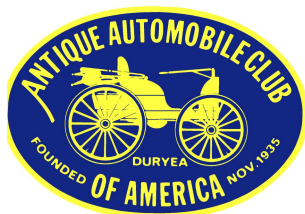


FIRST ANNUAL AACA ZENITH AWARD



**Annual Grand National Meet June 16, 2017
Independence, Missouri**



The AACA Zenith Award

In 2016 the Board of Directors of the Antique Automobile Club of America (AACA) approved a major new award program to recognize magnificent restorations that are worthy of being the best of the year. To this end, during 2016 specially selected judges reviewed the entire show field at AACA National Meets to select vehicles worthy of this award. Out of over 3,300 cars that were shown during last year, our judges had to narrow the field down to 20! This was nearly an impossible task, but we are sure you will agree that their choices are magnificent. The award being presented this weekend is called the AACA Zenith Award and it will be presented here in Independence, Missouri, at our Annual Grand National Meet.

In this grouping of 20 cars you will notice the variety of cars and trucks. This is as it should be as AACA is the most inclusive antique car club in the world. In our judging program, we recognize vehicles 25 years or older. You will quickly notice that vehicles of many eras have been selected not only for their quality but correctness as well. Some restorations are recent and some are much more mature. Only one of these vehicles will be crowned "Restoration of the Year" by winning the Zenith. However, it's obvious that all 20 vehicles are magnificent restorations and all worthy of winning the top prize.

It will be a daunting task for the judges to choose one from this stellar field as they are all deserving of this honor. We hope you will enjoy viewing these spectacular cars!

Judging Team

Terry Bond, Senior Master Judge

William T. Cox, Senior Master Judge

Michael J. Jones, Senior Master Judge

John McCarthy, Senior Master Judge

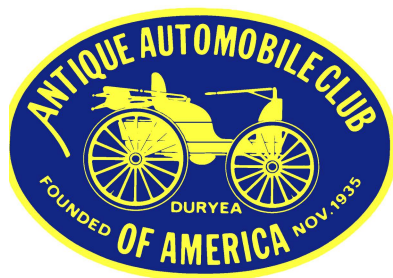
Robert Parrish, Senior Master Judge

Robert Larivee, Founder of Championship Auto Shows

Dr. Paul Sable, World-Renowned Concours Chief Judge

Angelo Van Bogart, Editor of *Old Cars Weekly*

Steven L. Moskowitz, Chief Judge



Les & Vicky Anderson
1903 Holley Motorette
Kanawha, IA



The Anderson's are professional restorers and have the distinct honor of having two of their restorations in the Zenith field.

Before there was a Holley carburetor, there was a Holley automobile. George M. Holley of Bradford, PA, produced his first automobile in 1897 and began offering them for sale in 1900. These early cars “looked rather French, with a coil radiator and lots of brass.” The Holley’s tilting steering wheel was somewhat novel in an era when the tiller was more common.

Holley was forthright with the power of his engine, stating that the 1-cylinder engine could produce 5.27 horsepower. A French Longuemere carburetor was coupled to the engine as Mr. Holley was the only American distributor of this carburetor.

While the Holley automobile was affordable, it didn’t sell well and George M. Holley sold his automobile interests to the Bradford Motor Works. Bradford would go on to sell the car as a kit appropriately named the Bradford. Interesting that the Holley originally sold for \$650, which was the same price as the 1903 Curved Dash Oldsmobile, but in kit form the car was available at \$277.50!

All was not lost for George M. Holley who would focus his efforts instead on the French Longuemere and other carburetors. The name Holley has become synonymous with high quality carburetors and the AACA, and even has a National Award in recognition of George Holley.

Vicky & Les Anderson
1904 Sandusky Courier
Kanawha, IA



The Sandusky got its official start in 1902, after dispute and arguments hindered an earlier launch of the company in 1899 and 1900. In 1902, F.X. Frantz arrived on the scene after his motoring adventures failed in nearby Akron. With the help of local businessmen, Frantz offered both gasoline and electrics to the public in July 1902, but disagreement soon erupted again forcing Frantz out. The company would immediately reform as the Sandusky Automobile Company.

The Sandusky Automobile Company's first cars were light, 5-horsepower runabouts with a single cylinder engine, chain drive and a \$700 price tag. These first Sandusky vehicles came only in a two-seat configuration and the company honestly stated that "no additional seat is provided, the intention being not to overload the vehicle."

By 1904, a larger model was introduced as the Model F Courier shown here. The engine is a 7-horsepower, single-cylinder engine with a 5 5/8" bore and 5 3/4" stroke. Its main bearings are lubricated by grease cups and the exposed camshaft is oiled with an oil can.

This car has all of its original wood in the body and wheels, and features one-piece mahogany fenders and running boards. The current owners like to exercise the vehicle, even driving it 125 miles in one day. There are only two 1904 Sandusky Courier roadsters known to exist and the other example is also owned by the Andersons.

Bob, Sandy & Gary Bahre

1934 Duesenberg SJ By Rollston

Parris, ME



The Rollston Torpedo Convertible Victoria is one of the most stunning Duesenbergs ever created. Its long, low profile with gracefully sculpted body shape and the Rollston-designed 'scoop' fenders creates a powerful 'mean-looking' presentation that embodies the ultimate in Classic-era styling.

The rear body section has a shapely incorporated trunk without the boxiness of many designs of the era. An elegant lid behind the rear seat lifts up to provide for a completely disappearing top assembly; quite a feat for a top of this size.

The side view of the front 'scoop' fenders follows the famous angle of the hood ornament and gives the appearance of forward motion while the car is sitting still. Being one of only 30 Duesenbergs originally fitted with a single-carburetor supercharger, the commanding side exhaust pipes only enhance its powerful appearance.

Other unique features include a pair of glove boxes in the instrument panel, a reclining rear seat, optional second tail lamp, and a rare banjo-style steering wheel. The dark original shade of Roosevelt Maroon paint and black top contrast strikingly with all of the brilliant external plating that is so prevalent on the classic Duesenberg.

SJ-517 was purchased new by Miss M. L. Flick, later to become Mrs. Margaret Hoffman of New York City, and the coachwork is invoiced November 10, 1933. The car transferred to Mrs. Louise Abbott of Kentucky in early 1938. Other owners included Frank Abbott of KY, Roy Kissick of KY, Kenneth Lewis of KY, George Phelps of KY and eventually Vernon Jarvis of IL in 1955. Jarvis leased his entire car collection to the Early American Museum in Silver Springs, FL, where it resided on display until its acquisition by The Bahre Collection in 1986. SJ-517 then underwent a complete ground-up restoration that was completed in 1990.

Jack & Lois Barton
1939 Packard 1700-2175
by J. T. Cantrell Company
Gallatin, MO



By 1915, car chassis were being fitted with crude, all-wood bodies to haul people and luggage to and from the hotel and train station. Hence, the names “depot hack” and later “station wagon” evolved. The utility of these vehicles became apparent to people with big families and to those who wished to transport a lot of “stuff” without the rough ride of a truck.

By the 1930s, these wood-bodied station wagons were becoming even more car-like, more stylish and even trendy. Nearly every car company offered Woodies to pre-WW II America, including Pontiac, Buick, Chevrolet, Oldsmobile, Chrysler and Plymouth, but nothing gave off the smell of “old money” quite like a wood-paneled Packard Station Wagon.

Joseph Cantrell's company first built a wood body on a 1915 Ford Model T chassis and then built sturdy station wagon bodies for several auto manufacturers for years. Each order was assigned to one man who undertook all phases of construction. The Packard Cantrell brochure emphasized lightness of weight and the complete absence of any suggestion of truck appearance.

Alvin T. Fuller's Packard of Boston dealership ordered this car built. Construction was of white maple panels and rich mahogany trim. Cantrell artistically picked up the horizontal style line of the Packard hood and cowl and continued it in mahogany along the wood body. Similarly, the body-colored rain gutters follow the roofline and stylishly sweep downward to meet the horizontal trim line behind the rear side windows. The spare tire is carried within the body, recessed into the back of the front seat. The narrower middle seat and wider rear seat can easily be interchanged or removed without tools.

The Barton's wagon has several unique features. It is equipped with a factory installed overdrive transmission, a first for Packard in 1939. It is painted its original color, Loyola Maroon Poly, a predecessor of modern metallic paint. Windows are safety glass. The doors are lockable and there is a concealed lockable compartment under the seat. All side windows open for ventilation. Notable features also include a Packard custom radio, deluxe heater and defroster, a Goddess of Speed hood ornament and automatic radiator shutters.

Nicola Bulgari
1940 Graham Deluxe 108
Allentown, PA



This car was found at the Hershey flea market in 2009 and a complete restoration followed. This car, post restoration, was first shown at the 2016 AACA National Fall Meet in Hershey, PA.

After weathering the earliest days of the Great Depression, Graham would struggle to remain afloat in the mid-1930s. By 1935, the company would commission the REO Motor Company to make bodies for Graham, with Graham making small modifications for 1936 and 1937.

In search of a new, fresh look, Amos Northup of Murray Body was hired to design a new model for 1938, but he died before the design was complete and it is believed the final design was completed by Graham engineers. The new 1938 Graham was introduced with the slogan “Spirit of Motion” as the fenders, wheel openings and grille all appeared to be moving forward. This design was widely praised in the American press and by American designers. It also won the prestigious Concours D'Elegance in Paris, France. Wins were also recorded in the Prix d'Avant-Garde at Lyon, the Prix d'Elegance at Bordeaux and the Grand Prix d'Honneur at Deauville, France.

The Model 108's cut-back grille later gained the car the name “Sharknose”, but, unfortunately for Graham, the styling was a complete flop in sales. While the sweeping lines were considered too radical in its day, they are bold and striking today and represent one of the stronger statements in American automotive design. The “Spirit of Motion” cars were continued through the 1940 year until Graham decided to resurrect the Cord 810/812 body dies and introduce the Hollywood model.

The standard engine on a Graham Deluxe was a 217.8 cid, 6-cylinder that produced 93-horsepower. Coupled with a supercharger, Graham's Deluxe engines could produce 120-horsepower.

Tom & Cindy Christenberry
1962 Corvette Convertible
Seymour, TN



This car was born on December 4, 1961, and is powered by a 327 cu. in V8 engine generating 360HP. The 1962 model year was the first year that this engine was offered, making the '62 Corvette the quickest yet.

The most noticeable changes for Corvette in 1962 were the removal of the side cove trim, blacked out grille and ribbed chrome rocker panel molding. For the first time since 1955, Corvettes were offered in solid colors only. The base price for 1962 was \$4,038 and a total of 14,531 were produced.

Like many others, the owner experienced seller's remorse after he sold the vehicle which he had purchased new. After many years of searching, he finally found a replacement in Athens, TN — a car that had been disassembled and stored in a garage for 17 years.

In April of 2013, the shell was delivered to the owner's home along with boxes of parts. Over the next 3 years, the owner performed a total restoration down to every nut, bolt and screw.

Features of this car include factory fuel injection (1 of 1,918 so equipped in 1962), off-road exhaust system, heavy duty suspension, wide rim option, positraction rear, radio, heater and optional hard top. Equipped with a 3.70:1 rear axle ratio, performance was brisk with 0-to-60 mph in 5.9 seconds and an estimated maximum speed of 150 mph.

Steve & Cheryl Cooley
1942 Cadillac Sedanet
Homosassa, FL



Mr. Cooley, a professional restorer, used several cars to restore this example and you will see an amazing attention to detail based on his ability to research this restoration by using these cars as well as traditional forms of literature. It is not often you see a closed car of this vintage so well restored.

After setting sales records in 1941, Cadillac looked forward to another successful year in 1942. That excitement would be short-lived in order to focus on war goods, as production vehicle output ended in February 1942.

The 1942 Cadillacs would recognize the company's 40th anniversary and expand upon styling changes. The '42 Cadillacs widened the beautiful egg crate grille, and the long front pontoon fenders would stretch into the front doors. Rear fenders would also be rounded and fender skirts became standard. Unchanged for 1942 was the car's engine — the 346 cu. in., 150-horsepower V8 which powered all of the 1942 Cadillacs.

The Series 62 Sedanet shown here is one of just 515 built before Cadillac turned its attention to building tanks. The car's sweeping fastback roof would go on to influence car design well into the late 1940s in spite of World War II limiting its early production.

This car was special ordered with its blue leather interior and sold by Shaw Motor Company in Minneapolis, MN, on November 28, 1942. A complete off-frame restoration was completed by the current owner.

John & Jean Craft
1964 Holman Moody Ford Galaxie
Sour Lake, TX



Holman Moody Ford Galaxie chassis number C4HM-10041 is one of 22 “R” code 427 Ford Galaxies converted by that fabled racing team for stock car racing in the 1964 NASCAR and USAC series. It is the only know surviving 1964 H&M Galaxie today.

It first served as the H&M “House” car in early 1964. That is to say, it was built to be a race-ready competition chassis set aside for celebrity or special drivers (rather than regular team pilots). In that role, it was campaigned by Skip Hudson in the Motor Trend 500 at Riverside. USAC driver Bobby Marshman drove the car in the Daytona 500. Augie Pabst drove the car at Sebring in a 250km international sedan race prior to the 12 hour event. Larry Frank drove the car in the Atlanta 500. It was then shipped to USAC team owner, Mike Terrafino in Chicago where it was driven for the rest of the USAC season by Whitey Gerken and Bill Lutz. At season's end, the car was returned to H&M where it was sold to rookie NASCAR driver Jabe Thomas. Thomas used the car during both his rookie and sophomore seasons in NASCAR.

During 1965, when Ned Jarrett's regular car was damaged before the NASCAR race at Nashville, Jarrett rented the chassis from Thomas and scored points towards his 1965 Grand National Championship in the car.

After the 1966 season, Thomas stripped the car and left the hulk on his crew chief's farm in Wirtz, VA. It was found there five years ago and returned to race ready condition by the owner. It is likely the only 1960s stock car with competition time in NASCAR, USAC and FIA competition. It is powered now as it was then by a 500+ HP 427 High Riser engine. Though the famed Mopar 426 Hemi stole most of the headlines in 1964, H&M stock cars actually won far more races than their Dodge and Plymouth rivals scoring sufficient points to secure the 1964 NASCAR Manufacturers Championship that year.

Bill Schoening & Al Eichelberger

1963 Pontiac Grand Prix X-400

Tucson, AZ



The 1963 X-400 was restored by its current owners who purchased it in 1981. With the owners doing the majority of the restoration work in their spare time, the restoration process for the car began in 1982 and continued until 2015.

There is a website on the history and restoration of this car, 1963pontiacx400.com.

In 1963, GM Styling built the 1963 Pontiac X-400 convertible out of a stock Catalina convertible. The X- 400 has a supercharged, 421 Pontiac engine originally built by Racer Mickey Thompson. One X -400 show car was built each year for 1959, 1960, 1962, 1963 and 1964. Only the 1963 and 1960 X-400s survive. The car had custom trim pieces and special custom interior. This car was hand-built at the GM Styling studio.

GM Vice President of Styling Bill Mitchell supervised the construction of the '63 X-400. It is understood that he and other executives used the car occasionally on the street. The car was exhibited by GM at the Los Angeles and Chicago Auto Shows. It was also used for two episodes of the TV series, *My Three Sons*. Most of the factory documentation was obtained by the owners from General Motors VP Chuck Jordan in the 1980s shortly after purchasing the car in 1981.

After General Motors was finished exhibiting the car, many of the special parts were replaced with production model parts and the car was sold to a Pontiac dealer, who then sold it to a customer. The car was driven hard for many years in the Rust Belt. It was parked in the open for many years with no protection from the elements, and at one time it was parked in a garage with a stream running through it!

Many of the special trim parts were badly damaged or missing. The owners reproduced the damaged/missing parts from the original parts when possible or from the GM documentation referenced above. Advances in technology from 2010-2015 made it possible for missing or damaged parts to be reproduced through 3-D printing. These 3-D printed parts were used to make bronze castings for the car. A few parts were directly 3-D printed in metal; a new process at the time.

Lonnie & Betsy Fallin

1934 Packard 1107

Littleton, CO



According to Ed Blend's book, *The Magnificent Packard Twelve of Nineteen Thirty Four*, this car is one of possibly 6 or 8 that were built in 1934. Of that number, only two or three exist today that left the factory as dual cowl. During the restoration of this car, the number 16 was found stamped into the metal on the underside of the windshield frame. Stamping the windshield frame was one of the ways that Packard numbered their cars in the 1930s. Packard began with the number 11 on each series which makes this car the 6th dual cowl built.

The Model 1107 Packard Twelve for 1934 was on a 142-inch wheel base. The twelve-cylinder engine has 445.5 cubic inches and developed 160HP with a compression ratio of 6.0 to 1. The car weighs 5,400 pounds and cost \$4,190 new.

This car was thought to have originally been purchased by one of the children of Aldolph Spreckels, who had founded the Spreckels Sugar Company in California in 1899. It was purchased from the Earl C. Anthony Packard Dealership in Southern California on March 11, 1934. When purchased, the color of the car was black.

The history of the car after their ownership is not known until 1968 when the owner of the car at that time was Harold Crosby. He belonged to the Classic Car Club of America and the car was judged in the Southern California Grand Classic in 1968, where it was judged 100 points and assigned Primary badge #416 which is still on the car. Crosby sold or traded the car to a dealer who then sold the car to Atlanta resident, Ben Massell, Jr. He had the car judged in an AACA meet in 1971, where it was awarded the Junior Badge and AACA car number 18235. He had the car painted off-white with gray fenders and red wheels and a red undercarriage before it was acquired by the next owner, Ricard Siobodien of So. Orange, New Jersey, in the 1970s. In 1981, Richard Siobodien sent the car to Hibernia Restorations and the car was repainted in 1934 Packard colors with a Lt. Gun Metal body with Dark Gun Metal fenders and a maroon undercarriage with a tan top and a new grey leather interior.

Otis Chandler of Oxnard, California, acquired the car from the Siobodien family and it remained in his collection for most of the 1990s until he sold it to David Kane of Bernardsville, New Jersey, in 2002. The current owner purchased the car from David Kane in 2003. The paint, interior and top remained the same as when it was restored by Hibernia Restorations in 1981.

From 2004-2005 the car underwent a body-off restoration and at that time workers found the red paint on the chassis and the black paint underneath. This confirmed that the car was black when new and had never had a body off restoration since the top of the frame located under the body was still black. The car is now a very dark blue with a black belt, a blue leather interior and gold pin stripe.

Richard & Helen Harding

1928 Auburn 8-88 Speedster

Beavercreek, OH



Mr. Harding completed this meticulous restoration in September, 2014, after a six-year journey. Richard performed all work with the exception of paint and upholstery. This car, like all the other cars in the Zenith competition, has won numerous awards in AACA, as well as concours around the country.

In the late 1920s, E.L. Cord was looking to boost both sales and the reputation of his Auburn Automobile Company. He already produced cars that were reliable, powerful and moderately priced, but he wanted one dashing enough to draw people into the showroom and fast enough to perform. With the introduction of the Speedster, Auburn would set a standard for performance that others would find difficult to match.

Powered by a 247 cu. in, 88-horsepower Lycoming-built in-line eight-cylinder engine, the 8-88 Speedster was fast for the times and could reach a top speed of 85 mph when the speed limit on most roads was just 45. The year prior, saw the Speedster set all speed records from 5-5,000 miles! It was truly a performance car!

The Auburn also included advanced engineering in the form of four-wheel hydraulic brakes and a Bijur one-shot chassis lubrication system. These features, usually found only on much more expensive cars, were included in the \$1,695 base price. Only 173 Speedsters were produced on the 8-88 chassis. Al Leamy designed the boat tail model as competition for the famous Stutz Black Hawk.

James & Ed Horn
1931 Ford AA US Mail Truck
Coatesville, PA



After a total of 5,000 hours of work over a period of ten years, the truck was ready for the show tour in 2016.

Until 1929, the Post Office owned and operated a relatively small fleet of general purpose vehicles. In 1929, the Post Office launched their program of replacement with an order of 400 new cargo bodies to be installed on a Ford Model AA chassis. In 1931, the Postal Department awarded a contract to the Metropolitan Company to build one thousand 200-cubic foot cargo bodies to be installed on a Ford Model AA chassis with a 131 ½" wheelbase and 4,200 lb. carrying capacity. These larger bodies were utilized for their "Screen-Wagon Service" that transported the mail between post offices, postal stations, railroad stations and other points where mail was received or dispatched.

The current owners found this truck in Lock Haven, Pennsylvania, where it was owned by a retired Postmaster named John Buchan. The truck was approximately 95% parts and pieces and the cargo body was almost non-existent, but the Horns did collect pieces of the cargo body that could be used as patterns. The truck was totally restored by the Horn family with the exception of the engine and transmission.

After much research on the history of mail trucks and travelling throughout Pennsylvania and Ohio collecting mail truck parts, the total frame-off restoration began in 2006. The cargo body was meticulously built by Mr. Horn's father, Edward R. Horn Jr., and the body assembly took approximately 2,000 hours to complete. A book published by the foremost authority on U.S. Mail trucks, Aldie E. Johnson Jr., was used as a guide to ensure the accuracy of the restoration.

Clyde & Barbie Horst
1956 Plymouth Belvedere
Lancaster, PA



The current owners purchased this car in 1988 after finding an *Old Cars Weekly* ad advertising the car for sale in Worcester, MA.

The Plymouth Belvedere was first available to buyers in 1951 as a hardtop model in the Cranbrook line. After success as a high level trim option, the Belvedere became a separate model in 1954, where it held its place in the Plymouth lineup until 1970.

Following a strong sales year in 1955, Plymouth launched Virgil Exner's "Forward Look" in 1956 with Plymouth cars receiving a dramatic rear end treatment highlighted by a pair of rakish tail-fins that would inspire the industry for a few years to come.

The 1955 Belvedere convertible was only offered with a V8 engine. The 277 cu. in, 187-horsepower engine shown here came standard, but an optional 200-horsepower engine was available. The car's PowerFlite automatic transmission featured the first push-button selector to appear in an American automobile. This transmission also had a 90-90 Turbo-Torque converter that generated ample acceleration power.

In spite of its model improvements, Plymouth sales reflected an industry-wide trend in 1956, dropping 27% from the previous year. In total, Plymouth produced 647,352 cars with only 6,735 of them being Belvedere convertibles.

Mark James
1958 Studebaker Golden Hawk
Lancaster, PA



The current owner searched hard and long for a Golden Hawk to restore. After buying his first, his restorer told him to find a parts car. Instead, Mark again searched hard and long and found a much better restoration candidate in Denver. It was a car that was originally delivered to Atlantic City.

Studebaker was struggling financially, but it still brought out the Hawk for 1958. While the base price would have been \$3,282, by the time this car went out the dealer's door with all the options, the price would have been more than \$3,700. Under the hood is the Packard 289cid/275hp McCulloch supercharged V-8, which brought the car up to a top speed of more than 125 mph. It was one of the fastest production cars in 1958.

The car on display is also equipped with air conditioning, which was a first for the Golden Hawk.

Its black and gold two-tone color combination was only ordered on four cars that year. There were 878 built, and only about 100 remain.

Mark is a renowned expert in Studebakers and recently authored an award worthy book entitled, *Studebaker's Hidden Treasure*. If you are a fan of Studebakers, this is a must read and deserves to be in your library.

Dennis & Armeda Manieri
1941 Cadillac Series 62 Convertible Sedan
Fort Lauderdale, FL



Cadillac would set sales records in 1941, selling 60,242 cars that year — almost three times the amount over the previous year. This success was, in large part, due to the major redesign introduced that year. Among other improvements, '41 Cadillacs included an overhauled front end featuring a new grille, headlights built into the fenders and a coffin-nose hood that had no side panels.

The Series 62 rode on a 126 inch wheelbase and was powered by the venerable 346 cu. in., 150-horsepower V8 engine that was used on all Cadillac models in 1941.

The 1941 Series 62 convertible sedan had a factory price of \$1,965, making it the most expensive model in the series. Running boards were optional at no extra cost and three top color choices were available. The convertible top would now be vacuum powered, taking considerable strain off of the human operator.

Only 400 Series 62 convertible sedans were built in 1941 and approximately 150 remain. This car is upholstered in red leather with Italian Cream as the exterior color. The car (and owner) endured a 12-year restoration saga before its completion in March 2016.

Ralph & Adeline Marano
1938 Packard Super Eight
By Bohman & Schwartz
Garwood, NJ



In spite of labor unrest and rising raw materials costs, the automotive industry expected large sales figures for 1938. They were wrong, as sales totals were only half the totals for the same quarters of 1937. Packard, though, was still the leader among small independents as venerable manufacturers like Pierce-Arrow, Cord, Duesenberg, Marmon, Stutz and Peerless were now out of business.

Factory-bodied Super Eights received pronounced cosmetic changes for 1938, but, as this custom 1605 demonstrates, anything was possible. The 1938 Super Eight chassis still featured a 139" wheelbase and a 320-cid straight eight generating 130-horsepower.

The Super Eight shown here was bodied by Bohman & Schwartz, a Pasadena, CA, coachbuilder who rose from the ashes of the Walter M. Murphy Company. This car is the only prewar car with a removable hardtop. The top reportedly weighs in the 600 pound area, so it is no small task to remove it!

Other features include dual side mounts, full leather interior, rear luggage rack, radio and heater. Pay special attention to the radiator ornament that doubles as an antennae.

Ralph purchased this car out of Mexico over 12 years ago and commissioned a complete restoration. This is only one of many rare and unusual Packards that Ralph has saved. You may not recognize the car as it is so rare, but Ralph is seen often with Wayne Carini on *Chasing Classic Cars*.

David L. Peeler
1937 Packard 1507 By Dietrich
Waxhaw, NC



Arguably, 1937 is one of the best years for Packard as reflected in the detail in these hand-built twelve-cylinder cars. Classic styling on the outside with engineering excellence in the powertrain makes this year's Packard Twelve one of the most desirable years to own.

Having been delivered new to the Jefferson Branch (Detroit) Packard showroom on October 16, 1937, this Convertible Victoria is number 35 of 45 twelve-cylinder Convertible Victoria's built in 1937 and one of fewer than a dozen that are known to exist today. Priced at \$4,490 when new, Packard was having its best sales year ever for the Twelve in 1937. With a 139" wheel base, 473.3 cu. in. (175hp) engine, independent front suspension (first year), vacuum assist brakes and clutch, this is one of the most powerful and comfortable driving classics on the road today. Able to keep up with modern traffic, it is a favorite to tour in and will be a frequent participant on club tours.

While original ownership of this Packard is unknown, Ken McDowell purchased it in 1952 while a student at Michigan State University (Lansing). He drove it for less than a year and then put it in storage at his home in Lake Odessa, Michigan, where it remained for the next 60 years. In 2012, it was sold as part of a package of 5 Packards that Ken owned to Tom Tuls, who then sold it to the present owner in North Carolina the same year.

In late 2012, a three and a half year complete frame-up restoration was undertaken. The Packard was returned to its original Centennial Blue color with olive top and optional red leather interior per factory specifications. It retains its original VIN and Dietrich body tags. The optional Packard radio was even restored to working condition with an antenna mounted under the right running board.

Ken & Mary Ann Rothove
1966 Chevrolet Corvette
Kansas City, MO



This is an owner restored car except for the paint and proves once again that award-winning quality work can be done as a “home” restoration.

Only subtle styling changes came to the 1966 Corvette including a new egg-crate style grille, vinyl headliner, chrome plated exhaust bezels and ribbed rocker panel moldings. Fender louvers were a carryover from the previous year. Interiors on '66 Corvettes featured an extra amount of pleats for better weight distribution at the seams and the elimination of roof vents. There were 27,720 Corvettes produced for 1966; 17,762 were convertibles and 9,958 were coupes.

The Corvette shown here was produced on the first day of 1966 production (#000026). Its options include power steering, brakes, windows and antenna, tinted glass, AM/FM radio, telescoping steering wheel, removable hardtop, knock-off wheels and gold line tires. It is powered by a 450hp V8 that is coupled to a 4-speed transmission and positraction rear. Over 89 percent of all Corvettes in 1966 were coupled with the high performance four-speed manual close ratio gear box.

Sporting a base price of \$4,084 and weighing in at 3,005 pounds, the roadster version was the most popular for the year with 17,762 built compared to the coupe with 9,958 produced.

Ralph W. & Carolyn H. Thiele
1967 Chevrolet Chevelle Super Sport
Palmetto Bay, FL



The Chevelle was one of Chevrolet's most successful nameplates between 1964 and 1978. The Super Sport muscle really captured the attention of motoring enthusiasts between 1964 and 1973, so much so that the Super Sport became its own series in 1967.

Chevelles received a facelift for 1967 that included wraparound taillights to its rear end. The bold feature for the SS was the distinctive hoods with simulated air intake. Other unique trim elements were ribbed rocker moldings, black accented grilles and identifying SS emblems.

Safety improvements for 1967 included a collapsible steering column, optional disc brakes and a dual master cylinder brake system. The Super Sports came standard with a 350-horsepower V8, and late in the model year a 375-horsepower version was available.

The Chevelle shown here is a heavily optioned car that features, among other items, a 4-speed transmission with positraction rear, power disc brakes, A/C, power windows, power 4-way driver seat, power top and electric wipers. Also, the car boasts a rally clock on the console, factory dash mount tachometer, rally wheels and an AM/FM stereo with four speakers.

This car is a numbers matching car having all of its original drivetrain. The 5 year restoration was completed in 2009 and proves the point, along with other cars in this competition, that a great restoration can withstand the test of time if properly cared for.

Warren Wubker
1959 Cadillac Eldorado Biarritz
Orlando, FL



The previous owner had in mind using this car as the basis for a hot rod, but sold the car instead to the current owner.

There's no other car that captures the 1950s styling exuberance like the 1959 Cadillac. Cadillac's tailfins, which were introduced as small bumps in 1948, grew to their highest, most flamboyant size in 1959. Going forward, Cadillac's fins would shrink in size until their elimination in the mid 1960s.

In 1959, the top-of-the-line Eldorado Biarritz came standard with power locks, steering and brakes. Optional equipment included the Autronic eye headlight dimmer, cruise control, air conditioning and E-Z eye glass. Bucket seats were a no-cost option on the Biarritz.

The standard powerplant for the 1959 Cadillac was a 390 cu. in. V8 engine generating 325-horsepower. Thanks to the use of three two-barrel carburetors, the Eldorado line boasted a 345-horsepower version of the engine and the transmission was a 4-speed Hydramatic.

1959 would be a strong sales year for General Motors, but not a record setter. Cadillac produced a total of 135,387 cars in 1959 and only 1,320 of them were Eldorado Biarritz convertibles.

Each Biarritz convertible had a price tag of \$7,401.

2018 AACA NATIONAL MEETS & TOURS

February 8-10, 2018

Annual Meeting – Philadelphia, Pennsylvania

March 2-3, 2018

Special Winter Meet/Special Annual Grand National
San Juan, Puerto Rico

April 5-7, 2018

Southeastern Spring Meet – Hornets Nest Region
Charlotte, North Carolina

April 20-21, 2018

Western Spring Meet – Tucson Region – Tucson, Arizona

May 11-12, 2018

Central Spring Meet – Auburn, Indiana

May 31-June 2, 2018

Annual Grand National Meet – Western Pa. Region
Greensburg, Pennsylvania

September 12-15, 2018

Central Divisional Tour – Amarillo Region – Texas Panhandle

October 10-13, 2018

Eastern Fall Meet – Hershey Region – Hershey, Pennsylvania

October 21-26, 2018

Founders Tour – S. Illinois Region, Ohio Valley Chapter
Metropolis, Illinois

November 5-9, 2018

Sentimental Tour – Louisiana Region – Natchez, Mississippi