



January/February 2022 - Vol 56-1

MULTICYLINDER

THE CLUB FOR ENTHUSIASTS OF ALL AMERICAN VEHICLES



Cadillac Eldorado



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OFFICERS & REPRESENTATIVES

COMMITTEE

President:
ALAN MURPHY
41 Eastham Rake, Eastham, Wirral,
Cheshire, CH62 9AN.
Tel: 0151 327 2470
alan@pre50aac.com

Secretary:
LUKE ARNOTT
Holcotmoors Lodge, Hulcote, Milton
Keynes, Bucks, MK17 8BT.
Tel: 01234 750280
secretary@pre50aac.com

**Chairman & Membership
Secretary:**
JOHN SEWELL
4 Fiddlers Green, Hampton-in-Arden,
Solihull, West Midlands B92 0EZ.
Tel: 01675 442427
john@pre50aac.com

Treasurer:
ADAM ALEXANDER
Bensons Bush, Itton
Chepstow NP16 6BZ
Tel: 07860 646613
treasurer@pre50aac.com

Editor:
JOHN MILLER
Richmond House, 14 Robins Lane,
Brockhill, Redditch B97 6GX
Tel: 07773 849717
editor@pre50aac.com

Web Designer:

MEL LLOYD
33 Squires Leaze, Thornbury,
Bristol, BS35 1TB
Tel: 01454 416933
mel@pre50aac.com

Social Media & Events Co-ordinator:

LUKE PASSMORE
8 Mitre Pitch, Wotton-under-Edge
Gloucestershire GL12 7JP
Tel: 07886027783
luke@pre50aac.com

NON COMMITTEE

Club Historian:
COLIN ROGERS
43 Hartley Close, Chipping Sodbury,
South Gloucestershire, BS37 6NW.
Tel: 01454 318665

ONE MAKE SECRETARY

Ford: CHRIS SANDERS
Tel: 01708 222729



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TORQUE BACK

Editor - John Miller

Firstly Happy New Year, hopefully this year we will be able to experience some kind of normality, enjoy cruising and attending more classic American shows than in the past 2-years.

After fifteen years of editing Multicylinder, I decided it was time to freshen up and revamp the front cover header, as gradually over the years other details were added in the blue band such as; the price, facebook logo, our website and our club's slogan. To me it made the front cover header too cluttered, therefore I've deleted the magazine price altogether, and transposed the facebook logo and the club website onto page two.

The new font style for 'Multicylinder' mimics a 3D effect, as does the club logo too. Ironically the title header is now larger than before, making for a much cleaner and fresh looking magazine, this change also allows the chosen period ad to be larger too, so it's a win win situation. What's the saying '*less is more*' I hope you approve of this style change. Turn to page 4 that shows the changing faces of Multicylinder during the last seven decades.

I know I have pleaded with members on several occasions in the past to submit articles about their American iron, and would like to take this opportunity to thank all those members who have gracefully supported my campaign over the years, which is much appreciated by me and especially our members.

I've now run out of members articles and I can't take advantage of our generous and loyal regular contributors who have written several articles, so as a last resort I seriously contemplated begging our members to submitting articles. Then after a lot of mulling over, I thought, what could I do to make it easier for our members that don't wish to write an article, but who would love to see their vehicle(s) featured in the magazine.

The 'lightbulb' solution I came up with is that members could just simply send in one photo of their pride and joy together with a brief description, so I have introduced a new section to our bi-monthly magazine, aptly named '**Show Time**'.

In this edition of Multicylinder is an example of this new section, which has been supported by our regular contributors. I really hope this newly featured '**Show Time**' section will now encourage members to submit a photo of their pride and joy, regardless of the condition of the vehicle. This is exactly what our members want to see and read, it was top of their wish list in the last survey that I conducted. Thanking you

in advance for your total support, I look forward to receiving a flurry of photos together with a brief description and if you do feel the urge to send in an article that would be more than welcome, in fact it would be brilliant!

I have recently learnt that when Mel Lloyd (our Web Designer) receives the latest copy of Multicylinder, he starts scribbling away an article about the period advert that appears on the front cover and posts it on facebook. I don't use facebook, I have enough to contend with my emails, the truth is I'm just a dinosaur! Anyway the point being is that I am now giving Mel the heads up on the forthcoming front cover ads. So he has plenty of notice and we can all now enjoy reading his articles in Multicylinder as well as on facebook. This new and regular article goes under the heading of 'Front Page News'.

And to end on a high note for 2022, I can confirm that the Rally of the Giants will be held at Blenheim Palace on Sunday 10th July, and more good news the Bristol Show will be held at Keynsham Rugby Club on 5th June.

Keep firing on all cylinders

John

From the Membership Secretary

This is now the time to renew your membership.

The subscription remains unchanged as follows; UK member £30 pa, and for overseas members £40pa. You can renew your membership by:

- 1 By standing order, using online banking. Please make payment:
Sort code 40:44:41
Account number: 01486985
- 2 Send me a cheque, please make it payable to: Pre50 AAC
- 3 By visiting the website, and using PayPal.

Some members will have paid for 2022 when they joined, however if you have any queries with your membership status, please don't hesitate to contact me.

John Sewell

Pre'50AAC EVENTS 2022

Saturday April 23rd (St Georges Day!) - 12.30 on - Lunch Meet "Ye Olde Saracen's Head", Balsall Common, Coventry

Sunday June 5th - Bristol American Car Show, Keynesham RFC, Keynesham, Bristol

Saturday/Sunday July 9th/10th - Rally of The Giants, Woodstock, Oxford

Saturday October 29th - 12.30 on - Annual General Meeting - Venue TBC

The 10 Rules of Vintage Car Ownership

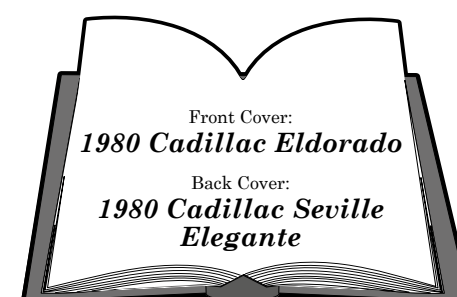
1. There's always something to fix, but not right now.
2. You should sell it while it's running great, but you won't because this experience is why you own the thing in the first place.
3. No, you aren't going to make any money off it.
4. One out of 10 parts will not arrive in time for the weekend.
5. That rattle.
6. There's always a better example for sale.
7. You can never have enough spares.
8. You're never going to use all those spares.
9. Rust is an enemy worth fighting to extinction.
10. That rattle.

STOP PRESS

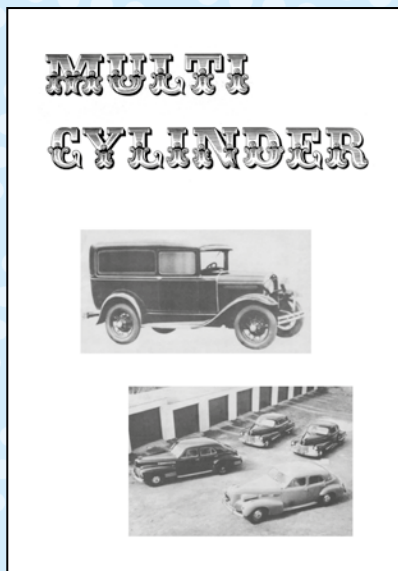
<http://www.pre50aac.com/>
The password for access to the Members section of the web site is now

38Chevrolet

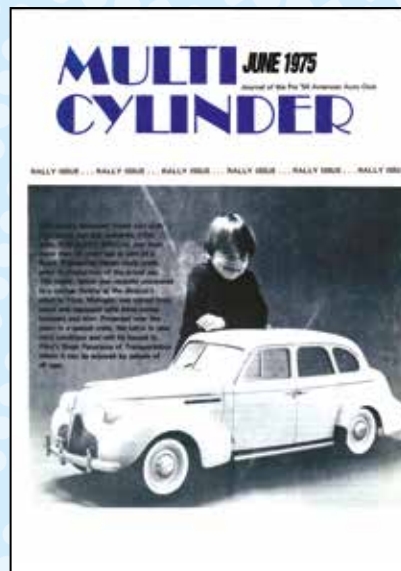
The user id stays the same at
member@pre50aac.com



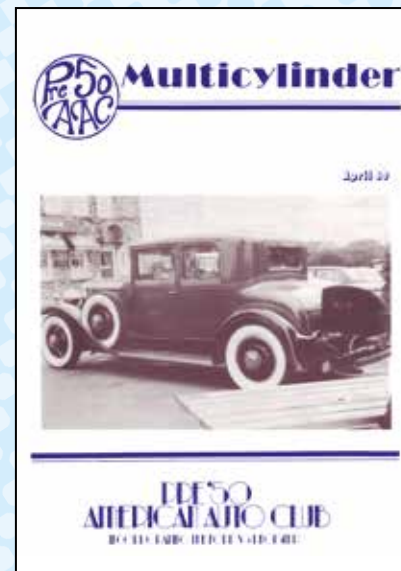
THE CHANGING FACE OF THE MULTICYLINDER FRONT COVER OVER SEVEN DECADES



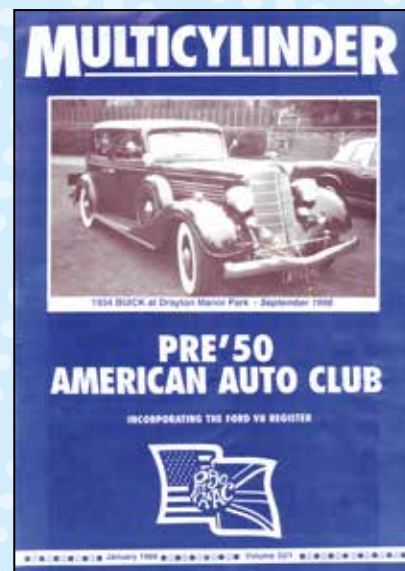
1969



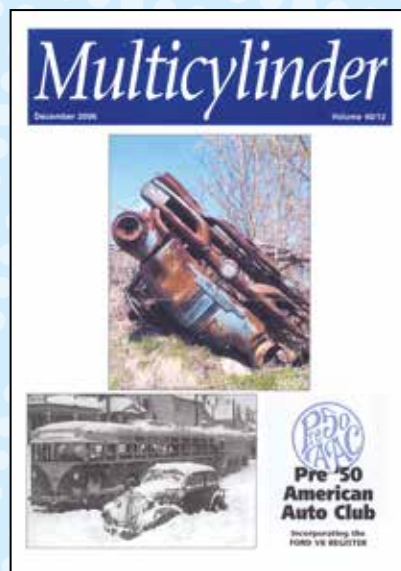
1975



1989



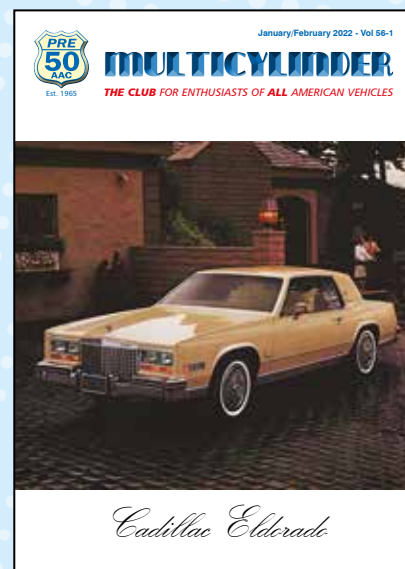
1999



2006



2012



2022

REMINDER: If you want to continue receiving the Multicylinder magazine and your renewal is January 2022, you have several options to pay. Refer to page 3 for further details from John Sewell.



The Alton Transportation Company Mega Bus



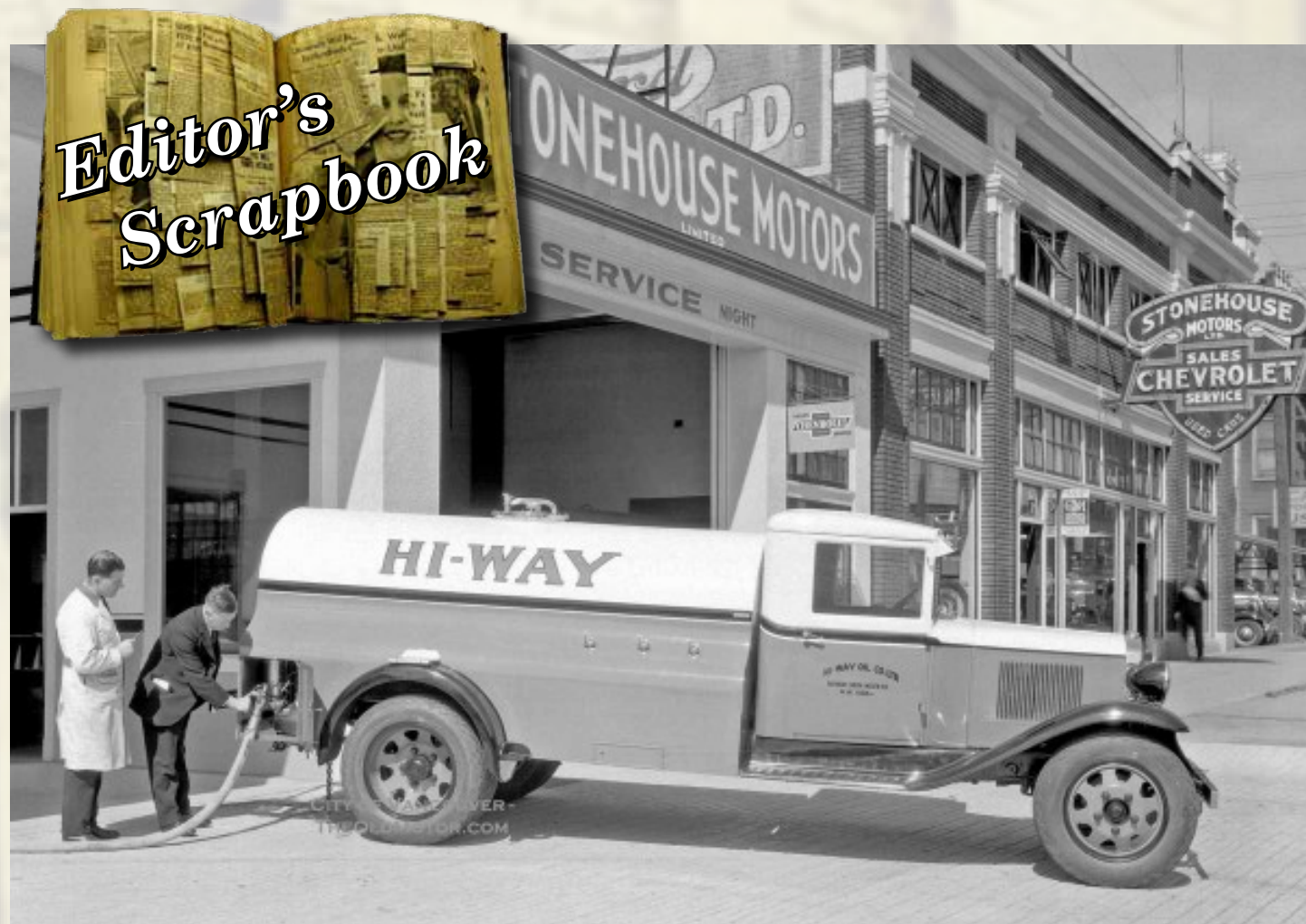
This is surely classifies as an odd bus! The Alton Transportation Company was a subsidiary of the Chicago & Alton Railroad which began operating in 1862 that operated between Chicago and Alton, Illinois located on the Mississippi River.

At some point, probably in the late-1910s to early-1920s, the Railroad decided to run a bus line, apparently designed and constructed this No.2 bus in the company workshops in a manner that followed locomotive practices. It was built upon two four-wheeled trucks with the front one rotating on a pivot that handled the steering of this very unusual bus.

The bus coach compartment construction is similar to that of a passenger train car and the drivers compartment and the water-cooled power plant was located above the front truck. A Waukesha engine powered a generator that supplied current to run the electric motors which drove the four rear wheels. This particular vehicle was built in 1925 by the Versare Corporation in Albany, New York.



From one extreme to another, these photos were submitted by Mike 'Hooky' John showing a 1969 Oldsmobile Toronado airport bus



This spotless Chevrolet delivering it's load of Hi-Way gasoline to Stonehouse Chevrolet-Oldsmobile could not have been in service for very long when today's photo was taken on 22nd July 1933. Although the area is now filled with office towers and condominiums, the location of our photo was once at the heart of Vancouver's automotive road. Evidently, car dealers on Georgia Street date back to 1906 when the Western Automobile and Real Estate Company located at the corner of West Georgia and Granville. Stonehouse Motors was also a Ford dealer in later years. And it looks like a suit and tie were the order of the day for fuel delivery drivers back then.



I've never heard or seen a Humble gasoline station before. This photo of the Humble gas station has all of the signs of a grand opening judging from the fresh paint, colourful banners, a table for giveaway trinkets in front of the office window and a tanker the local Humble distributor sent over for the day.



1958 Edsel Citation Sedan

This time, staying with the Ford stable, I present the '58 Edsel. I'm sure we're all aware that all the interesting aspects of this car have already been well rehearsed. The controversial styling, it's lack of commercial success and it's current recognition as a sought after classic. So I'm not going to mention any of that! I will concentrate instead on Brooklin's replica. The Edsel was introduced into Brooklin's Range in 1986 numbered BRK 22, originally minus the continental kit and pale coral pink in colour. In 1992, re-numbered BRK 22A, the continental kit was added and the colour was changed to a metallic turquoise. Production continued until 2004 when the model was deleted.

A few years ago I purchased a spare model and decided to re-finish and super-detail it as shown. I chose a vibrant shade of non-metallic turquoise, (actually from the Porsche catalogue), with white for the roof and rear fender decoration, which now accurately extends across the rear panel. These days the car is recognised as historically significant in the evolution of 1950's car design and I was pleased to finally add this example to my collection.

John Ellis





SEWELL CADILLAC DEALERSHIP



This 1962 show room photo of Sewell's Village Cadillac, which was located at Mockingbird Lane and Preston Road in the Highland Park neighbourhood of Dallas, Texas. This was definitely the right location for this Cadillac dealership, as Highland Park is a very affluent area of the City located about six miles north of downtown. The photo below is a side view of the showroom that shows the same cars as pictured above .



The Cadillac was king at the time in the Dallas area, and it was reported by "Texas Monthly" in "Cadillac Wars" that Village Cadillac was in business until as late as 1984 when this dealership sold 8,443 Cadillac's a year, which equates to over 30 cars being sold a day.



This photo from the mid 1960s shows an array of General Motors used cars on the forecourt of "Village Fine" Used Car operation and Mobil service station. The Kvil sign is located behind the building at radio station KVIL in the nearby Highland Park Village Shopping Centre.



View of the Sewell's Cadillac dealership service department.

Editor's note: Coincidentally, John Sewell our membership secretary and chairman owns a Cadillac, a 1959 Coupe DeVille 2-door hardtop!



Welcome New Members

Leigh Marris - St Albans 1954 Chevrolet Pick up 3100

Tony Button - Rye 1919 Studebaker Touring EG7

Alex King - Milton Keynes..... 1940 Le France Fire Engine

Tony Crowther - Cheltenham..... 1955 Chevrolet Belair Coupe

Dixon Donkin - Frittendean 1957 Chevrolet Cameo pick up

Dan White - Slough..... 1958 Chevrolet 2000 Van

Janson Diamond - Derby 1955 Cadillac De ville

Stephen Atkin - Northampton..... 1947 Buick Roadmaster S70

Phillip Holmes - Buxton 1941 Chevrolet 5 Ton/ conversion

WilliamWoodburn - Barrow-in-Furness 1930 Buick Sport Coupe

Keith Cass - Hull..... 1957 Chevrolet 3100 Pick Up

Station Wagons

1960 Rambler



Your Station Wagon Dollar Now Goes Farther With Rambler

No station wagon in recent automotive history has enjoyed the sales growth of Rambler. It's the largest selling 4-cylinder station wagon... and one of the best there is in value for money.

Now, for 1960, Rambler presents an even finer, leader line of station wagon models that help make your station wagon dollar bigger.

And for 1960, the brand new 3 wide seat 5 bag door wagon... created to meet the needs of active American families with growing children. The conventional tailgate is replaced by a

5th door that opens wide to make easy entrance and exit a cinch. There's no protruding tailgate platform—two can stand next to the rear bumper when loading or removing luggage or cargo.

You'll find a 1960 Rambler Station Wagon in fit every budget and every use. Choose from the luxurious 117-inch wheelbase Ambassador Cross Country, the 108-inch wheelbase Rambler Six and Rebel V-6, or the 100-inch wheelbase Rambler American Station Wagon. Drive the compact work-a-like into one of your classes at your Rambler Dealer's now.



America's Only Compact Luxury Station Wagon... Ambassador Cross Country For 1960

AMBASSADOR V-6 SUPER CROSS COUNTRY—Performance with style, a gem in the station wagon field. Its steel body has the confidence, quietness, power and torque of a V-6. Available in Custom model also.

A distinguished member of the smart set and a practical carry-all as well, the 1960 Ambassador Station Wagon offers the best in luxury and performance, plus outstanding V-6 economy. Available in two and three seat models. Rear seats fold down flush with the floor to give even more capacity to the large cargo area. Here is the station wagon that is equally at home in the most fashionable surroundings and along the scenic byways.



AMBASSADOR V-6 CROSS COUNTRY—Performance with style, a gem in the station wagon field. Its steel body has the confidence, quietness, power and torque of a V-6. Available in Custom model also.

TWO SHOWS IN ONE - *Part Two*



So, there I am in the hotel reception area at 7.00am waiting for my ride and at 7.30am I am met by Walter and his charming wife. I was asked if I wanted to ride in the Chrysler Voyager or the show car, it was a no brainer the show car won out. I followed Walter out into the early morning June sunshine and it was then that I noticed a row of cars along the back wall of the parking lot, all of which had fitted covers, so it was impossible to guess make or model.

We stopped at Walter's car and I was asked if I would help remove said cover, but it had to be rolled from the back to the front, and not pulled off so as to prevent scratching the paint. It was clear that this guy was most protective towards his car and why not. As we rolled off the cover the make and model became clear, it was a 1931 Buick Doctors Coupe, in a very fetching dark green body and black fenders, and what a beauty!! It then dawned on me that I was about to travel in this wonderful

automobile and it would prove to be quite an experience. As we rolled out onto the freeway I was beginning to feel like royalty, as other drivers were waving and heavy rigs were blowing their air horns in acknowledgment of this fine car. I was keen to get a few shots as we went along, but Walter had other ideas,

and asked that I be aware of the polished wooden door cappings and dashboard, and did not want them scratched by a wayward camera lens. So it was that I made a vain attempt of photographing through the windshield with my arms and elbows tucked in close and away from any danger!!

We arrived at Rice Park in downtown Minneapolis St Paul and joined the line of show vehicles waiting to be shown to their display position. I was disappointed on having to vacate the car and end this so special experience. I offered to help set up the car in readiness for the show, but was politely told, it's ok, we can manage! I guess Walter had no intention of letting this stranger near his car at cleaning time. I said my "goodbyes" and walked off to enjoy the show.

Many of the cars from the previous day's show were here today, so it was good to see familiar faces. This event was clearly a different animal from the day before as there were a number of "foreign" makes on display, and whilst all were very nice to see I was more interested in home grown material. A number of later models were shown i.e. cars from the 50s, like a very nice 1956 Ford Fairlane Sunliner in red and black, so nice, and the 1957 Chrysler 300D convertible in black, again very nice. A 1928 Packard

Phaeton caught my attention as it was in a nice condition but not concourse like the other show cars.

One of the most intriguing vehicles on show was by all intents and purpose was a 1932

Packard Phaeton in a lovely shade of cream, I wondered around the car snapping away and as I looked, I noticed through the hood cooling doors, something shiny or chrome, on closer inspection it turned out to be something on the engine, so I got down on my hands and knees and looked underneath and realised I was looking at a small block V8 and auto transmission. On closer inspection, it had cruise, air con, disc brakes etc; this was a "hot rod" in disguise, a classic American Car, but with all the modern driver aids. I would imagine it was a hoot to drive and many an unsuspecting driver would in for a big surprise; I guess it could be a little controversial in some circles, but each to his own.

The day was getting hotter by the hour so by about 4pm I grabbed a cab and returned to my air-conditioned hotel room. The next morning found me checking out and airport bound, I boarded the plane and sat back reminiscing on a truly memorable weekend.

Cliff Marsh



1931 Buick Doctors Coupe



1956 Ford Fairlane Sunliner



1941 Packard 120 Club Coupe



1940 Cadillac Series 62 4-door convertible



1931 Cadillac Club Sedan



1958 Chrysler 300D



1932 Packard Phaeton



Chrysler could have taken on the Corvette with the Plymouth Belmont

Most people think that the first V8 powered American sports car with a fiberglass body was the Chevrolet Corvette. The 1953 Corvette was indeed the first production sports car with a composite body from a major American automaker to offer a V8 engine. A year earlier, though—while Zora Duntov, Maury Rose, and Smokey Yunick were teaming up to make an experimental Corvette with Ed Cole's brand new small block V8. Chrysler was publicly showing their two-seater, fiberglass-bodied sports car with a 241-cubic-inch Dodge "Poly-Head" V8 engine.

The Plymouth Belmont was the first vehicle with a Plymouth nameplate to be V8 powered. It was based on a production 114-inch-wheelbase Dodge chassis, and the design brief intended to use as many production components as possible in addition to the chassis, such as bumpers and headlamp bezels. It was 191 inches long, about 2 feet longer and 2 ½ inches lower than the Corvette.

Debuted at the 1954 Chicago Auto Show, the Belmont seemed to have been well received on the show circuit, and its provenance includes an appearance in two Hollywood films, 1954's *Bundle of Joy*, with Eddie Fisher and Debbie Reynolds, and 1957's *Mister Cory*, starring Tony Curtis and directed by Blake Edwards.

The origins of the Belmont have been somewhat obscured, as Virgil Exner Sr., then head of Chrysler styling, was inaccurately credited with the design. The Belmont project apparently was

inspired by Chrysler head K.T. Keller. At the time, the bodies for Chrysler cars were supplied by the Briggs Company, which Chrysler would soon acquire. Briggs' contract with Chrysler obligated the coach builder to produce experimental and concept cars at no extra cost. Al Prance was in charge of design at Briggs, and Keller asked him to secretly start working on a possible competitor to the Corvette. Briggs also made bodies for Packard, and Prance was responsible for the styling of a number of significant Packard models too.

Veteran Briggs stylist William Robinson, who had a reputation for conservative designs, pitched Prance on letting him design the sports car so he could show what he could do with something exciting. Thinking that the car would strictly be a concept vehicle, Robinson experimented with new forms and shapes and came up with something he described as "far-out" with "wild" fins and headlights moved inboard from the fenders. Inboard headlights seemed to have been a styling trend in the early-to-mid-1950s, as can be seen on the Nash Healey and some of General Motors' Motorama show cars.

Robinson might have wanted to stretch his wings design-wise, but it soon became clear to him that there was some intent to put the sports car into production, so the design was toned down when it was modeled in clay. While the front end is a little bit busy and fussy, with the production Plymouth bumper giving the car a bit of an under bite, overall the Belmont has very clean lines and

nice proportions. The interior is a bit reminiscent of the first-generation Corvette, with a "waterfall" between the two bucket seats and a center console with a vertically mounted radio.

It's not clear just which company made the Belmont's fiberglass body. Briggs made steel bodies, welded together from individually stamped panels, so the coach builder likely contracted the Belmont's body to an outside firm. Unlike the Corvette, whose body was molded in a small number of large subassemblies by A.O. Smith in Ionia, Michigan, the Belmont's construction appears to have tried to duplicate Briggs' method of making steel bodies, with many individual body panels bonded together to create the body.

Robinson wasn't particularly thrilled with some of the changes that were made to the finished Belmont, particularly the outboard headlights and how the hood and cowl were raised to give sufficient clearance to the tall oil-bath air filter used in the 1950s.

Around the time that the Belmont was completed, Chrysler bought Briggs, and Robinson was transferred to Chrysler's design team, working under Exner. According to Robinson, there was apparently some ill will at Chrysler directed towards Al Prance over how the Belmont project was created in secret at Briggs, and when Chrysler purchased the body company, Prance wasn't hired at the automaker.

Perhaps for publicity reasons, Exner asked Robinson if he could take credit

for the Belmont. While Robinson was disappointed with how the Belmont turned out, he was gratified that Exner, one of the automotive world's most celebrated designers, thought highly of his work. After a long career at Chrysler, Robinson went on to teach automotive design at Detroit's College for Creative Studies.

Robinson's original design sketches of the Belmont still exist, having been donated to the Walter P. Chrysler Museum before its closure.

The car's lore says that Exner liked the Belmont so much that when it was retired from show duty, instead of the concept car being crushed, the head of Chrysler design arranged to be given title to it. As it was based on a production chassis, it was a fully functional automobile with that V8 and a semi-automatic transmission. While it doesn't appear to have ever been shown in public with a top, the Belmont had a folding fabric roof that could be stowed in the trunk with the spare tire. As fiberglass itself was considered to be an ultra-modern material, the Belmont didn't have any gee-whiz vapor wear tech features like many 1950s concept cars, but it was the first Chrysler vehicle with a powered radio antenna.

Whether or not the Belmont was actually in the possession of the Exner family, it disappeared from sight until 1968, when it was bought by a Marie DeAngelo, who in turn sold it to Don Heckler a couple of years later. It remained in Heckler's collection until noted collector Loren Tyron found it in 1989, when Don Williams' Blackhawk Collection purchased it and had the Belmont completely restored by Mike Fennel Restorations.



Though period magazines show that the Belmont was originally a light metallic blue, during the restoration the colour was changed to a bright red. Williams sold it in 2001, and since then it has come

up for auction in 2014 (selling for \$1.32 million), 2018 (failed to meet a reserve of \$1.2M), 2019 (another no-sale), and then again last year at Mecum, where the car changed hands for an undisclosed sum.



SHOW TIME

1949 Dodge Wayfarer Business Coupe

Colin Rogers

Chipping Sodbury, Gloucestershire

Quite by chance I was offered this '49 Dodge Wayfarer, it was owned by an American guy who was working in the UK and he was due to return to the States so the car become for sale.

I have a lot of history with the car, it seems the Dodge was owned for many years by a lady in Dixon, Illinois who spent a lot of money having it restored.



1957 Chevrolet 210 4-door sedan

Richard Peregrine - Malvern, Worcestershire

The key fob suggests my '57 Chevy was supplied by Lamberts Auto Repair Sarasota Florida, and as it doesn't have a heater it would strongly suggest it was supplied as new to this Florida dealer.

It was imported, fully restored, by a gentleman in the Isle of Man in 2018, I purchased it in December 2019 from Retro Cars North Yorkshire.

It's a bog standard model and is fitted with a small block 265 cu inch V8 with a 2-speed Powerglide transmission. I haven't done much to it apart from a new rear brake cylinder, relined back brakes and fitted new front wheel studs and nuts.

1960 Pontiac Catalina Vista 4 door pillarless sedan

Graham Webber - Upper Sundon, Bedfordshire

I purchased this car back in July 2001 after seeing it at the ROG at Knebworth. It was owned by the previous owner for 10 years after being imported earlier in 1991. It is powered by a Pontiac 389 cu.in. V8 283 hp engine with a 2 barrel carb and hydra-matic trans.. It is one of 32710 model 2139 made that year.

A very enjoyable and comfortable ride, the only Pontiac in the 1960s without a split grille and in the USA they nicknamed it as having a sharknose.



1976 Mercury Marquis 2 door hard top

Andy Green

Weston-super-Mare, North Somerset

I spotted this lovely Mercury for sale on a dealer site in Florida in 2018. Finally we came to a deal and the car arrived in the UK in December 2018. It is a 400 cu in V8 which makes the car effortless and quiet to drive.

1937 Mystery Car

Do you recognise this car? If not, there are clues below to help you identify this manufacturer. Once you have completed the two clues, join these two words together and hopefully this will put you on the right track to identify the car manufacturer.

First clue, The act of making tears _ _ _ _

Second clue, Lion's den _ _ _ _

There's no prize for this quiz, just purely for the fun of it!

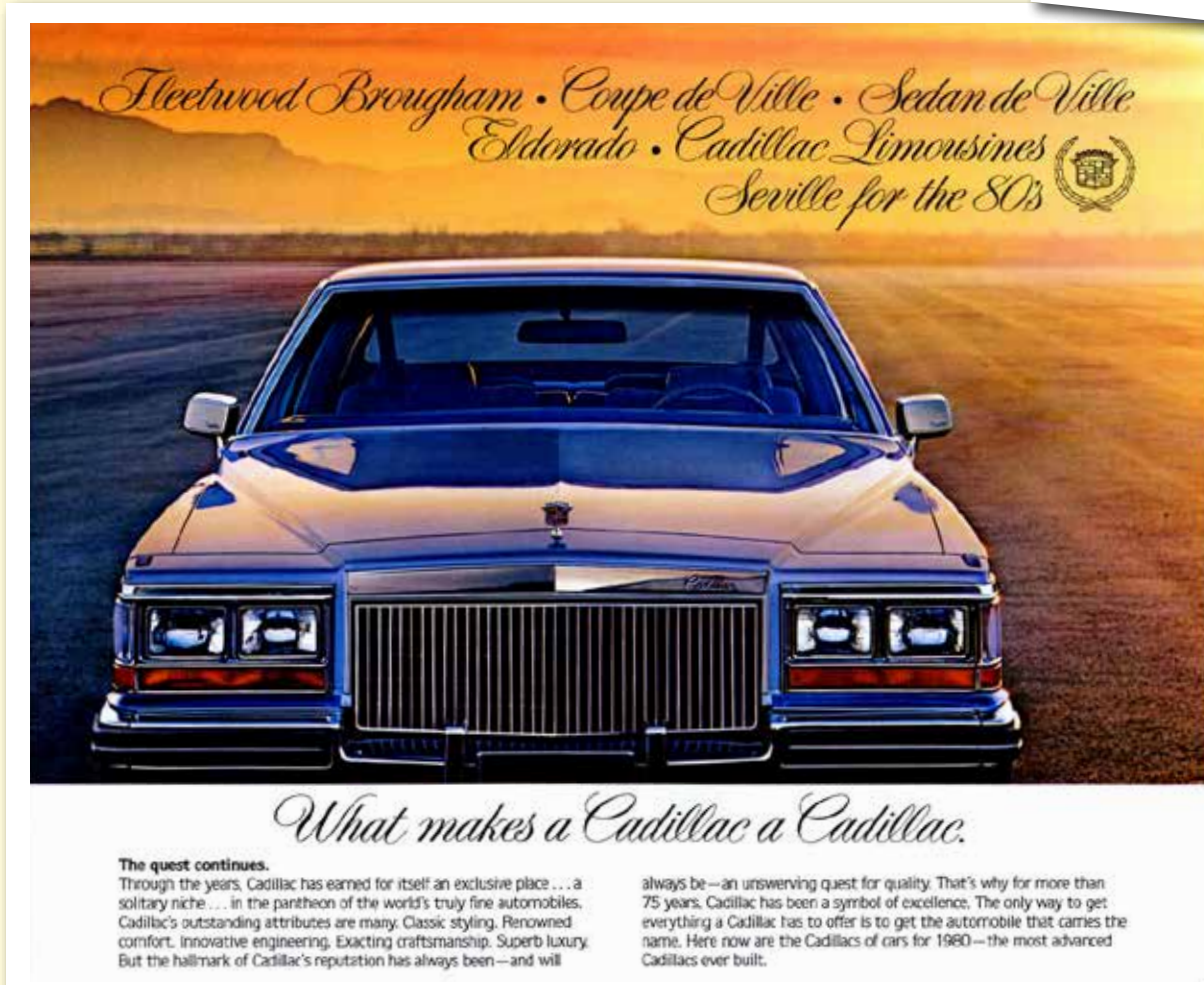
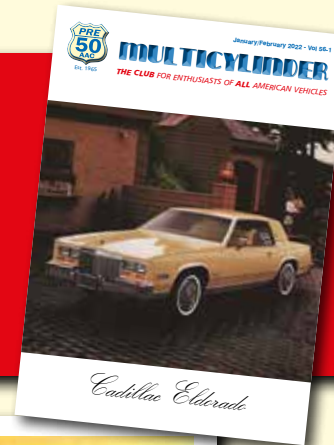
The Super-Power

Designed and built by ***** engineers in co-operation with Capt. George Eyston. Exceptionally fast and powerful, its design embodies much of the aerodynamic experience gained by Capt. Eyston in his record breaking attempts at Salt Lake City. It sets a style in appearance and performance which will contribute to all future motor-car design. It must make an immediate appeal to those motorists who look for exclusiveness in their cars.



Front Page News

1980 Cadillac Eldorado



Cadillac started building cars in 1902, with the first Eldorado badges arriving in 1953. By 1980 we are into the 12th generation of Eldorados.

In Cadillac's range of Fleetwoods, de Villes and Seattles, all good solid aspirational models, the Eldorado stands out as the personal luxury car. You have to be someone with real style to own one of these.

For your \$15,500 you get a thoroughly modern car. Front wheel drive (they've been that way since 1968) with a big V8, four wheel disc brakes on a dual circuit and four wheel independent suspension, all help get you there smoothly and safely. We've just about arrived in the age of metric engine sizes so Cadillac bill the Eldorado's standard V8 as a 6.0 litre. But they still add a note to let you know that's really a 368ci. There was one engine option so you could go for the 5.7 litre diesel V8, but that would have been a mistake.

Every Eldorado is a big four seat, 2 door hardtop, riding on a 114" wheelbase and it's 204" long. So, the sales pitch pushes its Renowned Comfort, Innovative Engineering, Exacting Craftsmanship and of course it's been built with a Quest for Quality. And don't forget the corrosion protection measures that have been taken to help keep your Caddy looking good that much longer.

It's a Cadillac so you get automatic or power everything as standard. Plus all those modern things your neighbour in a lesser car doesn't get, like an automatic parking brake release, an air conditioner that's now a Climate Control System, multi speed wipers with a delay option, door mirrors that are not only remotely controlled, heated but also have turn indicators built in and, on the dash, a display that shows how much fuel you're getting through. But, hidden away under the hood and not uppermost in most buyers' minds is the real sign of the future, a service diagnostics plug.

With nearly everything standard on your Eldorado there's not a huge options list, but you can get a Theft-Deterrent System along with a trumpet horn (who knows?). Then, if you want to really make a statement you can get an Eldorado with the Biarritz trim. That's the one to go for if you want the front half of the roof covered in brushed stainless steel.

In 1980 Cadillac came ninth in the sales race, building some 230,000 cars. 52,685 of those were Eldorados and all of those were built at GM's Linden, New Jersey facility. And while in 1980 the Fleetwood Brougham may have been the Cadillac of Cadillacs, it's the Eldorado that's a Legend on the Road.

Mel Lloyd



1929 Duesenberg Model J

The newly revived Duesenberg Company produced the Model J, which debuted on 1st December 1928 at the New York Car Show. By the time the Great Depression hit in October 1929, Duesenberg had only built some 200 cars. An additional 100 orders were filled in 1930, but the Model J fell well short of the original sales target to sell 500 cars a year. In actual fact it took 8-years to dispatch and sell a mere 480 of the cars.

1932 Marmon Sixteen

Howard Marmon had begun working on the world's first V16 engine in 1927, but was unable to complete the production Sixteen until 1931. By that time, Cadillac had already introduced their V16, designed by ex-Marmon engineer Owen Nacker. Peerless was also developing a V16 with help again from an ex-Marmon engineer, James Bohannon.

The Marmon Sixteen was produced for three years, the engine displaced 491 in³ (8.0 Litres) and produced 200 hp. It was an all-aluminium design with steel cylinder liners.



1933 Buick

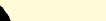
Buick only produced 350 (Series 50) convertibles; this year was a turning point for both Buick and GM with windshields now slanting rearwards and roll up windows were becoming the norm. Wooden-spoke wheels were replaced with either wire-wheels or steel artillery-wheels. Buick increased the horsepower from 86 to 97.

Photography: *Cliff Marsh*
Words: *John Miller*

Keep On Truckin'



A sepia-toned illustration of three classic Chevrolet trucks. On the left is a small pickup truck with a box in the bed. In the middle is a stake-bed truck. On the right is a large semi-truck pulling a long trailer. The trucks are arranged in a line, facing right.

The logo for Republic Motor Truck, featuring the word "Republic" in a large, elegant script font, with "Motor Truck" in a smaller, bold, sans-serif font underneath it, all enclosed within a thin oval border.

This Republic truck was purchased by the Western Electric Company

Frank Ruggles began producing trucks in 1912 for the Maxwell Motor Company under the Hercules name. Then in 1913 he formed his own truck company, which was originally named the Alma Motor Truck Company, located in Alma, Michigan. He then decided to rename it the Republic Motor Truck Company.

The first trucks were fitted with a 4-cylinder engine and had a chain driven rear axle. In 1916 all Republic $\frac{3}{4}$ ton trucks were fitted with in-house engines and Torbensen Internal Gear Truck Drive rear axles, replacing the original chain drive. The company was already doing well by 1916, but the entry of the United States into World War I gave the company a further boost,

when it won one of the government's contracts to build several thousand of the so-called Liberty trucks.

In 1917 the larger Republic trucks were fitted with Continental engines. During this year William C. Durant commonly known as Billy Durant, started investing substantially in Republic trucks. Billy Durant was the founder of General Motors, but he was sadly ousted from that company. He apparently had a flamboyant flair and was adamant that all Republic truck chassis's were painted yellow, the marketing guys at Republic decided to capitalise on this unique feature and referred to them in their sales adverts as the "Republic Yellow Chassis Trucks".

By 1919, Republic trucks were recognized as one of the largest exclusive truck manufacturers in the world, (the number 1 being Ford), and one out of every nine trucks on the roads in the United States was a Republic. It was also one of the major suppliers of "Liberty trucks" as used by American troops during World War I. Republic was advertising in such national publications as the Saturday Evening Post, declaring that one goes to "Damascus for swords, Teheran for rugs, Lynn for shoes, Rochester for cameras, Dayton for cash registers, Alma for trucks. Over 3,000 Republic dealers served the United States, with additional dealers in at least 56 other countries.



1915 Republic



Republic 7-ton truck



1918 Republic



1921 Republic

During 1920, Republic switched from their own in-house engines to Continental engines across their entire range of trucks. In 1921 the smallest truck in the Republic range was the $\frac{3}{4}$ ton, which was renamed the Model 75, and a Lycoming 4-cylinder engine became the sole power for this Model 75 truck. Republic then announced that this truck had been up rated to 1 $\frac{3}{4}$ tons in 1923.

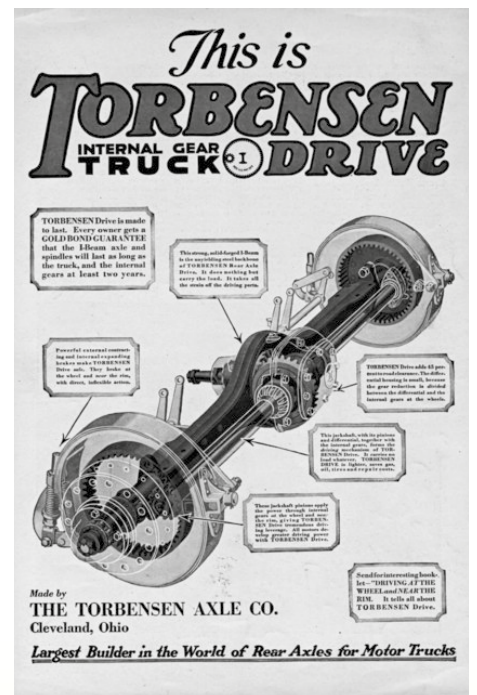
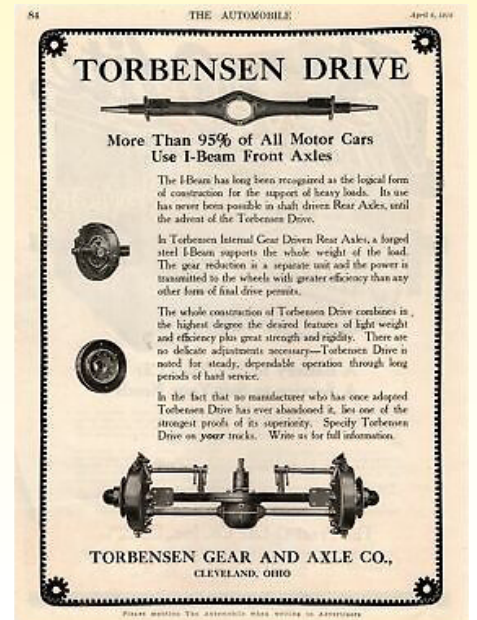
Republic bought out Linn Manufacturing in 1928, which were located at Morris, New York, and produced half-tracked trucks. In the same year Republic merged with the famous fire engine company, American LaFrance Company to become LaFrance-Republic. Gradually the Republic trucks were badged LaFrance-Republic trucks. It became very clear that the profit margins relating to the fire trucks were far more lucrative than the standard trucks. Not surprisingly the company took the decision to phase out the Republic trucks and focus purely on producing the lower volume fire trucks that made more profit. LaFrance-Republic was eventually acquired by the Sterling Motor Truck Company in 1932, and then the White Motor Company purchased it in 1951.

Before I put my final 'Full Stop' there's another interesting piece to accompany this article. So if I can wind back to 1916, which relates to Torbensen Internal Gear Truck Drive. This rear axle was designed by a Danish immigrant who concluded that a truck axle with internal gears could sustain much heavier loads compared to the gear and chain configuration.

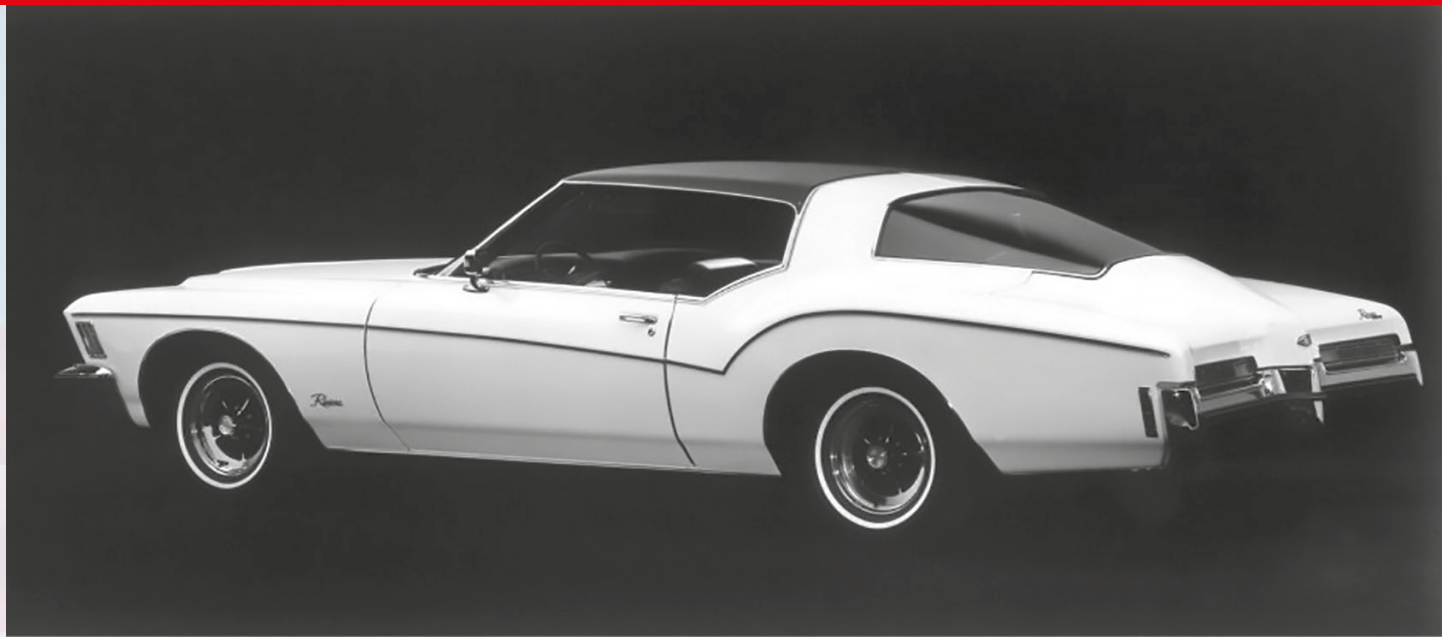
A gentleman named Joseph Oriel Eaton financially backed Torbensen's design, and together they formed the Torbensen Gear and Axle Company in 1911 at Bloomfield, New Jersey. In 1916 the company relocated the factory to Cleveland, Ohio, which was basically the hub of the rapidly expanding automotive industry.

Republic trucks were so impressed with the Torbensen Gear and Axle Company, that they become their largest customer in 1917. Two years later Torbensen parted ways with Republic and formed the Eaton Axle Company. Today the Eaton Corporation annual turnover is \$21.4 Billion, has over 97,000 employees, and sells automotive and aerospace products to 175 countries.

John Miller



Nine reasons to own a 1971-'73 Buick Riviera



These are my nine reasons for wanting to someday own one of Buick's most distinctive personal luxury cars. Some of yours will differ, so please share them.

1. Considering the Curves

I've heard it too, the 1971-'73 Riviera's appearance is controversial—a "love it" or "hate it" proposition. Well, you can guess my opinion, just from the fact that I chose to write about it. Their daring design, fostered and overseen by Bill Mitchell, vice president General Motors Design, is impossible to ignore on the road, and that's a good thing.

The 1971 Riviera featured a prominent forward-jutting prow with a vee'd grille and a beltline and "sweepspear" (character line) that was reminiscent of a 1953 Skylark. Its unique roof treatment flowed into a "boattail" rear (Buick called it "tapered rear-end styling") resembling the C2 Corvette and some early 20th-century cars. More modern trends of the day included an increased inward slant of the A-pillars to the roof, ventless curved side glass, and an integrated rear bumper, to name a few. The designers developed a look that blended laid-back luxury and the feeling of forward motion. Some people inside and outside of Buick thought the design may be too radical, however.

Exterior revisions were subtle for 1972, mostly limited to grille pattern and taillamp trim, making standard a side molding that followed the body character line, and removing the decklid vents. For 1973, however, accompanying the

typical yearly exterior trim updates, the boattail rear was deemphasized via a tamer decklid shape, a new rear bumper with a reduced central protrusion, and new taillamps. A newly shaped front bumper protected the nose from up to a 5-mph impact per the new government standard. There was a new grille pattern, and the parking/turn-signal lamps moved outboard of the headlamps and incorporated cornering lamps when so optioned.

Riding on a 122-inch wheelbase, the perimeter-frame equipped Riviera with SLA front and four-link rear coil-sprung suspension was 79.9-inches wide and was listed at 217.4-inches long in 1971, 218.3 inches for 1972, and 223.4 inches for 1973. It also grew progressively heavier over those years.

This vintage ad along with the one at top present attributes of the 1971 Riviera GS.

2. Get-Up-and-Go

Though large personal luxury cars aren't generally known for stellar performance, despite its added size and weight for 1971, the Riviera's performance was still adequate with its standard 255-net-hp (250-net-hp for 1972) 455-cubic-inch four-barrel engine. The GS option included the handling package, the higher-performance 265-net-hp 455 that was rated at 260-net hp for 1972, a recalibrated Turbo 400 transmission, a 3.42 Positive Traction rear end (in place of the 2.93-geared standard differential), H78 x 15 whitewall tires, chrome air cleaner lid, and front fender badges.

For 1973, the GS option remained a handling package, and added a rear sway bar and radial tires, but no longer included the upgraded engine. The 260-net-hp Stage 1 engine was available separately now, and came with a 3.23:1 Positive Traction rear end and a "Stage 1" emblem in the grille.

The Riviera did receive positive press in print and TV road tests "If you're looking for something about as smooth as liquid velvet, then this is it," said Bud Lindemann, the colourful host of Car and Track, regarding the 1971 Riviera. Car and Track was a television program from the late 1960s to mid-1970s that covered auto racing and performed new-car road tests. The 1971 test car ran 0-60 in 8 seconds, and the 1972 Riviera GS test car did the same in 8.4 seconds. In comparing the handing of the two, Lindemann praised the GS suspension over the standard Riv's, and said that it was well worth its extra cost. You can see the tests on YouTube.

3. Retro Exclusivity

The Riviera's target market and price point ensured that production would remain well below mainstream car sales levels over the years. When considering the '71-'73 models specifically, some would argue that the styling and a price increase played roles in making the Riviera even more exclusive, as sales slipped from previous years.

The UAW was on strike for two months early in the 1971 model year, and Buick ultimately built 33,810 Rivieras including 3,175 with GS option. For 1972, 33,728

were sold with 2,171 of them GSs. Total Riviera production for 1973 was 34,080 including 3,933 GSs and 1,234 Stage 1s. Today, you'd be lucky to see another Riviera when driving yours to the local cruise-in or at local shows.

4. Relative Affordability

As of this writing, according to the latest NADA figures, an average-condition 1971 Riviera is valued at \$10,850 and a GS is \$16,200. The 1972 Riv is \$10,750, and the GS is \$13,300. For 1973, the Riviera is 10,150, the GS is 11,100, and the Stage 1-option would add 15 percent. Relatively speaking, for all you get with the Riviera, and when comparing it to many mainstream-performance cars of the era, it's affordable. For example, a 1971 A-body GS 455 is currently valued at \$26,100 in average condition.

5. Luxury Liner

Luxury was the Riviera's long suit. Standard features included AccuDrive suspension, power disc brakes, variable-ratio power steering, tilt steering wheel, automatic transmission, remote-control outside mirror, Deluxe wheel covers, trunk light, electric clock, license-plate frame, foam padded seats, and dual exhaust.

Its interior was plush and roomy, and a touch of sportiness was conveyed via engine-turned dash appliques in the 1971-'72 cars. The cabin grew more luxurious for 1973 with woodgrain appliques in a revised dashboard, improved sound deadening, and other steps toward reducing NVH (noise/vibration/harshness).

6. Options Galore

The Buick Riviera was expensive enough in its day to draw a more affluent buyer. If he or she could afford the car, they likely could afford to option it to their tastes. If you like to be coddled, you'll be quite pleased with the amount of extra-cost items you'll typically find in Riviera prospects, as compared to less-expensive cars of the day.

A partial listing of options offered includes Custom trim, bucket seats, full-length console, manual-controlled or automatic climate control A/C, Soft Ray tinted glass, AM/FM stereo, 8-track, rear-window defogger, four-note horn, vinyl roof, power windows, power seat, Cruise Master cruise control, remote decklid release, trailer hauling, sunroof (added in 1972), MaxTrac (an early form of traction control), cornering lights, electric door locks, and chrome plated wheels.

A 1972 Riviera press photo shows the side molding, which had become standard. Options include the half-vinyl top, door edge guards, cornering lamps, and chrome-plated wheels.



7. Social Climber

The Riviera is no boy racer. It's not festooned with stripes and scoops and wild colours. Like it did when new, it will turn heads when pulling up to a car show, a wedding, a country club, or any other setting where you would take your classic car. It will let its styling do the talking. Not only will onlookers appreciate the fact that you are driving a 45- to 47-year-old vehicle to a social function, they will respect what that vehicle is—a Riviera!

This 1973 Riviera owned by Clark Lumsden is equipped with the Stage 1 engine option. Photo by Matthew Litwin.

8. Compression Confession

Though many look at 1971 as the year high performance ended at GM due to reduced compression ratios to run on lower octane unleaded fuel, the lower compression ratio can be an advantage for a car that's driven often because the engine will still run well, but won't be as sensitive as the previous years' high-compression engines would be to the



9. Clint Eastwood and Jeff Bridges Drove One... briefly

Remember the movie Thunderbolt and Lightfoot starring Clint Eastwood and Jeff Bridges? They steal the 1973 Riviera at the gas station and later involve it in a chase scene with Bridges driving and trying to get away from members of the Eastwood character's old crew? It may be a somewhat thin reason, but it's one of my favorite movies, and I really like the Riviera, so it's a win/win for me. (And I love the Trans Am in the beginning.)

Thomas A. DeMauro



Letters to the Editor



Following my comments about EV's in the previous Multicylinder, the response from our member's has certainly hit a nerve on this emotive subject, below are their views; both 'for and against' ownership of EV's.

Hi John,
Great minds think alike. I was just about to contact you and congratulate you on the latest Multicylinder. I liked the letters about the Electric vehicles which I couldn't have said better myself, Cost, Practicality and limited infrastructure. Long live the petrol engined car!

It is good to hear about the modern micro chip problem. I cannot send you a photo of my old Ford as I do not own it anymore, I now just own a modern car at the moment. I am still interested in American classic cars and having been a member of the Pre'50AAC since 1969, it is the longest thing I have done in my life.

All the best
Chris Sanders

Hi Chris,
I agree with you, long live the petrol engine. There's nothing better than hearing the burble sound of a V8 or V12 or even a V16 engine, (not forgetting the modern Chrysler/Dodge/Ram V10 engine too).

Cheers
John

Hi John,
What another great magazine from you, well done.
I did enjoy the electric car comments which was interesting to say the least so thanks to you and others who contributed.

Am I in favour of electric cars? Hell NO, they are way over priced, over rated and out of gas. Electric cars require the same amount of energy to be produced at manufacture, perhaps this hasn't been thought about. Recycling will be another issue which no doubt we will all hear about in the future.

All the arguments stated in the magazine are many that EV owners have to deal with, and in time other things will come to light.

I have been told that less than 10% of the mechanics/ technicians in the UK can repair EV cars. Apparently when they break down they lock up so recovery trucks cannot winch them to take them away. Well, that's useful then. The only way is to pick them up with a recovery crane type truck.

I feel they are dangerous to pedestrians also, and I hear that the cunning Renault mob have now added a peculiar noise to their electric cars below 30mph.

A customer of mine owns a company that converts cars to electric (won't mention them)

so they give examples on their website. To convert a FIAT 500 to give 1 hour running time costs £20k, to convert a Land rover using Tesla parts giving 3 hours running time costs £60k, surely this doesn't add up does it?

I end by saying EV cars could be useful in the back garden, just open the trunk, connect your electric griddle and hey presto, instant barbecue.

Cheers
Andy Green

Hi Andy,
Many thanks for your regular contributions to the Multicylinder magazine and your continued support. Don't forget to invite me to your next BBQ!

Cheers
John

The following photos were submitted by Derek Brown and are self-explanatory "The Lunacy of the Electric Car"



Hello John,
I have just read the latest edition of the magazine and would like to respond to the letters regarding EVs. Before I do, I would also like to point out that I have long been a fan of US cars and trucks, and indeed currently own 6 of the things ranging from a Marine Corps HMMWV to a 1946 Mercury Eight. I have owned many others in the past. However, I have also had a Tesla Model S in the past and am following the EV story very closely indeed. Unfortunately, the two letters in the current edition of the magazine are so full of errors as to beggar belief. To tackle some of them head on:

1. Teslas needing 75amp supply. This is complete rubbish. A standard household three pin plug and socket will provide a Tesla with approximately 7 miles of range with every hour plugged in. The majority of householders would plug in when they return home in the evening and unplug when they go to work in the morning. This gives a clear 12 or more hours or 80 - 100 miles range overnight. Upgrading to a commercial plug and socket, the so called "commando sockets" boosts that to around 11 miles per hour or 130-140 miles over night which is more than adequate for most households before getting anywhere near needing high power outlets.
2. Cost per Kw/H. It is interesting that the previous correspondent is paying \$1.16, I never realised that electricity was that expensive in America. However, over here it is nearer 16-18p. Refuelling an electric car costs a fraction of refuelling an ICE (Internal Combustion Engine) car.
3. Chevrolet Volt. I have no comments to make about these as they are a few generations old by today's standards.

4. Paris EV scrap yard. This story is completely bogus. The cars were indeed scrapped; however, the reason was because the company running them went bankrupt. There was no issue with their batteries or recycling them.

5. Broken/insufficient chargers. This was indeed the situation about three years ago. However, this is no longer the case. There are currently around 30,000 charging points across the UK in around 11,000 locations. By way of comparison there are only around 8,400 petrol stations. Importantly one should consider that many of the charging points are what is referred to as "destination chargers". i.e. you charge your vehicle at journey's end rather than en route. So we're talking about charging points at supermarkets, offices etc. Many many more are being installed every week. The attitude to recharging is the thing that needs to really change. Currently this is something one does en route and then one crams as much petrol in as possible. With EVs it is more like your smart phone, you leave it plugged in over night but otherwise you just charge it up a bit whenever convenient. For example back when I had my Tesla, if I needed to stop for a pee on a long journey, I'd plug into the supercharger, wander into the main building to "do my business" and by the time I returned to my car it had gained c. 60 miles of range.

6. Rare earth minerals. The most dominant material used for modern EV batteries is actually lithium. Lithium is surprisingly common for a rare earth chemical with some 230 billion tonnes in sea water alone. However, it is not without issues, especially regarding pollution. It is also true that currently most lithium is being sourced from non first world countries. However, this is a far cry from the scare stories being propagated on the internet.

7. Carbon footprint. The "greenest" car on the planet was reckoned in a survey a few years ago to be the Jeep Wrangler simply because proportionately more of them were still on the road after 40 odd years of production than any other car. No EV (or any other modern car for that matter) can compete with that statistic. However, sometimes it is about moving pollution around too. For example many residential roads have localise air pollution that make living there unhealthy and even dangerous. So whilst there are arguments on both sides of the carbon footprint debate, there are tangible benefits to EVs.

So, should we all "go green" and buy an EV right away? The simple answer is most definitely, no. EVs have made huge strides and come a long way in just the past five years but they are most definitely not for everyone. If you are regularly driving long distances, the en route charging infrastructure still needs a few years to mature. If you live in terraced housing or an apartment block, charging your car is still going to be an issue. However, the appeal and viability of an EV is increasing significantly year on year and all motorists would do well to keep at least half an eye on what is happening out there. Personally I love my V8s and don't envisage ditching them in favour of exclusively driving an EV (ultimately I gave up the Tesla because, whilst it was an incredibly easy car to live with on a day to day basis, ultimately it was also completely soulless and as a car it had many niggly points, for example no cup

holders). However, one massive benefit of EVs that many "Luddites" have maybe not yet realised is that the actual manufacturing of them is massively simpler and cheaper than a conventional ICE car. This means that we are about to witness a game changing step up in the growth of cottage industry cars hitting the market as well as very small production run models from the mainstream car manufacturers. To cite just a few examples. Look up the new Rivian pick up and SUV with their "tank turn" capability. Check out the new Alpha Motor Corporation Wolf. The new electric Hummer looks exciting! Even mainstream cars like the Cadillac Lyric look promising.

Meanwhile, carry on enjoying your American classic cars, I know I will for the foreseeable future (NB: another Ram V8 Hemi pickup is on order as I write), but one needs to accept that not all you read on the internet is true, and the future is electric in one form or another.

Best regards
Tom Webster

Hi Tom,
Many thanks for your very detailed and passionate response, it's much appreciated. As I mentioned in the previous magazine, I really don't think the UK has the infrastructure in place to support EV's in terms of charging them. In fact, I have since discovered that in southern and northern England the ratio to plug-in EV's is that 50 vehicles are expected to share just **one** public charge point! What's even more disappointing that the ratio of the public chargers have actually deteriorated to such a point that the UK ranks the worst in Europe! Basically there are fewer public charge points per plug-in EV's in 2021 compared to 2020. These facts are actually from the SMMT (the Society of Motor Manufacturers and Traders). My money is on the hydrogen cars for the future, there are two car manufacturers already producing hydrogen cars, the Toyota Mirai and the Hyundai Nexco. Apparently

BMW, Jaguar/Land Rover and Vauxhall are all planning hydrogen car releases in the next 5-years.
Cheers
John

Hi John,
Well done another excellent mag, interesting articles and plenty of variety.

All that stuff about South Bend Lathes, took me way back to when Adam was a lad and I was just starting my apprenticeship. One of the first machines I worked on was a South Bend, similar to Nadine's with a Norton style gearbox for screw cutting, rather than those demonstration models in the cars. The apprentices also used a couple of Brown and Sharp milling machines. Brown and Sharp was where Henry Martin Leland founder of both Cadillac and Lincoln worked earlier in his career, before he moved to Detroit and became involved with cars. Brown and Sharps sales slogan was "The Worlds Standard of Accuracy", not too far away from Cadillac's "Standard of the World". I mentioned the Norton gear box, I believe that was developed by another of Leland's colleagues at Brown and Sharp, Charles Norton. Norton and

Leland developed several grinding machines together. Incidentally Brown and Sharp also invented the micrometre, I still have a couple of these old Brown and Sharp mic's from way back when. Not so pretty as a modern Japanese one, but still accurate.

In Nadine's article you mentioned repairing a vacuum advance unit, if anyone doesn't feel brave enough to tackle that themselves, contact H&H Ignition Services Unit 32, Fens Pool Avenue, Brierley Hill, West Midlands, DY5 1QA, Tel 01384 261500. A friend of mine recently had the VA unit off his '55 Plymouth rebuilt there, they offer excellent service and at a very good price.

You also mentioned Ford V8's and bank robbers, John Dillinger and Clyde Barrow (of Bonnie and Clyde fame), who both wrote to Henry Ford praising the V8 as a getaway car. The letters are in the Henry Ford Museum, some say the letters are not genuine, merely a clever piece of advertising on the part of Ford. Ford V8's were not the fastest cars of the day, but they were plentiful, and a handy size in difficult situations. Many rural Sheriffs at the time had a very limited budget and often used their own cars, which were usually about 10 or 15 years old, this would be especially advantageous to Clyde because he operated mostly in the country areas of the South West. Clyde was reputed to be a master of driving on country roads, but his brother Buck was supposed to be even better. It was claimed Buck drove a Ford V8 over 60 miles in an hour on the back roads in the state of Mississippi. If you have ever seen the back roads in Mississippi, that would be quite a feat even nowadays in a modern car.

Cheers
Mel Atkinson

Hi Mel,
Many thanks for all the above information and comments, you continue to amaze me with your in-depth wealth of knowledge and technical expertise. Thank you so much for your continued and on-going support.
Cheers
John

Thank you John (Sewell),
I have been in a lot of clubs including Rolls Royce and Bentley over the years restoring classic and Vintage Cars, and I can honestly say the Pre50AAC is one of the best clubs I have belonged to, if not the best. The Bentley club is good but in fairness I think yours is better. When I needed help with Swansea, Luke Arnott was fantastic couldn't be more helpful, wish some of the other clubs were as helpful, Happy Christmas.
Kind Regards
Mike O'Sullivan.

Hi Mike,
Thank you for the kind words and glowing feedback, what an accolade to be told our club is better than Rolls Royce and Bentley. Every member of the committee strives to provide the optimum service and advice to all our members.
Cheers
John (Miller)

Dodge v. Ford - What Happened and Why?



Dodge v. Ford is one of the iconic cases of corporate law and is raised to contemporary relevance by current controversy over the large public corporation's proper purpose. A high-profile debate now asks whether the firm should aim to boost shareholder value as its central goal. Or should it also bolster stakeholders and the public good, even if it is unprofitable to do so? Major judicial decisions supporting a stark shareholder-oriented purpose are rare, with one of the major ones, Dodge v. Ford, being a century old.

Understanding the full business background to the transactions that led to the dispute, the litigation, and the ruling will facilitate a better classroom interpretation of the case and its business background. Moreover, the underlying transactions and the underlying industrial structure² also project forward to today's rising pressure on public corporations to be more socially relevant and more socially responsible.

Dodge v. Ford's business foundations cannot be fully understood without accounting for the industrial structure of the automobile industry at the time and for how that market structure interacted with Ford's labor relations. Monopoly, labor relations, and corporate purpose formed an interactive triangle. Neglecting any one of the three impedes us from understanding what really happened. The Dodge brothers understood well the connection between Ford's monopoly, Ford's massive River Rouge expansion, and the dividend reduction that motivated their lawsuit. They sued to stop Ford Motor's business expansion and got related relief from the lower court but not the appellate court. That—an injunction against Ford's expansion—as their main, or equally important, goal in the litigation fits better with the industrial setting than the generally prominent explanations (of the Dodges seeking financing for their own startup auto company and Ford cutting dividends to shut off one spigot of cash).

The Ford Motor Company of that era has been the subject of three insightful genres of academic analysis. First is the analysis of Dodge v. Ford as a shareholder primacy decision. Second is the industrial organization fact that Ford Motor Company had monopoly power at the time of the decision. Ford's successfully built out an assembly line for the Model T in 1913, leading to it capturing ninety percent of the relevant automotive market and making Ford Motor tremendously profitable. But Ford's plans to build the huge River Rouge complex to further solidify its monopoly position needed cash and militated against continued large dividends to stockholders. Ford Motor could not have sustained its 1910–1915 dividend rate, while it expanded, without dangerously pushing its cash position down to near zero. It in fact ran out of cash in 1920. And the third

analytic strain is the labor economics of Ford Motor's relationship with its workers during the decade leading up to Dodge v. Ford.

I here combine insights from the underlying industrial structure and the labor literature to better explain the core transactions that led to the litigation. Without understanding the near simultaneity of Ford Motor's monopoly starting circa 1913 and Ford's January 1914 disruption of the auto industry's wage structure with the \$5/day wage, one cannot fully comprehend either what Ford did to provoke the 1916 litigation, Ford's litigation strategy, or the Michigan Supreme Court's shareholder-focused decision. Union power sought to assert itself at Ford Motor Company, and Henry Ford needed to accommodate labor to maintain the company's monopoly. If he could not induce labor to acquiesce and adapt to the assembly line and River Rouge, he could not keep that monopoly. The resulting labor-friendly strategy and the River Rouge expansion both cost much cash, and redirecting the cash to construction and labor buy-in meant that less, or none, was available for dividends. And that—the expansion and the skipped dividends—induced the Dodge brothers to sue to stop River Rouge and restart the dividends, and plausibly shaped Henry Ford's litigation defense strategy.

Contrary to the common thought, Ford was not simply withholding dividends to squeeze out the Dodges—a standard interpretation of “what really happened.” If that was his primary or sole strategy, much of what he did makes no business sense. Ford's famous \$5/day wage, extraordinarily high for the time, and his unprecedented industrial expansion—when Ford Motor's River Rouge facility was completed, it was reported to be the largest integrated factory on the planet—were tremendous expenditures that seemed to be much greater than any value Ford obtained for himself by squeezing out the Dodge brothers. Much of the astute analysis of, and in, the case portrays Ford as withholding cash from shareholders and acting charitably to labor and consumers, making the issue in the case whether Ford could as a matter of corporate law properly favor labor and consumers over shareholders. But Ford's \$5/day wage, the company's pricing strategy for its automobiles, and the River Rouge construction should be reinterpreted as an uneasy labor-owner coalition that was splitting a monopoly profit and aiming to keep that monopoly, both for Ford Motor's owners and for its employees.

Because the \$5/day wage was such a large expense, and with the River Rouge construction so costly, Ford Motor Company by the end of the decade had little left for dividends. Although the analytic literature usually sees Ford as refusing to pay dividends in order to squeeze out the

Dodges, the situation is better understood as Ford running down the company's cash, and, hence, being unable to pay dividends because he was spending (most of) it.

That analysis advances our understanding of Dodge v. Ford and its business setting: First, Ford needed labor peace to keep his monopoly. The purportedly charitable impulse was a business effort to keep assembly-line labor productive and not unionized. Second, rather than Ford blurring out an underlying charitable motivation (that today could be readily justified in court with the business judgment rule), the setting is consistent with Ford covering up his business calculation, which if stated explicitly could have undermined his business relations, particularly with labor but also with the consuming public. Third, the Michigan court oddly deferred to the Ford Motor board's business judgment in building out River Rouge but not to its judgment as to how best to finance that expansion. The court ordered Ford Motor to pay a dividend so large that, if Ford Motor continued dividends as a portion of profit for the rest of the decade at the same rate, it would have been left with insufficient cash to operate. The lower court orders—enjoining further construction of River Rouge and forcing a dividend—are more coherent than the appellate court's, because if expansion were halted (as the lower court ordered), the company's cash needs would have been less. Fourth, the reigning realpolitik explanation for Ford Motor's actions—to facilitate Ford's squeeze-out of the Dodge brothers at a price favorable to Ford—cannot fully or even largely explain the transactions that led to the litigation. More was going on.

This monopoly and labor configuration is key to understanding the business background of the iconic decision. Ford's monopoly gave him two reasons to spend in the ways that the Dodge brothers challenged. First, the monopoly profit gave him latitude to spend in a way that a competitively structured industry would have precluded—I discuss this below as increasingly part of today's corporate governance landscape. Second, to obtain and maintain that monopoly and keep the assembly line running, he had to calm the workforce to achieve sufficient labor peace. Workers had to show up and work on what many employees could have experienced as a dehumanizing assembly line, and Ford believed he had to thwart the unions from organizing the company's labor force. The labor analysis tells us what Ford believed he had to do to protect and keep his monopoly. Dodge v. Ford, the decision in today's corporate law casebooks, is the consequence.

The entire 37 pages of this paper can be read in the members section of the Pre50AAC website.
<https://corpgov.law.harvard.edu/2021/12/01/dodge-v-ford-what-happened-and-why/>

Cars for Sale



1946 FORD SEDAN COUPE



I have owned this car for 50 years. I had a body off restoration, the original work taking fifteen years before the car was road worthy. Since then there has been a steady stream of improvements including 12 volt conversion; alternator to look like original generator; electric wipers; 6.50 white wall radial tyres; stainless exhaust; telescopic shocks all round.

The car was professionally resprayed 2012

Sale includes loads of spares.

Offers in region of £17,000

**Contact Geoff Smith
on 01296 381156 or
07749 429441**

**Email:
geoffreyesmith83@
gmail.com**

WANTED

Elderly American car, for everyday use, 4 mile per day, no hills. Perfection would be grey or beige early 50's Plymouth station wagon, 3-doors. Or similar. The Government had large numbers of these inexpensive, easy to fix. Last for ever if supplied with right oils and fluids.

So, what's out there ?

**Contact Paul Jones
on 0208 348 3316 or
email
paulgejones@uclmail.net**

1941 Cadillac 62 Series coupe



346 flathead v8

3 speed manual

Beige in colour

Beautiful car inside and out

Imported from texas in 2015

Restored in the US maybe 15-20 years ago

Interior reupholstered 5 years ago

Stunning car that turns heads where ever it goes

£35,000

**Call Luke Passmore
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1930 Marquette Sports Coupe



Rumble seat, wood wheels, bit of a time warp and very rare. Ex California car mine for 15 years.

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**contact Luke Arnott
01234 750280**

1941 Buick Roadmaster sedan



Good overall condition, rebuilt engine, Ex California car mine for 15 years.

£16,000

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POSITION STATEMENT

17 November 2021
For immediate release

FBHVC position statement on the Future of Transport Regulatory Review

The FBHVC (Federation of British Historic Vehicle Clubs) has been in dialogue with the Department for Transport regarding the recently released proposals within the DfT's Future of Transport Regulatory Review. In particular, there were concerns raised by the historic vehicle community around the implied intent of the review to make it an offence to modify, remove or reduce the effectiveness of an existing vehicle system.

The preliminary view of the Legislation Committee of the Federation (FBHVC) was that the consultation proposals that the DfT have put forward should be viewed in the context of a number of expected future developments in transport and any future legislation will be applicable to "tomorrow's vehicles". The Federation noted that the consultation document uses phrases that suggest it is forward looking in terms of regulation with phrases such as:

"[a] modern framework for tomorrow's vehicles"

and

"[w]e anticipate a greater range of new and innovative road vehicle designs and associated technologies. We propose a flexible, proportionate and responsive approach to allow safe, secure and environmentally friendly vehicles to come to market. These vehicles need to be registered for use on our roads without undue delay."

The Federation noted also the reference to the Law Commission 3-year review and the fact that this new consultation "compliments" their work in relation to legal frameworks for automated vehicle deployment. All this is suggestive that the new legal provisions are directed at the next generation of vehicles rather than those of the past. Thanks to the efforts of the Federation, new vehicle design, maintenance, equipment and inspection standards do not generally apply to earlier generations of vehicles.

The principle accepted within government and reflected in the Construction and Use Regulations and Road Vehicle Lighting Regulations is that a vehicle need only conform to the regulatory standards of its time to remain on the road. Subsequent standards are not applicable to it. In addition, where contemporary regulations did not specify a design or build standard, the law has not barred modifications to for example ignition, brakes and suspension in older vehicles to improve safety, reliability and efficiency. Thus, the main aim of the Federation's response to the consultation was to ensure that the above principle was maintained and there was to be no retrospective application of any new provisions.

However, concerns were raised by a number of elements within the historic vehicle community around anti-tampering proposals in the consultation, in particular:

"We [the DfT] will create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on the road. This will enable us to address existing gaps in the legislation, ensuring cleaner and safer vehicles. We will also create new offences for tampering with non-road mobile machinery and for advertising "tampering" services or products."

Concern was expressed by some that this may outlaw modifications conducted on historic vehicles and damage the many businesses either manufacturers or installers who rely on this trade.

Federation of British Historic Vehicle Clubs Ltd, PO Box 295, Upminster, Essex, RM14 9DG

TEL: 01708 223111 E-MAIL: SECRETARY@FBHVC.CO.UK WEB: WWW.FBHVC.CO.UK

REGISTERED OFFICE: THE BARN, HOLLY BERRY HOUSE, HAMSTALL RIDWARE, RUGELEY, STAFFORDSHIRE, WS15 3SQ REGISTERED IN ENGLAND NO 3842316
VAT REG NO. 636 788683



Seville Elegante

This is the most elegant of Sevilles. A sweeping French curve of lustrous two-tone lacquer accentuates and adds dimension to the distinctive new profile. Chrome-plated Elegante script designations grace the sail panels. Chrome-plated wire wheel covers are available at no extra cost. Accent striping and stand-up wreath and crest add significant detail to the overall design. Seville Elegante is offered in three colour combinations: Sable Black with Sheffield Gray Firemist, Sheffield Gray Firemist with Norfolk Gray and Canyon Rock with Desert Sand Firemist shown.

Inside, a warm and inviting presence prevails. From the simulated teak wood-grain panel inlaid with the appearance of butterfly walnut to seating areas tailored in select leather, Seville Elegante is designed to please. Elegante features include leather trim on steering wheel, 40/40 Dual Comfort front seating for two, plush Tampico carpeting, deluxe carpeted floor mats and a leather-topped console, with provision for umbrella and cassette tape storage. Seville Elegante interiors are tailored in Light Beige Leather shown, or Slate Gray Leather.

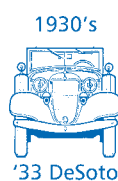


Est. 1965

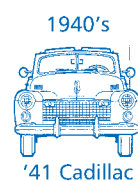
MULTICYLINDER



'20 Stutz



'33 DeSoto



'41 Cadillac



'54 Chevrolet



'60 Dodge



'75 Ford



'83 Chrysler



As a benefit of the long-standing working relationship between FBHVC and DfT, the Federation received an early invitation to respond directly to the DfT ahead of the formal Consultation.

The Federation used this opportunity to ask for confirmation that the principle of no retrospective effect would be maintained and to address the concerns over anti tampering proposals. The Federation therefore sought assurances from the DfT on the following points:

- a. The DfT would follow the existing long policy principle that the revised regulations will not have retrospective effect.
- b. They would specifically not apply tampering provisions retrospectively, but confine them exclusively to “tomorrow’s” vehicles.
- c. They would consider a specific exemption provision in the regulations allied to the definition of historic vehicles.

The Federation has received a detailed written response from the DfT, who have given assurances that they do not intend their proposals to prevent legitimate motorsport activities, prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes or to negatively impact businesses involved in these activities. These assurances are reflected in the recent issue of an updated consultation paper on the DfT website.

They also confirmed older vehicles will not be expected to comply with new type approval standards. The type of activities they want to take more effective action against include tampering activities that prevent a vehicle’s emissions system from operating correctly and as vehicles become increasingly automated, to prevent alterations to a vehicle’s integral software and sensing technologies which create safety and security risks. A badly modified “autonomous vehicle” for example, has the potential to kill its occupants and other road users.

The prompt action by the Federation as a formal stakeholder, has produced a preliminary response from the DfT that will offer reassurance to those who have expressed concerns about potentially damaging legislation.

Clearly, any subsequent draft legislative proposals will have to be examined carefully. As a formal stakeholder, the Federation will be engaged in consultations on any future proposed legislation. It will also be providing a full response to the Consultation to ensure that initial undertakings are maintained throughout the process.

For media enquiries, please contact:

- Wayne Scott at Classic Heritage PR, 07759 260899. wayne@classicheritagepr.co.uk

About the FBHVC:

The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use historic vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through the Federation Internationale des Vehicules Anciens) in Europe.

There are over 500 subscriber organisations representing a total membership of over 250,000 in addition to individual and trade supporters. All our directors operate in a voluntary capacity supported by our secretary.

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