the absurdity, but the technical innovation is what hooked me.”

Look around the museum's main floor, and you might see a 1980 Tatra ambulance sharing space with a propeller-driven 1932 Helicron and a 1945 Mochet Velocar. The latter is a hybrid, in that a small gas motor and whatever the driver ate for breakfast power it. The driver and passenger each have a set of pedals to help motor the vehicle, making the Mochet Velocar the easy answer to the question, “What's the worst date car in history?”

At the other end of the scale is the 1959 LARC-LX amphibious vehicle parked outside, which has one Detroit Diesel for each of its 9-foot-tall tires. The LARC is 62 feet long, weighs 194,000 pounds and would be even more problematic at the SONIC drive-in than the Scootacar.

Lane's trove of cars — housed in a former industrial bakery — is too large to fit on the building's main floor, so the display is always in flux, allowing repeat visitors a chance to see fresh machinery. The collection feels more like your eccentric uncle's garage than a musty reserve of snooty concours pricelessness.

There are no velvet ropes here. “I've always been interested in oddball stuff, and sharing my cars,” Lane says. “Some people are private, but I'm a big fan of having people see our stuff.”

Moreover, the cars here are to be driven, although it's a luxury not available to the general public. In fact, there's a full-time employee whose job description includes putting 50 miles per year on each of the collection's 330 vehicles, which may be seen at [lanemotormuseum.org/collection](https://lanemotormuseum.org/collection).

## From Scootacar to Peel P50

When I ask museum manager David Yando how many cars here are registered and drivable, he replies, “Probably 98 percent of them.” Testing that assertion, I ask to drive the 1960 Ultra Van Motor Home and the 1962 Alvis Stalwart. (I mean, how often do you get to drive a Corvair-based motor home and a six-wheel British military amphibian in Nashville?)



Clockwise from top left: Minis are well represented in the collection; you wear the Peel as much as you drive it; the 1967 MEP X2 looks thrilling — just don't flip over; incredibly, the Alvis Stalwart is not the museum's largest amphibian; the 1934 McQuay-Norris Streamliner has a steel and aluminum body over a wooden framework; the Peel navigates a Nashville street; the 1998 McLean Monowheel doesn't gyro-stabilize until you hit 15 mph — a speed no one at the museum has achieved.







Above: The 1938 BMW 320, with its raspy straight-six motor, provides a driving experience that makes a clear connection to modern BMWs. Left: Reverse gear, Peel-style.

Amazingly, the answer to both drive requests is yes. But right now, we're heading downtown with a 1938 BMW 320 Cabriolet and a 1965 Peel P50. I'm driving the BMW, and Yando brings the tiny P50 on a trailer.

After driving the Scootacar, the BMW is a revelation. The steering likes to wander and the brakes impart all the stopping power of a mild headwind. But the 320 feels like a modern car — dapper leather interior, conventional shift pattern, plenty of power to keep up with traffic. Moreover, it feels like a BMW.

Step on the gas, and the torquey straight-six urges the car forward with a distinctive exhaust blar that would be recognizable to anyone with a new 328i. I move the shifter deliberately through its gates not because it's recalcitrant or vague, but because the shift knob is Bakelite and Yando warned me that it's brittle.

So I grip the shifter beneath the handle, because I have no desire to mar what is doubtlessly a very valuable car. To their credit, nobody at the museum said, "Hey, careful, that's a very valuable car!" But I should've

known, considering a 1937 328 Cabriolet sold for \$302,500 in March at RM's Amelia Island auction.

After cruising Broadway — Nashville's honky-tonk row — for a while (at one point inadvertently chirping the tires on takeoff), it's time to revisit the microcar genre in the Peel, which was built on the Isle of Man, evidently by a race of hobbits.

I can confidently declare that there literally is no way that a car could be any smaller than the Peel P50. I cram myself inside and find that my feet are twice the height of the pedal box, and the pedals themselves are waifish discs about the size of a quarter. If I grip the steering wheel at three and nine o'clock, my elbows stick out both side windows. This certainly is the first car I've driven where I could get a trucker tan on both arms simultaneously.

I pull into traffic, consumed with visions of some text-messaging Suburban driver punting me into low orbit. My predicament isn't helped by the clutch, which sticks to the floor and then releases on its own accord. I need to turn left off Broadway, so I sit at an intersection gunning the 50-cc motor and hoping that the clutch's engagement will coincide with a yawning chasm in traffic.

Eventually it does and I reach a side street, where I get cocky and try for second gear. This is a mistake, since I'm heading uphill. The motor bogs so severely that I can hear each combustion event in the poor little two-stroke, so I pull over to turn around.

At least the Peel doesn't randomly decide to start in reverse. In fact, there is no reverse. To turn the Peel around, you get out, grab a handle at the back and pick it up. The first time I do this, I almost yank my arm out of the socket. It's much heavier than I guessed from looking at it. Defiantly heavy, actually, as if to say, "Hey, I'm a car, here. A little respect, please."

I pull into an alley to perfect my shifting before I head back into traffic. Just when I start to feel confident in my skills, I pull a U-turn with

excessive gusto and the three-wheel Peel starts to heel over, its left front tire off the ground. Reflexively, I stick my right arm out the window and brace the heel of my hand on the pavement, popping the car back upright. The Peel probably wasn't going to fully tip over anyway, but my arm has a low stability-control intervention threshold.

On the way back to the trailer, I head downhill and make it into third gear. I've never been so thrilled to go 25 mph. I'm starting to understand Jeff Lane's penchant for microcars. "It's a blast to drive around in a car that weighs less than the set of tires on an SUV," he says.

### The search continues

Back at the museum, I take

one more spin through, exploring the corners of the building that are out of the public eye. For anyone who loves cars, especially funky ones, there's endless eye candy.

If I could steal one car from this collection, it'd be the MG Metro 6R4 Group B rally car with the motor from the Jaguar XJ220 (sans turbos, still plenty powerful). Or the Citroën DS Ice Racer. Or maybe just the Infiniti Indy V-8 sitting on a shelf in the basement — that would be an exciting way to repower the 1973 Honda Life Step Van.

In the workshop adjacent to the display floor, a replica of Buckminster Fuller's Dymaxion is taking shape. When Lane can't find something he wants — such as the Dymaxion, of which only one exists — he's not above making a replica. Like the cars themselves, the collection is not static.

"We've done pretty well at finding what we want," Lane says. But there are always obscure and interesting vehicles out there waiting to join the Hanomags, the Matras and the 1956 Zündapp Janus in Nashville.

Lane, like any collector, is still looking for new prizes. In that way, he's the same as a guy trolling an online auction for his first vintage car. "There are cars I've heard of that seem to have disappeared, but might still be out there," he says. "There's always a wish list."

And no doubt, if there's something even weirder out there, Lane will find it.

For more information on the Lane Motor Museum, visit [lanemotormuseum.org](http://lanemotormuseum.org) or call 615-742-7445.

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# TICKET TO RIDE

No longer just two-wheeled rebels, classic bikes are now considered blue-chip investments and valued additions to many serious car collections. BY JOHN L. STEIN >> PHOTOGRAPHY BY EVAN KLEIN



1969 Honda CB750



1969 Kawasaki 500 Mach III



1976 BMW R90S



1959 Triumph Bonneville



1969 Norton 750 Commando



1974 Ducati 350 Desmo



Classic Velocette (left) was the last gasp for the British single. An engineering tour de force, the one-liter CBX (center) honors Honda's six-cylinder racers of the 1960s. The XS650 twin (right) was Yamaha's first four-stroke machine.



1979 Honda CBX



1971 Harley-Davidson Super Glide



1959 BSA Gold Star

A sunny day on an empty two-lane road is where vintage motorcycling really shines. Dramatically different riding experiences between singles, twins, triples, fours and sixes keep collectors coming back for more.



**B**ack when we were kids, there were probably two kinds of magazines we dreaded having our parents find us with: modesty prevents mentioning the first type here, but the second kind was about motorcycles. That's because among life's many attractions, motorcycles have always deliciously balanced excitement and danger, with maybe a pinch of antisocialism thrown in.

Throttling a roaring engine, banking into a curve or just flying along a rural two-lane road and drinking in the smells of the earth are all powerfully attractive motorcycling experiences. And now that we're a little older, many of us are discovering classic motorcycles for their aesthetic beauty and relative affordability compared to cars. But where do you begin if you didn't grow up with kickstands and kick-starting in your blood?

As with cars, some of the most affordable and enticing motorcycle classics range from the 1950s to the early 1980s, and the countries that manufactured great cars in that period also produced some pretty amazing motorcycles. Not surprisingly, many engineering and design tenets are shared: high styling and ruggedness for American machines; exquisite design and exotic performance for the Italian bikes; practical yet graceful engineering for British iron; and fastidious detail and easy use for Japanese brands. Hardly sport bikes, German BMWs of the era were slow moving, thoughtful and solid, although they did exude quality and class.

### Collector criteria

Collector motorcycles can range in price from a few hundred bucks for a small-displacement runabout, like a vintage Honda 90, to \$500,000 for a one-of-a-kind factory racer. But many quality machines are available from \$5,000 to \$20,000. With scores of manufacturers and hundreds of models built during the postwar decades, there's no shortage of pathways to follow with collecting.

But unlike collector cars, most of which are street legal, motorcycles range from utilitarian street bikes to purebred dirt bikes and specialized road racers. For the general collector, street bikes are the best choice because they can be shown or ridden without having to trailer them to a track. Instead, you can wheel one out of the garage, fire it up in the driveway and be on your way for a ride on the open road.



When it comes to choosing a classic motorcycle, ask yourself what you want to do with it and then work backward. Do you mostly want to ride? Admire an artistic two-wheeler in your foyer? Or just fulfill a childhood fantasy your parents wouldn't allow? Having a clear idea as to your purpose will greatly simplify the selection process.

Here are some thoughts on compelling choices, grouped in three different price categories. Choose one dream bike for \$20,000, or spread the excitement over several more affordable models. Every motorcycle below offers a unique and valuable combination of technical intrigue, visual appeal, riding pleasure and historical relevance, and all were built in sufficient numbers to remain reasonably available now. Best of all, in volatile economic times, such "blue chip" models hold up relatively well while also holding strong appreciation potential in good times.

### Up to \$5,000

With performance comparable to muscle cars, the Japanese superbikes of the early 1970s are fantastic bargains. Long considered a motorcycle icon, the 1969–76 Honda CB750 Four features a silky four-cylinder, air-cooled, overhead-cam engine, typical Honda attention to detail, strong but flexible performance and classic styling with its four chromed pipes.

The bad boy of the era is the 1969–72 Kawasaki 500 Mach III. Its dramatic three-cylinder, two-stroke engine's banshee wail, jackhammer vibration and smoky exhaust contrail guarantee a wild ride every time. Yamaha launched its first four-stroke, the 1970–72 XS650 (a.k.a. XS-1 and XS-2), during the reign of British twins. Its classic styling holds up beautifully today. Torquey performance from the 653cc parallel twin (with plenty of vibration), an upright seating position and a soulful exhaust note make Yamaha's first superbike a natural for collectors.

German motorcycle companies have always gone their own way in both engineering and design. One of the high-water marks is the superlative 1973–76 BMW R90S. Plenty fast, roomy and utterly smooth (at certain engine speeds), the pushrod 898cc opposed-twin engine was fed by big Italian 40mm pumper carbs on the early versions. A specially prepared R90S won the first-ever AMA Superbike race at Daytona back in 1976, but you can ride a production version from Los Angeles to New York in total comfort today.



## BUY ORIGINAL

Know what you want before you look to buy. If you want only an original bike, go for one with few previous owners and a history that can be documented from new. With proper care and feeding, even a 50-year-old classic can present beautifully. If you're after total perfection, a restored machine makes sense, but make sure that you're really getting what you think you are. Mix-and-match "bitsas" (i.e., "a bit of this and a bit of that") may look gorgeous, but you may soon discover their dubious history. The safest route is to invest in the most original machine you can find (a well-preserved example or a properly restored original bike). This way there are no questions about its authenticity. And be ready to spend fairly for the right bike. It's better to pay for the right machine once, than for the wrong machine twice.

Visit [hagerty.com/motorcyclesales](http://hagerty.com/motorcyclesales) to see a slideshow of significant motorcycle sales at auction.





A single-cylinder Velocette Thruxton, twin-cylinder Yamaha XS650 and six-cylinder Honda CBX from the Solvang Vintage Motorcycle Museum take to a Central California back road.

New or smaller riders will appreciate the 1976–80 Moto Morini 3½. So named for its diminutive 344cc air-cooled, pushrod V-twin, this Italian-built roadster offers lovely styling as well as lighter weight. Besides an attractive and unusual powerplant, early Morini 3½ models also feature lovely stainless-steel fenders and spoke alloy wheels.

### \$5,000 to \$10,000

One of the most famous bikes in the world is the 1959–72 Triumph Bonneville. Marlon Brando rode its earlier cousin, the Thunderbird, in “The Wild One.” Its pushrod 649cc vertical twin engine, original two-tone fuel tank and unique “chrome pickle” exhausts long set the standard for British twin design.

England’s stylish 1969–75 Norton 750 & 850 Commando is most deserving of classic status. It offered some the best engine and chassis performance of its day, and its four-stroke pushrod vertical twin is a thing of beauty. Norton’s

inventive “Isolastic” rubber engine mounting system also yields a wonderfully smooth “sweet spot” to go with its creamy powerband.

The best and brightest of a long-running line of Italian bevel-gear driven overhead-camshaft singles was the 1971–74 Ducati 350 Desmo. Plenty quick for highway work, in the turns it could outrun bikes with twice the displacement. Its unique engine featured a high-revving desmodromic valvetrain requiring no springs. Racing foot controls and handlebars and sprightly Italian styling add to the appeal.

Audacious was the 1978–80 Honda CBX. Inspired by the company’s famous RC166 six-cylinder grand prix machine, the 1047cc CBX also featured six cylinders, dual overhead camshafts and 24 valves — with a stratospheric redline to match. Capable of 11-second quarter miles, it’s still fast today — and looks it. A polar opposite is the 1971 Harley-Davidson Super Glide. Adorned with white “boat-tail” bodywork with red-and-blue accents, bigger-

than-life dimensions and that famous 74-cubic-inch Harley shovelhead V-twin, the Super Glide is unashamedly all American.

### \$10,000 to \$20,000

This level features some genuinely covetable motorcycles that single-handedly created new design genres and influenced generations of riders. From England comes the 1954–63 BSA Gold Star, a single-cylinder machine built in both 350cc and 500cc variants. The “Goldie” was the quintessential English “café racer” of its day and scored important racing wins on both sides of the Atlantic. Its alloy engine and chrome-sided fuel tank are simply incomparable, as is its heritage.

If the Gold Star is an open air masterwork, the exquisite 1965–71 Velocette Thruxton is impressionistic perfection. Its intricate pushrod 499cc single-cylinder engine, low bars and rearset foot controls, fishtail exhaust and racing “bum-stop” saddle defined it on the street and the track. But, like the Indy 500 roadsters of the



1978 Moto Morini 3½

## ALWAYS LOOKING FOR MR. GOODBIKE

As a buyer who likes to know what he’s getting, I prefer dealing directly with the seller so I can learn about the bike’s history and condition. There are sometimes amazing auction finds and deals, but usually I find detailed information on the bike’s history and provenance lacking. Also, dealing with private sellers or brokers affords the opportunity for negotiation, whereas auctions do not.

Some of my favorite online haunts include:

- >> bradsbikes.net
- >> craigslist.org
- >> ebaymotors.com
- >> midamericaauctions.com
- >> walnecks.com

VELOCETTE THRUXTON, YAMAHA XS650 AND HONDA CBX COURTESY OF THE SOLVANG VINTAGE MOTORCYCLE MUSEUM  
INDIVIDUAL MOTORCYCLE IMAGES COURTESY OF THE AMA MOTORCYCLE HALL OF FAME MUSEUM COLLECTION



1966 Velocette Thruxton



1947 Indian Chief



1957 Harley-Davidson Sportster

mid-1960s, the Thruxton was also the swan song of big British singles as the hot-performing Japanese two-strokes laid waste to everything else on the track.

Ducati’s win in the 1972 Imola 200 with its new 748cc desmodromic V-twin positioned the Italian company among the world’s avant garde sportbike makers. The low-production first-series 1974 750 Super Sport race replicas that followed now trade for six figures, but the second-series 1975–77 900 Super Sport offers the same fundamental goodness at a fraction of the price. An alloy 864cc 90-degree engine with race-spec tuning, desmo valve gear, triple disc brakes, racing controls and plenty of stainless and alloy, plus dazzling Italian styling and a historic name, make the whole package.

Several postwar American bikes are deeply rooted in our culture. These include the 1946–53 Indian Chief, a 74- to 80-cubic-inch V-twin. Its relaxed, loping countenance, sprung

leather saddle and tank-mounted gearshift make riding a full-dress Chief down an abandoned stretch of Route 66 a guaranteed time-travel experience. No owner of a 1957 Corvette should be without a matching 1957 Harley-Davidson Sportster. The first of the storied Sportster lineup, the ’57 model debuted the minimalist styling that has defined the Milwaukee company ever since. Short, low-slung and brassy, the Sportster is all about the 55-cubic-inch V-twin engine.

Whatever vintage motorcycle kick-starts your interests, just remember that all 50 states require a separate license to ride one on the road, and that wearing appropriate safety apparel and getting proper rider training are a must. The Motorcycle Safety Foundation (msf-usa.org) provides expert rider-training programs nationwide, and joining the American Motorcyclist Association (ama-cycle.org) puts you in good company with almost 300,000 other like-minded souls. Now ... ready, set, collect!

 Hagerty also provides coverage for collector motorcycles. For info, go to [hagerty.com/motorcycles](http://hagerty.com/motorcycles) or call 800-922-4050.



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# SAFE AT THE PUMP?

E10 WON'T STOP YOU FROM USING YOUR COLLECTOR VEHICLE, BUT YOU'LL HAVE TO BE MORE VIGILANT ABOUT FUEL SYSTEM MAINTENANCE.

BY JONATHAN A. STEIN AND CRAIG HOFF, PH.D. >>  
PHOTOGRAPHY BY JOHN ROE



Carburetors didn't turn to dust. Fuel pumps didn't grind to a halt. Gaskets and seals didn't melt into mushy goo. After 1,500 hours of testing six different automobile fuel systems on both E0 (straight gasoline) and E10 (gasoline with 10 percent ethanol) at Kettering University, disaster didn't reign.

When discussing the results of the Hagerty-funded research, Kettering professor Dr. Greg Davis remarked, "We can find no evidence that there is any significant danger to the health of the fuel system components associated with E10."

## TO THE TEST

As recounted in the Spring 2009 issue of *Hagerty's*, "Ethanol: Demonic or Divine," the Kettering team devised a set of tests to determine the effects of E10 on fuel system components.

In one set of tests, new or freshly rebuilt pairings of carburetors and fuel pumps were set up to mimic their operation in a vehicle. In another set of tests, sections of the fuel system were ultimately exposed to fuel and allowed to dry. In all cases, two sets of components were tested: one exposed to E0 and another to E10. Fuel systems from six cars were selected: 1948 Flathead Ford, 1958 Volkswagen Beetle, 1962 MG, 1963 Ford Falcon, 1969 Chevrolet Bel Air and 1970 Chrysler New Yorker.

The carburetor-fuel pump combination on the '62 MG was the first to complete testing. There was some minor particle buildup, gum and tar deposits and minor corrosion visible on the components run on E10. However, at the end of the test, both the carbs and the fuel pumps were flowing fuel without any leaks or reduced performance.

Now, the results are in for the other five fuel systems tested. The most visible change was that several pump and carburetor bodies appeared to be discolored. Upon close examination, the change in hue was simply staining, most likely due to the aging fuel that darkened as the more volatile gases evaporated when remaining fuel oxidized. As with the SU carburetors,



### Editor's Note:

This is the conclusion of our two-part look at the effects of ethanol-blended fuels on your collector car. To see the first part of our look at ethanol, go to [hagerty.com/ethanol1](http://hagerty.com/ethanol1).

Although gas station attendants often don't know if the fuel they sell contains 10 percent ethanol, you may be able to find out by contacting the fuel distributor or oil company of the brand you use.









This Sunoco station in Michigan clearly noted that all four of its fuel grades were ethanol blended. Owners of collector vehicles such as these Chevrolets often have no choice when it comes to using ethanol blended fuels.



**Potential Problems**

**Corrective Action**

**Unrestored fuel system/older restored fuel system ...**

Will loosen deposits in tank	Clean or replace fuel tank
Fuel filters will clog	Replace filters regularly
Jets may clog	Remove and clean carb
Seals, gaskets and lines of older compounds will deteriorate	Rebuild carbs, fuel pump and replace soft lines
Steel and aluminum parts experience some corrosion	Seal fuel tanks and monitor corrosion

**Freshly rebuilt fuel system ...**

Soft parts may have a somewhat shorter life than expected	Check for leaks and drying seals
Some particulate build-up may occur	Monitor and clean components when required

several other carburetor components showed some minor gum buildup. At the conclusion of the test, the pumps were still pumping like new and the carburetors were free of leaks or significant particle deposits. It was clear that in the test of both the straight gasoline and E10, seals were constantly swelling when wet and contracting as they dried.

OTHER EFFECTS OF E10

With the greater solvency and drying effect of the ethanol, it's likely that there will be a shorter life cycle of seals used with E10, although at the conclusion of these tests, no damage was visible. As a precaution, fuel systems that haven't been rebuilt recently or have unknown history should be rebuilt with new seals, gaskets or soft lines made of modern materials, such as Viton and Nitrile, to ensure compatibility of materials with ethanol and to reduce the chance of failure or fire.

Fuel system consultant Michael Harrigan of Zen Fuel LLC agrees that it's critical to use modern materials and would replace any natural cork or paper gaskets with materials made of Nitrile Butyl Rubber (NBR) and "avoid any type of natural rubber, neoprene rubber or silicone rubber." Dr. Gary Mead, the technical lead on the E0, E10 and E20 study by Minnesota State University, Mankato, agrees with Harrigan on the avoidance of these rubber components.

Over many years varnishes and sludge build up in fuel systems. As a solvent, ethanol loosens these deposits, which are then carried by fuel flow. As a result, the most common problems owners of old vehicles experience when switching from E0 to E10 consist of blockages of fuel lines, pumps, filters and injectors, especially in vehicles that haven't had their fuel systems (including the gas tank) cleaned and rebuilt with new soft parts.

However, thanks to ethanol, some of the used parts tested were actually cleaner upon conclusion of the test than when the trials began. When ethanol is first used in an older car, the owner initially may need to change fuel filters more frequently; rubber seals and gaskets may require more frequent replacement.

Zen Fuel's Harrigan and Minnesota State Mankato's Mead agree that the fuel systems of many older vehicles should not be jeopardized by E10 — assuming that modern seals, gaskets and lines are used. They assert, however, that ethanol-blended fuel results in leaner-burning combustion than gasoline. The leaner mixture usually increases combustion and exhaust temperatures, which are detrimental to engine durability. That means that when using ethanol-blended fuels, the vehicle should be tuned to prevent a lean mixture and the corresponding damage that may result. This is especially important since many antique and

classic cars lack oxygen sensors and cannot compensate for the leaner-burning fuel.

LOOKING TO THE FUTURE

With this new insight into the effects of E10 on older vehicles, what about higher ethanol blends? According to Dr. Steve Przesmitzki of the Fuels Performance Group of the National Renewable Energy Lab, many government organizations — including the Department of Energy, Environmental Protection Agency and California Air Resource Board, along with auto manufacturers, oil companies and other equipment manufacturers — currently are investigating the use of 15- and 20-percent blends of ethanol in vehicles already on our roads.

In addition to being a solvent that can degrade rubber, ethanol has a much higher electrical conductivity than gasoline and can promote galvanic corrosion and oxidation in a variety and combination of metals. In fuels with low concentrations of ethanol, the Hagerty-funded study showed that these effects are minimal. Although low-level ethanol blended fuels don't pose immediate and dire threats to many older vehicles, it isn't yet known what the effects of higher percentages of ethanol will be on vehicles built many years ago.

According to tests funded by the State of Minnesota and conducted by Minnesota State Mankato, neither E10 nor E20 had any detrimental effect on components of new vehicles — as well as those built in the last three decades. However, according to many within the industry, further tests are needed to monitor the long-term effects of ethanol on components in the large number of cars that are more than a few years old.

As both the ethanol industry and many in Washington continue to call for widespread use of E15 or E20, the National Renewable Energy Lab and Oak Ridge National Lab (Department of Energy Labs) are working with industry stakeholders — including the Coordinating Research Council (auto and oil companies) and the American Petroleum Institute — in conducting studies to examine the long-term effect of mid-level ethanol blends on both new cars and those that have already been in service for up to 10 years.

If additional funding can be obtained, there is interest in extending the study to include older vehicles. Przesmitzki is concerned that collector vehicle owners will be able to continue operating their vehicles without unintended damage. He does, however, have an ulterior motive. "If there are problems, I'm the one who will have to fix my mother-in-law's old MG."

ETHANOL SURVEY

Is what's purported to be good for the environment good for your collector car? Many of you have your doubts, as evidenced by the results of our 2009 Web survey on ethanol-blended fuels, which garnered some 6,000 responses.

- 29% reported some problems attributed to E10.
- 91% are uneasy about going from E10 to E15 or E20.
- 92% are concerned about possible damage to engine or fuel system.

To see the full results of the survey, go to [hagerty.com/ethanolsurvey](http://hagerty.com/ethanolsurvey).

- 91% don't like the idea of ethanol at all.

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PHOTOS COURTESY OF THE MADISON AVENUE SPORTS CAR DRIVING AND CHOWDER SOCIETY

# ROLL PLAYING

The Madison Avenue Sports Car Driving and Chowder Society has been celebrating fast cars and irreverent behavior since 1957. BY MIKE COOK

I was headed to Sardi's restaurant on West 44th Street this past May to hear Wayne Carini, who hosts *Chasing Classic Cars* on Discovery HD Theater Channel. The occasion was the meeting of the Madison Avenue Sports Car Driving and Chowder Society (MASCDSCS), an assembly of like-minded East Coast car nuts from the ranks of advertising, media and manufacturers.



Chowderheads still meet at Sardi's once a month, where they toast and roast speakers and organize high jinks like Crosstown Rallies and Goodyear blimp trips.

The MASCDSCS was founded in March 1957 by CBS Radio executive Art Peck and ad man King Moore. It was an outgrowth of lunchtime discussions with fellow sports car enthusiasts at Le Chanteclair, the famous restaurant owned by grand prix great René Dreyfus. Fifty invitations to lunch at Sardi's were sent out, word spread, and 93 people showed up. Everyone who attended the first meeting was made a "Member of the Board." All subsequent members are "Only a Vice President." The MASCDSCS has been meeting at Sardi's on the second Tuesday of the month ever since.

A number of car company executives are members (including some with loftier titles than "Only a Vice President"), but membership is comprised primarily of media people who are involved in the automotive and racing scenes. Past directors include car collector Henry Austin Clark Jr. and comedian Peter Donald.

Today, meetings still fill Sardi's second floor as they did in the early days when Carroll Shelby came to describe his Cobra enterprise or Zora Arkus-Duntov talked Corvettes.

Recent meetings have featured Reeves Callaway, rally driver Alex Roy, Danny Panoz, Steve Saleen and Corky Coker as guest speakers. They join legends like Bob Tullius, Stirling Moss and Brock Yates, as well as the late Walter Cronkite, Peter Collins, Jerry Titus and Beverly Rae Kimes.

However, speaking before the club is no easy gig: Chowder members demand quality speeches. Traditionally each member takes two dinner rolls — one to eat with lunch and one in case criticism of the speaker is needed. Although, after pre-lunch cocktails, their aim seldom has been accurate.

In addition to gathering for lunch, the members go on occasional field trips, riding in the Goodyear blimp or jetting down to Georgia to visit the Panoz factory and drive at Road Atlanta.

The first Crosstown Rally by Bruce Wennerstrom in 1973 featured a range of competitors, from Janet Guthrie driving a racing Toyota Celica to Richard Nixon impressionist Richard Dixon riding a bicycle. The event was a contest to see who could get

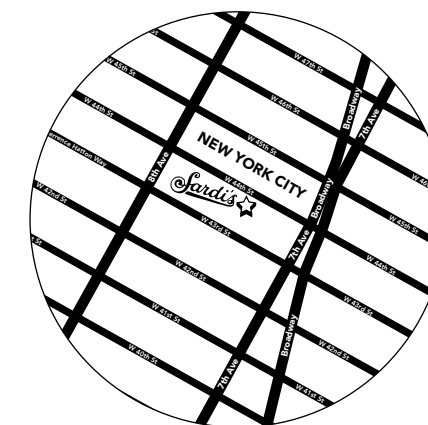
from the UN Plaza to Sardi's through New York traffic the fastest: a rider on a bicycle or a driver in a sports car.

On my way to the May meeting, I couldn't help remembering the 1976 Crosstown Rally. Pre-lunch that day, about 20 members had lined up on First Avenue in front of the UN building. Our field included a horse and buggy, a vintage '29 Lincoln touring car, a Jaguar XJS and a Ferrari. So who won? Racing driver Bruce MacInnes on a Lazer moped followed by another moped and two joggers. The Ferrari came in last, but was applauded anyway.

In 1978, a group of Ferrari drivers, including Phil Hill, Janet Guthrie, Bob Tullius and Cannonball Run winner Steve Behr, took on five New York cab drivers. Behr won.

Today, Bruce and Genia Wennerstrom, organizers of the annual Greenwich Concours in Connecticut, run Chowder. As newer members have joined the MASCDSCS, the rowdy factor has dropped off a bit. That said, it still remains a place for car enthusiasts to meet, brag and, occasionally, throw a few rolls.

If you want to attend a gathering, call or e-mail the Wennerstroms in advance. Lunch is \$35 at the door for members and \$40 non-members, and you can buy an annual club membership for the same amount. For more information, call 203-661-1669 or e-mail [greenwichconcour@aol.com](mailto:greenwichconcour@aol.com).





Automatic watches that won't bust your budget.

BY JONATHAN A. STEIN

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[1]

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For some, accurate and inexpensive quartz timepieces work well, but don't generate the same passion as a good self-winding mechanical watch. Prices for Rolex, Omega, Chopard and Breitling start at a few thousand dollars and climb steeply. But you can find a selection of interesting (and reliable) mechanical watches for less than \$300.

Vostok-Europe (vostok-europe.com) grew out of the collapse of the Soviet Union and its banking system in the late 1980s. After collaborating on a portable microwave radio relay station with a team of radio physicists, the Vostok Watch Company had no way to transfer funds. So Vostok paid the scientists with a suitcase of watches that they sold at a local market. Recognizing a fantastic demand for good mechanical watches, the physicists ordered more. The group eventually expanded into manufacturing its own timepieces under the Vostok-Europe name.

Today, one of the firm's dressier pieces, the Gaz-14 Limousine [1], tracks time in two zones and uses an in-house movement in a 43mm stainless steel case. It retails for \$289 with a leather band.

Another example, the German "Spirit" automatic pilot watch from TRIAS-Watch [2] (trias-watch.com), features a luminescent dial and matches a 21-jewel automatic movement with traditional pilot styling in a 41mm case for less than \$200.

Japan's Orient Watch (orientwatchusa.com) uses its own automatic movements in addition to those from shareholder Epson Seiko. Its popular Automatic Dive Watch (model 2ER0001B) [3] — which evokes one of Rolex's finest — is 39.5mm in diameter and water resistant up to 100 feet. A 21-jewel automatic, it lists for \$180 — less than half the sales tax on one of the famous Swiss watches it resembles.

Online watch forums — including watchuseek.com, timezone.com and watchnet.com — are great places to start your search, although it's best to purchase directly from a manufacturer or authorized dealer to ensure warranty coverage.

For a road test of the Orient Automatic Dive Watch, go to [hagerty.com/orientwatch](http://hagerty.com/orientwatch).

JAMES HAEFNER

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**RESOURCES**

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radiosforoldcars.com

**Antique Radio Repair**  
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everythingradio.com

**Rogus Radio Repair**  
858-750-7534  
rogusradiorepair.com

**Vintage Auto Radio**  
888-514-3811  
vintageautoradio.com

**VintageCarRadio.com**  
877-331-9560  
vintagecarradio.com

neat, unobtrusive and not detract from the car's original appearance.

So where do you look if your car's original radio is missing? Local car clubs are good starting points, as their members are likely to

know which radio is correct for your model. Some may even have access to those removed from parts cars during strip-ping. The Internet is another rich resource, with online market sites selling a bewildering array of domestic and imported radios either "as is" or fully rebuilt and ready to install.

While a working radio isn't necessary for some events, it's a must if you want to do a thorough job with your restoration. Some companies, like Rogus Radio Repair of San Diego, will take your original radio and perform a complete cosmetic and mechanical restoration to working order.

Rogus, which specializes in sets from 1930 to 1970, will even source or make parts for a repair and can supply an AM transmitter kit for MP3 player capability.

Other companies, such as Vintage Auto Radio of Waterford, Wisconsin, won't do cosmetic restoration, but will, in effect, build a modern electronic radio behind the faceplate of your 1950 to 1980 model, complete with AM/FM stereo and MP3 player connection.

Elkhart, Indiana-based vintagecarradio.com offers a third alternative for those who aren't worried about pleasing picky show judges. They sell a range of eight new radios that resemble period radios from the 1960s to the 1980s, which they say will fit up to 400 different models.

All told, being diligent about your radio may not win your judging class, but it can certainly help prevent you from losing.

 Check out our classic automotive radio spotter's guide with Donald Osborne and Hagerty's *Cars That Matter* publisher Dave Kinney at [hagerty.com/radiotour](http://hagerty.com/radiotour).

# Original sound

Keeping your classic's period radio in tune with today's judging standards. BY DONALD OSBORNE

**NOTHING CAN BE** more jarring in a beautifully restored and presented collector car than a modern radio. And as standards of originality continue to rise in the hobby, competitive shows are tightening the focus on this very detail.

Since most American cars from the 1950s and 1960s came with factory-installed radios,

many clubs have adapted concours rules requiring an OEM radio — correct for the year the car was made — be fitted.

Import clubs tend to be more lenient, as the majority of these models originally featured radios installed by the dealer prior to sale. Ferrari Club of America judging, for example, simply states that any audio installation be

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# Hooked on ladders

The author's 1955 Ford fire engine is the darling of Newberg, Oregon.

BY MATTHEW SIMEK

Matthew Simek (above) grew up playing with fire engines. Today, he has one of his very own. And it's housed in a 1950s-style fire hall (brass pole and poker table included) located on his property.

SPECS

**Body builder:**  
Neep Equipment Co.,  
Portland, Oregon

**Chassis:**  
1955 Ford F-600

**Quantity produced:** 100

**Pump:**  
Barton American,  
Battle Creek, Michigan

**Water tank:**  
500-gallon steel

**FLASHING RED LIGHTS** and the wail of mechanical sirens have long stirred the blood of most youngsters. For me, however, the fire engines I played with as a kid were real ones with classic emblems, including American LaFrance, Seagrave, Peter Pirsch and Ahrens-Fox.

In the early 1950s, my father, a fire protection engineer, partnered with a local fire chief to form Great Lakes Fire Equipment Co., serving Illinois, northern Indiana and southern Wisconsin. Initially, this Ward LaFrance (then Seagrave) dealership was my playground. My folks gave me a custom Blackington badge for Christmas when I was 8, so I designed my own chief's uniform. The hook was set for life.

One day in 1998, I heard from one of my Newberg, Oregon, neighbors that there was a fire engine for sale parked by the side of the road in neighboring Dundee. After brief negotiations, I wrote a check and drove the fully equipped "No. 8" home.

Portland's Neep Equipment Co. — which became Western States Fire Apparatus Co. — built Newberg engine No. 8 on a 1955 Ford F-600 chassis. Its front-mount Barton American PTO pump, driven by its Ford 256 V-8, delivered a respectable 500 gallons per minute (gpm). For more than 20 years, No. 8 served on Newberg's firefighting front line. Dundee inherited the old gal in the mid-1970s, where it served for another two decades.

Restoration was not very involved. Though No. 8 had been in service for more than 40 years, it had been well maintained, always housed under cover and only driven to fires. When I bought her, No. 8 showed 6,873 actual miles on the odometer. Mechanically, the two-speed axle needed attention, as did the brakes, a leaky exhaust manifold and worn king pins. But the Newberg Fire Department recently tested the rotary pump, which developed an amazing 667 gpm after 50 years of service!

Cosmetically it was in remarkably good shape, from the flashing red Beacon-Ray "gumball machine" on top of its cab to the Federal siren on the front bumper. With some touch-up paint and lots of elbow grease, it shined up nicely.

No. 8 today, restored to its original Newberg livery, is a favorite parade vehicle among our surrounding towns and among neighborhood children of all ages. This year she moved into her new home — a 1950s-style fire hall on my property, complete with brass pole and poker table.

To say the neighborhood is "involved" in my passion is an understatement. Several neighbors helped build the fire hall and frequently wash and wax No. 8 before a big parade. There's even talk of forming the "Bald Peak Volunteers — Engine Company No. 8," with the new fire hall as its clubhouse. I'm campaigning hard to be elected its first chief.

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