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Hagerty's

THE VOICE OF THE COLLECTOR CAR COMMUNITY

THE MUSTANG

Detroit's original pony car has never failed to turn heads



VOLUME 1, NUMBER 2
hagerty.com



DISCOVERING OUR VOICE

WE'VE STRUCK A CHORD. Last issue I wrote about our enthusiasm at Hagerty over our first issue of the magazine you're reading right now. Notice the tagline on the cover: "The Voice of the Collector Car Community." That statement was a goal that we hoped to earn over time. But we couldn't get there without your help, and you've already come through — big time.

During a reception we hosted at Monterey/Pebble Beach in August to celebrate the launch of the magazine, Hagerty International and our continuing legislative work for the collector car hobby, we heard many positive comments. We also noticed that the hundreds of complimentary copies of the magazine we brought along were completely gone afterward.

As for the hundreds of letters and e-mails you've sent us from all over the country, we're touched and gratified. Many of your letters have sung the praises of the publication or offered helpful suggestions. But even more of your letters contain questions about your cars or invitations to feature your car in the magazine. We can't thank you enough for your enthusiastic response.

We think we've struck a chord because this magazine is written by and for the collector. That means our content comprises a chorus of different voices within the community — collectors, restorers, auctioneers, show organizers, legislative activists, brokers, appraisers, repair specialists, foundation spokespersons, transporters, judges — and the iconic personalities who make the cars we love collectible.

Like any living thing, the magazine will continue to expand and evolve over time, but the bottom line for us is to always seek to deliver what's in it for you — the collector car owner. We hope you like your magazine, and that you will always feel like a member of the choir. 🎵

McKeel Hagerty

McKeel Hagerty

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ON THE COVER

This 1966 Shelby Mustang GT-350H was a rental car available through Hertz. Photography by Michael Furman



MIKE MUELLER



FEATURES

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In 1964, Ford introduced the Mustang, and a whole new genre — the pony car — was born. The Mustang could be an economy car, a successful road racer or a terror on drag strips. It all depended on the model and the engine.

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The annual Monterey Historics/Pebble Beach Concours d'Elegance: one event, three magical experiences.

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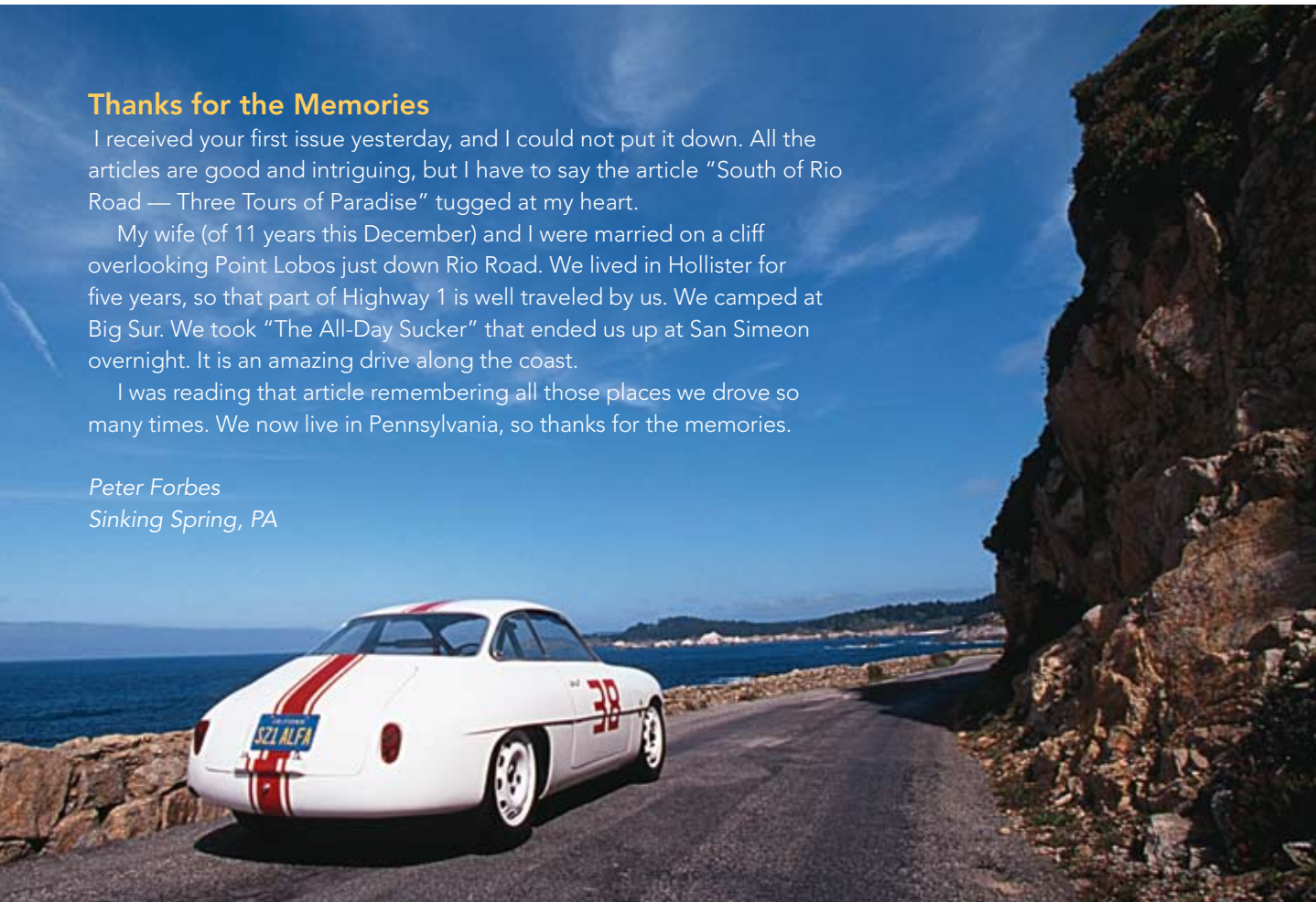
Thanks for the Memories

I received your first issue yesterday, and I could not put it down. All the articles are good and intriguing, but I have to say the article “South of Rio Road — Three Tours of Paradise” tugged at my heart.

My wife (of 11 years this December) and I were married on a cliff overlooking Point Lobos just down Rio Road. We lived in Hollister for five years, so that part of Highway 1 is well traveled by us. We camped at Big Sur. We took “The All-Day Sucker” that ended us up at San Simeon overnight. It is an amazing drive along the coast.

I was reading that article remembering all those places we drove so many times. We now live in Pennsylvania, so thanks for the memories.

Peter Forbes
Sinking Spring, PA



WINSTON GOODFELLOW

The Complete Package

This past April, I directed my agent to move my insurance for all 17 of my collector cars to Hagerty. I did this mainly because of the huge effort your organization puts forth toward supporting and improving the collector car hobby. It didn't hurt that you have an excellent reputation in resolving claims and also charge competitive prices.

I just received Volume 1, Number 1 of your magazine and wanted to send compliments for yet another breakthrough. It reeks of professionalism and fills a slot that other publications can't touch. Keep up the great work! You guys are the best!

Larry Smith, President
Autometric Collision Inc.
Pontiac, MI

Right on the Money

Having just read in your magazine about some good collector cars, namely Lincoln Continentals Mark II's and Olds Toronados, you are right on!

I attended the RM sale at Meadow Brook, where a fabulous '66 Toro crossed the block where you said it would. I'll have to double-check the results online, but I think the hammer came down at \$35K. Keep up the good work.

George La Duke
Onokama, MI

Loving Every Minute!

I arrived home this eve to find your magazine in my mailbox. Read through it immediately and enjoyed every page. Interesting articles, info, and great pictures. Keep 'em coming.

Bob Arnd
Crystal Lake, IL

Keep in Touch

Have a question?
Feel free to call us at any of the following numbers:

Hagerty's Magazine
866-922-9401

Hagerty Concierge Service
888-310-8020, option 3

Hagerty Customer Service
800-922-4050

Hagerty Roadside Assistance
888-310-8020, option 1

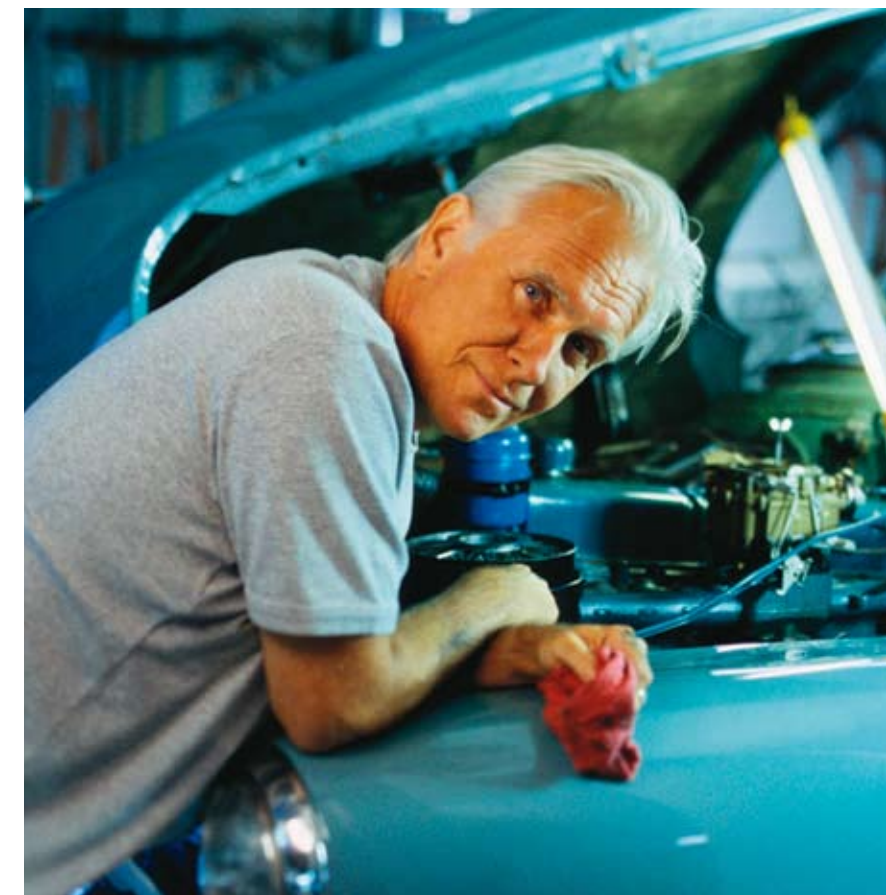
Hagerty Finance
800-922-4050, option 5

GOT QUESTIONS? ALL YOU NEED TO DO IS ASK HAGERTY

We're going to jump through hoops trying to help you.

IF READER MAIL is any indication, the “Car Counselor” feature in the premiere issue of *Hagerty's* is a huge hit. Literally dozens of our readers wrote in asking for “Concierge” help to find parts, services and information about their cars. Whether it's finding a source to repair a steering wheel, or finding replacement interior panels, we can point you in the right direction.

Free “Ask Hagerty” Concierge Service is available to Hagerty Plus members (if you're reading this magazine, you're one of us) and is available by dialing 888-310-8020, option 3. In most cases, we can help. If we can't, we'll publish your question and ask our 250,000 readers for help.



Q: Can you suggest how I might find out about the Jaguar XK120 (Chassis number 670467) that I owned back in the 1950s?

A: We suggest that you write the Jaguar North American Archives at Jaguar North American Archives, 555 McArthur Blvd., Mahwah, NJ 07430. You can also join the Jaguar Clubs of North America, www.jcna.com, and contact the web master or editor of the magazine at 888-258-2524.

Q: We're looking for doors and white trim interior panels for a 1976 Oldsmobile Cutlass S-442.

A: For the upholstery parts, you might want to try Fryer's Auto Upholstery Kits at www.autoupholsterykits.com. Your best bet for the doors will be an auto recycler specializing in collector cars. Try:

Philbates Auto Wrecking, 804-843-9787

French Lake Auto, 320-274-8497

Turner's Auto Wrecking, 559-237-0918

Hidden Valley Auto Parts, 520-568-2945

Q: The deluxe steering wheel for my 1968 Pontiac Firebird is cracked. Where can I find a source for remolding this cracked plastic steering wheel or a “How to Do It” book on the subject?

A: A repair kit is available through the Eastwood Company at www.eastwoodco.com. Many companies that repair steering wheels advertise in *Hemmings Motor News*. Look for steering wheels in the “Services Offered” section, or go to www.hemmings.com.

The Unanswered Question:

Our 1901 Curved Dash Olds has undergone a full professional restoration. The problem is there is no water pump, and we cannot find any.

We've recommended contacting the Curved Dash Oldsmobile Club at <http://clubs.hemmings.com/clubsites/cdoclub>, but don't have a better suggestion. If you know of a source, have a spare pump, or have one that can be used for a pattern, please contact us at editorhagertys@hagerty.com or 888-310-8020, option 3.

British Cars Now Flexing Their Muscles

>> by Keith Martin and the staff of Sports Car Market

IN THE RECENT run-up of collector car prices, muscle cars have garnered most of the big headlines with each auction seeming to raise the bar higher on values. Quietly, however, another category of cars — also a favorite of baby boomers — the British sports car, has seen impressive appreciation.

While not enjoying the same reputation for anvil-toughness as a Detroit muscle car, most British sports cars make up for what they might lack in sheer reliability with simplicity and ease of maintenance. This usability factor is in part fueling the current rise in prices.

1964–67 Austin-Healey 3000 MKIII

Nothing illustrates the above assertion better than the big Healey. The last of the line, the 3000 MK III is beautiful, powerful enough and dirt-cheap to maintain.

In addition to standard polished-walnut dashes and exhaust notes to die for, big Healeys often can be found with such period niceties as two-tone paint schemes, leather upholstery (with attractive contrasting piping) and chrome wire wheels.

If you haven't kept abreast of prices, be prepared for a shock — \$50,000 today is the \$30,000 of three years ago. Where the latter figure would buy a standup example a few years ago, it now takes the former to buy a local show contender. The best have brought six figures at auction. >>



TRANSTOCK



PLAIN ENGLISH



RON KIMBALL

1969–76 Triumph TR6

Those grumbling about being priced out of the big Healey market have frequently taken refuge with Triumph's last traditional sports car — the TR6.

Sharing many of the attributes of the Healey, including smooth six-cylinder power, butch looks and ease of maintenance, the TR6 really is a credible alternative for those seeking the big British sports car experience on a budget of around one-third the price of a Healey 3000.

Those on a budget may be watching the same price escalation all over again as the going rate for a nice TR6 has shot up from around \$10,000 to closer to \$20,000 in recent years. A nice TR6 purchased in the high teens now will be considered a bargain in a year.

1961–1967 Jaguar E-Type Series I

"The greatest crumpet collector known to man" is how archetypal motoring scribe Henry N. Manney III described the E-Type. Roughly translated, the "E" is one sexy car. This, combined with the car's still impressive 150-mph performance and the fact that, contrary to the stereotype, a well-sorted-out car can be enjoyed regularly, has resulted in a hot market for Jaguar's last real sports car.

Six-figure-plus prices for brilliant roadsters are being regularly seen at auction for the first time since the early '90s. This time, prices are likely to stay high.

Still, \$60,000-\$70,000 for a car done to a high driver standard seems cheap for such a mix of beauty, sophistication and performance.

AD



This red BMW was one of several vehicles donated to the Collectors Foundation. Sold at auction, the proceeds were used to support the Foundation's mission to the collector car hobby.

Donations Accepted

THE PURPOSE of the Collectors Foundation's newly developed Vehicle Donation Service is simple: To provide collectors with a tax-deductible outlet for historic vehicles and vessels needing a new home. Proceeds from these sales support the Foundation as it becomes a lasting resource for vehicle and classic boat hobbyists.

In fall 2005, John Hollansworth of Hot Springs, Arkansas donated a red 1957 BMW Isetta to the Collectors Foundation. The Foundation took it to the Mecum Chicago Fall Premier Auction, where it sold for \$18,500.

Other cars that have been donated to the collection and auctioned have included Kim Zamarron's Pontiac Fiero and the Lane Motor

Museum's 1974 Alfa Romeo Berlina. However, the most moving donation to date has been the 1981 Pontiac Trans Am that belonged to Patricia Seidel's late husband. When Mrs. Seidel read about the Foundation's mission for the hobby, she decided to donate the car to the Collectors Foundation.

Need help deciding what to do with collectible assets? Want to give something back to the hobby that you enjoy? Consider using the Collectors Foundation's Vehicle Donation Service. Contact Executive Director Bob Knechel at 231-932-6835 or bob@collectorsfoundation.org, or visit www.collectorsfoundation.org for more information.

Hagerty Crosses the Atlantic

VISITORS FROM all over Europe and North America descended on Northampton, England, for the Silverstone Classic Historic races on July 27-29. Thanks to the festival atmosphere, families, as well as hard-core enthusiasts, were among the 38,000 spectators.

The 800 competitors packed 22 races featuring everything from historic Formula One cars to motorcycles. As the featured marque, Aston Martin was well represented with works racers from DBR1 through DBR9. When the sounds of racing engines weren't filling the air, hundreds of black and white balloons took to the skies to mark Hagerty International's grand opening. There was much to celebrate: Since January, Hagerty — which is based at Silverstone — has offered British enthusiasts many of the services that Americans have enjoyed for years.

With Hagerty International, it's simple to arrange coverage when you buy a car in the U.K. or send one over for the London to Brighton Run or the Goodwood Revival. For more information about insuring your collector car when you travel abroad, call Hagerty at 800-922-4050 or go to www.hagerty.com.

Legislative News

Emissions Update

Arizona and California have two different views on emissions testing for classic cars. Current Arizona law requires emissions testing for all vehicles registered in its most populous cities. But in 2002, the Arizona State Legislature asked the Arizona Department of Environmental Quality to study exempting collectible vehicles more than 25 years old.

In early 2005, a bill passed authorizing the exemption of vehicles 15 years or older from emissions testing, but the EPA must approve any modifications before they are implemented. A final decision should be reached in early 2007.

In 1997, California approved rolling emissions exemptions for cars 30 years and older, but in 2004, its most influential stationary source polluters lobbied to have that exemption repealed. (Under pre-2004 state law, however, all vehicles greater than 30 years of age were excused from yearly emissions testing, and now only cars built after 1976 must pass an emissions test.)

West Virginia Expansion of Collector Vehicle Use Signed into Law

Legislation has passed amending the state's law governing antique motor vehicle usage, allowing usage on weekends beginning on Friday evenings. Under previous West Virginia law, use was limited to club activities, exhibits, tours, parades, testing, repairs and for recreational purposes on Saturdays, Sundays and holidays.

Hagerty held West Virginia Collector Car Appreciation Day in June with more than 250 cars participating. (Since then, we have been working with West Virginia legislators to further reduce restrictions and allow occasional pleasure driving of antique vehicles.)



We have no idea what this sign (above) means, but we like it anyway. Other top entries in our Road Sign Rally include "Used Cows for Sale" (top right) and the "To Go Left Make 3 Right Turns" sign (right).



Give Us a Sign!

WHEN WE ASKED you to send us pictures of the funniest and wackiest road signs from across America, we had no idea we'd see things this crazy.

Hagerty customers across the country rose to the challenge, submitting more than 300 photos of outrageous road signs, local business signs and homegrown signs over a period of two months beginning in May. Some signs were mystifying (Beach Access — No Water), others were downright baffling (Entrance ONLY — Do Not Enter). And those weren't even the winners! Here are some of our favorites:

1. The motorcycle sign
2. "Used Cows for Sale"
3. "To Go Left Make 3 Right Turns"

"We had a difficult time narrowing down the entertaining submissions, but we definitely learned a lot about what lines U.S. roads and the sense of humor that makes each city unique!" says Hagerty CEO McKeel Hagerty.

Unique? That might be an understatement. To view the complete gallery of quirky sign submissions, visit our Road Sign Rally Web site at www.hagerty.com/roadsignrally/.

Hagerty Plus: Giving You More

As Hagerty customers, you know that Hagerty is much more than insurance. To better represent this, we've changed the name of our Roadside Assistance Program from "Hagerty Collector Network" to "Hagerty Plus." We think the new name reflects how much more Hagerty offers to hobbyists.

Our one-of-a-kind benefits through this innovative program include: 24/7 emergency flatbed towing and other roadside assistance (designed for collector cars and their owners), Hagerty's quarterly magazine, the "Ask Hagerty" Concierge Service, hobby information resources like online articles and free hobby pamphlets, legislative advocacy working to protect our rights as collectors, and a donation to the Collectors Foundation from a portion of membership dues.

Look for more new benefits in the coming year.

ON FRIDAY, April 17, 1964, Ford officially introduced America to a new breed of fun machine, kicking off a feeding frenzy Detroit watchers had never seen before, nor undoubtedly ever will again.

The few available showroom teasers were claimed even before they were unveiled, and another 22,000 models were ordered that first day. As many as 4 million folks rushed their friendly neighborhood Ford lots that weekend to see Lee Iacocca's baby.

Demand instantly overwhelmed supply for the lively compact named Mustang. Two-month waits for delivery were common; this after initial Ford forecasts pegged first-year sales at no more than 100,000. Iacocca, however, knew better. From the outset, his goal was to break Detroit's new-model sales record, held by Dearborn's 1960 Falcon, with his battle cry being "417 by 4-17." The plan was to sell more than 417,000 Mustangs by 4-17-1965. No problem: 100,000 were bought within four months, and the tally read nearly 419,000 when the car's first birthday came around.

WORLD OF MUSTANG

*Detroit's original pony car
stands the test of time.*

Story >> Mike Mueller





MICHAEL FURMAN

MIKE MUELLER

Suppliers

As far as feeding your hands-on habit is concerned, restoring or modifying your Mustang has long been a joy, thanks to many suppliers and specialists. Let your fingers do the walking through buff books like *Mustang Monthly*, *Mustang & Fords*, and *Mustang Enthusiast*, or try surfing the Web for anything Mustang. For more information:

National Parts Depot
www.nationalpartsdepot.com
800-521-6104

California Mustang
www.cal-mustang.com
800-775-0101

YearOne
www.yearone.com
800-YEARONE (800-932-7663)

Mustang Plus
www.mustangplus.com
800-999-4289

Mustangs Unlimited
www.mustangsunlimited.com
888-398-9898

American Pony Parts
www.americanpony.com
866-717-7711

“For stoplight Grand Prixes, the 428 Cobra Jet was the bee’s knees because nothing could stay with it.”

Targeting emerging baby boomers was just one key to this overnight success. Another important facet involved “the three faces of Mustang.” With a base six-cylinder engine, a Mustang coupe was a frugal economizer in 1964, wearing a \$2,400 price tag.

Customers with fatter wallets could’ve added V-8 power and seemingly countless options to create a relatively luxurious “mini-T-bird.” Last but not least was a hot-rod alter ego made possible by installing Ford’s 271hp High Performance 289 V-8. While all Mustangs, regardless of equipment, looked sporty, some simply played the part more convincingly.

All also came standard with bucket seats and a floor shifter. Two body styles were offered from the start, with a sexy convertible going for about \$2,600 when fitted with the budget-conscious six. The more practical notchback coupe outsold its topless counterpart by nearly 3½-to-1 that first year. A third variation, the 2+2 fastback, joined the original duo in September.

Six or V-8, top or not, the truly fresh 1964½ Mustang became as big as the Beatles that year. Headlines transcended the automotive press, with *Laoco* and his pride and joy even showing up concurrently on the covers of *Time* and *Newsweek*.



RANDY LEFFINGWELL

TRANSTOCK (2)

Clockwise from top right: One way to make a Mustang go fast was to specify the 428 Cobra Jet engine like the 1968 Super Cobra Jet, which was available in several models, including the 1970 Mach 1.

The 1964½ Mustang became an instant icon, especially in the drop-top version (below). With a 428 Cobra Jet engine, the Mach 1 (bottom) had muscular looks and brutal performance.



TRANSTOCK (2)



MICHAEL FURMAN

“A lot of people stared when I drove by; a lot of girls wanted to take rides. To this day I don’t know why I kept this car without driving it.”

Come Together

Like Mustangs themselves, organizations for Mustang enthusiasts are everywhere.

Mustang Club of America

Founded in 1976 in Atlanta, the MCA consists of more than 170 affiliated regional organizations here and abroad, a worldwide membership that is more than 11,500 and growing. While factory-correct restorations remain its main focus, modified machines and racers are welcome. MCA members receive the monthly *Mustang Times* magazine, which provides technical articles and helps keep tabs on the events staged by all the regions during the year. To learn more, go to www.mustang.org or call 850-438-0626.

Shelby American Automobile Club

Founded in 1975, SAAC today claims about 5,000 members in the U.S., 500 more worldwide, and welcomes other Ford performance loyalists. Its publication is *The Shelby American*, and its social calendar culminates each year with a national convention in Tooele, Utah. For more details, log on to www.saac.com or fax 860-364-0769.

A boy and his horse

Among those caught up in the promotional blitz 40-some years back was a then-18-year-old Ron Hermann. “Of course, I saw all the ads,” he recalls. “And I wanted to be the first on my block with a new Mustang.”

Hermann put down \$100 to secure the chance to buy the one Mustang then touring the Philadelphia area. “I followed the car around town to make sure no one messed with it. This was my car; I didn’t want people touching it,” he says.

He stayed on watch for three months, tightly clutching his promissory contract all along. “One guy offered me \$500 for that piece of paper,” he recalls, but it was no sale.

When Hermann finally did take his Mustang home from Philadelphia’s Barr Ford, he instantly became the talk of the town. “A lot of people stared when I drove by; a lot of girls wanted to take rides,” he says. Though he honored many of those requests, he never again drove the car regularly after that. He still owns his untouched Mustang, claiming it has never seen rain or snow, or taken on new tires. The odometer presently shows 17,000 miles.

“To this day, I don’t know why I did it,” he says. Looking no less new than it did in 1964, Hermann’s exceptional survivor was recently appraised at \$30,000, a rather conservative figure he feels can be topped at “the right auction.” Guilty of false hopes he’s not.

Carroll Shelby takes the reins

Like nearly all early Mustangs, Hermann’s classic stacks up rather humbly beneath its sharp-looking skin. Power comes from a 260-cubic-inch V-8 that produced 164 humble horses in 1964. The aforementioned 271-horse “Hi-Po” model aside, the Mustang didn’t enter the performance arena full force until Carroll Shelby got his hands on the car late in 1964.

Shelby put a fourth face on Dearborn’s pony car, morphing it, at LaCocca’s request, into a real road rocket called the GT 350. All 562 GT 350 Mustangs built in 1965 at Shelby’s Southern California works were 2+2 fastbacks wearing Wimbledon White paint with blue Le Mans striping optional. Standard hot parts included a bone-jarring heavy-duty suspension and a specially modified High Performance 289 V-8 rated at 306 horsepower.

The idea behind the GT 350 was to create a special high-performance Mustang able to compete with Corvettes in Sports Car Club of America stock-class racing. And to this



MICHAEL FURMAN (2)

Opposite page: The 1967 GT 500 benefited from a 428 cid engine. Clockwise from top right: Carroll Shelby turned the Mustang into a potent machine for both road and track. Details like special valve covers and wheel center badges made it clear that GT 350s and GT 500s weren’t ordinary.

end, Shelby also put together 34 (plus two prototypes) GT 350R models during 1965 and early 1966. No one needed to explain what the “R” stood for as these gnarly, stripped-down vehicles were clearly meant only to tour racetracks, which they did with vengeance. GT 350R Mustangs bullied their way through SCCA B/Production competition from 1965 to 1967.

Production of street-legal Shelby Mustangs carried on until 1969, with some leftovers sold as 1970 models. Shelby himself began drifting away from the project within a year after Ford pressured him to tone down the GT 350 in 1966. In 1968, Shelby Mustang production was moved from California to Michigan, but it was no longer the mean machine originally envisioned by its creator.

The legacy continues

But at least one of Shelby’s awesome R-models continued tearing up tracks even as the GT 350 legacy wound down. In 1966, sports car racer Charlie Kemp bought Roger West’s GT 350R, a car that had won an SCCA divisional championship earlier that year. According to Kemp, his GT 350R was the “winningest Shelby ever.” He ran it in 54 events, finishing first in 34. He took 17 straight checkered flags in 1968 and clocked 184 mph at Dayton that year. “That record still staggers me — to move that brick through the air that fast. At first, we didn’t believe the timer,” he says.

After racing his Shelby Mustang to SCCA divisional championships in 1967, ’68 and ’69, Kemp moved on to the Can-Am in 1970. He sold his GT 350R not long afterward, then later reacquired it. Like Ron Hermann, Kemp still owns his old horse, which is now valued just a bit higher than Hermann’s. In January 2006, a GT 350R reached \$473,000 at a Russo and Steele auction.

Discounting Shelby’s variation on Ford’s pony car theme, Mustangs didn’t qualify as muscle cars until the 428 Cobra Jet V-8 was introduced in April 1968. According to *Hot Rod* magazine, the 335-hp 428 CJ instantly transformed a 1968 Mustang into “probably the fastest production sedan ever built.”

The 428 Cobra Jet remained a strong Mustang option until Ford’s aging FE-series V-8 finally retired after 1970. As for collector value, a 1968-½ Cobra fastback went for \$513,000 at Barrett-Jackson’s 2006 Scottsdale extravaganza.

Ford’s Mustang has never failed to turn heads. Few other vehicles can claim such a huge following, and this undying loyalty helps explain why Detroit’s original pony car is still around today while its rivals have been in and out of the picture.

Mustang Madness

As a Mustang enthusiast, you want to get your hands — and eyes — on everything Mustang. We put together the following resources to help you do just that:

Mustang Museum

Telstar Mustang - Shelby - Cobra Museum
Jerry Regynski
1300 - 1400 S. Kimball St.
Mitchell, SD 57301
605-996-6550

Magazines

Mustang Monthly
Mustang Enthusiast
Mustang Car Shop Manual
Mustang Monthly how-to
Hot Rod Magazine Mustang ... Yearbook
Fabulous Mustangs & Exotic Fords
Mustang and Ford Trader

Web sites

Mustang World
www.mustangworld.com

All Ford Mustangs
www.allfordmustangs.com

Mustang Heaven
www.mustangheaven.com

Stangnet
www.stangnet.com

Muscular Mustangs
www.muscularmustangs.com

Books

Original Mustang 1967-1970 (Original Series)
by Colin Date (Hardcover - Oct 15, 2006)

Shelby Mustang: Racer for the Street by
Randy Leffingwell (Hardcover - Nov 10, 2005)

*Standard Catalog Of Mustang 1964-2004:
Celebrating Mustang’s 40th Anniversary*
(Standard Catalog of Mustang) by Brad
Bowling (Paperback - Jan 30, 2005)

The Story Of The Ford Mustang (Classic Cars)
by Jim Mezzanotte (Library Binding - Jan 2005)

Mustang 2005 : A New Breed of Pony Car
(Launch Book) by Matt DeLorenzo (Hard-
cover - Nov 12, 2004)



TRANSTOCK

SETTLING IN FOR A LONG WINTER'S NAP

Cold storage tips from the experts at Hagerty.

Story >> Ken Gross

ALL OVER the United States, many collector cars must go into hibernation for the winter. But you can't simply park your treasure and expect it to be ready to roll in the spring. Machinery and materials can deteriorate quickly if you don't take proper steps to preserve them.

There are two major approaches to winter storage: If you can't (or won't) drive your car at all in winter months, be sure you do the following: Park in a dry, preferably heated (we like the Hot Dawg gas heater) and humidified garage or storage space. Don't park your car on a dirt floor garage. If it's not going to be moving for four to five months, place your car on jackstands (so tires won't flat-spot) with the weight on the suspension; remove, store

and attach a battery manager to the battery; ensure the fuel tank is topped off (to prevent condensation); add fuel preservative to the tank; drain the coolant and install a fresh 50/50 mix of water and antifreeze.

Fill the windshield washer reservoir; place a few moisture-absorbing pads inside the car (don't use mothballs, you'll never remove their odor); close all the windows tightly; and cover the car with a breathable, soft cloth cover.

Purists will wax their car and polish all the chrome before storage. We recommend squirting WD-40 into the cylinders (to keep rings from sticking). Change the engine oil, lube the chassis and use light 3-In-One oil or spray WD-40 on fittings and linkage.

Finally, consider placing a rodent repellent under the hood; and stuff clean rags in the carburetor opening and exhaust pipes.

Don't park your car near electric motors. They can emit ozone that will deteriorate tires and rubber trim. Be sure there's nothing in the storage area that can fall onto or against the car while it's parked. Don't pile items or boxes around your car; you'll minimize damage. If you have to remove it quickly from storage, that task will be easier.

When warm weather arrives, reverse these steps, crank the engine first to ensure sufficient oil pressure before starting, and check all tire pressures. After you start the engine, look for leaks, and then carefully warm up the engine.

To get your vehicle ready for winter, we recommend (clockwise from top left) covering the car with a breathable, soft cloth cover; adding 10 to 15 psi more to the tires; and applying a good coat of wax.



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Three tales from the Monterey Historics and Pebble Beach weekend.

*Story >> Jerry Burton with Jonathan Stein
Photography >> Blair Bunting*

THE RACER, THE SELLER, THE RESTORER



Top: Action from the Monterey Historics, the Monterey RM Auction and the Pebble Beach Concours d'Elegance. Clockwise from middle left: The 1948 Delahaye 135M owned by John Rich and restored by Mark Lizewskie; Joe Freeman in his 1938 Sparks-Thorne Indy car at Monterey; and Bruce and Juana Wagner at the RM Auction in their 1966 Corvette.





Clockwise from upper left: Freeman during and after the race at Monterey, having earned a 7th-place finish; Bruce Wagner's Mosport Green 1966 Corvette on the block at RM; a Figoni and Falaschi coachwork badge on John Rich's Delahaye at Pebble; Bruce Wagner driving his Sting Ray for the final time in the queue at RM.



JOE FREEMAN came for the fun of challenging himself behind the wheel of his gorgeous blue 1938 Sparks-Thorne Indy car at the Monterey Historic Races. Bruce and Juana Wagner said a tearful goodbye at the RMAuction to a treasured family member, a Mosport Green 1966 Corvette convertible they had owned for 16 years. Restorer Mark Lizewskie unveiled his heart and thousands of hours of sweat equity at the Pebble Beach Concours d'Elegance in the form of a newly restored garnet red 1948 Delahaye 135M owned by Pennsylvania coal and gas industrialist John W. Rich Sr.

The annual Monterey Historic/Pebble Beach Concours d'Elegance weekend in August is full of stories like these — people buying, selling, racing and restoring. Each episode provides its own emotional theater, yet collectively they give us insight into the pulse of the hobby and valuable lessons for those who wish to participate.

If there is a prevailing theme to intelligent

decision-making in this arena, it's do your homework. Understanding the true value of what you seek or own is a crucial component of intelligent decision-making. Obtain multiple sources of original information.

Virtually every story at Monterey is about the love of automobiles and the desire to have fun driving them. That certainly reflects the motivation of Boston's Joe Freeman. His Sparks-Thorne Indy car set the lap record at Indy and took second place in 1939.

Freeman has 23 years of experience in vintage cars. His best advice is to "know your limits" as well as the capabilities of your car. "I took the car to Lime Rock last year, and the Sparks is a big, fast car that thrives on left-hand bends like Indianapolis. I was very glad to get out of there without a bent car and without a stupid mistake."

How does one get started in vintage racing? Freeman suggests going to a driver's school and joining a vintage racing organization. If your

goal is to demonstrate your speed and talent as a driver, try your luck in the Sports Car Club of America club ranks.

"Vintage racing is not really racing," says Freeman. "The cars are the stars, not the people. Monterey Historic organizer Steve Earle always looks around the room when he gives the drivers' meeting before this event and says 'no one wants to look at you anymore, you're not important; the car is, and just remember that.'"

Freeman finished 7th in Group 1A for Pre-1940 Sports, Touring & Racing cars.

Goodbye old friend

While the RMAuction staging area behind the Portola Plaza Hotel in Monterey is a fantasy land of dazzling automobiles, the 1966 small-block convertible Corvette of approximately 360hp owned by Bruce and Juana Wagner appeared almost understated amid the Duesenbergs, Packards and Ferraris. Yet upon closer inspection, their Mosport Green Sting Ray

was positively striking. Wagner commissioned two well-respected individuals in the Corvette world to complete a two-year, full body-off restoration. The car then won almost every award possible on the West Coast but had never been shown at a major national Corvette event such as Bloomington Gold or Carlisle.

Wagner had done his homework. He was aware of the national award-winning potential of the car, and even though it had a small block, he knew it could bring in six figures.

Bruce and Juana own other classic cars, including a 1966 Austin-Healey and a 1961 Olds. The Healey, which had been crashed in a Mexican rally back in 1989, would be his next project — if he could sell the Corvette.

"It's time," he says. "It was a difficult decision for us. I couldn't help tearing up at the thought. I'll always remember this car like a really nice old friend."

Inside the auction, the bidding took off with the price quickly jumping to \$50,000. Minutes

later, it was at \$90,000. When it was finally over, the winning bid hit \$110,000 — an RM record for a small-block second-generation Corvette.

"I'm happy it went as well as it did," says Bruce. "But I'm sad too. For some people, letting an automobile go is no big thing, but they don't understand. It becomes a personal extension. You put so much into it — just as you would in a home, garden, or hopefully, a marriage."


A doozy of a Delahaye

At dawn on Sunday morning amid the morning mist at Pebble Beach, Mark Lizewskie pulled the cover off a stunning garnet red 1948 Delahaye 135M with bodywork by master Parisian coach builders Figoni & Falaschi.

"This is a very special car for us because it's really the first Pebble Beach car that we've restored in-house for the collection," says Lizewskie. The Delahaye was in drivable condition when Rich acquired it in June 2000. "We drove it around for a year just to enjoy it," says Lizewskie.

"Pretty much everything had to be rebuilt on this car. The steel had to be taken off, wood had to be remade for the body frame, the bumpers were rotted out — we had to make new ones. When we stripped the front fenders, we found an inch of bondo, and then we found holes where the missing trim had been."

Lizewskie offers the following advice for the newcomer: "Before you jump into something and just start tearing it apart, step back from the car, enjoy it, learn what's wrong with it. If you're out for a concours-style restoration, talk to a lot of experts in the field. You'll definitely want to join a club of the marque and go from there. For most people, you need to set a budget. Keep a diary and a logbook. Photograph everything from three different angles before you even touch the car."

Lizewskie and Rich's diligence paid off. They were delighted to finish a fine 2nd in the E2 Post War Delahaye class behind a gorgeous blue 1949 Type 175 with Saoutchik body. 

COVER YOUR ASSETS

When it's time to keep your collector's item under wraps.

Story >> Jonathan A. Stein

Cover Sources

Chances are you can get a universal fit cover at your local big box store. But if you want one that is tailored for your car, you'll probably want to order it. Although many different companies offer covers, we've listed a few of the better-known sources.

California Car Cover
9525 De Soto Avenue
Chatsworth, CA 91311
818-998-2300
www.calcarcover.com

Covercraft Industries Inc.
100 Enterprise Blvd.
Pauls Valley, OK 73075
405-238-9651
405-238-9601 fax
www.covercraft.com

Coverking
900 E. Arlee Place
Anaheim, CA 92805
800-COVERKING
www.coverking.com

Griot's Garage Inc.
3500-A 20th Street East
Tacoma, WA 98424-1700
800-345-5789
www.griotsgarage.com

Wolf Automotive
Global Accessories, Inc.
P.O. Box 3656
Logan, UT 84323-3656
877-427-8166
www.global-accessories.com

IN THE EARLY 1950s, Southern California MG owner Charlie Weber wanted his car to stay clean while parked. His wife thought up a fitted cover that she had sewn by a local tent maker. That first cover spawned the MG Mitten Company and a line of covers. By 1966, MG Mitten offered fitted covers for 30 cars, thanks to fledgling cover manufacturer Covercraft. Today, Covercraft offers fitted covers in more than 55,000 different patterns.

The two basic types of car covers are universal and custom-fitted. Universal covers cost less and are offered through most auto parts chains and discount stores. Costing as much as several hundred dollars, custom-fitted covers fit more securely, are less likely to lift in a breeze and need to be ordered.

Where and how your car is stored determines the cover you need. A car kept in a garage or building with a climate-controlled system needs less protection than one that sits out next to a cement plant. Two important things to consider are that some materials are best suited for indoor use and that others offer better weather protection. Although there are

many companies selling car covers, there are only approximately three American manufacturers (Covercraft, Wolf/Global Accessories and Coverking) and they buy some fabrics from the same sources. The major fabrics often consist of:

Tan Flannel — Primarily for indoor use, this is a woven material that provides fair dust protection and shields against scratches.

Dustop® — A non-woven cover primarily for indoor use, Dustop is thicker, ultra-soft and its four-layer construction provides excellent impact protection.

WeatherShield® — A Covercraft exclusive, its woven polyester fabric and patented finish provides good protection against water, dust and sunlight.

NOAH® Car Cover — A non-woven cover with a film barrier, it is water repellent, offers good UV protection and is soft inside.

If you don't have a cover, whatever you do, avoid the temptation to drape your car in plastic or heavy canvas that might trap moisture and damage its finish. ❗



Don't think of a cover as a luxury — think of it as the finishing touch for your restoration.

PHOTO COURTESY OF COVERCRAFT INDUSTRIES



Part vehicle, part boat, the Amphicar remains a cult classic among enthusiasts and hobbyists to this day. A nicely restored '64 sold for an astonishing \$124,200 at the 2006 Barrett-Jackson Collector Car Auction.

BY LAND OR BY SEA

Every car has its place, including the cult classic Amphicar

Story >> Stephan Wilkinson

THE CLASSIC CARS that turn collectors into spendthrifts are often achingly beautiful. Others offer stunning performance.

And then there's the Amphicar, which boasts neither of these characteristics, yet remains a cult classic among enthusiastic hobbyists to this day.

Part vehicle and part boat, the Amphicar is the only civilian amphibious vehicle ever put into mass production. Though designed by a team of West German engineers and scientists after a reported 15 years of research, the original concept came from Hans Trippel, an expert on the amphibious-vehicle scene since 1932.

The Amphicar was officially introduced to the U.S. public at the New York International Auto Show in 1961. Unfortunately, the car, which sold for around \$2,800 to \$3,300 new, excelled neither on land or in the water. Though it had a special two-part Hermes land/water transmission, its rear-engine four-cylinder Triumph Herald motor only produced 43 hp and topped out at 70 mph on land. Top speed on the water was 7 mph.

Nonetheless, the Amphicar retains

a highly dedicated fan base — a reality demonstrated recently when a nicely restored '64 sold for an astonishing \$124,200 at Barrett-Jackson last January.

Until then, they had been selling for \$20,000 to \$35,000 for clean "swimmers," which is what their devotees call those that can not only drive into a calm lake but back out again after motoring around. Occasionally, an impeccably restored Amphi might have fetched \$50,000 — which is roughly what it costs to fully restore one.

Much of an Amphicar restoration involves fixing rust — not because Amphis get wet, which all cars do, but because lake water inevitably leaks through gaskets and grommets. Swimmers also require a full lubrication every 1,000 miles.

But there's one thing that sets Amphicar owners apart from traditional car fanatics who typically gather at highly competitive concours d'elegance and rallies: Amphicar owners have fun. They're out at the lake, at Amphicar splash-ins, giving charity fun rides, contesting with ridiculous nautical costumes and holding water-balloon fights. ❗



Even today, Amphicars continue to make a big splash — they can drive into a calm lake and out again.