

THE SPARK PLUG

News to spark your interest

September/October 2020

Spirit of St. Louis Region Classic Car Club of America



Some of the great Collector Car Magazines that helped to stir interest for many years.

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Director's Message

I had occasion to read Todd Tobiasz's great article on the next generation of Classic Car owners prior to the release of this issue of *Spark Plug*, and certainly this is on the minds of many. As Membership Chairman, I know that attracting new members is always on his mind. I believe the Education Foundation of the National CCCA is helping in this regard and hopefully meeting with success at attracting new and younger members. Thankfully, there are some initiatives underway within the CCCA Classification Committee to consider certain series of automobiles for Classic status; the Packard 120 is a perfect example. If approved, this could potentially lead to new members as well.

But what about that group of collectors of immediate post-war era automobiles with well-known names like Cadillac, Packard, Chrysler and others that offered significant innovations in engine, interior and body designs well into the 1950s? Can we find a home for them also within CCCA without diluting the tenets of Classic status set forth by the original founders of this great Club? I submit that we can.

At our recent Board Meeting this very question came up along with some excellent viewpoints on the matter. One suggestion was made to maintain the designation "Full Classic" for only those automobiles already ensconced in CCCA and that fall within the years 1915-1948 as set forth by the Club, while creating an appropriate designation for post-war automobiles that conceivably retains the name Classic in it, but with a caveat, such as "Neo-Classic", or "Milestone Classic". Allow these automobiles to participate in Grand Classics under one



of these classifications separate from those of "Full Classics". But let's welcome and embrace them in CCCA.

Personally, I will always have a passion for the "Full Classics", and my cars reflects this, but I would wholeheartedly support any measure to include significant post-war automobiles within a category of CCCA that retains the stated mission of the Club, while offering a sense of inclusion and appeal to a new group of collectors. How about you? What would you do to entice new collectors?

I hope there will be robust and positive debate on this topic at the National CCCA level.

John Lowell



Left: Thomas Quick tells SSR board members about a new electronic part that will add a voltage regulator to a generator without changing its outside appearance.

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Across the Editor's Desk

Six Months have passed since our lives have been significantly altered by a Chinese Virus and the directed violence pressed on our country by anarchists and rioters around the nation. It has been terrible for everyone whether directly involved or mentally and financially affected by the closing of businesses and the loss of jobs and income. Many of you are retired and may not be as seriously affected by all of this but others, like myself, have had our business situations adversely changed with no way to do anything about any of it. Sales and royalties have been reduced to nearly zero.

I hope all of you have found ways to not only survive, but work on and enjoy your Classic Cars. Tours and shows have been cancelled so not many opportunities exist to join with other club members but maybe getting some needed work done has filled some of your time. After finishing our new storage building a couple of months ago I have attempted to catch up on restoration and repair activities. As you can see below, a bit of paint work has been accomplished on our 1936 Cord after years of waiting. Fitting the newly painted hood has turned out to be difficult but once that has been done I will get paint on the fenders, doors and top lid so the rest of the assembly can be done over the cooler months. All of the completed interior trim is secure inside the house and that installation will be next. I hope you enjoy the small piece on the late Rick Hulett in Kansas who created the perfect red leather interior for this Cord. Thanks to Todd Tobiasz, Terry Wenger, John Gibson and Bob Schuman for their contributions to this issue of the Spark Plug. I hope the article in this issue on Special Interest Autos Magazine will stir some enthusiasm among member of the SSR CCCA. **Jim Schild**



Paint work has been accomplished on the fender and hood of our 1936 Cord 810 Convertible Phaeton.



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Membership Musings



There was a time when people of my age were considered the up and coming generation that was preparing to take the reins of the world our parents were passing along. I'm a grandfather now. Maybe I was preoccupied by life and didn't notice *tempus fugit*ing. I do remember that by the time I thought I was old enough to think for myself, I wanted to choose my own hobbies. I was never big on football, much to the chagrin of my father, but I loved the Cubs, to the delight of my mother. Amber and I raised two girls. They favor their mother in most things and have a patient amusement for their father. I don't think I will ever hear them ask to go for a ride in a Classic.

My son-in-law and grandson are different in that way from my daughters. Toby loves the idea of being in the driver's seat. At not quite two he really doesn't differentiate between one of the Classics and a Chevy, but it didn't take him long to figure out the easy-to-press

horn button on the LaSalle and repeatedly check it out.

We don't know where the next generation of Classic car owners and CCCA members will come from. It's pretty likely that they are out there. Some will come from our families because anyone with even a glimmer of interest will likely have that interest stoked by exposure to our cars, driving and maintaining them. But this will only be a fraction of our future membership. The others are out there. We see them at car shows or on the streets. I recently met one such person at Ted Drewes. I had taken out-of-town friends there. While we were eating concretes we watched a van drive past then back up about 100 feet in the alley and then disgorge a teenager, apparently prepared, with an SLR camera. I offered to let his dad take his picture in the driver's seat and while he sat there checking out the dashboard his hand was stroking the mohair on the seat.

We will be talking more about finding the next generation of Classic owners. In the meantime keep your eyes open for them. They may show up when you least expect it.

Todd Tobiasz



The Experts are Dwindling

By Jim Schild

I have always done as much work as possible on our Classic Cars. From building engines to body work, paint and mechanical repair and restoration, out of necessity I have managed to get it done over the past 40 years or so. There are a few tasks that I could do, but getting them done right sometimes takes a professional with experience. Interior trim and convertible tops are a couple of those tasks and we have been fortunate to find the people who were indeed the experts in those fields.

Our 1936 Cord is one of those Classics that needs some professional skills to make things correct and authentic. I was fortunate that one of my best friends for 20 years, Hunter Bingaman in Des Peres, Missouri specialized in convertible tops so when he told me that I had better get the Cord down to his shop and get the top done before he died I took his advice. Our beautiful tan top with red leather trim and black interior is finished and as good as it gets. It is stored in our house for now until we are ready to install it. It took about three weeks with my help to get it done. My friend finally did pass away at age 84 in 2011 and will be missed.

We were fortunate again when Myrna learned about Rick Hulett in Merriam, Kansas, who specialized in Cord upholstery. The interior in our Cord was nearly correct in general appearance but the old stiff brown artificial leather material was awful and torn in places. Rick Hulett was the only person who had all of the original patterns and samples of original material and knew how to create an interior that was absolutely correct and perfect in every detail. Rick even needed to know our chassis number and dates as there were changes in production. We sent Rick six hides of red leather we got from Bill Hirsch while attending the Fall AACA Hershey Meet. and exactly four years to the month later he finally sent the last of many packages of pieces for me to install. This kit, as Rick called it, included every piece of leather cut and formed to the correct patterns and was accompanied by detailed multi-page instructions on paper and CD on how to install it. Rick also passed away last year and another skilled and caring craftsman was lost to us. Ours was his last job.



An example of the quality and detail in Rick Hulett's work is this trunk kit. Unlike most other Classic Cars, the 1936 Cord had a completely finished and trimmed deck lid interior. This shows the work I have started on installing the six pieces of red leather that surround the rim of the deck lid interior. The center is left open to clear the spare wheel and tire when the lid is closed. Inside of this leather trim there will be a flat piece of special printed jute material.

Special Interest Autos, -Missing a Friend

By Jim Schild

There was a time, long, long ago, shortly after the time when dinosaurs roamed the earth and when Full Classic Cars roamed the streets and highways in numbers. This was indeed a time when true automobile enthusiasts were a passionate breed of people who grew up when the automobile and the culture and history surrounding it was a major part of everyday life. The children of this era were fortunate that Classic Cars were still found in used car lots, barns, old garages and even sitting in fields where they had been left to die at some time. In the late 1940s a large Classic Car was generally less desirable to most regular automobile owners than a similarly priced Chevrolet or Ford. Prior to the birth of the Classic Car Club of America in 1953, the Antique Automobile Club of America classified them as "Tow Cars," referring to the transport of your genuine antique car. To the real Classic Car enthusiast, these were gems of great historical value and a window to the past that one could actually restore and drive. The late author Ken W. Purdy called them "Kings of the Road."

The enthusiasm that grew from this era spawned a plethora of automobile publications that fed the interest and nourished the knowledge that kept the fire burning in the hearts and souls of those who sought it. Some general information was sometimes found in such obscure places as *Mechanics Illustrated* and *Popular Science* Magazines. Performance oriented interests were kept alive by *Hot Rod*, *Car Craft* and *Rod and Custom* magazines in the late 1940s and 1950s but by the 1960s and 1970s Antique and Classic automobiles began to find their place in the sun. *Skinned Knuckles*, *Cars & Parts*, *Hemmings Motor News* and *Old Cars Weekly* appeared on the scene along with the club publications of the Classic Car Club of America, The Antique Automobile Club of America, Horseless Carriage Club of America and others who began the sharing of information and activities we enjoy today.

A number of these publications filled the need for information and history on Classic Cars such as *Car Collector and Car Classics* but one of the most important and well produced was *Special Interest Autos*, published by *Hemmings Motor News*. Of course there were quality marque and category specific club publications, but many Classic and Antique Car enthusiasts consider this their favorite of all of the commercially produced magazines and to this day, still cherish their collections; many of them complete from issue Number One, published in late 1970.

Why was *Special Interest Autos* so different and important? The original title logo said that *Special Interest Autos* was about Collector cars from the 1920s to the 1970s (later changed to 1980s) but, in fact, the content covered much more than that. Everything from pre-WWI antiques and Classics were mixed among the pages with articles about collectible sports cars, mus-

cle cars and Special Interest automobiles of all eras. There was never a single concentration or emphasis on any of the categories and all were discussed in great detail in a constant format that allowed finding specific information wanted about any car very easy. All questions and comments were usually answered.

One of the most important components of the success of *Special Interest Autos* was the very solid and dependable format. In each issue the reader would generally find the same type of columns, illustrations and article headings that would lead them easily to what they wanted to know. Of course the cover would always note the articles and features of interest.

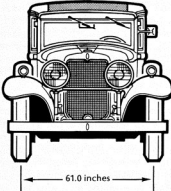
One of the first of these popular columns and articles as one opened the magazine was *Overdrive*, an editorial piece, usually by the editor. The Founding Editor of *Special Interest Autos*, Michael Lamm, was well known to enthusiasts and historians and always had something important to talk about. Mike even submitted pieces for *Overdrive* after David Brownell took over as editor in the 1980s. Articles could be thoughts on shows, museums, restoration levels, obituaries of important automotive people and more.

Next, was always the reader letters section titled "**Recaps.**" SIA readers were always free and encouraged to send in their opinions and feelings about what was in each issue and their words always helped to guide the future content. It was not unusual to see familiar CCCA names plus the names of some of our local SSR members in the recaps section.

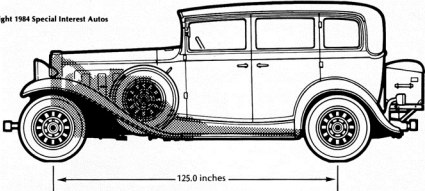
The most important articles were the features called either **Drive Reports** about a single car or **Comparison Reports** which compared two similar automobiles in a single article. Drive Reports were known to feature such important Classic Cars as the 1935 SSJ Duesenberg, 1932 Buick Model 65, 1932 Cadillac V-8 to a 1929 Auburn 8-120 Cabin Speedster and 1929 Duesenberg J-101 LeBaron Phaeton. These were not cars you would find in most other automobile magazines of the time.

Illustrations by Russell von Sauer, The Graphic Automobile Studio

specifications



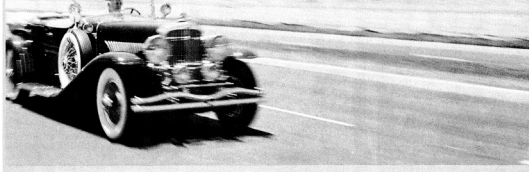
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1932 Peerless Master 8

<p>Price Standard equipment \$2300 with standard equipment Vibration damper; shatterproof glass throughout; vanity and smoking set; clock; spare tire</p> <p>Options on development car 6 wheels; sidemounts with fender wells; trunk</p>	<p>CLUTCH Type Rockford, single disc Diameter 10.75 inches Actuation Mechanical, foot pedal</p>	<p>CHASSIS & BODY Frame Straight ladder-type Body maker Hayes, steel over hardwood construction Body style 4-door sedan</p>
<p>ENGINE Type Continental 13K, L-head straight eight Bore & Stroke 3.375 inches x 4.5 inches Displacement 322 cubic inches Max bhp @ rpm 115 @ 3200 Taxable hp 36.4 Max torque @ rpm n/a Compression ratio 5.0:1 Induction system Schebler updraft carburetor; AC mechanical fuel pump Lubrication system Full pressure to all bearings and timing drive</p>	<p>TRANSMISSION Type Warner Gear T-74-1, 3-speed with tree-wheeling Ratio n/a</p>	<p>SUSPENSION Front 42-inch semi-elliptical, longitudinal leaf springs Rear 60-inch semi-elliptical, longitudinal leaf springs Tires 6.00 x 19 Wheels Wood, artillery type; split rims</p>
<p>DIFFERENTIAL Type Spiral bevel Ratio 4.45:1 Drive axles Semi-floating</p>	<p>STEERING Type Ross cam-and-lever Turns lock to lock 4 Ratio 16:1 Turn circle 44 feet</p>	<p>WEIGHTS AND MEASURES Wheelbase 125 inches Overall length 192 inches Overall height 72 inches Overall width 73 inches Front tread 61 inches Rear tread 61 inches Ground clearance 8.5 inches Shipping weight 4293 pounds</p>
<p>Number main bearings 5 Electrical system Autolite, 6-volt Cooling system Pump, thermostatically controlled shutters</p>	<p>BRAKES Type 4-wheel internal, mechanical Drum diameter 13 inches Total braking area 264 square inches</p>	<p>CAPACITIES Crankcase 10 quarts Cooling system 23.5 quarts Fuel tank 24 gallons</p>

Driving Impressions



I wasn't the first time we'd had the opportunity of driving a Duesenberg, but to slip behind the wheel of one of these fabulous automobiles is guaranteed to stimulate the flow of adrenaline every time. And in this instance there was a special excitement in knowing that we were sitting where Fred Duesenberg himself used to sit, behind the wheel of the very first of his great 4-cylinder cars.

There's a tiny silver emblem attached to either side of the body of a J-101 bearing the initials FSD. Frederick Samuel Duesenberg. Perhaps this lends credibility to the report that this used to be Fred Duesenberg's personal car, although it is known that for some time it was used as a company demonstrator.

According to Duesenberg authority Randy Erb, J-101 wasn't sold until at least 1932, possibly as late as 1934, at which time it was delivered to a Chicago man named H.F. Klock. Since then it has changed hands at least 14 times. On one occasion, in 1941, the car was reportedly sold (are you ready for that?) for \$8500.

After remaining in the Chicago area for some 30 years, the Duesenberg moved around — to Wisconsin, to Pennsylvania, to Ohio, to New York, and finally, in 1983, in the fine collection of General William Lyon, in Southern California.

One owner, many years ago, installed a Ford truck transmission in J-101. Happily, that situation has long since been corrected and apart from a few factory modifications and a change of color, the car has been returned to its original condition.

Having remained for so long in the company's ownership, however, J-101 was updated to incorporate certain features normally found in later Duesenbergs. As displayed at the Chicago show in December 1928, for instance, it was fitted with a four-speed Brown-Lipe transmission. The specifications called for a three-speed box from Warner Gear featuring a marvelously silent, high-speed second gear. But the Warner unit wasn't ready yet, so the Brown-Lipe was substituted in the first few cars. Today, however, J-101 uses the transmission for which it was designed.

And the brakes. The adjustable vacuum assist, enabling the driver to match the

Duesenberg's braking power to the conditions of the moment, wasn't installed on the earliest J-series cars. But you can bet that the factory fitted it to this one, as soon as the mechanism became available.

There's no adjustment for the seat, and leg room is no more than barely adequate for the tall driver. Nor is there sufficient room between seat and doorpost for a pair of feet to rest readily aside through. But of course there are petty annoyances, typical of most 1929 model cars.

The engine fires up readily, and the car seems almost eager to get under way. The exhaust is relatively noisy, emitting an impressive, powerful sound that is almost midotic. The mixture was evidently a little rich the day we drove J-101, so its performance — though still impressive — wasn't quite up to what it might have been.

The clutch is smooth and comparatively light, but to shift the transmission into either low or reverse without clashing appears to be virtually impossible. Under way, however, gear changes are much easier. We found that the upshift to second doesn't even require double-clutching, provided the shift is timed just right. We did find it advisable to double-clutch the shift to high, however. Throws are long and there is no synchromesh.

The steering is heavy, which is to be expected of a car that weighs the better part of three tons. Fred Roe, who knows these cars as well as anyone, tells us that "when they're set up right, they handle like a toy. Very few of them are set up around the front end. The steering, the axle geometry — they're usually not right."

But we're sure that even Fred would admit that parking a Duesenberg can be a bit of a chore. In addition to the weight, there's the sheer length of the car to deal with. J-101 was built on the short chassis, "short" in this instance meaning 142½ inches. That's 38 inches longer than the wheelbase of our daily driver; and that takes getting used to. Overall, the Duesenberg measures 21½ inches, and we found the turning circle to be a few inches beyond 50 feet.

Acceleration is impressive. The sensation of rapidly picking up speed in this huge, heavy automobile is not easy to de-

scribe, but assuredly it is impossible to forget. The car corners with very little sway, and the ride is very comfortable. Thanks presumably to the long wheelbase, there is no sensation of chopiness.

And the brakes are superb, especially for a 60-year-old car. With all that speed on tap — and remember, this machine is capable of topping the century mark with no strain whatever — it's comforting to know that the binders are fully capable of bringing this big car very quickly to a halt. We set the adjustable power assist at mid-point on the control dial, but it seems to see what an advantage it would be, to be able to match the braking action to conditions of weather and road.

Regular readers of this publication will recall that in SIA #106 we reported our comparison of General Lyon's Marmon Sixteen and his 1930 Cadillac V-16. You may remember that part of our road test involved a drive up the general's long, steep, winding driveway, starting at the bottom at ten miles an hour and taking only high gear. The Cadillac made the climb easily and smoothly without downshifting, slowly picking up speed during the ascent. And the Marmon. In the same test, gained speed so rapidly that we were compelled to ease off on the throttle before reaching the crest of the hill.

Well, naturally we had to try the same thing with the Duesenberg, and you may be surprised at the result. This car, with 268 advertised horsepower compared to the Cadillac's 168 and the Marmon's 200, won't climb that hill in high. Not from a ten-mile-an-hour start, it won't. Starting at 15 mph it does the job with ease, but from the lower speed it's no go. The Duesenberg engine is long on horsepower, obviously, but it needs to turn over a fair clip. Low-speed torque, an outstanding characteristic of the two 16-cylinder cars, is not the Duesenberg's forte.

Somehow, we weren't surprised. J-101 and all the Duesenbergs that followed were built for high-speed highway travel, not for low-speed lugger.

And that's as it should have been. After all, Duesenbergs generally traveled in pretty fast company.

SIA comparisonReport

Pulling Together



Ruxton Vs. Cord L-29

by Michael Lamm
photos by Roy Query

HARRY Miller popularized front-wheel drive by winning races. And although front drive wasn't built into race cars, it's Miller who has been enshrined as the champion of that configuration. He and his cars have entered the halls of legend, and if they're fondly remembered today — and they are — Miller's feat cars absolutely set the automotive world ablaze in the late 1920s and early thirties.

The first Ford Miller race car — built for Jimmy Murphy, who was killed before he could drive it — took second in the 1926 Indianapolis 500. That in itself was remarkable enough, but what really bowled everyone over was the extreme lowness of Miller's feat cars. They

looked so great. Minus the conventional driveshaft, silhouettes could stand a foot lower than rival machines, and the driver also sat nine inches lower. That brought down the Miller's center of gravity, and it reduced frontal area for better aerodynamics at speed.

Front-drive Millers won Indy outright in 1930, 1932, and 1934, with a Cord L-29 pacing the race in 1930. But the majority of races dominated by what Millers were the smaller events at county fairs, on dirt ovals, and on that

era's board tracks. Those more local races gave patrons a chance not only to see Millers in action but to inspect them close up, to compare Miller's handiwork with that of other race-car builders, and even to talk to the great man personally about his ideas. People were impressed, and not just the rail birds but auto engineers and company executives as well.

Given Miller's successes, the concept of front-wheel drive quickly became vogueish, the argument being that, after all, horses don't push wagons, do they? And fwd effectively claws its way around corners whereas rear-drive cars have to shove all that up-front weight, which leads to side-slip, loss of rear traction, and oversteer.

Comparison Reports included comparing a 1947 Cadillac and a 1947 Packard Super Clipper, a 1930 Cadillac V-16 with a 1932 Marmon V-16 and much more. All of the articles included test drives, technical specifications and history of each car along with lots of great photos. These articles were usually produced by such well-known talented writers and photographers as Arch Brown, Vince Manocchi, Bud Juneau, Josiah Work, Michael Lamm and Roy Query. Each of these articles was an education and looked forward to each month by anxious SIA readers. Both the Comparison Reports and Drive Reports always included a full page line drawing by Russell von Sauers including a detailed list of technical specifications and dimensions. The August 1987 issue even had a fabulous eleven page article about the 1970 Plymouth Superbird (NC) by noted Classic Car historian and author Beverly Rae Kimes. It was beautifully done, as was everything by Bev.

Another much anticipated full page article was **Blueprints** by Bob Hovorka. This article, always about a single car, included a beautiful artistic pen and ink illustration and text about whatever the car was with history and biographical information. One example in the August 1987 issue was on Frank Lockhart's Stutz Black Hawk Land Speed Record car.

SIA almost always included Kit Foster's **Lost and Found** pages. This featured pictures and information about everything from Stutz, Triumph (NC), Superior Cadillac Ambulance (NC), to Hillman (NC) and Willys (NC) submitted by readers of various cars of interest found around the country. A regular contributor was our local member the late Fred Summers, who always found and photographed many interesting vehicles along his world travels. He enjoyed sending them to the magazine which paid

\$20 for each submission. At one time, Kit Foster even included a photo of Fred's rare Pinto Wagon (NC) which he brought to a Society of Automotive Historians Board Meeting which I hosted in St. Louis.

The remainder of SIA had lots of appropriate ads for old car products and services such as Kanter Products, Steele, J.C. Taylor Insurance, Coker Tire and more. The last page usually featured something called "**Oldies but Goodies**" with old articles and pictures from the past. There were also frequent two page articles about interesting Classic Car collectors such as our own Wayne McKinley.

SIA changed in appearance as time went by. The earliest issues had a large outlines title across the top of the cover with the issue number above it to the left in small letters. Around Issue #80 in April 1984 the title design changed to red letters across the left top of the cover with "Autos" in larger type. The title design changed again later in 1988 to the more familiar oval shape with a white "Autos" on a red background in its center. Sometime around 1999 Richard Lentinello, with the title Editor-in-Chief, replaced David Brownell as editor of SIA and a number of changes were made. The oval title logo on the cover was changed to "**Collector Cars of Distinction**" in place of **1920-1980 Collector Cars**. An increasing number of articles were about foreign compact and sports cars. Writers and contributors such as Kit Foster, Dave Brownell, Ken Gross, Arch Brown, Tim Howley and Michael Lamm still made significant contributions to the publication.

A new and the last design for the cover of SIA came with the February 2010 issue #175. This design featured large red SIA block italic letters with the words "Special Interest Autos" below

It. Later at issue #201 the small line below the title was changed to “Cars that Matter.” It was in this issue that Editor in Chief Richard Lentinello wrote his **Style and Speed** column about how the magazine had to “change the content and design” to attract younger readers and “increase our presence on the newsstand.” This was SIA’s first “theme” issue that would feature more muscle and performance machines. That message was merely a warning of what was to come.

In Issue #201, June 2004, Editor Lentinello announced that this would be the last issue of **Special Interest Autos**. The Publication was to be replaced by a new full-color publication titled “**Hemmings Classic Car – The Definitive All-American Collector Car Magazine.**” The new magazine would have a “... clean, contemporary-looking design that’s tastefully bold, a design that will set it apart from all other look-alike car magazines crowding the newsstands.” This was indeed a disappointment for many readers, including myself. We like the old magazine and the clear, easy to read information style and deeply interesting content. Many of us never subscribed to the new publication or bought it on the newsstand unless there was the rare article that might have struck our interest. We did not like using the term “Classic Car” for the title of a publication that featured cars other than Classics. That was clearly misleading, especially to those new to the term and the CCCA organization. I for one, miss **Special Interest Autos** in its original form and found no need to change to impress the youth who generally have little interest unless guided by their elders who appreciate our cars.

If you don’t already have a collection of Special Interest Autos Magazine in your Automobile library I strongly suggest that you take the time to look on the Internet and find some copies. Your knowledge and interest will indeed be generously rewarded.

MAGAZINES

By Terry Wenger

As a ten- year- old car nut in the early fifties, it was hard to get my automotive “fix”. I wouldn’t be able to buy my first car for another 4 years and there weren’t too many good scale models on the market yet. I then discovered the magazine, Motor Trend, which was then in its fourth year of publication.

Not only did it feature current models, but also cars known as customs and a new to me category called Classics. The man writing about these Classics was Robert Gottlieb. He wrote about Packard, Duesenbergs, Lincolns, Cadillacs etc. and an assortment of large luxury cars available in the late twenties through the early forties. Many of these had custom bodies, built by firms that specialized in this type of work, in place of the factory-built ones. Gottlieb called them Classics; all the other cars that were not considered in the same in the same class were called Special Interest cars.

Around the same time the Classic Car Club and other single

make clubs were being organized. However, a kid in the Midwest would not be aware of these activities. So, Motor Trend magazine was where I got my classic car satisfaction. One article was about a college student who bought a Packard Super Eight Victoria convertible and was restoring it piece by piece while a student. That sure got my attention.

That shows the influence that magazines could have. Several other magazines appeared that covered the subject of not only the classics but old cars in general. Many included ads for cars and parts for sale. Hemmings Motor news started out in 1954 with mostly ads for Fords. Several of the magazines were Cars and Parts, Car Life and others that featured Classic cars at least occasionally.

In 1970, a fellow from Texas, Mike Lamm, who had written many automotive articles in the other magazines, approached the publisher of Hemmings Motor News about starting a new magazine featuring those Special Interest cars so named by Bob Gottlieb, some years earlier. The idea was accepted and Special Interest Autos magazine was born.

It was the type of magazine that you can’t wait until the next issue comes. It lasted for 34 years until its owners, Hemmings Motor News, decided I suppose, that it wasn’t colorful and newsworthy enough and replaced it with Hemmings Classic Car magazine, a magazine that in spite of its title, is not all about Classic cars as recognized buy our club.

Bob Schuman Comments on Special Interest Autos

Jim,

I'm happy that you are doing an article on Special Interest Autos Magazine, which many younger collectors never have heard of. I subscribed for many years, and bought the back issues prior to my subscription, so I have all from late 1970 through the last in 2004. With the COVID-19 situation creating lots of time on my hands, I recently started re-reading SIA beginning with issue #1, and had forgotten how wonderful it was. Many articles were researched by Editor Mike Lamm's interviews or discussions with persons directly involved with creating various cars of the twenties through the fifties, not having to depend on second or third hand information sources. Sadly, most of those persons are no longer with us to help any modern writer who would even bother to try to do such research. The Drive Reports always included much history about each featured car in addition to driving impressions, much more informative than anything in print now. There were Drive Reports on such rare cars as a 1933 Reo with the Self-Shifter, a 1938 Buick with the GM Safety Transmission, predecessor of the Hydra-Matic, the 1938 Phantom Corsair, 1934 Pontiac with fully restored Dubonnet front suspension, covering how and why such cars came to be, and many more I have not yet gotten to re-read.

There were errors in some SIA articles and photo captions, and he was called out on them by those who *knew*, such as Ray Dietrich, Strother MacMinn, Bob Koto, and many others whose memories were reliable. Mike readily acknowledged such errors and corrections, quite different from successor Lentinello's acknowledging only complimentary responses to his HCC magazine. I do read that, and enjoy it, and can almost always find errors due to poor or no research of the subject. I am forwarding a letter I recently sent to Richard being very complimentary of his magazine, and thanking him for information that has finally explained to me why the 55 Chevy was such a fast car. He probably won't even pick up on the veiled sarcasm, and I'm sure there will be no response to my letter.

I can't think of anything else to add now, so if there is anything more you need that I can help with, please let me know. I used to save Cars and Parts, but those all went in the trash a few years ago. I have saved all SIA, Collectible Auto, CLC Self Starter, and CCCA "The Classic Car" magazines from my subscriptions and those take a lot of storage space, without saving the various others.

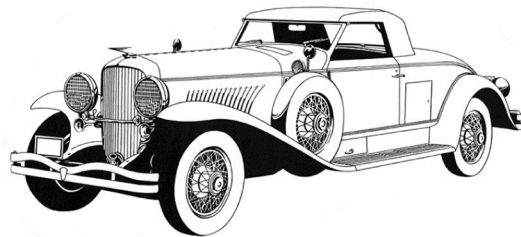
Bob

Richard,

My copy of HCC #192 arrived yesterday, and as usual, it is full of excellent articles, features, and information. Of special interest to me is the feature on the 1955 Chevrolet Bel Air, as I remember those cars very well from when they were brand new. The Sport Coupe with the 180 HP V-8 was so much faster than any V8 Ford or the new V8 Plymouth I had experienced it was unbelievable. Now, reading the HCC article, I finally know why. The Chevrolet, weighing only 2,166 pounds, was about 1000 pounds lighter than the competing Fords and Plymouths.

Thanks, and keep your great magazine coming every month.

Best regards, Bob Schuman



**Hunter Classics
St. Louis, Missouri
Position available**

The position will soon be available as a Classic Car Mechanic of the Hunter Classics Collection. It is a hands-on position actively involved in maintenance and partial restorations of the cars in the collection. Vehicles in the collection include pre-war American classics, Rolls-Royce and Bentley both pre and post war, plus miscellaneous other vehicles.

For a full job description, please contact:
Matt Karr, Director of Human Resources,
Hunter Engineering Company, 11250 Hunter Dr.,
St. Louis, MO 63044, mkarr@hunter.com

HUNTER CLASSICS

For Sale, 3 Senior vehicles trunks. All have been stored in a warehouse environment for the past thirty years. All are in good condition, leather covering does not have any damage and the bottoms are in good shape. All will clean up nicely with a little TLC. Price for the one with luggage is \$500 and the other two are priced at \$100 each. Please call John Gibson (618-975-3722) for further information.

Dimensions for trunk 1, H 19", L 34", D 20"

Dimensions for trunk 2, H 19", L 34", D 20"

Dimensions for trunk 3, H 19", L 34", D 16"



Trunk 1-C



Trunk 2-A



Trunk 1-A



Trunk 1-B



Trunk 2-B

Trunk 3-A



Trunk 3-C



Trunk 3-B

Ultra Car Show—Sunset Hills Country Club Edwardsville, Illinois October 17 12:00 to 4:00 p.m.

This annual event is dedicated to the Memory of Randy Gori, an avid car collector, and pillar of the STL community, along with his family. Charitable benefactors are Folds Of Honor & Race for the Cure for Cancer

1. Display a car or multiple cars on the grass at the Sunset Hills Country Club in Edwardsville, IL. Anyone wishing to do this should register their entry on the event's website including make, model, year and their club affiliation. I would like car show entries to use a 10 day prior (October 7) cut off but I can be flexible. We have a huge amount of show field space. No cost to participate. www.sshcckickson66.com
2. Participate in the cruise through Edwardsville using portion of the old Route 66. There will be a lot of places along the route as "home bases" for various car groups and also "pit stops" that are not affiliated to any car group. No cost to participate.
3. Attend the car show at the country club as a general public attendee. There will be a fee; not decided yet.

The show and cruise run noon - 4:00 pm. Show field set up will be open from 10:00 am to noon. Tent and commercial display set-up will start at 9:00 am (Figuring they need to be in place before the related car group cars are positioned in front of them.)

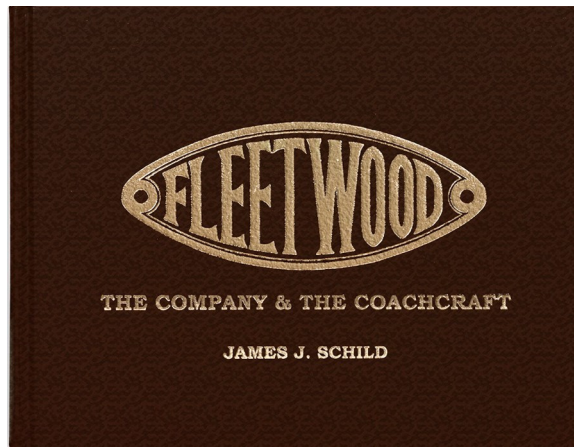
If the CCCA wants to have a tent adjacent to its display area or at one of the "home bases" along the cruise route. We also welcome dealers and sponsors to have tents of their own at either location. I need to know if anyone opts for this so they can have the correct space allocated.

The event's Facebook is: www.facebook.com/events/324915741965082/326289238494399

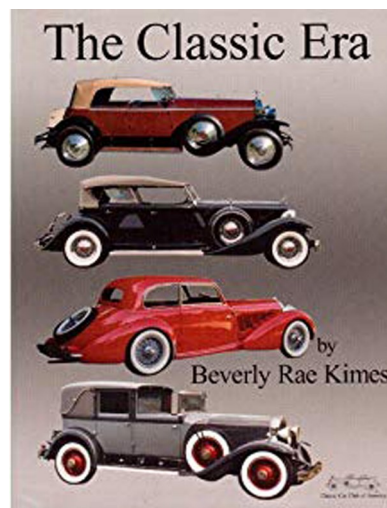
If anyone has questions they should get in touch with me.

Jeff Kennedy 618.520.3901 Edwardsville

THE CLASSIC BOOKSHELF



The SSR Region proudly announces a re-issue of the book *Fleetwood, The Company and The Coachcraft*, by Region member James J. Schild. Long out of print, and a must for all Classic Car enthusiasts, the book is printed on high quality paper, and is the authoritative work on Fleetwood coachwork supplied to the finest American and European car manufacturers. Awarded the prestigious **Maurice Hendry Award** for excellence in journalistic contributions by the Cadillac & La Salle Club in 2012, and the **Thomas McKean Memorial Cup** by the Antique Automobile Club of America in 2013. Brown leatherette cover with gold foil stamping, 464 pages, 1100 b/w illustrations. \$99.50 postpaid. International buyers, please contact us for a shipping quote. Order your copy today from the SSR Region via email at ssr.ccca@yahoo.com, or via our webstore at www.spiritccca.com.



The SSR has a limited supply of the award winning book, *The Classic Era*, by the late Beverly Rae Kimes, available for sale. Hardcover, 8-1/2 x 11, 720 Pages. The top and bottom cover Classics are owned by SSR members. These books are brand new and a must for the Classic Car enthusiast. \$50.00. To reserve a copy, contact Bob Radel at 314-991-3590.

FOR SALE



SPI Bare Chassis S358LR
Plus lots of PI parts.
To be sold as a group only.

For more information and photos
Contact: mtreis@hunter.com



The August SSR Board Meeting held at Bob Radel's Home in Richmond Heights. Above Right: Thomas Quick's son Caden tells the board members about his new Model T Ford Speedster project. This is one way to get young people interested in old cars and Classic Cars.

Jim Schild
5 Rowan Oak Lane
Columbia, IL 62236



Car Storage Space Available

SSR member Robert Pass has five spaces available in his private, climate controlled and sprinklered building near the intersection of I-170/Page at 8436 St. John Industrial Drive, Saint Louis, Missouri 63114. The cost is ~~\$200.00~~ **\$150.00**/month per car and \$100.00/month per trailer. If you are in need of car storage, please contact Robert at:

cell: 314-330-0877

website: Robertpass.com

email: Robert@robertpass.com

CALENDAR OF EVENTS

September 2020

All shows cancelled

October 2020

Charity Route 66 Ultra Car Show, Edwardsville, IL

17 October 2020

>> Spark Plug Submission Deadline

20 October 2020

November 2020

All events cancelled