

The story of Bud Silvers TC 1576



TC-1576 built October 15th, 1946. Little is known about this car until early in 1952 when it was purchased by Neil and Brigid Mattinson in England. Neil and Brigid when on their honeymoon in TC-1576 to the Scottish Highlands.

Neil and Brigid sold the car in 1957. Papers that came with the car when I bought it show that in 1972 it was sold by someone in Texas to a couple who lived in Colorado Springs. I understand that it was a gift and was in need of restoration. The car arrived in Colorado Springs in one piece but was disassembled by the new owner. As often happens it did not get done! The car was not put back on the road again until 2013. During those years she passed through 5 different owners in Colorado Springs and Denver.



I bought TC-1576 from a friend, Dave Dougan in Evergreen, Colorado. This picture was taken in front of Dave's house just before we took her to her new home. It was a great day! In this picture, I am on the left and Dave is on the right.



In early March of 2009 work began on the car. I completely disassembled her and had the frame sand-blasted, so it really was a "bare" frame. From this point I personally restored each piece before putting it back together.



Just a few months later in March of 2010 I drove the chassis of TC-1576 in the St. Patrick's Day parade in Colorado Springs, shown in the photo to the left.

Shortly after this drive life got in the way and I was unable to complete the restoration until early March of 2013. I did all the mechanical work and the paint. Her debut was again the St. Patrick's Day Parade in Colorado Springs, shown in the photo to the right.



Later during the summer of 2013 Dave Dougan (who is the friend I bought TC-1576 from) drove our MG's to the top of Pikes Peak, then to the top of Mt. Evans in the same day.

This last picture is the most recent I have, taken in my workshop/garage/office last month. Since March of 2013 I have driven her a bit over 3,000 miles.





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CAN'T MISS VIDEOS OF THE MONTH

Ford builds the "Liberator"

PRIOR to Pearl Harbor, Ford was building B-24 bombers at a rate of one every 55 minutes! This video tells the history of this effort.

<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>

Dingman collection

Old neon signs and old Fords. Does it get any better?
It never ceases to amaze me what money can do.

<https://www.youtube.com/embed/6IYISQ6DVwk>

Jay Leno's Garage: The Decoliner

Motorhome with a flying bridge. Amazing. My friend Brad and I saw this vehicle at Barrett-Jackson a few years ago. We couldn't stop looking at it.

<http://www.jaylenosgarage.com/cars/custom-built/decoliner/index.shtml?PHPSESSID=f5c94e6450da0b6ccd38f83946770140#item=204583>

AUTOMOBILE QUOTES

"I spent a lot of money on booze, women and fast cars. The rest I just squandered." — English football star George Best, whose lifestyle in the 1960s and 1970s was compared to that of Keith Moon of The Who.

"Second place is just the first-place loser." — Dale Earnhardt. No explanation needed here.

"Aerodynamics are for people who can't build engines." — Enzo Ferrari's response to the dawn of the aerodynamics era in racing that was ushered in by companies like Jaguar and Porsche.

"The quality is remembered long after the price is forgotten." — Sir Henry Royce on the value proposition of the Rolls-Royce automobile.

"It doesn't cost any more to make something pretty." — Jaguar Cars founder Sir William Lyons on the design philosophy of his firm.

"I make my cars to go, not to stop." — Ettore Bugatti, in response to a customer's complaint about the antiquated cable-operated brakes on the Bugatti Type 35 sports car.

A car that will live in infamy



Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his Day of Infamy speech to Congress on Tuesday and, although the trip from the White House to Capitol Hill was short, agents were not sure how to transport him safely. At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931. They cleaned it, made sure it was running fine and had it ready for the President the day after. Al Capone's 1928 Cadillac 341a Town Sedan was now the President's Limo on December 8th 1941.

Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.

To top it off, the gangsters 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bullet-proof windows. Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th to make sure that it would run properly the next day for the Commander in Chief.

An advertisement for 'Colorado The Man Cave' detailing shop. The top half features a large, stylized car silhouette with 'COLORADO' written across its front and 'THE MAN CAVE' in large red letters below it. The background is a night cityscape of Denver. Below the text, five cars are displayed: a green classic convertible, a red classic sedan, a red sports car, a blue classic muscle car, and a black modern convertible. At the bottom, the text 'Voted Best Detail Shop in Denver' is written in a large, white, serif font. Below this, the contact information for two locations is provided.

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Car of the Month

1962 Buick Estate Wagon owned by Wayne Maddox



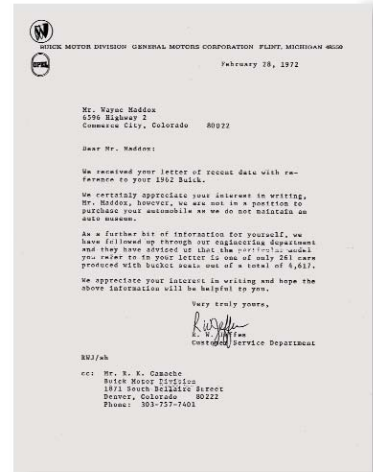
Over the decades, mankind has fantasized about “going back in time” via some kind of time machine. In June of 2011, I was able to do just that – not by way of some exotic time machine, but via the 1962 Buick Estate Wagon that was my first car. My 40th East High School class reunion was held in 2011 and I attended the picnic on the school grounds with the very same car I drove there to class 40 years ago. I drove down the Esplanade and found a place to park right in front of the school. I shut the motor off and a flood of memories came back!

One of my Dad’s employees was a pseudo-car nut and he had bought the Buick because he thought it was cool. He had never seen a wagon with bucket seats and neither had I. After driving it for a year and a half, the transmission went out and rather than fix it, he just bought another car. I asked him what he was going to do with it and he replied, “I’ll sell it for what ever I can get for it.” I had \$200 in my checking account and offered it up for the car and he took it. I was elated, my first car!!

As it turned out, he knew a guy that had just wrecked a ‘62 Electra that was equipped with a newly rebuilt transmission. I made contact with the guy and was able to buy the transmission for \$75. A small shop in Commerce City agreed to swap it out for \$50, and a week later, much to my parents’ dismay, I was on the road!

I had an after-school job working at Sears at Cherry Creek that covered the cost of insurance, gas and a new 8-track stereo! The husband of one of the secretaries there saw me pull up in the wagon one day and commented how nice it was and he too, thought it unusual that it had bucket seats. He suggested that I write a letter to Buick headquarters and see if they might be interested in purchasing the car, as he thought they had a museum. I wrote the letter and two weeks later got a disappointing response from Buick saying that they did not have a museum and were not interested in purchasing the car. However, they did verify that only 261 ‘62 Buick Estate Wagons were equipped from the factory with bucket seats.

The car served me well for several years until I got the itch for a convertible. The wagon ended up sitting for 30 years in sad neglect until I mentioned to my assistant that it would be fun to drive it to my upcoming class reunion. The paint had faded quite a bit and the interior was pretty shabby but I felt that same joy that I had 40 years earlier cruising the Esplanade and parking in front of East High.



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Budd XR-400: The AMC Mustang that wasn't

By Graham Kozak



We've been tantalized by the Mustang concepts that Ford didn't bother ordering up the tooling for, but there's one "might've-been" that FoMoCo had nothing to do with. And of all the what-ifs and might-have-beens, it's probably the most interesting to ponder.

Called the Budd XR-400, it was examined and rejected by pre-ponycar Blue Oval brass and AMC higher-ups before it wound up collecting dust in a museum.

But the XR-400 wasn't the work of an automaker design studio, nor was it the creation of a backyard customizer: it was the product of the highly respected Budd Company (which, incidentally, still operates today as part of ThyssenKrupp AG). Budd had, by the early 1960s, built a long and fruitful relationship with the automotive industry; it supplied steel bodies for everything from the 1916 Dodge to the first-gen Ford Thunderbird, and also worked with Citroën and Nash to develop the unibody Traction-Avant and 600 models.

The XR-400 actually stemmed from Budd's work with the Thunderbird line. Though popular, the so-called Baby Bird was a true two-seater, a configuration that limited its mass-market saleability. Ford wanted something more practical, something with 2+2 seating. Budd responded with the XT-Bird — a modified Ford Falcon chassis clothed in tweaked Thunderbird panels and inspired by a concept from the mind of none other than Lee Iacocca. Budd said it could be readied for production quickly and built economically, but Ford declined to build the car.

Budd was undeterred, transferring the concept of a compact sports car to a 1962 AMC Rambler Ambassador

chassis to create the XR-400. The supplier showed the car to AMC execs and made a pitch similar to the one presented to Ford. The XR-400 could be quickly, economically and relatively easily be put into full production using many parts already in the AMC bin; the resulting car could be sold to the public for around \$4,100 starting in late 1963 (a few months before the Mustang would make its debut).

Further, Budd noted the success of the more expensive Chevrolet Corvette, comparing the lower-priced XR-400 to the Chevrolet Corvair and the Ford Falcon Futura while correctly predicting that more cars in this developing market segment were on the way.

Budd's market analysis was spot-on; the company's pitch, compelling. But AMC didn't bite. The automaker was determined to focus on larger, more "practical" vehicles, and, it was cash-strapped and apparently unwilling/unable to take a risk on something new and unproven anyway.

Look past the XR-400's quad headlamps and somewhat fussy notched beltline, though, and the long-hood-short-deck proportions of both cars are incredibly similar to the Mustang. That a Budd designer, toiling away at his drafting table, (presumably) completely isolated from the stylists at Ford, could preview the Mustang so accurately with the XR-400 is eerie.

The sole Budd XR-400 prototype was a convertible, while the 1965 Mustang was offered in convertible, notch-back and (slightly later) the sleek fastback. Given AMC's wholehearted embrace of that last body style — chased to absurd extremes on the Marlin — a fastback production XR-400 doesn't seem inconceivable.

(Continued on next page)



Budd XR-400: The AMC Mustang that wasn't

(Continued from previous page)



The story of the Budd XR-400 is head-scratchingly improbable in that it seems to have been, by almost any measure, the right car at precisely the right time. Ford clearly saw the value in the concept, and the Mustang's ongoing success speaks for itself.

There's no telling how AMC would have fared if it had taken a chance on Budd's prototype and beat Ford to the ponycar punch. It might not have been enough to prevent

the company's eventual absorption by Chrysler, but the scenario does prompt speculation...

There is one last twist in the XR-400 saga. If you want to take a closer look at the car, no problem. You'll have to head deep into FoMoCo territory to do so, though, as it's on display at the Henry Ford museum in Dearborn, Michigan. Yes, Ford finally picked the car up from Budd — in 1997.

Special thanks to the Henry Ford museum for providing images of the Budd XR-400.



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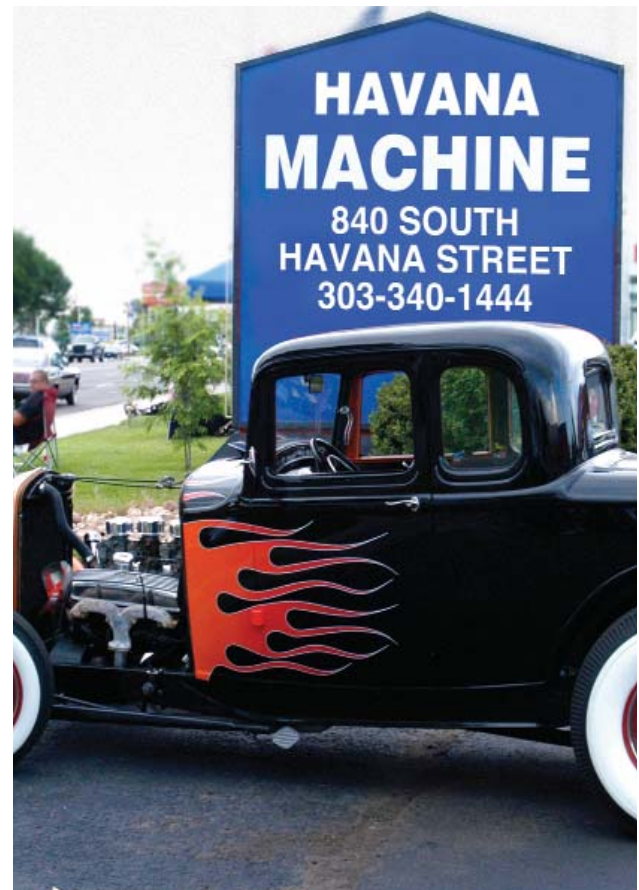


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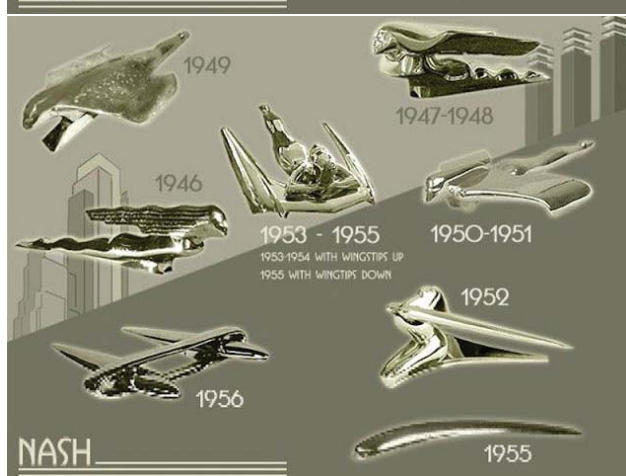
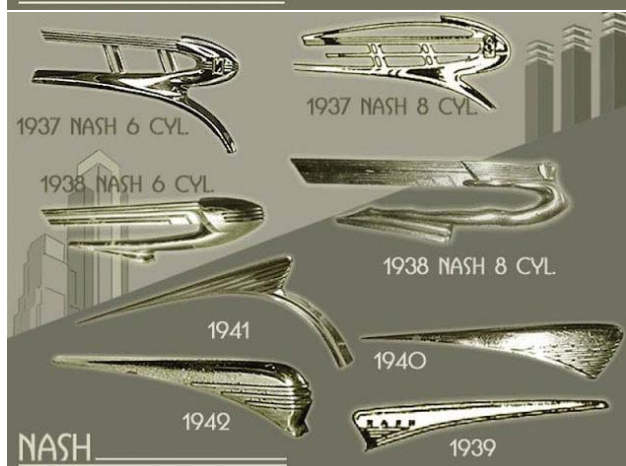
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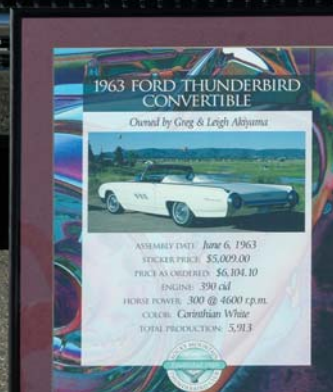
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This is a monthly publication dedicated to the enjoyment of the collector car hobby in Colorado.

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ED: I am looking for other Cars of the Month. These cars do not have to be concours award winners, just cars that have owners who are proud to own them. (Don't we all feel that way?) To nominate a car and owner, please contact me at gakiyama@earthlink.net. Thanks.

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