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VOLUME 3: ISSUE 4 | WINTER 2008



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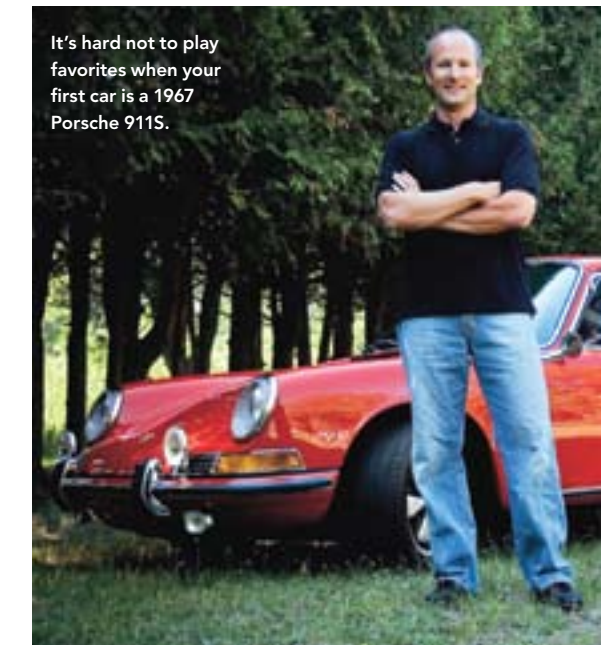
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It's hard not to play favorites when your first car is a 1967 Porsche 911S.



BLAIR BUNTING

Porsche Play

I CONFESS TO being a Porsche guy through and through, and not just because my first car was a 1967 911S. The only two car magazines that came to my house growing up were *Road & Track* and *Porsche Panorama* — because we were Porsche Club of America members.

To me, Porsches have always represented the perfect mix of utilitarian performance and “mostly” understated style. The fact that so much drivability could come from cars with relatively little horsepower has always made me think of them as underdogs — even though their racing history has often proven just the opposite.

To me, the raspy note of the 911's air-cooled flat six was always one of the best sounds in the sports car world. By the way, my current later-model fetish is a new GT3!

We give our due to Porsche in this installment of our continuing “World of” series on the great marques. To date, we've covered Mustang, Corvette, MG, Mopar Muscle and now Porsche. These stories give newcomers to the marque a quick overview of the history, a buyer's guide, most valuable cars, clubs, major events, restorers and literature. They are always interesting to research and we usually manage to learn something new about each marque in the process.

I also want to tip my hat in this issue to Corky Coker, a respected colleague in the collector car business. Coker Tire is celebrating its 50th birthday, having become the world's leading purveyor of collector car tires. Coker looks back for us on how the company helped fill a much-needed niche, and tells of searching far and wide around the globe to bring back long-defunct tire molds and lines, helping to return thousands of rare automobiles to the road. Coker Tire is one of the pillars of the collector car community and for that we can thank my friend Corky.

McKeel Hagerty

McKeel Hagerty



A 1964 Porsche 356 SC Coupe.

A.J. MUELLER

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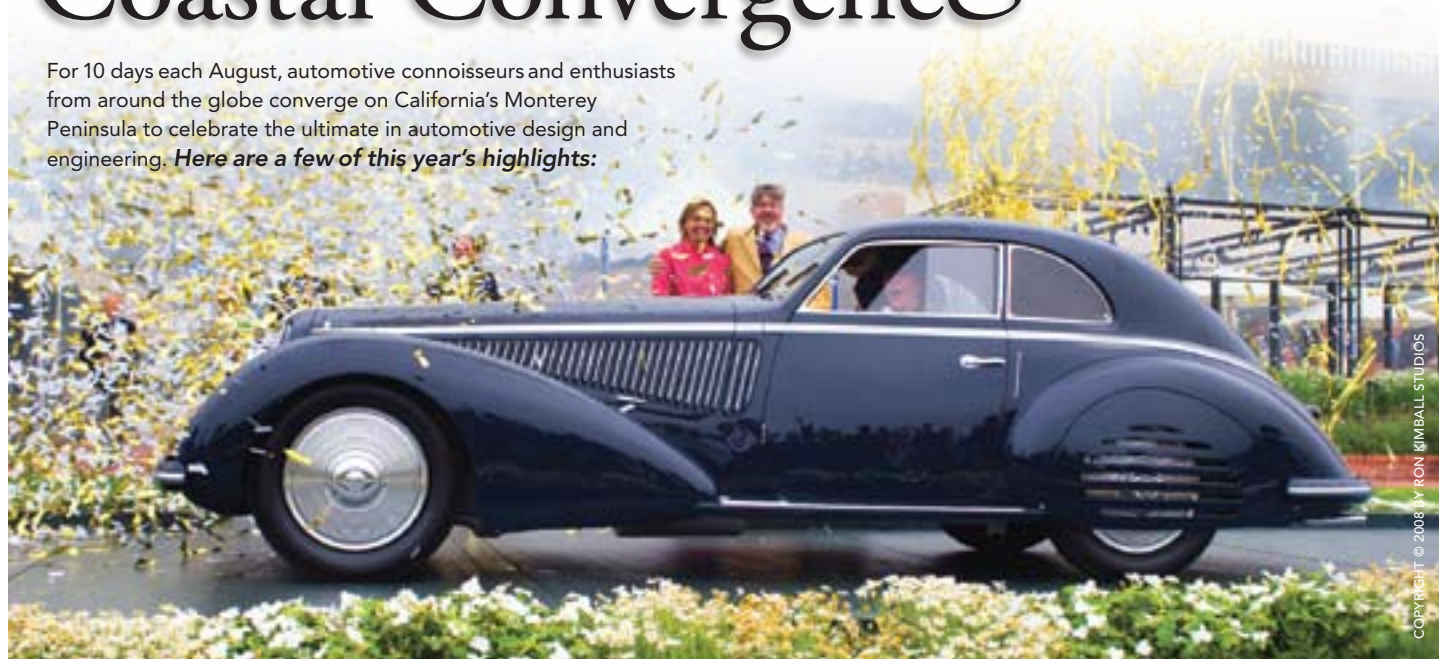
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Coastal Convergence

For 10 days each August, automotive connoisseurs and enthusiasts from around the globe converge on California's Monterey Peninsula to celebrate the ultimate in automotive design and engineering. *Here are a few of this year's highlights:*



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» PEBBLE BEACH CONCOURS D'ELEGANCE

The 58th annual Pebble Beach Concours d'Elegance paid tribute to the historic Italian marque Lancia, Italian super car Lamborghini and the General Motors centennial celebration. The 2008 field of collector cars included more than 200 vehicles, ranging

from an 1892 Peugeot to a rare collection of six Ferrari Spyder Californias. The 1938 Alfa Romeo 8C2900B owned by Jon and Mary Shirley (shown above) — which won the first race at Watkins Glen in 1948 — took "Best of Show" honors. Visit pebblebeachconcours.net.



» Cobra Bests The Quail

A 1962 Shelby Cobra 289 owned by collector Bruce Meyer claimed Best of Show at The Quail: A Motorsports Gathering (quailodge.com). Originally fitted with a 260 cid V-8 and displayed at auto shows throughout the United States, the vehicle was uprated with a 289 cid Ford V-8 by Lloyd "Lucky" Casner.



» Record Breaker

A 1937 Bugatti Type 57C Atalante Coupe brought in \$7.92 million — the most ever paid for an automobile at a North American auction — for Gooding and Company (goodingco.com), which had record-breaking sales totaling \$64.2 million.

COBRA: DREW PHILLIPS; ALFA ROMEO: ALLAN ROSENBERG; BUGATTI: GOODING AND COMPANY

Meadow Brook Draws Record Crowd

The 30th annual Meadow Brook Concours d'Elegance, held August 3 in Rochester, Michigan, was one for the record books, with more than 12,000 spectators turning out to see more than 230 of the world's most stunning cars.

Sam and Emily Mann's 1935 Duesenberg J Roadster was named Best in Show American, while a 1927 Isotta Fraschini Tipo 8A Roadster owned by Joseph and Margie Cassini III claimed Best in Show European. The 1940 Indian four-cylinder owned by Berland Sullivan won the Best in Show award for Motorcycles,

in only the second year that bikes were included in the Concours.

In addition to the vehicle showcase there were many activities, including a Ferrari collecting seminar led by international experts and a mansion drive lined with Cadillacs from 1903 to present day to honor GM's centennial. For more information, visit mbhconcours.org.



PAUL CANNON



DREAM CRUISIN'

THE SLOWER THE 40,000 muscle cars, street rods and other collector vehicles moved, the easier it was for the estimated 1.2 million enthusiasts to get a good look at the 14th annual Woodward Dream Cruise on August 16. The cruise, which spans a 16-mile stretch of legendary Woodward Avenue in metro Detroit, started in 1995 as a fundraiser for a soccer field in Ferndale, Michigan. Today, it's arguably the world's largest one-day automotive event, paying homage to the cars of the 1950s, '60s and early '70s. Want to cruise in your classic next year? Visit woodwarddreamcruise.com for details.

WOODWARD DREAM CRUISE

Collectors Foundation Gains Support

FORD MOTOR COMPANY and the OneBeacon Charitable Trust have become sponsors of the Collectors

Foundation in its mission to introduce young people — the future generation of collectors — to classic cars and boats. Educational sponsorships have also been established between the Collectors Foundation and Amelia Island Concours d'Elegance, Newport Concours d'Elegance, Barrington Concours d'Elegance, Glenmoor Gathering and the Chris-Craft Antique Boat Club. To learn more, visit collectorsfoundation.com.



REMEMBERING PHIL HILL

PHIL HILL, THE only U.S.-born driver to win the Formula One title, passed away August 28 at age 81. Hill won the Formula One title for Ferrari in 1961. He also won both the 24 Hours of Le Mans and the 12 Hours of Sebring three times. During his extraordinary career, Hill never suffered a serious injury. He retired from racing in 1967 — having won both the first and last races of his career — and worked as a television commentator for ABC's *Wide World of Sports* and as a contributing editor for *Road & Track*. For more, visit philhill.com.



DENISE MCCLUGGAGE



RM AUCTIONS

Scottsdale's One to Watch

The 1963 Corvette Grand Sport 002 roadster will be offered with its original race body at RM's Arizona Biltmore Auction January 16. The legendary car — one of five built before Chevrolet stopped its construction — is restored to the same trim as when it was last raced by George Wintersteen in 1966.

Planning to head to Arizona to witness its sale or to attend one of the other

January auctions? If so, check out our insider's guide to the best food, lodging and sights in the Scottsdale area.

Go to hagerty.com/library/guides.aspx and click on "Guide to Scottsdale" to download a copy.



Woody Wins Model Contest

TYLER OF THE Magic City Mustangs club in Miami has been named the winner of the national Hagerty Plus Model Building Contest. His 1932 Ford Woody was judged the winner by McKeel Hagerty, late-night host and car aficionado Jay Leno, Pebble Beach Concours d'Elegance chief judge Ed Gilbertson, *AutoWeek* vice president and publisher KC Crain, and Lamborghini director of brand and design Manfred Fitzgerald. It topped four other finalists in Monterey, California, in August.

CORRECTIONS: In the Fall 2008 issue of *Hagerty's*, the 1953 Corvette model on page 7 was misidentified as a 1958 Corvette. The photo on page 19 is a 1968 Cadillac Eldorado, not a 1967.



WHERE HAS YOUR HAGERTY BAG BEEN?

HAGERTY PLUS MEMBER Richard Dalton recently took part in a classic rally driving from Amritsar in the Punjab to the highest drivable road in the world, deep in the Himalayas — and his Hagerty bag accompanied him. The United Kingdom resident says driving an old Toyota 4x4 on one of the world's greatest road trips was one of the most exciting things he has ever done. Details of his adventure are available at classiccarjourneys.co.uk.

Where has your Hagerty bag been? Send a picture of you and your bag in an unusual, interesting or out-of-the-way place to photoshagertys@hagerty.com and we might include it in the next issue of *Hagerty's*.

HAGERTY PLUS ACQUIRES HOLLANDER INTERCHANGE MANUALS

TROUBLE FINDING A part for a postwar American vehicle made from 1946 to 1979? Hagerty Plus can help, thanks to its recent acquisition of a set of Hollander Interchange Manuals. The resource lists which OEM parts from one vehicle fit or "interchange with" another vehicle. Contact the Hagerty Concierge at 888-310-8020, option 3 to see what these manuals can do for you.

TOP PRESIDENTIAL RIDE



TAFT'S BAKER ELECTRIC is the most interesting car owned by a president over the last century, according to Hagerty research. Unlike other early cars, the Baker Electric owned by William Taft — the first president to have and drive cars while in office — needed no cranking, had no gasoline smell and was essentially maintenance-free. Visit hagerty.com to find out what other presidential rides made the list.

DAN VAUGHAN

At Your Service

WHATEVER YOUR QUESTION, WE'LL DO EVERYTHING WE CAN TO TRACK DOWN AN ANSWER.

"ASK HAGERTY" CONCIERGE SERVICE IS AVAILABLE FREE TO HAGERTY PLUS MEMBERS BY DIALING 888-310-8020, OPTION 3.

Q What's the best way to keep mice out of my car while in storage during the winter?

A Surround the outside of the car with mothballs placed a few inches apart. Mice hate the smell and usually will not walk through this "barrier." And just to be safe, consider putting shaved pieces of Irish Spring soap on foil or in small open containers inside the vehicle. The odor from the soap is less objectionable than that from the mothballs, but will still help you deter the rodents.

Q I store a '74 Urraco in a dry mini warehouse and the car rarely sees rain. However, Atlanta is very humid. Should I spray a rust inhibitor in the front large area trunk and under the rear normal trunk? If so, can you recommend a product?

A Rather than coating the car in any way, place desiccants in the storage area and in the car to absorb the moisture to prevent rust, mold and mildew. You can find desiccants in small plastic

containers at any major box store in the household goods section. You'll need to place several desiccant containers in and around the car, and replace them fairly regularly. They will absorb quite a lot of moisture. An alternative, if you happen to have electricity available, would be to run a dehumidifier. Just be sure to empty it regularly.

Q My wife and I will be moving overseas for about three years and will be storing our vehicle. Do you have

any suggestions about long-term storage?

A Start by changing the oil, covering the car, putting it up on jack stands and surrounding it with mothballs. If the car won't be started, you should drain the fuel completely and remove the battery. Otherwise, fill it all the way up, add a fuel stabilizer and disconnect the battery. Consider paying for the entire storage time so nobody can claim the car as theirs and sell it for non-payment of rent on a storage unit.



WISH LIST

Stumped about what to get the car enthusiast who has everything? Here are a few ideas to add to your list this holiday season.

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Speed Reading

Ten great books every collector should own.

FINE CAR BOOKS, like great old cars, can be enjoyed over and over again. Pick them up, peruse a few pages or read a whole chapter — you'll invariably find something you've either missed or long forgotten. Perhaps you'll even get a yen to search out and buy a particular car. Below are 10 of my favorites:

AUTHOR'S NOTE: For out-of-print books, try BookFinder.com or tewarhauto books.biz. They're out there, and it's worth the effort.

... By Ken Gross

1 THE KINGS OF THE ROAD
by Ken W. Purdy
(Atlantic-Little, Brown Books, 1949)
The late Ken Purdy is still considered the dean of American auto writers. After 60 years, this book still crackles with excitement as Purdy brings to life marques like Bugatti, Alfa Romeo, Ferrari, Bentley, Duesenberg and Mercer, and the remarkable men who created them.

2 THE GOLDEN AGE OF THE AMERICAN RACING CAR
by Griffith Borgeson
(W.W. Norton & Company, 1966)
Borgeson was the first serious student of Harry Miller and Fred Duesenberg. His painstakingly researched, but eminently entertaining history resonates as a reminder that while European makes mastered handling prowess between the wars, America's engines outclassed everyone.

3 THE MILLER DYNASTY
by Mark L. Dees
(Revised and Expanded Second Edition, Hippodrome, 1994)
Harry Miller was a genius, and Mark Dees' extraordinary 564-page, horizontal-format masterpiece is arguably the best single-marque auto book ever compiled. Dees begins where Griffith Borgeson left off and traces American racing history in every direction.

4 THE AMERICAN HOT ROD
by Dean Batchelor
(Motorbooks International, 1995)
Who better than Dean Batchelor, an early hot rodder and speed record-setter, later editor of *Road & Track*, to tell the story of the car-savvy California kids who raced at the dry lakes and Bonneville, pioneered drag racing, then infiltrated and influenced racing and performance at every level?

5 A CENTURY OF AUTO-MOTIVE STYLE, 100 YEARS OF AMERICAN CAR DESIGN
By Michael Lamm and Dave Holls
(Lamm-Morada Publishing Company, 1996)
This is the one styling book to study before you read anything else. Lamm, an accomplished historian, and Holls, a fine stylist, skillfully address this complex subject with hundreds of photographs, intriguing sidebars and personality profiles, along with marketing and visual linkage you never knew existed.

6 THE UNFAIR ADVANTAGE
by Mark Donohue with Paul Van Valkenburgh
(Bentley Publishers, New and Revised Edition, 2000)
Mark Donohue was a consummate racer. But his skills as an engineer and developer gave him unparalleled insights into the art and

science of competition. Donohue revealed some of his secrets in 1974 in this insightful book.

7 ALL BUT MY LIFE
by Stirling Moss, with Ken W. Purdy
(William Kimber and Co., Ltd., 1963)
An intimate, brutally honest self-portrait of a driver at the accident-induced conclusion of his brilliant career, Stirling Moss' deeply personal assessment of the intense, risk-filled life of a top-ranked racer sets a lofty standard for such autobiographies.

8 FORD: THE DUST AND THE GLORY, A RACING HISTORY
by Leo Levine, Vol. 1 1907–1967; Vol. 2 1968–2000
(Society of Automotive Engineers, 2000, 2001)
Long out of print, Levine's classic, which ended with the 1967 Ford Le Mans victories, was reissued by SAE along with a second volume that takes the fast Ford story closer to the present. It covers oval track and endurance racing, NASCAR, hot rods, sports cars, off-roading and much more.

9 KAISER-FRAZER, THE LAST ONSLAUGHT ON DETROIT
by Richard M. Langworth
(Automobile Quarterly Publications, 1975)
The story of how Kaiser and Frazer,

Hudson and Nash, Packard and Studebaker, along with Tucker, Davis and Keller, failed to make serious inroads on the vaunted Big Three. This is the definitive post-World War II study of the dominant U.S. automobile industry in its most powerful era.

10 SILENT THUNDER: BREAKING THROUGH CULTURAL, RACIAL, AND CLASS BARRIERS IN MOTORSPORTS
by Leonard W. Miller
(The Red Sea Press, 2004)
Hundreds of black race car owners and drivers raced in America before World War II; only a handful have achieved recognition in postwar years. While this book exposes racism in racing, it celebrates the hope that change is coming.



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WORLD of PORSCHE

... by Bryce Stiller

More from less. In a nutshell, that's Porsche. Back in the 1950s, that meant "Giant Killers," tiny aluminum 550 Spyders and steel 356 Speedsters that humbled larger, sophisticated, more powerful cars. Today, it means sporting road cars with small, efficient six-cylinder engines competing in segments full of V-8s and V-12s.

Some say that with Porsche you must pay more to get less. Those same people probably haven't driven one. Take Gerry Burger, the National Street Rod Association's Individual of the Year in 1985. He decided he wanted to go fast around corners, too. That led Burger to Porsche.

Following Porsche guru Bruce Anderson's golden rule — "buy the newest, best Porsche you can afford" — Burger picked up a pristine 1988 Carrera Cabriolet after learning 1987-'89 911s are a sweet spot. Soon, he was wrenching on the car himself. "Porsches can be surprisingly simple to work on, with basic maintenance and possible upgrades well within the skill of a good backyard mechanic," Burger says.

Based on an interest in track driving, Burger later bought a 944, known for its outstanding balance, and currently has his eye on another. "That new, mid-engine Cayman is interesting ..." he says.

Humble beginnings: the 356

When the 356 arrived in 1948, it stood out. Its price was high, its size tiny, its inverted bathtub form was unlike anything else — especially the British sports cars that were catching on in America. Something else set the tiny rear-engine, air-cooled car apart: quality. From paint to interior trim, the Porsche left no doubt it had been well made.

Erwin Komenda, Ferry Porsche and Prof. Ferdinand Porsche with 356/1 (top), a mid-engined roadster based on VW mechanicals.

The 356 Speedster (middle) started as an entry-level Porsche and evolved into a motoring icon.

F.A. "Butzi" Porsche with the 901/911, the car that would become Porsche's seminal 911 (bottom).



Even so, Porsche struggled in the United States until 1954, when visionary importer Max Hoffman finally got the car Ferry Porsche didn't want to build: the 356 Speedster. Ferry never liked the car or the idea because he felt the car too crude, too rudimentary and too limited in terms of equipment for his tastes. Put simply, he viewed it as a car too stripped down to be a Porsche.

Today, the best Speedsters command prices in excess of \$200,000, even though more than 4,100 were made. In fact, any nice open 356 in top condition is a six-figure car these days. While good open 356s have become prohibitively expensive, nice coupes can still be had for \$30,000 if you aren't picky about whether the car is from the 356 A, B or C series.

You need not concern yourself with the A-B-Cs if you're dealing with a convertible or a Carrera, which is Spanish for "race." The Carrera represented Ernst Fuhrmann's powerful, but complicated, four-cam flat-four version of the 356. Carreras came in coupe, Speedster and cabriolet forms.

The 911

The 911 replaced the 356 in 1965 and is still going strong today. Its basic form — raised headlights with a long, sloping roofline — continues Porsche's signature look and is *the* most recognized automotive shape in the world, according to one independent study.

Automotive historian Randy Leffingwell believes something else is the reason for the 911's (and 356's) enduring popularity: rear-mounted engines.

"The configuration, originally chosen for packaging benefits, results in unique handling characteristics that provide challenges many drivers seek," he says. "The downside, in early models, was lift-throttle oversteer, though engineers now have tamed this nearly to extinction. The upside, then and now, is incredible traction out of turns. The key, then, is to drive into turns 'slow in, fast out.' Do it right and there's no other driving sensation quite like it. That's the thrill that addicts repeat customers and entices first-time buyers."

Much of the Porsche legend is linked to the 911. Its design, widely attributed to Ferry Porsche's eldest son, F.A. "Butzi" Porsche, was, in fact, heavily influenced by 356 designer Erwin Komenda.

The 911 broke from Porsche tradition with its horizontally opposed, air-cooled *six*-cylinder engine. The first 911s displaced 2.0 liters and produced 130 hp. Along with their smoother, more powerful engines, they boasted real improvements in the suspension department. Today, 911 addicts seem to favor 1965–73 "early 911s," 1978–83 911 SCs, 1984–89 Carreras and 1995–98 993s. King among regular production early 911s is the 911S, which started with 160 hp from just 2.0 liters and topped out at 190 hp from the 2.4-liter version. Early Ss command big money nowadays, often in the high five — sometimes six — figures.

In addition to the coupe, 911s were available in Targa form from 1967 to 1982. However, for 1983, the 911 SC finally revived the true convertible Porsche. When it comes to 911s, collectors and enthusiasts generally favor coupes and Cabriolets. Perhaps this is because Targas lack the 911's iconic greenhouse. Or maybe it's because they're known for leaks and squeaks.

But that hasn't stopped Porsche Club of America (PCA) autocross stalwart Terry Zaccane from loving his Targa, a 1968 911L with more than 410,000 miles — and 40 years' worth of competition. One repaint, three engine rebuilds and three transmission rebuilds later, Zaccane — the original owner — still drives it cross-country to PCA's annual Porsche Parade, then competes in it. "I might be buried in it," he says.

The 912 and 914

Worried the 911 was too expensive, Porsche introduced a simpler, 356-powered version of the 911 for 1966. Called the 912, this "four-cylinder 911" has earned its own following for its light weight and excellent handling.



Porsche went down a different road with the 911, naming its "safety convertible" the Targa (top). A true convertible 911 wasn't available until the 1983 model year.

The 911 got a lot racier for 1973 with the Carrera RS 2.7 (right) — a 210-hp homologation special.



PORSCHE ARCHIVES (2)

While good open 356s have become prohibitively expensive, nice coupes can still be had for \$30,000 if you aren't picky about whether the car is from the 356 A, B or C series.



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The company's racing success garnered the attention of hard-driving enthusiasts who wanted some of Porsche's magic on the road.



PORSCHE ARCHIVES

The 1970-76 914 (top) was Porsche's first true production mid-engined car, with a horizontally opposed engine, two trunks and a clever removable top.

From 1978 to 1995, Porsche offered the front-engined, V-8-powered 928 (middle) in several versions.

The 1976 924 (bottom) was Porsche's first stab at front engines, water cooling and inline engines. It evolved into 1982's muscular 944, 1986's fast 944 Turbo and the 1992-95 968.



RANDY WELLS



PORSCHE ARCHIVES

The 914, a joint effort between Porsche and VW in 1970, replaced the 912 as the entry-level Porsche. With its mid-engine and removable "targa" top, the 914 was offered with a VW four or 911 six. It was a triumph of packaging, offering plenty of room for two and luggage, plus the ability to stow its hardtop in one of two trunks.

Ultimate flat sixes

When asked what Ferry Porsche liked in his own cars, longtime Porsche engineer and racing director Peter Falk says, "The car must not be too hard. It should be soft driving, good road-holding and good shifting." Even so, the company's racing success garnered the attention of hard-driving enthusiasts who wanted some of Porsche's racing magic on the road. That led to machines like the 1973 Carrera RS 2.7 and 2.8, which won the Daytona 24-Hour and the Targa Florio.

But a new king-of-the-road 911 was on the way. That car was the 911 Turbo, also known as the 930, with its fat fender flares and whale tail. With more than 280 hp, later versions could do 0-to-60 in less than five seconds.

A new ultimate Porsche appeared in 1985. With all-wheel drive, twin turbocharging, air suspension and more, the 959 was Porsche's way of telling the world its 911 concept was far from dead. Priced at \$295,000, it's said each of the 337 examples built cost Porsche more than double that stunning MSRP.

Meanwhile, the 911 Turbo caught up. For 1996, the 993-based Turbo featured 400 bhp, twin-turbocharging and all-wheel drive.

Front-engine Porsches

When Ernst Fuhrmann took charge of Porsche in the early 1970s, the "Father of the Four Cam" — an engineer to the core — saw a future very different than Porsche's past. To meet future fuel economy, emissions and safety standards, he saw the future as front-engine and water-cooled. The sleek looking 924 was first out the gate in 1976. But with a 2.0-liter Audi four strangled to 110 hp by emissions gear, the 924 struggled in the U.S. market, despite its fresh, clean look.

More popular was the 928, introduced in 1978, seen at the time as a potential 911 replacement. A true grand touring 2+2, the 928 featured V-8 power and stunned the world with its cutting-edge styling and high-tech construction. By 1992, it displaced 5.4 liters and put out 350 hp. The car meant to replace the 911 never did, but it lived on for 17 years and earned a strong following.

The most successful front-engine Porsche was the 944 introduced for 1982. It looked like a racing version of a 924 with its beautiful flared fenders and wide stance. It was powered by a new inline 2.5-liter four (essentially half of a 928 V-8), which put out 143 hp and offered stellar handling. With a base price of \$18,450, it added up to long waiting lists at dealers.

A turbo was added in 1986 and normally aspirated 16-valve 944S and 944 S2 models followed, but a weak economy and Japanese challengers didn't do the ever-more-costly 944 any favors. The 968, introduced in 1992, was a radical refresh with hints of 911 and 928. It brought more performance and myriad improvements but was deemed too little, too late and too expensive.

PRICE POINTS: three Porsches over the years



DAVID GOOLEY

1955 550 SPYDER

New:	\$6,800	1990:	\$300,000
1975:	\$5,000	1995:	\$500,000
1980:	\$20,000*	2000:	\$750,000
1985:	\$100,000	2008:	\$1 million



PORSCHE AG

1955 356 SPEEDSTER

New:	\$2,995	1990:	\$80,000
1975:	\$6,000	1995:	\$50,000
1980:	\$10,000	2000:	\$85,000
1985:	\$25,000	2008:	\$150,000+



PETER LINSKY

1967 911S

New:	\$6,990	1990:	\$15,000
1975:	\$6,000	1995:	\$12,000
1980:	\$8,000	2000:	\$25,000
1985:	\$8,000	2008:	\$75,000+

*Vintage Racing begins 1975-76; prices given are examples only.

Water-cooled, take two

In 1993, Porsche shocked the world with its Boxster concept car. Its design hinted at the 550 Spyder, but the car's true inspiration was the 718 RSK. Even so, its look was contemporary and public reception made production a no-brainer. The resulting 986 Boxster debuted in 1996, prompting rave reviews from the press and yearlong waiting lists at dealers.

The Boxster was a critical car for a reason beyond sales, however. From its seats forward, it shared all of its architecture with the first water-cooled 911, the 996. Though the two looked highly similar up front, Porsche took care to separate them in performance terms. The Boxster produced 201 bhp and would reach 149 mph, while the 996 boasted 296 bhp and a 174-mph top end. While 986s and 996s suffered from cost-cutting measures as a result of tough times at Porsche during their development, Weissach's engineers succeeded in making them the best driver's Porsches yet.

Even so, prices for 986s and 996s are soft. Good Boxsters can be had for less than \$15,000, good 996s for less than \$30,000. There is a catch, though: Their all-new flat sixes haven't proven to be nearly as reliable as many earlier flat sixes.

Pete Stout, editor of the Porsche magazine *Excellence*, says he still believes in the cars. "I heard the horror stories — and they are scary for good reason — but bought a 1999 Boxster with 60,000 miles and sold it after 40,000 more miles with only a few issues — all rectified with bills that didn't have commas in them. Today, it's got 120,000 miles on its original engine and is still going strong. Yes, there is a risk with these

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The 1988 959 (above) was a technological tour de force.

The 1992 Carrera RS (right) was a breath of fresh air after years of increasingly complex 911s.



The first 911 Turbo (right, bottom) was legendary for its acceleration, but infamous for its handling and turbo lag.



early 986s and 996s, but they offer 85 percent of the goodness found in their replacements, the \$45,000 to \$100,000-plus, 2005-on 987s and 997s. With risk comes reward, and, in terms of driving, the rewards here are big.”

Take the plunge

When buying your first Porsche, there are three things to remember: research, rust and condition. Learn as much as you can before you buy.

Despite Porsche’s well-earned reputation for reliability, every model has its mechanical pitfalls. Generally speaking, any serious rust should be a deal killer. Yes, it can be fixed, but it’s a bad way to start. Hire an expert to do a thorough inspection of the car; in the long run, it always returns the favor when it comes time to sell.

Remember that while 911s are always desirable, the “other” Porsches have a lot to offer. Porsche 914s and Boxsters can be appreciated for their superior mid-engine handling and open-air experience. 928s are unbeatable GTs with standout style, and the oft-maligned 996s are better driver’s cars than their 993 predecessors. And all of these are relative bargains. That’s the thing with Porsches: Not only do they do more with less, there’s always a way to have more fun for less dough — and figuring out how to do that is half the fun.



PORSCHE ARCHIVES

Track Stars

RACING SUCCESS HAD been a consistent thread throughout Porsche history in both production and prototype classes. From the early years of 550 Spyders in the small-displacement classes at Le Mans to the prototypes of the 1970s and 1980s to the Group 5 silhouette racers of the 1980s, Porsche has symbolized international endurance racing.

The marque received its first overall win at Le Mans in 1970 with the 917K. But the ultimate Plastic Porsche has to be the turbo-charged 917/30, a 1200-hp, 1,862-pound Can-Am racer that Roger Penske and drivers Mark Donohue and George Follmer used to crush the competition in 1973. Porsche went on to become the most successful company in motorsports, dominating almost every form of the sport, from hillclimbs and rallies to sports-car racing. — *B. Stiller*

Porsche Primer



A.J. MUELLER

MAGAZINES:

Excellence, The Magazine About Porsche
excellence-mag.com

Porsche Panorama
pca.org/panorama/

BOOKS:

Porsche 911: Perfection by Design
by Randy Leffingwell

Speedster Type 540: Quintessential Sports Car
by Steve Heinrichs, Marco Marinello, Jim Perrin, Lee Raskin, Charles A. Stoddard, Donald Zingg

WEB SITES:

pelicanparts.com
rennlist.com
911handbook.com

MUSEUMS:

Automuseum Helmut Pfleifhofer
Gmund, Austria

Porsche Museum
Stuttgart-Zuffenhausen, Germany

CLUBS:

Porsche Club of America
pca.org

Porsche Owners Club
porscheownersclub.org

356 Registry
356registry.org

Early 911S Registry
early911sregistry.org

EVENTS:

Rolex Monterey Historic Automobile Races
Monterey, California
August 14–16, 2009
montereyhistoric.com

Porsche Parade 2009
Keystone, Colorado
June 29–July 4, 2009
porscheparade2009.com

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FINS! CHROME! OPTIONS! None of these “Big Three” was invented in the early 1950s, but the era that encompassed post–World War II American automobiles is defined by them.

Automotive designers like GM’s Harley Earl and Raymond Loewy, working with Studebaker, made their mark with fins and

chrome. Virgil Exner, whose work is closely associated with Chrysler automobiles of the ‘50s, made the chrome on cars look just like automotive jewelry.

Values seem to be holding steady in early ‘50s cars. However, there are exceptions, both up and down. Orphan cars — those made by manufacturers no longer in

business — seem to have had a resurgence in value. Always keep in mind that popular cars mean more parts availability, and sometimes lower prices for those parts that have been reproduced.

Here are a few cars of the era that are in today’s marketplace, and reasons why — or why not — they just might be for you.



1954 CHEVROLET CORVETTE

Other than the place they were built and the serial number, there are very few differences between the sophomore Corvette and its predecessor. You can save a bundle over a ‘53 when you buy one year newer. Polo White was the prevalent color. Sources cite a number built in Pennant Blue, Sportsman Red and a handful in black. The downside? All were built with automatic transmissions, and the blue

flame six-cylinder motor, although lively, has little to recommend it against the V-8s that became available in the 1955 production year. With Corvettes, there’s a great choice of years available, and all of them have their own attributes. If you know you’ve always wanted one, now might be a good time to go shopping. Prices range from \$60,000 to \$150,000, depending on condition.



1953 STUDEBAKER STARLINER COMMANDER

Working with Studebaker, Raymond Loewy’s design studio created the Commander and Champion Starliner Hardtop and Starliner Coupe. Although much of the design work was penned by Robert E. Bourke, cars associated with this design are now referred to as Loewy Coupes. As pretty as anything designed by the top European design houses of the day, these cars, although steadily rising in value, are often overlooked. If your penchant in collector cars includes cars that look great even when sitting still, there’s not a line of their design that disappoints. Mechanical parts are generally readily available. For trim pieces, it’s time to scour the online auctions or, better still, swap meets. The Champions are six cylinders, while the V-8–powered Commanders generally sell for more. Commanders range from \$15,000 to \$34,000, with Champions going for less.



1951–52 PLYMOUTH SAVOY SUBURBAN WAGON

If you’ve been priced out of the market for a Woody but still want the uniqueness of a rare station wagon, try one of these on for size. The Concord Suburban is a two-seat economy wagon introduced the year following the demise of the last Plymouth with wood. The Concord Savoy came with lots of standard accessories, including a two-tone interior, arm rests front and rear, rear-seat storage compartments and sliding middle windows. The exterior included hubcaps, chrome window frames and a few more trim bits. These are quite hard to find, as many were used up early on. Avoid rusty examples — this is a case in which paying more should bring you significantly more. \$12,500 to \$25,000 should net you a good example.

1954 BUICK SKYLARK

The 1953 Buick Skylark grabbed all the headlines. It was a Motorama car, one of the three in the so-called triple crown that included Oldsmobile Fiesta and Cadillac Eldorado. The ‘54 Skylark has plenty going for it as well. Only 836 convertibles were produced, and accessories that were options on other cars were standard on the Skylark. There’s plenty of chrome, including the all-chrome tail fin treatment on this Harley Earl–inspired beauty, but few would call it garish. Look for one with great brightwork, or be ready to pay a king’s ransom to the chrome shop. Expect to shell out from the low \$100,000s to more than \$200,000 for over-the-top examples.





Hub of the Hobby

... by Jerry Burton

As Coker Tire celebrates its 50th anniversary this year, CEO Corky Coker reflects on what makes the business go round.

With his long mustache and wavy graying hair, Corky Coker looks like he walked out of central casting from the brass era, a notion reinforced by the sight of him driving one of his many pre-1920 cars at collector car gatherings around the country.

The affable Corky is the CEO of Coker Tire, the Chattanooga, Tennessee-based company that's top of mind whenever the subject of collector car wheels and tires is raised. The company not only sells the widest range of collector car tires and sizes in the world, but also has been instrumental in discovering long-forgotten molds from defunct tire companies and commissioning their remanufacture under license. Coker Tire also sells many collector car tires from companies still in existence, such as Dunlop and Goodyear.

Coker Tire has always been a family affair. Corky's father, Harold, founded the company in 1958. And Harold was introduced to collector cars by his father, Pop, who died

years ago at the age of 97. "Pop Coker was a wonderful mechanic with a tremendous number of abilities," Corky says. "It was said that he could lean against a Model A Ford and make it run better."

Inspired by Pop, Harold joined a small-but-growing group of car collectors. In doing so, he discovered that many people couldn't find wheels and tires for the cars they were restoring. "They would have their cars all done sitting on jack stands waiting on tires," Corky says.

So Harold Coker decided to start up a business that specialized in collector car tires. He began in Athens, Tennessee, and moved to Chattanooga in 1961. Corky got involved after graduating from college in 1974. "We took it to the next level," he says. "We went to a tremendous number of shows all over the world and developed distributors in up to 30 countries."

Coker Tire does construction designs, development engineering and build drawings, and has partners in Indiana, Pennsylvania and



Above: The heart of the collector car tire industry lies in unassuming stacks of old tire molds. Right: Visitors tour the Coker Tire headquarters.

Warren, Ohio, that do the manufacturing for them, including their rims. It then distributes these tires through its network.

“We’ve got close to 1,000 tire model numbers in production,” Corky says.

A born detective

Corky spent much of the early part of his career searching the world for original production tire molds. It has become an important part of the Coker Tire business.

“I actually saw a tire with a tread design I recognized on an antique fire truck,” Corky says. “It had Spanish writing on it, but it appeared to be a B.F. Goodrich tread design. So I contacted this factory down in Montevideo, Uruguay, and they said that the mold had long since been gone.

“So I flew down to Montevideo with an interpreter, since I didn’t speak Spanish, and spoke with the plant manager. He told me



COURTESY, COKER TIRE (4)

that the mold had been scrapped, so I asked if we could go into the mold shop and look around. Inside, we found several stacks of molds, including the one I was looking for. So I brought it back, put it in production. Now there are American LaFrance Fire Trucks rolling on the roads of America today because we found that mold.”

Corky has also visited New Zealand and Costa Rica in search of molds. “We’ve been on a quest to find original tires,” he says. “We also have access to the original drawings, so if we don’t find an original mold, we can build one like the original tire.”

When recreating a tire, Coker Tire takes some liberties with the internal construction to help produce a safer version.

“There’s a whole new segment of collector car owners that never learned to drive on bias-ply tires,” Corky says. “So in the ’80s, we started looking at and designing a radial tire with a wide flat wall. We were the first in the world to provide that product when we introduced it in the ’90s, and, consequently, collector car owners now have the ability to drive their cars instead of the

Left: Founder Harold Coker, who started the legendary Coker Tire Company in 1958. Below: The original Coker Tire hauler, a 1955 Chevrolet truck.



cars driving them. They track true and have the technology of the radial with the look of the bias-ply tire.”

From a hobby to an industry

As a vital cog in the collector car world, Corky is still surprised by the growth of the hobby in recent years. “I don’t think anyone could have imagined that this hobby would be as strong and far-reaching as it is,” he says. “Now it’s a multibillion-dollar industry. When you love something and it’s your hobby, too, you’re always pushing for it to grow.

“When you ride down the road in a collector car, people usually look at you, smile and give you thumbs-up. Collector cars make people happy. It reminds them of a

first year] to 1931 [the last year]. And I love them all.”

The collection, currently housed in several locations, is being moved into a restored 18,000-square-foot warehouse in downtown Chattanooga.

Corky knows the hobby faces some challenges ahead. “We need to bring young people into it so we don’t just die off,” he says. “We also need to be responsive to environmental challenges such as clean air and Corporate Average Fuel Economy (CAFE) standards.”

Given the kind of entrepreneurial spirit that has propelled Coker Tires to its preeminent position in the market, we can bet that Corky will be right there on the front lines.



time gone by, their youth, their grandparents or parents, or maybe the girlfriend that they necked with in the back of a ’65 GTO. Collector cars make you smile.”

What’s in Corky’s personal stable? “I’m into brass cars, British cars, motorcycles, buses and commercial vehicles,” he says. “I’ve got antique buses, two Yellowstone buses and a ’36 convertible. I also have a 1939 Mack, muscle cars, a number of GTOs, flathead Fords, two Rat Rods and my bikes. Lately, I’ve been heavy into collector bikes — mostly American pre-1930s. I probably have close to 20 Excelsior bikes from 1907 [the

WHEN RECREATING A TIRE, COKER TIRE TAKES SOME LIBERTIES WITH THE INTERNAL CONSTRUCTION TO HELP PRODUCE A SAFER VERSION.

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Ken Eberts began his career as a car designer before producing automotive art classics like "Snowbird," shown here.



Collecting Car Art

Own for enjoyment first and, perhaps, for profit.

••• By Carl Bomstead

ART AND THE automobile have been inseparably linked since Henri de Toulouse-Lautrec penned what is thought to have been the first automotive related lithograph before the turn of the century. Since then, artists have created posters, paintings and sculptures that convey the elegance, grace and style of the automobile.

Early automotive posters were often used to advertise a particular marque or promote motor races, while elaborate sculptures served as trophies and awards. Today, objets d'art embracing



J. Paul Nesse's 1932 Ford Highboy sculpture.

the automobile are very much a part of the automotive enthusiast's lifestyle.

The Automotive Fine Arts Society (AFAS) includes 25 painters and sculptors of automotive fine art who are passionate about art and design. Their displays at the annual Pebble Beach and Amelia Island Concours d'Elegance provide an opportunity to admire and acquire works from recognized artists such as James Dietz and Tom Hale.

The acquisition of automotive art follows the same guidelines that apply to acquiring automobilia or a collector car: Purchase with your heart, as there is no certainty of a return on your investment.

Noted automotive sculptor J. Paul Nesse says that at recent auctions where copies of his work were included, the sale prices were at or above the prices originally paid. However, in a "fire sale" situation, an artwork could sell for two-thirds to one-half the original sale price, making timing a constant factor.



Early automotive posters were often used to advertise.



A 1940 Buick is immortalized in this original painting from Tom Hale.

Though an anomaly, it is notable that an original oil painting by AFAS president Ken Eberts of a 1941 Packard 180 Darrin parked in front of a Jantzen billboard recently sold at an RM auction in June for \$18,400. It was first offered at the AFAS display a few years ago for about \$7,000, so automotive fine art can provide financial protection.

Tony Singer, a known automotive poster dealer, advises that when determining value, the overriding issue is the originality of the poster image itself. He cautions that a large number of vintage images from the Monaco Grand Prix, Pebble Beach road races and Porsche are reproductions and require close attention.

Over the years, artists have represented the automobile in every conceivable mood. Therefore, enjoy what you purchase, and just maybe automotive fine art will provide a happy return on its investment.

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Law & Order

FIVE TOP LEGAL ISSUES TO CONSIDER BEFORE PURCHASING A COLLECTOR CAR.

••• by Rob Sass ••• illustrations by James Steinberg



CAR COLLECTING — AS FRIENDLY AND COLLEGIAL A PURSUIT AS IT IS — SHOULD BE THE LAST BASTION OF THE “HANDSHAKE DEAL,” UNFETTERED BY LAWYERS, MESSY CONTRACTS AND LEGALESE, RIGHT? MAYBE IN PLEASANTVILLE OR FANTASYLAND. IN REALITY, SERIOUS LEGAL ISSUES AND CONSEQUENCES CAN INTRUDE AND QUICKLY SPOIL THE FUN FOR THE UNWARY. HERE’S A LOOK AT THE TOP FIVE PITFALLS:

SALE CONTRACTS AND ARBITRATION CLAUSES

One practice spreading from new car dealers to used and collector car dealers is the inclusion of an “arbitration clause” in the sale contract, which means that in the event of a dispute with the dealer, your recourse is with an arbitrator rather than the courts.

Be warned that the arbitrator can consider things like hearsay — second-hand statements used to argue the truth of the matter asserted in them — or unauthenticated documents.

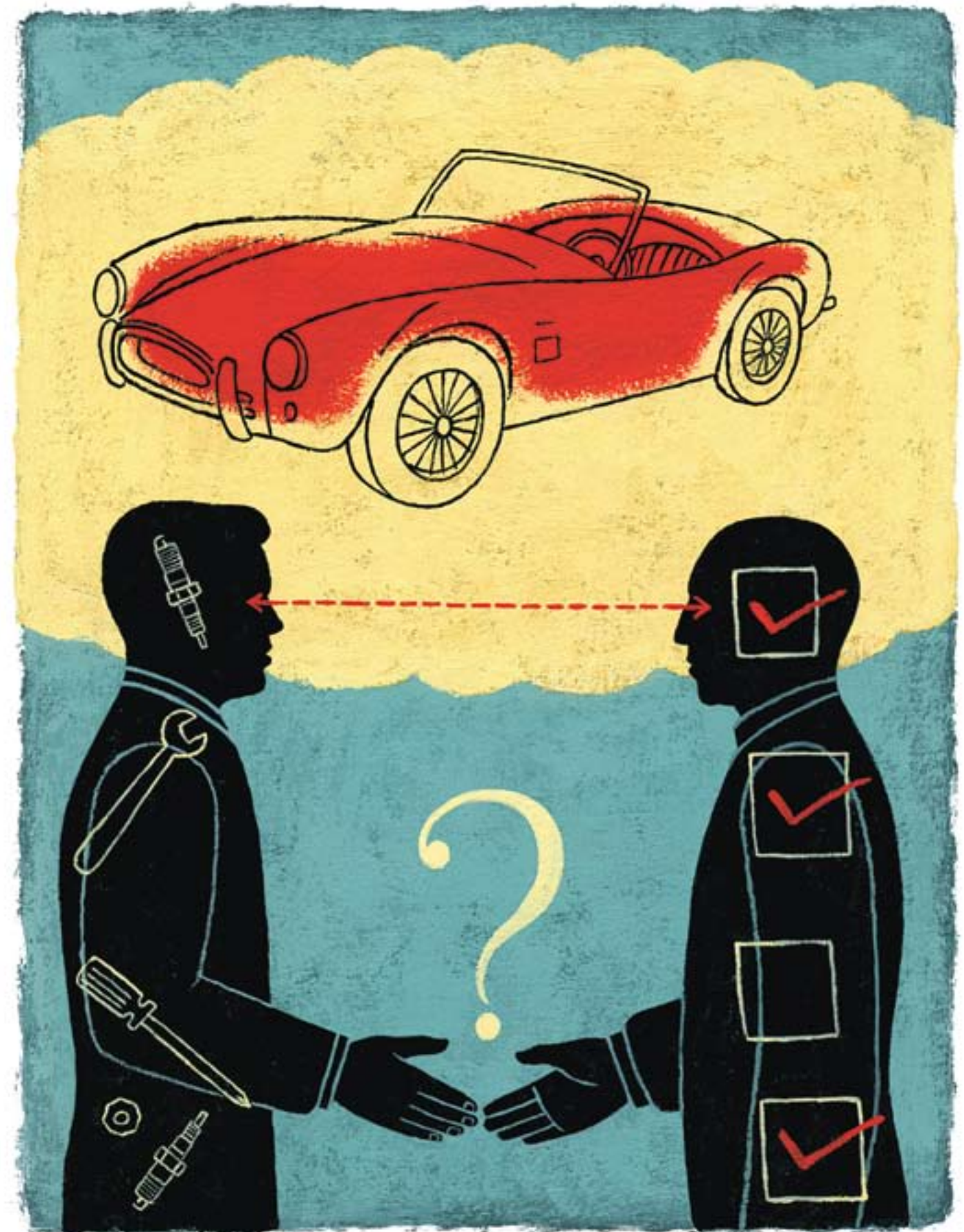
Also, it can be more expensive to file for arbitration. In many cases, you will have to agree up front to pay for half the costs of the arbitration, which can easily exceed \$1,500. Contrast this with the filing fee for a small claims case, which can be as little as \$25 or \$150 for filing

in a circuit court. Also, the drafter of the contract gets to dictate where the arbitration will take place, and the arbitrator’s decision is final — there are no appeals.

However, an arbitration clause in a car sale contract shouldn’t be a deal-breaker unless it’s simply unconscionable. If anything, it should make you more diligent in your prepurchase inspection of the car.

RESTORATION SHOP CONTRACTS

Even seasoned collectors have stories about restorations gone awry. Problems can arise because you’re paying in advance for services and often have no control over whether the money is being used by the shop to fund your restoration or somebody else’s.





There are several things you can do to protect yourself. A written contract is a must. You may insist on purchasing parts yourself, or disbursing money in stages upon verified satisfactory completion.

If you are a victim of out-and-out deception or shoddy work, consider your state's Unfair and Deceptive Trade Practices Act, which typically declares unlawful the use of any deception, fraud, false pretense, false promise, misrepresentation or the concealment or omission of any material fact in connection with the sale of any merchandise in trade or commerce. If it applies to the provision of services, you have a powerful weapon. If not, you may be limited to conventional fraud or conversion theories of recovery.

Keep in mind that litigating even a highly meritorious claim and obtaining

a judgment is only half the battle — you still have to collect. If the shop is uninsured and has few assets beyond tools, you may be out of luck. Piercing the corporate veil to get at the shop owner's personal assets (if any) will be tough. Settling for a fraction of what you feel you are owed is a bitter pill to swallow, but, in the end, it's sometimes the best course of action after attorney fees and the uncertainties of collection are considered.

TITLE ISSUES

Since most states require a title to pass as evidence of ownership, always insist on seeing a copy of the front and back of the title before parting with any cash. If you purchase a car on which the seller owes money and you pay the seller directly, and he or she fails to pay the lender, the lender can come after you for the balance owed by the seller.

When there is a lien on the car, it's best to deal with the lender and the seller together. You pay the balance owed directly to the lender and the remainder to the seller. The lender takes care of releasing the lien and letting the DMV know it's OK to issue a title to you free and clear.

When completing a transaction, always make sure the VIN on the title and the car match. Ask to see the seller's ID so you can verify that you are dealing with the person named on the title. If the person is purporting

to sell the car on behalf of an estate, insist on verifying that he or she is legally empowered to act on behalf of an estate. Keep copies of all relevant affidavits and probate documents.

TAX ISSUES

For most of us, simply being able to enjoy a collector car for a few years and not lose anything is just fine. However, there is no denying the market has been hot lately. For example, the Fall 2006 issue of *Cars That Matter Price Guide* placed the value of 289 Shelby Cobras from \$240,000 to \$425,000. The May–August 2008 issue of the same price guide showed that values had risen as high as \$664,000 — a potentially large capital gain for a seller.

While a detailed discussion of tax law is beyond the scope of this article, be aware that detailed record-keeping is essential to blunt some of the tax ramifications of a sale. For example, expenses related to the acquisition of the car, such as travel, inspection fees, transport and money spent on restoration, may be properly added to your cost basis in the car. Consultation with a tax attorney is essential if you are faced with a potentially large gain on the sale of a car.

EMISSIONS LAWS

States are all over the board as far as which cars will be subject to annual or biennial smog checks. Some have no smog checks at all, while others mandate them for relatively late-model cars only.

Those that do mandate checks for older cars generally follow one of two formats — a cutoff date or a rolling exemption. A cutoff date simply fixes an arbitrary model year beyond which cars do not have to pass a smog test. The rolling exemption exempts cars more than a certain number of years old so that each calendar year another model year becomes exempt.

LITIGATING EVEN A HIGHLY MERITORIOUS CLAIM AND OBTAINING A JUDGMENT IS ONLY HALF THE BATTLE — YOU STILL HAVE TO COLLECT.

The results of failing an emissions test vary from state to state. In some states, if you can prove that you have spent a certain amount trying to rectify the problem, you can register your car. In other states, such as Oregon, the rule is absolute: If your car was built after 1974, it must pass an emissions test to register it. California is also particularly strict.

Since you don't want to find yourself in the position of having to locate and refit missing or broken pieces of your car's smog equipment, it's always a good idea to check your state's laws before purchasing a car. If you do buy a car that is subject to emissions testing, insist that the seller provide evidence that the car has recently passed. It is something that is often overlooked but can cause you a great deal of trouble and grief when you go to register the car.

A licensed attorney, Rob Sass is the former vice president and general counsel for Sports Car Market magazine. His comments are general in nature, do not constitute legal advice and are not intended to substitute for consultation with an attorney licensed in your state.

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1954 Chevy Pickup

Zigurds Grigalis happened to be working at the Chevy truck plant in Janesville, Wisconsin, at the time his '54 half-ton was built there. Years later, he saw the truck outside of a body shop every day on his daily commute. He finally stopped in, talked to the owner and struck a deal. The 18-year project was finally completed in 2007, with Grigalis restoring nearly every part himself. Grigalis enjoys taking the truck on weekend drives and has built a custom garage for it.

Have a totally original vehicle — including paint, interior and most major components — that you'd like to see in the magazine? Send your best photos, along with a short description of its history, to photos@hagerty.com and you might see it featured on these pages in an upcoming issue.

1970 Ford Mustang

Most high schoolers get rid of their first car to help pay for their second one. Brian Sedlak not only kept his '70 Mustang, he took on a five-year restoration and customization project. His mantra? Restore each part as if it were the only part going to be judged. Sedlak did most of the work himself, including designing the striping, which he has copyrighted. "The Mustang and I now enjoy a much easier life of car shows, weekend cruises and a warm garage," Sedlak says.



1953 Chrysler New Yorker

This car has been a family treasure since Randy Kunes' father, Archie, purchased it new more than 50 years ago. When Kunes joined the Air Force, the New Yorker was at the family home in Pennsylvania. And when he got out of the Air Force 20 years later, it was still there. Kunes trucked the car from Pennsylvania to his new home in California, where the restoration began. Repairing the corrosion and finding original parts were the toughest parts of the 12-year project. Kunes says the New Yorker is an award winner at local shows and an enjoyable weekend cruiser.



1971 Triumph Spitfire

Shortly after getting married, Tim Gross and his wife, Melissa, purchased a rusted-out Spitfire as a summer fun car. What began as an over-the-winter project to make it more dependable became a total restoration. That was 25 years ago. Gross finished it in time for their silver wedding anniversary. "You would not believe the response we get from people when we take her out," Gross says. "This car is a lot of fun."



1961 Jaguar Mark IX

Tom Letourneau's '61 Jaguar is one of those "barn find" stories. When he discovered it, the car was only partially restored, and he had his work cut out. Letourneau, a former Porsche factory employee, is no stranger to old-car projects, having previously restored a Saab 99. The biggest challenge was completely dismantling the Jag's body and removing the fuel tanks for proper repainting. Letourneau takes his prized restoration to the occasional club event and cruise night.



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WHERE'S THE FIRE?

Keep an extinguisher in your car and in your garage — and know how to use it.

••• By Jonathan A. Stein



Halon Marketing offers this 2.5-pound Amerex Halon 1211 fire extinguisher.

ONE DROP OF gasoline on a hot manifold or a single frayed wire is all it takes to start your old car on an unwelcome journey.

With older cars, electrical or fuel problems aren't uncommon, which is why many shows require a fire extinguisher in each car. It's best to go even further and have a fire extinguisher in your garage as well.

Fire extinguishers vary in rating, effectiveness, cost and cleanup. Some contain water, others use CO₂ or dry chemicals, and still others use "clean agents," like Halotron, Halon or DuPont FE-36.

Class A extinguishers are intended for wood and paper fires, Class B for fires involving flammable liquids, such as gasoline and oil, Class C for electrical fires and Class D for fires involving flammable metals, such as magnesium.

For use in your car, ABC-rated extinguishers are best. Fire extinguishers using water or dry chemicals can be very effective but can also leave a mess, damage wiring and electronics, and require extensive cleanup. Halon 1211, Clean Guard (DuPont FE-36) or Halotron fire extinguishers require little cleanup but are more expensive to purchase and cost more to recharge. CO₂ is also a clean

suppressant, but it takes a lot to put out a fire, so such units are best for the garage.

Units that stay at home can be bigger or permanently mounted. In the garage, CO₂ or dry chemical units can be very effective. Several companies, including Griot's Garage (griotsgarage.com), offer automatic extinguishers that mount to the wall or ceiling. While these can be helpful, it's best to consult with a fire equipment company to ensure the extinguisher is sufficient to protect the space in which it's mounted, or to request that a system be designed specifically for your garage or building.

With the many types of extinguishers available, it's best to look for a high-quality unit that has a gauge showing its level of charge. Clean-agent fire extinguishers are great for each car, while dry chemical and CO₂ work well for general fires and garage use. To find a good fire extinguisher, you can turn to automotive specialty companies (see accompanying list), your local fire equipment supplier and a variety of online fire equipment companies.

As with many products, you get what you pay for. Be ready to pay a premium for the right fire extinguisher and be sure to read the directions before you need to use it.



Griot's Garage ceiling-mounted unmanned fire extinguisher (top), Buckeye Fire Equipment Co. five-pound ABC dry chemical fire extinguisher (bottom).

RESOURCES

Griot's Garage
800-345-5789
griotsgarage.com

Halon Marketing
800-343-9763
halonmarketing.com

Sarsam LLC
888-922-9531
smokesign.com

Buckeye Fire Equipment
704-739-7415
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Rollie Free (left) used the Edgar Vincent-HRD to set records on the salt at Bonneville.



OWEN LARACUENTE

Something About Vincent

The art and attraction of one of the world's most iconic motorcycles.

••• By John L. Stein

WHAT'S THE DIFFERENCE between a Picasso and a Vincent Black Shadow motorcycle? You can't go 150.313 mph on a Picasso stretched flat out over the rear wheel and wearing only a bathing suit with the massive 1000cc V-twin engine bellowing beneath you and the Bonneville Salt Flats skimming under your elbows in a death-defying speed-record attempt. Ludicrous as this might sound, it happens to be true and is a compelling reason why many investors are now collecting bikes like the Vincent Black Shadow.

When Phil Vincent wanted to put his new design into production in 1928, he purchased an established motorcycle company, HRD, to harness existing brand awareness, and named the machines "Vincent HRD." By 1949 the marque was so well known that the company dropped the HRD name to become simply Vincent.

The machine shown at top, the 1948 "John Edgar" Black Shadow ridden by Rollie Free, now belongs to Texan Herb Harris. He acquired it in 1996 after, ironically, searching for a completely different bike.

"I called my friend Ken Grzesiak to tell him how I had missed buying a later Black Lightning model that Rollie Free owned," Harris recalls. "He called me back later and said, 'How would you like the other Rollie

Free bike?' I said, 'The bathing-suit bike?' Turns out the owner was about to retire and wanted to sell the machine. 'Tell him it's sold!' I said."

Fortunately for Harris, the bike had only a few owners since wealthy auto-racing raconteur Edgar ordered it for Free to ride at Bonneville. After setting the speed record, it was ridden by Edgar and eventually landed in Detroit.

British Vincents have stirred men's souls since the first Series A model was introduced in 1936. "Vincents represent a high-water mark in motorcycling," Harris says. "They were the fastest motorcycles you could buy and they set records no other bike could set. They have some really advanced features, but the thing that really appeals to me is that they don't borrow designs from other bikes — it's like they were designed on Mars."

Only 11,000 Vincents were manufactured. Harris says that today you can expect to pay from \$80,000 for a "well used and ignored" Series C Black Shadow to \$150,000 for a concours-quality Series B Black Shadow, with standard Rapides coming in below that level and the ultra-rare Black Lightnings trading above. When the mood strikes you, make a visit to the Harris Vincent Gallery at harrisvincentgallery.com and see if your pulse doesn't race just a bit.

The Vincent Black Shadow was the fastest street bike of its day.



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