

## **Ken Okuyama Kode57 Priced from \$2.5 Million, Limited to 5 Cars**



The Kode57 coachbuilt supercar from Japanese designer Ken Okuyama was one of the stars of the recent Monterey Car Week, and if your pockets are deep enough you can park one on your driveway.

Okuyama, who during a stint at Pininfarina led the design of cars such as the Ferrari Enzo and 599, has announced a production run though sadly just five examples will be built, including the version shown here. The starting price is set at \$2.5 million.

Okuyama is targeting fans in the United States with the Kode57, whose name was inspired by the iconic year 1957 when many famous sports cars were born. It's a much more ambitious project compared to his previous efforts, lessons from which aided the development of the new car, primarily in the areas of carbon fiber and aluminum processing.

The Kode57 is based on a Ferrari 599 chassis and maintains the donor car's 6.0-liter V-12. The team at Ken Okuyama Cars worked the engine to deliver 702 horsepower, though. They also managed to keep the curb weight down to just 3,200 pounds. With those two specs you can imagine how quick this thing will be.

Okuyama is planning more coachbuilt cars. He says he will unveil a new one at each Monterey Car Week.



## Car of the Month

### **1927 FORD MODEL T ROADSTER**

*Owned by Bob & Julie Brown*

This all-steel 1927 Model T Roadster is about as unconventional as you can get. It features a fuel-injected Chevy LT-1 engine out of a Corvette, and is backed by a 4L60E automatic transmission, which is controlled with steering column-mounted paddle shifters.

Under the roadster is a Pete & Jakes "Super Bell" front axel with Uni-Steer and a Jaguar independent rear suspension with a positraction rearend and 3.54 gear ratio.

Electric power disc brakes take care of the roadster's slowing needs, while 17x7 and 18x10-inch wheels wrapped in BFG G-Force rubber plant the powerful T to the pavement.

Wrapping up the entire build is a Prowler-Orange and Orion Silver paint schemen of the modified steel body.

Bob says that after 10 years of assembly, cleaning and polishing he is now happy to be able to drive and enjoy the ride!

Bob is a member of the Denver Roadsters.





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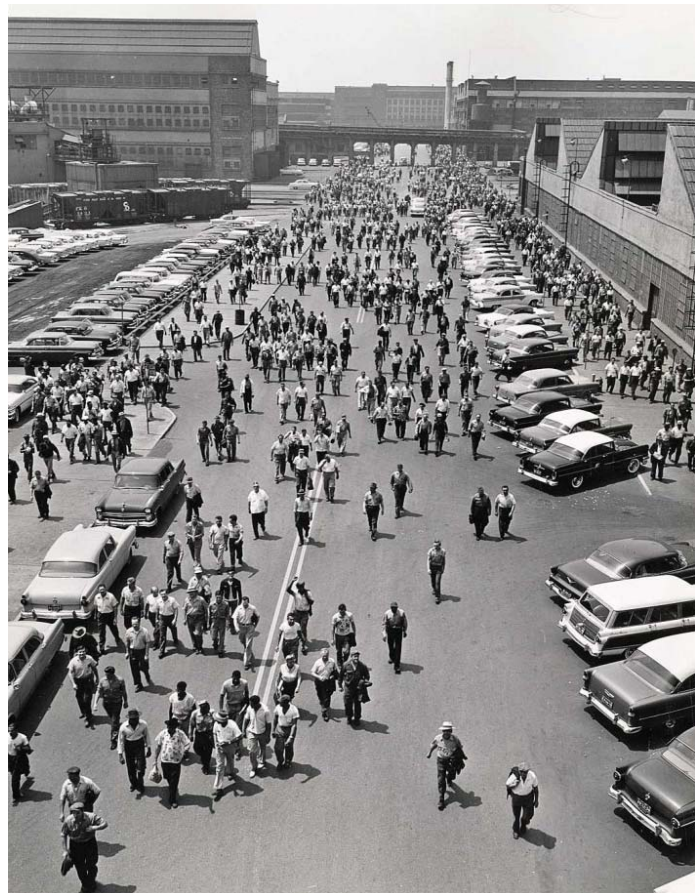
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#### ***In a Different Time – Autoworkers on the Job***

To the right are close to a thousand Ford Motor Company workers at perhaps their happiest time of the day – leaving the plant at the end of the shift. The view of the parking areas shows that most all of the workers at the plant drove Ford products and very few cars produced by competing automakers, as seen in the circa 1956 photo.

The image below shows work in progress at the Body Trim Department of the Pierce-Arrow Plant in February of 1907 in Buffalo, NY. In the foreground are two town car bodies being upholstered in button-tufted leather for the seats and a lighter colored fabric used on the door panels. Behind both works in process are a dozen or more open car bodies that appear to be already upholstered



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### ***Death Valley Gasoline, Food and Accommodations for Tourists***

Death Valley is located in Eastern California near the Nevada border and despite its scenic beauty, it is both the hottest and driest area in the US, in addition, it is also the lowest point in the country at 282 feet below sea level. The combination of all of these factors turned it into a tourist attraction as soon as reliable automobiles and modern roads were constructed.

Baker, California, a small town just south of Death Valley is located on Route 15 and has long been a base for travelers visiting the attraction. The opening of nearby Route 66 between Needles and Barstow in the twenties brought many more visitors to the region. Today we take look at three facilities that catered to visitors in the area.

The late twenties lead image of the Death Valley Inn located in Baker appears to be a promotional photo with one of the popular Harley Earl designed 1927-'29 La Salles in the view with an attendant and dog in front of the gas pump islands. Standard Red Crown and Ethyl gasoline were available under the attached roof on the front of the Inn.



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## "Otto Mechanic"

By Jay Piersanti





### ***The 1909 Twelve-Hour New York City to Boston Endurance Run***

Today it takes only three hours and forty-five minutes travel the two-hundred and fifteen-mile distance between New York and Boston on four different interstate highways. One hundred and seven years ago it took racing drivers and other skilled professionals over three times as long to cover the same distance. The event was the 1909 New York City to Boston Endurance Run held on March 10, 1909. Guy Vaughn and his mechanic with a 30-60 Stearns are seen in the image to the right.

The run had four stops: New Haven and Hartford, CT, Worcester, MA, and the finish was at Mechanics Hall in Boston. Being run in the early part of March it was cold, and road conditions were poor, the "New York Times" in its coverage stated, "fourteen cars, drivers, and mechanics were plastered with the light yellow mud of the state of Connecticut at the finish."



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*Kodachrome Photo Series: Original photos from years past...when cars were an essential part of any photograph.*

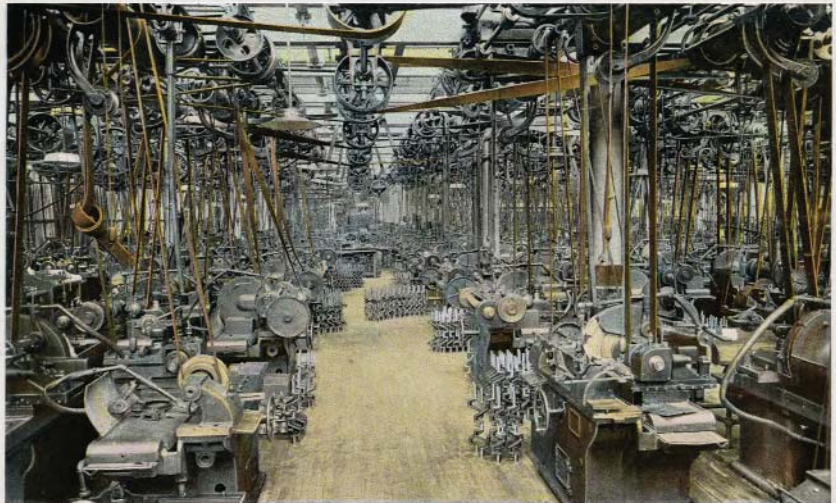




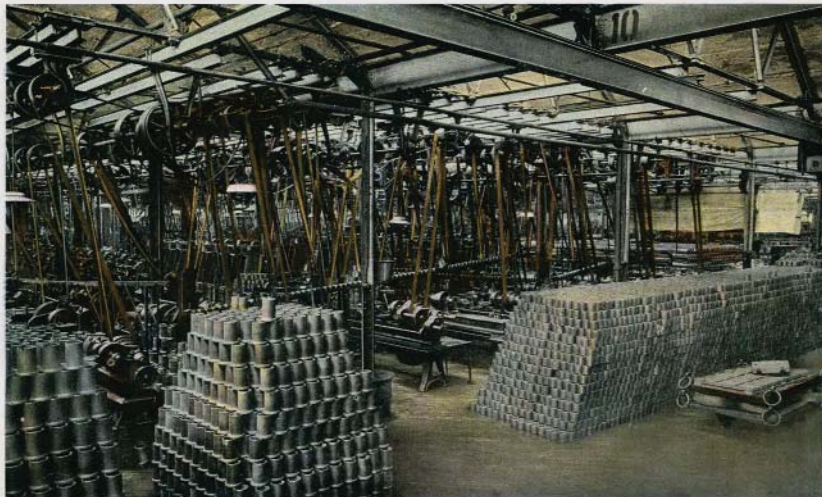
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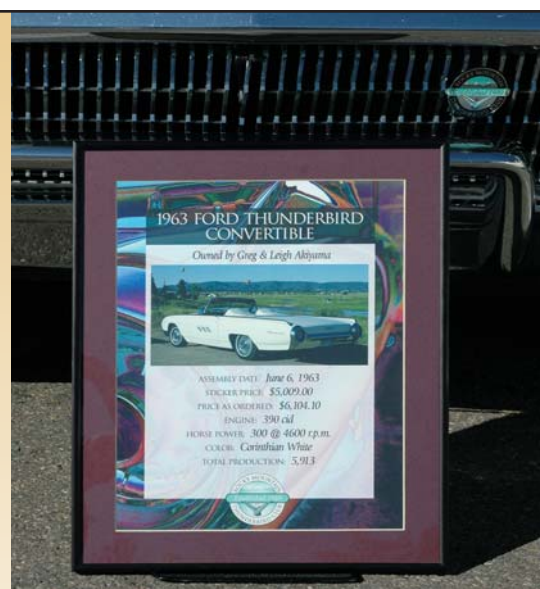
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I would love to continue publishing this newsletter for the enjoyment of all car owners of clubs belonging to the CCCC. I enjoy writing and producing this newsletter, and I hope you enjoy receiving and reading it as well. To continue operation, *Colorado Collector Car News* is actively pursuing advertising. If you have a business who would benefit from reaching collector car owners or you know someone who would, please contact me. Thanks!

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### ***Colorado Collector Car News***

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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.*

*ED: I am always looking for more subscribers. If you know someone who you think would enjoy getting my newsletter, please have them send me an e-mail complete with their name, club affiliation and phone number. I ask for a phone number because when (not if) an e-mail stops working, I can contact that person for an updated e-mail address rather than just stop sending them the newsletter. My e-mail address is: gakiyama@earthlink.net. Thanks.*

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