Another exciting year in the hobby is winding down, and that means it’s time for Hershey. Don Sherman previews this colossal automotive flea market on page 22. His description of the event brings back my own memories.

Although my Hershey experiences only go back 10 to 15 years, I had heard of it all my life, including what a bog the place could be when it rains (which happens quite often in early October). I first attended Hershey when I became directly involved in the Hagerty business and went there as a vendor. Sure, I trolled the aisles looking for stuff, but I always had to return to work the booth.

Even though I never got to experience Hershey in those early years, I’ve heard the old-timers tell stories of when it was all mud and no corral. Back then, the cool thing was that the cars for sale were scattered everywhere, along with parts and such. Once they created the car corral — now with more than 1,200 cars — and started paving the fields, the event seemed objectively more organized.

The show itself is likely the largest technically judged, all-stock, mixed-brand car show in the United States, covering more than 350 acres and attracting around 250,000 spectators. For years, this was the Antique Automobile Club of America’s (AACA) vetting ground for further national award invitations, and the heads of all the major concours attended to see if any of the cars present were worthy of invites.

Hershey is a cool event and I hope it always maintains its status. On page 25 we’ve asked whether there is still a place for Hershey in light of eBay Motors and other faster, less costly alternatives to finding what you need.

But in the meantime, I’ll see you at Hershey.

McKeel Hagerty
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: An off-shade patch appeared on the rear right fender of my ’66 Mosport Green Corvette 427 in 1971. I repainted it, but it reappeared in the ’90s. I’m thinking of having it repainted again. What can I do to make sure it doesn’t come through this time?

A: We went to an expert, Werner Meier at Masterworks Automotive Services (mwauto.com) in Madison Heights, Michigan, for an answer. He suggests stripping the car to bare fiberglass and washing the affected area with acetone. Then heat the area with a heat lamp to force any contaminants to the surface, where they can be washed away with acetone. Because fiberglass is porous, contamination may be deeply imbedded. Repeating this process from the reverse side is advised whenever possible, as contamination may have entered from below. If discoloration or evidence of contamination can’t be eliminated, replacement of the panel is advised.

Q: What’s the best way to protect the wood in the bed of a restored pickup truck?

A: We suggest using a marine spar varnish product. However, full data on wood restoration is available on the National Woodie Club Web site (nationalwoodieclub.com). Another good source is:

Mike Nickels
231-947-2999
mikenickelswoodies@hughes.net

THE UNANSWERED QUESTION

Last issue we asked if anyone knew where to find a Cino car or truck manufactured in Cincinnati from 1910 to 1913. Although several interested readers wrote in, no one has responded with the location of one or proof that any have survived. Now we’ve decided to offer a reward for finding a Cino. Be the first one to send the name and owner of a surviving Cino to editorhagertys@hagerty.com and we’ll send you a year’s subscription to Cars That Matter, one of our favorite collector car value guides for post-war vehicles.

BEFORE YOU GET INTO A BIDDING WAR

BETTER HAVE PLENTY OF AMMO

Want to scare off the competition? Arm yourself with a loan from Hagerty Finance – a program designed especially for collectors. Get the lowest monthly payments. And pay it off as fast as you want. War can be hell. Especially for the other guy.

Collectors Car Financing
800-922-4050 | WWW.HAGERTY.COM

INSURANCE • FINANCE • ROADSIDE ASSISTANCE • HOBBY RESOURCES

FEATURES

14 Pumping Iron
How collector Floyd Garnett created the automotive equivalent of Muscle Beach with his car museum in Sevierville, Tennessee.

20 Going ‘Dutch’
Artistic, intricate and just plain cool, pinstriping — once almost a dead art — continues to leave its distinctive mark on vehicles today.

22 The Ultimate Swap Meet
Hershey is unlike any other automotive event in the world in that it has everything you’re looking for. The challenge is to find it.

DEPARTMENTS

5 Car Counselor
6 Before & After
8 Briefing
11 Market Watch
12 Essential Collector
26 Automobilia
28 Great Resources
29 Gear Guide
30 Rearview Mirror

JOE VAUGHN RICHARD CHENET RM AUCTIONs
WHAT’S OLD IS NEW AGAIN

SOME MAY call them “junkers,” but to most collectors, classics in need of some TLC are priceless — and our readers seem to agree.

Last issue, we asked you to submit “before and after” photos of your vehicle restoration. On the following pages are three of those submissions along with their stories. (The transformations are pretty impressive, to say the least.)

Due to the overwhelming response, we weren’t able to include all the photos received in this edition. But keep watching future issues of Hagerty’s to see if your vehicle is featured.

Have you devoted countless hours or spent your last dime to help restore a classic back to its original condition? If so, we want to hear about it! Send your best “before & after” photos and a few sentences about the project to photos@hagerty.com for a chance to show off your hard work.

1956 Cadillac
With more than 100,000 miles on the odometer, this icon of ‘50s luxury was parked in 1971 and forgotten until then-high school senior Murray Pfaff, who is now a custom car designer at Pfaff Designs in Royal Oak, Michigan, found it languishing in storage in 1986. Neglected for years and due to lose its place in a barn scheduled to be demolished, the 1956 Cadillac Sedan de Ville caught young Pfaff’s fancy. He asked his father for permission to rescue it, but received a firm “over my dead body” in reply. Fortunately, the car found safe haven until the purchase could finally be negotiated five years later. Pfaff’s Cadillac has undergone four different transformations over the past 15 years and has won numerous best of show awards.

1959 Austin-Healey
John Homonoski’s 1959 Austin-Healey 3000 BN7 was rusted out and parked at the side of a barn when he first saw her. After 20 months and more than 1,200 hours of a complete frame-off restoration, Homonoski, president of the Atlanta Austin-Healey Club, says she now enjoys rural country roads and many Healey events.

1966 Pontiac GTO
For John and Carolyn Hotetz, their 1966 Pontiac GTO represents a time when “life was simple and cruising was the typical thing to do on a Friday or Saturday night.” They bought “Betsy” from the original owner for just $3,000 back in 1990. Today, the burgundy beauty is a show car worth about $50,000.
ITALIAN TOUR DE FORCE

Alfa Romeo, Ferrari, Lamborghini, Lancia, Maserati, Monza, Pininfarina and Zagato — the names are magical. But the destinations are even more enchanting for lovers of fine automobiles.

In mid-May, Hagerty’s Jonathan A. Stein assumed the role of study leader for Smithsonian Journeys’ Italian Automobile Design and History tour. The eight-day pilgrimage took 31 enthusiasts to the great automakers, design studios and museums of Northern Italy. Four-star hotels, fine dining and multiple presentations by Stein punctuated the auto adventure.

The trip began in Turin, with Giorgio Giugiaro’s Italdesign, Pininfarina, Tjaarda Design, Fiat’s Lingotto rooftop test track and the Lancia historical collection. In Milan, the group toured the Zagato design house, the Alfa Romeo Museum and the historic autodrome at Monza, and browsed the amazing Libreria dell’Automobile (automotive bookstore).

En route to Modena, the tour stopped in Maranello to preview RM Auction’s Ferrari sale at the Fiorano track and tour the Gallery Ferrari museum. In Modena, there were visits to Maserati, supercar manufacturer Pagani, Lamborghini and the private Stanguellini collection.

If seeing rare Ferraris, Lancias and Lamborghinis wasn’t enough, the stay in Modena coincided with the Mille Miglia Storica, which brought several hundred pre-1957 sports and touring cars roaring along the route of the famed 1,000-mile road race. Although Italian cars dominated, there were plenty of Aston Martins, Bentleys, BMWs, Mercedes-Benzes and Bugattis to add variety.

Smithsonian Journeys will be offering Italian Automobile Design and History again in 2008. Tentatively scheduled for May 1–10, the dates will be adjusted to coincide with the Mille Miglia. Visit smithsonianjourneys.org/2008tours/international or call 877-338-8687 for more information.

BURIED BELVEDERE

The unveiling of a 1957 Plymouth Belvedere June 15 in Tulsa, Oklahoma, gives new meaning to the term “buried treasure.” The unwrapping was part of Tulsarama 2007 — three days of events surrounding the reappearance of the Belvedere. It was buried a half-century ago with other historical artifacts in a time capsule on the lawn of the Tulsa County Courthouse to commemorate Oklahoma’s 50 years of statehood. Log on to buriedcar.com for details.

ALFA HITS THE BIG SCREEN

Hagerty Plus Member Linda Irwin wanted to know how to get her 1959 Alfa Romeo Giulietta Spider Veloce into the movies, so she contacted the Hagerty Concierge. Although she expected to receive advice or tips, a Hagerty Plus team member made a few quick calls and within two weeks the silver Alfa was on the set of Revolutionary Road, starring Leonardo DiCaprio and Kate Winslet. The vehicle is being used as a background prop in the movies, which at press time, was being filmed in New York and Connecticut with a release date scheduled for December 2008.

BUILD-A-BOAT PROJECT COMPLETE

The 1950s-era Chris-Craft Kit Boat reproduction (sister ship shown above), donated by James Craft Marine Services and built by teams from Hagerty Classic Marine and its Claims Department, is ready to set sail. It took the crew more than 100 hours to finish the craft, which was listed on eBay Motors Aug. 9. Proceeds will go to the Collectors Foundation to preserve the future of the classic boat hobby. Log on to collectorsfoundation.org for the winning bid or information on the Collectors Foundation.

RECORD-SETTING FERRARI CELEBRATION

Ferrari has set a new record at Silverstone — although it doesn’t involve F1 racers or 100-mph-plus speeds. The manufacturer and the Ferrari Owners Club GB set a Guinness World Record June 9 for the “Largest Parade of Ferraris,” with 385 cars — more than triple the previous record. The event was part of Ferrari’s 60th birthday celebration in Britain.
The Woodward Dream Cruise, held Aug. 18 in metro Detroit, was the latest target in the battle between hobbyists who want to celebrate our automotive heritage and fringe environmentalists who’d like to banish collector car usage altogether.

One would be a clean air crusader commented that it was “time for it to be over.” Local environmental groups, however, were not quick to join in. “I have nothing against the Dream Cruise,” says Melissa Damaschke, conservation organizer for the Sierra Club chapter in Royal Oak, Michigan. “It’s a day to honor classic cars and pay tribute to our heritage here.”

While it’s an absolute truth that Dream Cruise vehicles emit fumes and carbon dioxide into the air, seeking to ban the event — a one-day slice of Americana that, by various estimates, draws up to 1.5 million spectators each year — is an extreme measure. Vintage vehicles, like those in the Dream Cruise, are rarely used for daily transportation. Most are maintained as collector items and are restricted to extremely limited mileage either by state law or, in some cases, their insurance policies. In fact, the State of Arizona and the Environmental Protection Agency recently decided to exempt Arizona’s collector vehicles from emissions tests completely, calling their contribution to air pollution “negligible.”

Protecting the Dream Cruise and pushing for emissions testing of its vehicles only distracts from the real issues surrounding air pollution. What do you think? E-mail us at ideas@hagerty.com to weigh in on the issue. Visit WoodwardDreamCruise.com for more on the annual event.

BRIEFING

Have you seen the new Hagerty Plus e-mail newsletter? It hits inboxes in July and it’s our effort to provide you with information similar to what you find quarterly in Hagerty’s — features, tips, even the opportunity to sound off on a hot topic — on a monthly basis. Didn’t get it? E-mail ideas@hagerty.com.

HAGERTY PLUS NEWS IN YOUR INBOX

CORRECTION

In last issue’s “The World of Corvette” article, I wrote that the Corvette has been around longer than any other Chevrolet car nameplate. I also wrote that the 1957 Chevy small block V-8, equipped with fuel injection, produced one horsepower per cubic inch, an industry first. Several readers have since pointed out that Chrysler produced a low-volume dual, four-barrel optional hemi engine in 1956 for the Chrysler 300B, which displaced 334 CID and put out 355 horsepower. Thanks for keeping me honest. — Jerry Burton

The Woodward Dream Cruise, held Aug. 18 in metro Detroit, was the latest target in the battle between hobbyists who want to celebrate our automotive heritage and fringe environmentalists who’d like to banish collector car usage altogether.

One would be a clean air crusader commented that it was “time for it to be over.” Local environmental groups, however, were not quick to join in. “I have nothing against the Dream Cruise,” says Melissa Damaschke, conservation organizer for the Sierra Club chapter in Royal Oak, Michigan. “It’s a day to honor classic cars and pay tribute to our heritage here.”

While it’s an absolute truth that Dream Cruise vehicles emit fumes and carbon dioxide into the air, seeking to ban the event — a one-day slice of Americana that, by various estimates, draws up to 1.5 million spectators each year — is an extreme measure. Vintage vehicles, like those in the Dream Cruise, are rarely used for daily transportation. Most are maintained as collector items and are restricted to extremely limited mileage either by state law or, in some cases, their insurance policies. In fact, the State of Arizona and the Environmental Protection Agency recently decided to exempt Arizona’s collector vehicles from emissions tests completely, calling their contribution to air pollution “negligible.”

Protecting the Dream Cruise and pushing for emissions testing of its vehicles only distracts from the real issues surrounding air pollution. What do you think? E-mail us at ideas@hagerty.com to weigh in on the issue. Visit WoodwardDreamCruise.com for more on the annual event.

CRUISES IN THE CROSSHAIRES

The Woodward Dream Cruise, held Aug. 18 in metro Detroit, was the latest target in the battle between hobbyists who want to celebrate our automotive heritage and fringe environmentalists who’d like to banish collector car usage altogether.

One would be a clean air crusader commented that it was “time for it to be over.” Local environmental groups, however, were not quick to join in. “I have nothing against the Dream Cruise,” says Melissa Damaschke, conservation organizer for the Sierra Club chapter in Royal Oak, Michigan. “It’s a day to honor classic cars and pay tribute to our heritage here.”

While it’s an absolute truth that Dream Cruise vehicles emit fumes and carbon dioxide into the air, seeking to ban the event — a one-day slice of Americana that, by various estimates, draws up to 1.5 million spectators each year — is an extreme measure. Vintage vehicles, like those in the Dream Cruise, are rarely used for daily transportation. Most are maintained as collector items and are restricted to extremely limited mileage either by state law or, in some cases, their insurance policies. In fact, the State of Arizona and the Environmental Protection Agency recently decided to exempt Arizona’s collector vehicles from emissions tests completely, calling their contribution to air pollution “negligible.”

Protecting the Dream Cruise and pushing for emissions testing of its vehicles only distracts from the real issues surrounding air pollution. What do you think? E-mail us at ideas@hagerty.com to weigh in on the issue. Visit WoodwardDreamCruise.com for more on the annual event.

RETURN OF THE CLASSICS

The RM Continental, Barrett-Jackson Cord and Gooding Duesenberg are proof that the market for few classics is getting stronger.

Supercharged Cords — $200,000 or $300,000?

If the Continental has a rival in the beauty department, it’s the Cord 812 SC two-four passenger cabriolet “Sportsman.” One of the final products of E.L. Cord’s dying automotive empire, the coffin-nose 812 sat almost a foot lower than most of its rivals, dispensed with running boards and featured hidden headlamps and front-wheel drive decades before the features became commonplace.

Conventional wisdom says around $200,000 is the right price for a supercharged “Sportsman.” The most recent sale took place last January at the Barrett-Jackson sale in Scottsdale, Arizona. With the buyer’s premium, Lot No. 1312, a nicely restored 1937 ex–Glenn Mounger (of Pebble Beach fame) car, sold for $313,000. Whether this was an anomaly or simply market price for supercharged 812s in this body style will take several more sales to establish. But it is a signal of where the market is heading for these amazing Gordon Buehrig–designed cars.
DETAILED PHASE II

Tips and tools for keeping up your vehicle’s shine

Story >> Ken Gross

Editor’s Note: This is Part II of a two-part series on detailing your paint finish.

LAST ISSUE, we discussed various ways to deeply clean your paint surface before applying polishes, including the use of paint-cleaning clay. A great way to determine if there are contaminants on your paint finish and if it is in need of paint-cleaning clay is to put your hand in a thin plastic bag and run your fingers lightly over the surface. This provides better feedback than bare fingers. The next step is careful hand polishing with a product like Griot’s Garage Fine Hand Polish or Meguiar’s® Deep Crystal® Polish to bring out the luster in any finish.

If swirls are present, you must remove them by polishing off micro layers of paint to get to the bottom of the scratch. Always start with a fine-grit polish, such as Griot’s Garage Machine Polish 3 or 4. If the scratches are deeper, polish with a more aggressive polish and then come back with a finer-grade polish. Hint: Always work with the softest polishing cloths you can buy. Invest in Griot’s Garage Micro Fiber Cloths and Mini-Me Orange Polish Pads or Meguiar’s Soft Foam Applicator or Even Coat™ Microfiber Applicator Pads.

Machine polishing

Machine polishing, using a random orbital polisher, was once thought to be the province of experts. Not anymore. Griot’s Garage Professional Machine Orbital spins at 4,000 to 7,000 orbits per minute, and a clever internal fan cools the backing plate, so there’s virtually no heat buildup. Griot’s Garage also sells a helpful 15-minute DVD on machine polishing.

For fine leather upholstery, Griot’s Garage leather rejuvenator, Meguiar’s Gold Class™ Leather Cleaner/Conditioner and Vicar International’s Hyde Food leather Conditioner (especially great for older leathers) are my favorites. Lather ‘em on and dry the surface very carefully, making sure to get any residue out of all the cracks and crevices.

Machine polishing greatly reduces the time it takes to apply polishes and waxes. This Griot’s Garage Professional Machine Orbital spins at 4,000 to 7,000 orbits per minute with virtually no heat buildup, which can burn paint or create swirl marks.

Cleaning other areas

For years I’ve used Wenol paste, Meguiar’s All Metal Polish and New-Dull absorbent cotton to clean chrome, brass and aluminum components, especially alloy wheels.

For fine leather upholstery, Griot’s Garage leather rejuvenator, Meguiar’s Gold Class™ Leather Cleaner/Conditioner and Vicar International’s Hyde Food leather Conditioner (especially great for older leathers) are my favorites. Lather ‘em on and dry the surface very carefully, making sure to get any residue out of all the cracks and crevices.

Waxing eloquently

Waxing is the final step. If your car is frequently exposed to elements, take time — once each quarter — to protect it by applying a quality, durable wax, like Griot’s Garage Best of Show Wax, Meguiar’s Carnauba Wax Stick, Meguiar’s next Generation® Tech Wax® or Meguiar’s Gold Class™ Liquid Wax. Hint: Once you use a machine orbital polisher, we’ll bet you’ll never go back to hand work.

Polishers greatly reduce the time and effort it takes to apply polishes and waxes. This Griot’s Garage Professional Machine Orbital spins at 4,000 to 7,000 orbits per minute with virtually no heat buildup, which can burn paint or create swirl marks.

For a lasting tire finish, I think there’s nothing better than Meguiar’s® Gold Class Endurance. This easy-to-apply gel yields a clean, slightly shiny look that doesn’t appear artificial. Hint: Avoid spray-on tire and vinyl protectants. Their finish is too shiny, and they don’t last the way a gel product does.

More helpful hints

For underhood panels and parts, engine surfaces, and wheel well cleaning, use Simple Green or Griot’s Garage Engine Cleaner, along with soft brushes, in place of high-pressure power degreasers to ensure you don’t remove original paint and precious decals.

For underhood panels and parts, engine surfaces, and wheel well cleaning, use Simple Green or Griot’s Garage Engine Cleaner, along with soft brushes, in place of high-pressure power degreasers to ensure you don’t remove original paint and precious decals.

Lastly, I’ve used Blue Magic Top Cleaner for years on quality canvas convertible tops. If your car has a Mohair or cloth interior, careful vacuuming and specialized cleaners from Griot’s Garage or Meguiar’s will restore the original look and feel. Hint: For the best possible results after hand washing or other use, I use GOGUT® for my own final cleanup.

One final tip: Re-washing the car with cold water after it has been waxed seems to make the shine “pop” a bit more.
Scenes from the Floyd Garrett Museum include this rare LS6 Chevy big block (left) and two of Garrett’s pride and joys: the 1962 Impala SS and a 1970 LS6 Chevelle.

How Floyd Garrett created the automotive equivalent of Muscle Beach with his car museum in Sevierville, Tennessee

Story >> Mike Mueller • Photography >> Joe Vaughn
knows a thing or two about muscle car collecting. The former trucking company owner has been involved in the hobby for roughly 30 years now, so many know his name — and more learn it every day after hearing about his muscle car museum.

Opened in April 1996, Floyd Garrett’s Muscle Car Museum — a Sevierville, Tennessee, institution — arguably contains more high-performance history per square foot than any other comparable horsepower hall of fame in America.

A knowledgeable automotive historian, Garrett, 66, makes sure that visitors will not only find a democratic mix of marques, types and eras (all wonderfully restored, save for an original race car or two). Within these walls, they’ll also discover themselves surrounded by some of the rarest, most significant muscular models ever let loose on the road or track. Super Duty Pontiacs, Hemi Mopars, 409 Chevys, Boss Mustangs, 406 and 427 Fords, W-30 Oldsmobiles, Stage 1 Buicks, Super Stock AMCs — you name it and it’s been put up on a pedestal at one time or another on his stage.

This is no static display. Garrett also ensures that return visitors will discover at least some fresh material the next time around. Actually, he can’t help it: Other collectors are more than eager to see their valuable pieces put under the Garrett Museum’s limelight.

“I’ve never had to seek any of these cars out,” Garrett explains in his disarming Southern drawl. “They’ve shown up by word of mouth from the beginning.” He generally asks to hang on to these loaners for a year, but some have remained on hand far longer.

Longtime friend Smokey Yunick of The Best Damn Garage in Town fame in Daytona Beach, Florida, once wrote that he personally valued Garrett’s spoken word over a stack of legally binding contracts. In turn, Garrett nowadays can’t mention Yunick, who passed away in May 2001, in anything but warm, reverent tones.

Garrett’s own passion dates back to his teenage days working in a north Florida gas station. He became especially fond of Chevrolets. His first car was a ’47 Chevy, followed by a ’55 that he hopped up by stuffing a Duntov cam into its 265 two-barrel V-8. Within a year after graduating high school in 1960, Garrett was driving a 348-powered Impala, which he soon traded in on a 1961 409 four-speed.

His first job out of high school was at a local paper mill near Fernandina Beach, Florida. He started hauling.
Counterpoint

Unlike European cars, or even older American iron, there is little market outside of North America for muscle. With the sinking value of the dollar, you could be pissing away a big part of the investment aspect of old car ownership by not, as they say, diversifying your portfolio. My favorite example is the Mercedes-Benz 300SL, both Gullwing and Roadster. They are worth about the same on every continent except Antarctica, and if penguins bought cars they would bring the same there as well. Only we North Americans see millions of dollars for a 1979 or ’71 Mercedes Cuda convertible, and many of us are at a loss to explain why.

— Dave Kinney, author of Cars That Matter

3 Tips for Buying a Muscle Car

Buyer beware? Damn straight when it comes to muscle car collecting. Many supposedly super rare muscle cars running around out there today aren’t what they seem. Identifying plates can be faked, numbers can be re-engraved, or some muscle cars simply didn’t come with enough corroborating codes to begin with. Legendary collector Floyd Garrett offers up a few tips on how to make sure you get what you pay for.

1. Do your homework. Know which machines to investigate — and which to walk away from. Find out where to look for VIN codes, trim tags and build dates, among other things. Be familiar with what these codes mean and make sure all numbers match. Hagerty Plus has too pamphlets — Researching Your Collector Car and That Paper Trail: Title and Registration Basics — that can help you research a car’s history and begin the title and registration process. To request them, call the "Ask Hagerty" Concierge Service at 888-310-8200, option 3, or you can download a copy on the "Freebies" section at hagerty.com/library.

2. Get full factory-supplied documentation. Don’t even consider dropping big bucks without seeing printed documentation. The best way to guarantee the car you’re pursuing is really right is to see some or all of the papers — original invoices, bills of sale, window stickers, build sheets and tank stickers — that came stashed inside, plastered on or handed over with said vehicle when new. But what if you’re really hot for a car that can’t be confidently documented? “If there’s no paperwork and you’re offered a reduced price,” Garrett recommends.

3. Know the person you’re dealing with. Working with a renowned, reputable collector or seller may well be the only saving grace in this whole crazy market, what with some muscle-car models selling for more than a mill and all. Rarity is the driving force behind these huge numbers, and, as Garrett explains, “The rarest the car, the more important it becomes to know exactly who you’re negotiating with.”

Garrett (above) examines the engine of his LS 429 Impala SS. The Baldwin Motion Camaro (right) is one of the rarest muscle machines in the museum.
Once almost a dead art, pinstriping continues to leave its distinctive mark on vehicles today

**Story >> Ken Gross**

**ARTISTIC, INTRICATE, individualistic and utterly cool, pinstripping — also known as “line art” — has been in vogue for centuries.**

Hand-drawn carriages were often adorned with simple, decorative painted lines. The accenting easily transitioned to household carriages. Although automakers ceased factory-applied striping before WWII, new car dealers found that personalized, hand-painted line art, crests and initials remained a popular after-sale moneymaker. Many dealerships still offer this service.

Historians believe auto racers adapted “nose art” and flames from decorative designs on combat aircraft, a trend that accelerated in the years following the war and coincided with the meteoric rise of hot rodding and customizing.

Herb Martinez, author of the best-seller *Guide to Pinstriping*, says, “… just as hot rod culture evolved as an antidote to the conformity of the ’50s, pinstriping became one of the cornerstones of Kustom Kulture, really the visual expression of alienation.”

Iconoclasts like the irrepressible Kenneth Francis Howard, better known as Von Dutch, along with Ed “Big Daddy” Roth, Tommy “The Greek” Hrones and Dean Jeffries, pioneered the pinstriper’s art. Countless imitators have followed.

Von Dutch, a tortured, talented soul whose boundlessness — if not a bit wilded — took on creativity initially manifested itself in striping, initiated and inspired the craze. Although it originated in Southern California, pinstriping spread like wildfire across the country and around the world thanks to exposure in magazines like *Hot Rod and Rod & Custom*.

Von Dutch once said that pinstriping originated because “we were just trying to cover up the grinder marks after a car was dechromed.” Perhaps that’s true, but striping quickly took on a life of its own.

There were never any defined pin-striping rules. The stripper’s challenge is to paint each side of a design as close to a mirror image as possible. With intense concentration, the best strippers can create a seemingly unbroken, perfect line with an eerily consistent width.

Pinstriping kits, brushes, and paints sold via mail order were popularly purchased, but most neophytes found they didn’t have the keen eye, the rock-steady hand or the creative bent to be a true ‘line doctor.’ So they sought out the best professional they could afford, and usually left the design up to the artist of choice. Curiously, Von Dutch, a habitual smoker and heavy drinker, was reportedly at his best late at night when he was at least mildly inebriated.

Over half a century ago, when Dutch first plied his trade on hot rods, custom cars, motorcycles and everything from guitar cases and helmets, the first thing many guys did was have their completed car striped, or “Dutched,” as the expression went.

With a resurgence of interest in the ’60s as the definitive custom car period, pinstriping has returned with a vengeance — as if it ever went completely away. There are strippers at every major car gathering, intently applying their lines, seemingly unaware of admiring crowds that gather to comment, speculate and critique their work.

Dean Jeffries is the only one of the four major pioneers left alive. He no longer stripes, but a mob of talented newcomers, like Alan Johnson, “Dirty” Donnie Gillies, Herb Martinez, Steve Kafka, Skratch, Tom “Itchy” Otis, Jimmy C and many others have literally gone to pinstripping. The site also offers several products from Beugler, plus stencils and color match cards.

Rather leave it to the professionals? Go to pinstriper.com or attend a nearby hot rod car show. Choosing a stripper is like selecting a tattoo artist. You’ll want to see what he or she has done and talk to his or her clients. Good strippers will try to understand what you’d like, but most prefer to create what they think is right. Once you’ve bought your stripes, clearcoats aren’t necessary. Keep the lines well protected and looking fresh with a high-quality wax.

If you’re not a fan of pin lines (long horizontal lines down the side of a car), he prefers more intricate designs and flames.

“Pinstriping isn’t just for the hot rod, custom car and motorcycle community,” Kafka says. “I do pickups, PT Cruisers, HUMMERS, whatever customers want.” Kafka has worked at shows all over the country. His videos and starter kits have encouraged many young, would-be strippers.

Eastwood (eastwoodco.com) offers many of Kafka’s essential products, including his Pinstriping Accessory Kit, Detail Brush Set and “Welcome to my World” instructional DVD, among other things. The site also offers videos and starter kits have encouraged many young, would-be strippers.

Even Von Dutch would probably agree.
Hershey has everything you’re looking for — the challenge is to find it

Story >> Don Sherman
Photographs >> Richard Chenet

IT’S THE WORLD’S largest automotive haystack. For bona fide car enthusiasts, the premier “must do” event is the Antique Automobile Club of America’s (AACA) Eastern Division National Fall Meet in Hershey, Pennsylvania, commonly known as the Hershey Swap Meet.

Hershey is unlike any other automotive event in the world. You’ll literally find miles of vendors — 10,000 total — selling everything from Model T Ford radiators, Stutz wheels and Hudson Hornet hubcaps to original gas globes and porcelain signs.

Tuesday, October 9, will be set-up day this year at Hershey, which hosted its first meet in 1955. The car corral and flea market open bright and early that Wednesday for a four-day run. But, be warned: You’ll need a map — and perhaps a helicopter — to cover what’s there plus the auction grounds and food vendors. Veterans will wear their best pair of running or walking shoes and can be identified by the wagons or dollies they bring to haul their newfound treasures back to their pickups and trailers.

But Hershey is more than just parts. Tire kickers can shop an eclectic array of collector cars in the vendor spaces or in a dedicated car corral containing more than 1,000 vehicles. Several major auctions occur during the weekend, including the Hershey Auction by Kruse, a new RM auction and a Bonhams & Butterfields automobilia auction.

The Saturday concours is a gathering of 1,500 of the finest cars in America arrayed for judging in more than 100 classes. It’s capped by a gala banquet and awards presentation that evening at the Hershey Lodge and Convention Center.

At Hershey, it pays to advertise your wish list (left). The flea market (center) and the Saturday AACA-judged car show (right) are highlights.
Remarkably, entrance to Hershey is free, another reason why car enthusiasts consider this event fall at its finest. You'll bump into friends and acquaintances here in spite of the 100-acre sprawl throughout the town chocolate made famous. You'll hear foreign tongues because Hershey has global reach. You'll see smiling faces because there is no reason to get testy during this week of the year, especially if you respect two caveats. First, don't assume that you'll snag the part you need to finish the restoration of your 1914 Xenia Model T. I enjoyed witnessing a buyer who selected a rusty part from the $1-a-piece pile haggle the seller down to 50 cents.

Tom White, a retired Massachusetts engineer who was asking $195,000 for his exquisite 1957 Chrysler 300C convertible, told me about a unique 1958 DeSoto Adventurer he owns with working Bendix Electrojector fuel injection. My list of cool cars in the corral included a 1963 Valiant with 9,000 miles, a perfectly refurbished ’72 Datsun 2000, and a ‘62 Corvair rampside pickup. A 1963 Valiant with 9,000 miles, a perfectly refurbished ‘72 Datsun Electrojector fuel injection. My list of cool cars in the corral included a 1963 Valiant with 9,000 miles, a perfectly refurbished ‘72 Datsun 2000, and a ‘62 Corvair rampside pickup.

Rest assured anyone who ventures here with money to spend and a lust for cars probably won’t leave disappointed. Thanks to the addictive nature of Hershey, I’ll be back to continue my treasure hunt this year.

Visit local.aaca.org/hershey/guide.htm and click on the “Accommodations and Attractions” link for lodging information.

— Steve Moskowitz
AACA executive director

Nothing will ever rival the experience of going to Hershey. Yet, I accept that the relevance of Hershey is being diminished by three major factors: the rise of the Internet, changing demographics and economics. Flea market vendors will tell you that much of their business has already shifted to the Internet. Also, many young people today no longer see cars as a coveted personal statement, just an appliance. This generation is now showing less interest in the hobby than their predecessors. Finally, the ever-increasing cost of travel is affecting shoppers and vendors. I believe the writing is on the wall: Hershey will change in size, scope and, inevitably, relevance in the coming decades.

— Jed Rapoport, freelance writer and longtime Hershey attendee

Does the world still need Hershey?

The antique car part I will buy at the AACA Eastern Division Fall Meet this year will be carefully examined by me and I will be sure of its condition and correctness. The car I may wish to buy will be available for hours of inspection and friends who are with me may give me much needed advice. All important, but hardly what Hershey is about! Hershey is about friendships and camaraderie! Hershey is about 200,000-plus car nuts from many countries talking about one common denominator … cars! Hershey is about swapping stories, chasing the elusive part, seeing incredibly rare cars and eating way too much junk food. Hershey is not about pressing a keyboard button.

— AACA executive director

While You’re Here

If you’re trying to sell your family on a visit to Hershey, here are some additional fall attractions.

Fall Carlisle — Traditionally the weekend before Hershey. Located 35 miles due west, this mega collection of post-war cars and parts is a nice complement to the chocolate stop for terminally addicted swap meet fans. (carcascalve.com)

AACA Museum — Memorabilia and about 100 cars on display just down the road from the swap meet. (aacamuseum.org or 717-566-7100)

AACA Library — The AACA Library & Research Center in Hershey houses an incredible wealth of automotive historical material. (www.aacalibrary.org or 717-534-2082)

Hershey Gardens — Themed gardens, brilliant seasonal displays, the outdoor Butterfly House and the Children’s Garden are on the menu here. (hersheygardens.org or 717-534-3492)

Hershey’s Chocolate World — The flavor of fun for everyone. Watch chocolate manufacturing and taste-test the end products. (hersheyschocolateworld.com or 717-534-4900)

Amish Farm Land — Lancaster County, Pennsylvania, is Amish country. Enjoy a buggy ride, stay at a bed and breakfast, or purchase crafts and baked goods. (padutchcountry.com or 800-Fn-Dutch)

The car corral (top) showcases more than 1,000 cars while the 10,000-strong vendor area features everything from parts to petroliana.

AACA Library event.

24 Hapetry’s

25 Hapetry’s
IT STARTS off innocently enough. You find a sales brochure for your “new” collector car, a buddy gives you a cool porcelain sign he thinks would look great in your garage and you have no idea where the hood ornament you admire on your desk came from. Then one day you look around your garage and your several rooms full of automotive collectibles and wonder where it all came from.

What is automobilia?

It’s a rare car collector who doesn’t have a least a few pieces of automobilia, which can be described as anything related to automobiles, except the cars and their basic parts.

Certain collectors go to great lengths to acquire petroliana (gas station-related items); others spend a small fortune on mascots (hood ornaments), while some covet the finest of porcelain signs.

Well-known hot rod authority and Hagerty’s regular contributor Ken Gross has “a garage full” of vintage speed equipment intake manifolds. “I like to joke that I was speed equipment deprived as a child,” he says.

Gross has collected more than 125 Ford flathead intake manifolds from famous and obscure manufacturers over the last 10 years by combing swap meets and shopping online auctions. “My wife, Trish, jokes that my collection must be breeding when I turn the lights off because it keeps expanding,” he says. “Of course, she’s never home when the UPS truck comes.”

Spark plug collectors live in a world of their own, acquiring thousands of different plugs and countertop sales displays. Meanwhile, many automobilia collectors are also patrons of the arts, acquiring new and old paintings, lithographs and sculptures of automotive subjects.

Die-cast car models make up the largest segment of the automobilia market, with hundreds of thousands of them sold annually. However, “limited Editions” of 25,000 are rarely good investments. They sell for little more than $100—which means a collection of the cars on your fantasy wish list can be acquired for a nominal amount—but, unfortunately, the resale value is about 20 cents on the dollar.

Early German tin plate toys, on the other hand, are at the other end of the spectrum, with the more elaborate examples in excellent condition often bringing prices well into the mid five figures.

Where to find it?

One of the first questions asked when viewing an extensive collection is: “Where did you get all this stuff?” It usually takes countless stops at antique stores across the country, travel to numerous swap meets and annual treks to the AACA Annual Fall Meet at Hershey (see page 22 for related story).

Most collectors will tell you the key to their collections is networking. Frequent contact with others chasing similar items often results in the opportunity to trade or purchase duplicates. It also opens doors to personal collections not usually accessible to the general public.

Some automobile auction houses—most notably Bonhams & Butterfields—include major automobilia segments in their auctions and several fine concours—such as Pebble Beach and Meadow Brook—present displays of current automotive fine artists.

Several museums include extensive displays of automobilia and automotive art. The Blackhawk Museum (blackhawkmuseum.org) in Danville, California, is a must-see. Many years ago, they acquired portions of the famed Ray Holland collection, some pieces of which remain on display. The Nethercutt Collection (nethercuttcollection.org) in Southern California and the Gilmore Car Museum (gilmorecarmuseum.org) in Michigan offer two of the finest displays of accessory and factory hood ornaments.

Investment or hobby?

While many pieces of automobilia have been appreciating over the past few years, there are exceptions. The quality must be extraordinary and, in the case of signs and advertising cars, the graphics bold and appealing.

If the deal seems too good to be true it most likely is. Reproductions appear with increasing regularity as the value of the actual pieces continues to increase. Even the most seasoned collectors make mistakes. But, as a novice, before you cover your garage walls with reproductions and off-quality pieces, get the advice of other knowledgeable collectors.

Once you take the plunge, you’ll find automobilia collecting is fun and you’ll meet interesting people. But be careful—you may have to buy a larger home (or garage) to display all your treasures.
WHEELS OF WOOD

Nothing dominates a car interior like the steering wheel. Before plastic and leather took over, many veteran cars and later sports cars used wood wheels.

There are four basic construction methods for wood rims over a cast, stamped or welded metal frame:

- **Solid wood segments over a partial “spider” frame:** Separate pieces of wood with finger joints — typically four — are screwed to a cast center frame that consists of a hub and three to four spokes without metal supporting the rim. In some cases, a single piece of wood is steam bent and shaped for the rim.

- **Solid wood segments over a complete frame:** Separate wood pieces, typically three to nine per side, are jointed and glued to the rims. Rivets were often used to add further security.

- ** Ply style laminate:** This construction consists of plywood using alternating veneers of mahogany and a light-colored wood. White oak and white sycamore were most commonly used.

- **Bent spiral, or barrel wound:** Solid wood boards are stripped into lengths and reglued as they are bent into a circle. Done properly, this will result in the appearance of a single, circular piece of bent wood with no obvious joints.

Steering wheel craftsmen Mike Lempert says a wheel can be saved if the frame is intact. He first evaluates the wheel’s condition and identifies the wood and construction type. Sometimes a new finish is all that’s required — typically hand-rubbed marine spar urethane.

If pieces of the rim are missing, segments from a similar rim can be used to replace them. However, a steering wheel specialist will be better qualified to accurately replicate a missing rim and is more likely to have the equipment and skill to create an accurate replacement.

If all your wheel specialist will be better qualified to accurately replicate a missing rim and is more likely to know the technique and wood originally used.

A welded metal frame is available, research will be required to find a similar example so the restorer can duplicate the exact wood grain on the weld. He first evaluates the wheel’s condition and identifies the wood and construction type. Sometimes a new finish is all that’s required — typically hand-rubbed marine spar urethane.

For those wood rims over a cast, stamped or welded metal frame:

- **Solid wood segments over a complete frame:** Separate wood pieces, typically three to nine per side, are jointed and glued to the rims. Rivets were often used to add further security.

- **Ply style laminate:** This construction consists of plywood using alternating veneers of mahogany and a light-colored wood. White oak and white sycamore were most commonly used.

- **Bent spiral, or barrel wound:** Solid wood boards are stripped into lengths and reglued as they are bent into a circle. Done properly, this will result in the appearance of a single, circular piece of bent wood with no obvious joints.

Steering wheel craftsmen Mike Lempert says a wheel can be saved if the frame is intact. He first evaluates the wheel’s condition and identifies the wood and construction type. Sometimes a new finish is all that’s required — typically hand-rubbed marine spar urethane.

If pieces of the rim are missing, segments from a similar rim can be used to replace them. However, a steering wheel specialist will be better qualified to accurately replicate a missing rim and is more likely to have the equipment and skill to create an accurate replacement. If all your wheel specialist will be better qualified to accurately replicate a missing rim and is more likely to have the equipment and skill to create an accurate replacement. If all your wheel needs is a fresh finish, this may be a golden opportunity to do it yourself.

Wooden Steering Wheel Restorers

<table>
<thead>
<tr>
<th>Name</th>
<th>Phone</th>
<th>Website</th>
</tr>
</thead>
<tbody>
<tr>
<td>British Autowood</td>
<td>407-774-3332</td>
<td>britishautowood.com</td>
</tr>
<tr>
<td>Bruce Crawford Hardwood Classics</td>
<td>805-528-6240</td>
<td>hardwoodclassicaltd.com</td>
</tr>
<tr>
<td>Jack Arct</td>
<td>503-775-5208</td>
<td><a href="mailto:jack13005@gmail.com">jack13005@gmail.com</a></td>
</tr>
<tr>
<td>Lempert Wheels</td>
<td>843-856-7542</td>
<td>lempertwheels.com</td>
</tr>
<tr>
<td>Snyder’s Woodcraft</td>
<td>610-759-4276</td>
<td>snyderwoodcraft.com</td>
</tr>
<tr>
<td>The Wood N’ Carr</td>
<td>562-496-8730</td>
<td>woodncarr.net</td>
</tr>
<tr>
<td>William Rau Restoration</td>
<td>310-445-1128</td>
<td>rau-autowood.com</td>
</tr>
</tbody>
</table>

Visit rau-autowood.com/resources for more information about these and other suppliers.

WANT TO SAVE A FEW BUCKS?

With the Hagerty Plus Discount Program, members save on products and services from many specialized partners, including:

- **Auto Aficionado**
  Bimonthly magazine celebrating automotive culture — from the machines and the art to the events, the memorabilia and the camaraderie of fellow auto aficionados. **63% off the cover price**

- **AutoWeek**
  Weekly magazine bringing exclusive previews and reviews, racing coverage, classifieds, entertaining features, concept cars, spy shots and market analysis. **Discounted rate: 45¢/issue**

- **The Busted Knuckle Garage**
  Unique gifts for car guys, bikers and wannabes, with clothing, garage/home décor, skin care products, bar stools, retro signs and more. **10% off all purchases**

- **Cruisin’ Style**
  Magazine featuring unique collector cars and project car builds and restorations, and a comprehensive listing of car shows, cruise nights, swap meets and events. **50% off the cover price**

- **Griot’s Garage**
  Quality products like professional-grade tools, expert car care advice, garage organization, automotive accessories and gifts. **Free product with purchase**

- **Hagerty Online Store**
  An assortment of products for car guys and gals, too — including a variety of T-shirts, hats, DVDs and Glovebox Guides. **10% off all purchases**

- **Intercity Lines**
  America’s premier enclosed auto transport company features state-of-the-art 53’ fully enclosed air ride trailers. Quantem Satellite tracking and liftgates. Services all 48 states. “Preferred” booking status

- **Mac’s Custom Tie-Downs**
  Tailored systems for trailers and truck beds made to the highest quality and strength standards. **10% off all purchases**

- **Octane**
  Publication covering the finest historic automobiles, it’s an essential guide to the news, the events and the personalities. **$16 off the cover price**

- **Sports Car Market**
  Monthly magazine offering market analyses by the pros, latest auction results, profiles and timely interviews, affordable classics and great buys. **60% off the cover price**

Visit www.hagerty.com/discounts today to save with Hagerty Plus!
HENRY’S V-8
Ford’s Model A follow-up one-ups the competition
By Jonathan A. Stein

When it came time to replace the Model A, Henry Ford had a tough act to follow. Both the Model T and the A that followed it were rugged, cheap and easy to fix. But the four-banger A didn’t have the smoothness or performance of the sixes used by competitors — especially Chevrolet. So Ford would do Chevrolet one better: He would bring out an eight-cylinder car at a six-cylinder price.

Originally, Ford championed an X-engine with four banks of two cylinders. When it proved heavy and troublesome, a V-8 was his second choice. Instead of the contemporary heavy and expensive V-8s, Ford insisted on one with a single lightweight casting integrating the cylinder block and crankcase. An engineering team consisting of Carl Schultz, Fred Thoms, Ray Laird and Emil Zoerlin worked through development problems and readied the V-8 for production.

The engine and three-speed manual transmission were installed in a conventional chassis with leaf-spring suspension, live axles front and rear, and mechanical drum brakes. Edsel Ford and designer Eugene “Bob” Gregorie styled the new Ford V-8 using many of the cues from the big Lincolns. Once the grilles, hood, fender and running board shapes were finalized, the body manufacturers were cleared to develop the various models. According to historian Lorin Sorensen, Briggs Manufacturing Co. was responsible for the sedan, cabriolet, roadster, phaeton, sports coupe and truck bodies, while Murray Corporation of America built the coupes, victorias and convertible sedans.

Every dealer in the country had the new 65-horsepower V-8 — now called the Model 18 — by March 29, 1932, four days before the model’s official introduction. Despite initial teething problems, Ford sold almost 180,000 units that first year, in addition to 75,000 four-cylinder Model Bs.

Years ago, collector Bob Ames owned a 32 Ford highboy roadster, but claimed he never liked driving it. He quickly sold it and thought about finding a stock roadster. “We’ve chopped so many they’re worth more dead than alive,” Ames says. “It’s difficult to find a stock ‘32 that hasn’t been pirated or hot rodded.”

About four years ago, a close friend of Ames stumbled on a very original V-8 roadster (one of 7,413) through an online auction. After the friend died, his family offered Ames a chance to buy it. One of the first 5,000 built, it carries all the proper bits and pieces you’d never find today, including the correct carburetor and cylinder heads. It even has twin spares in well fender. It’s now part of a collection that includes an Austin-Healey 100S, Ferrari Lusso, HRG, Lotus Super 7, ’37 Buick Darrin Speedster, Lotus 19 and 1952 Renault.