

2018 Cars at the Capital Lineup

The Fourth Annual Cars at the Capital will again be held on the National Mall in our nation's capital



*March 30 – April 2: 1985 Modena Spyder California
(Ferris Bueller's Day Off "Ferrari")*

One of the most memorable cars from the 1980s, the Ferris Bueller "Ferrari" has captivated Gen Xers and Millennials since it rolled out of Cameron's dad's midcentury modern garage in 1986. Neil Glassmoyer and Mark Goyette of Modena Design and Development modeled the car off of a 1961 Ferrari 250 GT California and were called upon personally by director John Hughes to build this car and two others for the movie.



April 10 – 16: 1984 Plymouth Voyager - The First Minivan

Hailed as revolutionary by virtually every news outlet upon its introduction in late 1983, the Plymouth Voyager and Dodge Caravan disrupted the automotive industry in a huge way. Lee Iacocca, the mastermind of the minivan era, presented this 12,000-mile unrestored Voyager at the assembly line in Windsor, Canada on November 2, 1983.



April 3 – 9: 1927 Ford Model T - Fifteen-Millionth Ford

The impact of the Ford Model T on American history is undisputed. This touring car, with hand stamped VIN 15000000, marked the end of "Tin Lizzy's" almost 19-year production run that totaled over 15 million Fords. On May 26, 1927, Edsel and Henry Ford drove it out of the Highland Park Plant to commemorate the end of Model T production. It wasn't until 1972 that the Model T's production figure was bested by the Volkswagen Beetle.



(Continued on next page)

2018 Cars at the Capital Lineup (Continued)



April 17 – 23: 1968 Ford Mustang Fastback – Bullitt – '559

The "Highland Green" Mustang piloted by legendary car enthusiast and actor Steve McQueen through the streets of San Francisco in the visceral cops-and-mobsters flick Bullitt has become an indelible part of international car culture. By the 1980s though, the car was thought to have vanished. It wasn't until 2018 that the car was finally shown to the world again by the Kiernan family, who have owned it since 1974. Featuring rich patina from a life well lived, the big block Mustang is unrestored and retains many of its modifications from filming for the movie.



April 24 – 30: 1918 Cadillac Type 57 - U.S. 1257X

Before the Jeep became the standardized and ubiquitous military vehicle, the United States military tried a little of everything. WWI saw an interesting mishmash of cars on the battlefield, but it was the Cadillac Type 57 that was predominantly favored by officers. This example, carrying the military designation U.S. 1257X, is the only known survivor and remains in remarkable unrestored condition. It was brought to France and placed in the service of the American Expeditionary Forces by a Y.M.C.A volunteer, Rev. Dr. J. H. Denison and was driven throughout France to set up leave areas. One of its many passengers was Eleanor Roosevelt, President Theodore Roosevelt's daughter-in-law, who was charged with leading women serving the war effort.

Saturday, June 9, 2018 — Noon to 6 p.m.

11th Annual

Car Show

Pre-Cruise 9 - 11 a.m.
KBPI's Willie B's Garage Show
broadcasting live from the
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5th Annual Mini-Model Car
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Registration 9-11 a.m.
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Ron Bombard Collection and Restorations

Ron was kind enough to share his collector car collection and restoration story with me, and therefore you. The photo of him and his wife Sandy was taken when they picked up their 2014 Corvette at the Bowling Green, Kentucky factory.

Ron does not restore cars for a living, but simply for his own enjoyment and satisfaction. He has his brother rebuild engines for him at Doug's Blancing and he as his paint work done at Buffs Collision. He does most of the other work himself. Congrats to Ron, and all that are like him, keeping our collector car hobby active and growing.



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You know the name of first muscle car? It was the Pontiac GTO, of course. Right? Depends on who you ask.

Consider this: If muscle cars are defined as stand-alone American performance cars marketed as such with speed, track times, elapsed times, and other metrics used in advertising, then you'd have to go back almost 10 years before the GTO in order to find the first true muscle car. In 1955, the Chrysler C-300 was the first American car to be marketed by its parent company as a high-performance variant with track numbers to back it up. (The "C" stood for "coupe," but with subsequent 300s getting a letter designation beginning with the 1956 300-B, the first 300 became known as the 300-A.)

The 1955 Chrysler Corporation offerings were the first year of design director Virgil Exner's "forward look" styling, combined with all-new chassis and suspensions. Other than the engines, 1955 Chryslers were completely new, shedding their conservative reputation with dynamically engineered and styled cars. The "300" moniker stood for 300 horsepower—an industry first. That 300 hp came by means of two four-barrel carburetors, solid lifters, a hotter cam, and large dual exhaust. A beefed two-speed "Powerflite" automatic was all you could



get in '55, but the following year Chrysler added a three-speed manual transmission. Besides unique checkered flag badges, the distinctive hardtops were based on the lighter Windsor chassis, to which was added the distinctive Imperial front clip, resulting in a unique model for the 1955 Chrysler line.

Chrysler configured the 300s specifically for NASCAR, back when "stock car racing" mandated a stock, production car. The 300s reached a top speed of 127.6 mph in the flying mile—taking the top three wins, and 139.4 mph in 1956,

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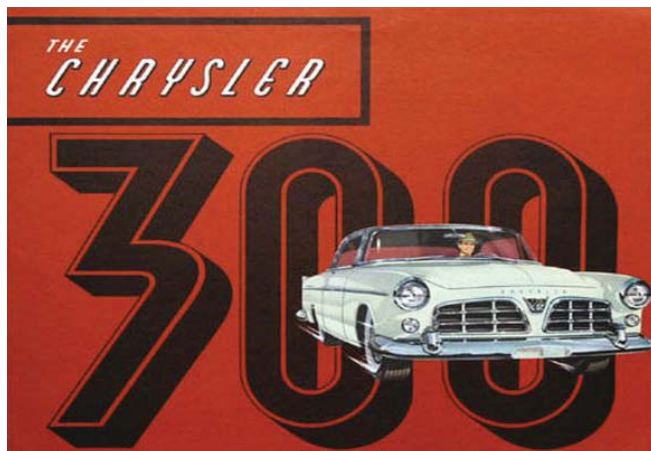
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If the GTO wasn't the first muscle car, then what was? (Continued)



again taking 1-2-3, with the punched-out 354-cubic-inch, 355-hp Hemi. Advertising for the 300 touted wins in both the NASCAR and AAA (later USAC) seasons in 1955. Lee Petty and Tim Flock, both NASCAR Hall of Fame recipients, piloted the Chryslers, with Flock crowned champion that year.

With just over 1700 built in 1955, the 300's appeal was limited in part due to the typical Chrysler buyer's expectations. Featuring a firmer suspension and lopey cam, some 300s were traded in early for a tamer New Yorker or even Imperial.

Remember, this was a completely new concept, and no one had ever purchased a new car with this level of "performance."

Chrysler would continue the letter series Chryslers through 1965, replacing the tall-deck 392 Hemi with the wild-looking and performing 413-cu-in cross-ram wedge in 1959, before slowly taming the handling and performance. By 1962 you could buy a 300 without the hard edges, and without the letter. Chrysler 300s endured into the 1970s, with the limited-edition 1970 300-H (the "H" standing for specialty maker "Hurst") reviving the spirit of earlier letter 300s. Slightly more than 500 were built, featuring 440-cu-in TNT engines, special fiberglass hoods, trunk lids, and stripes, with an Imperial interior.

Letter-series Chryslers have always been collectible as far back as the 1960s and harken back to the days when Detroit used the lightest sedans and coupes stuffed with the highest horsepower engines available, to carry the performance flag for their respective divisions.



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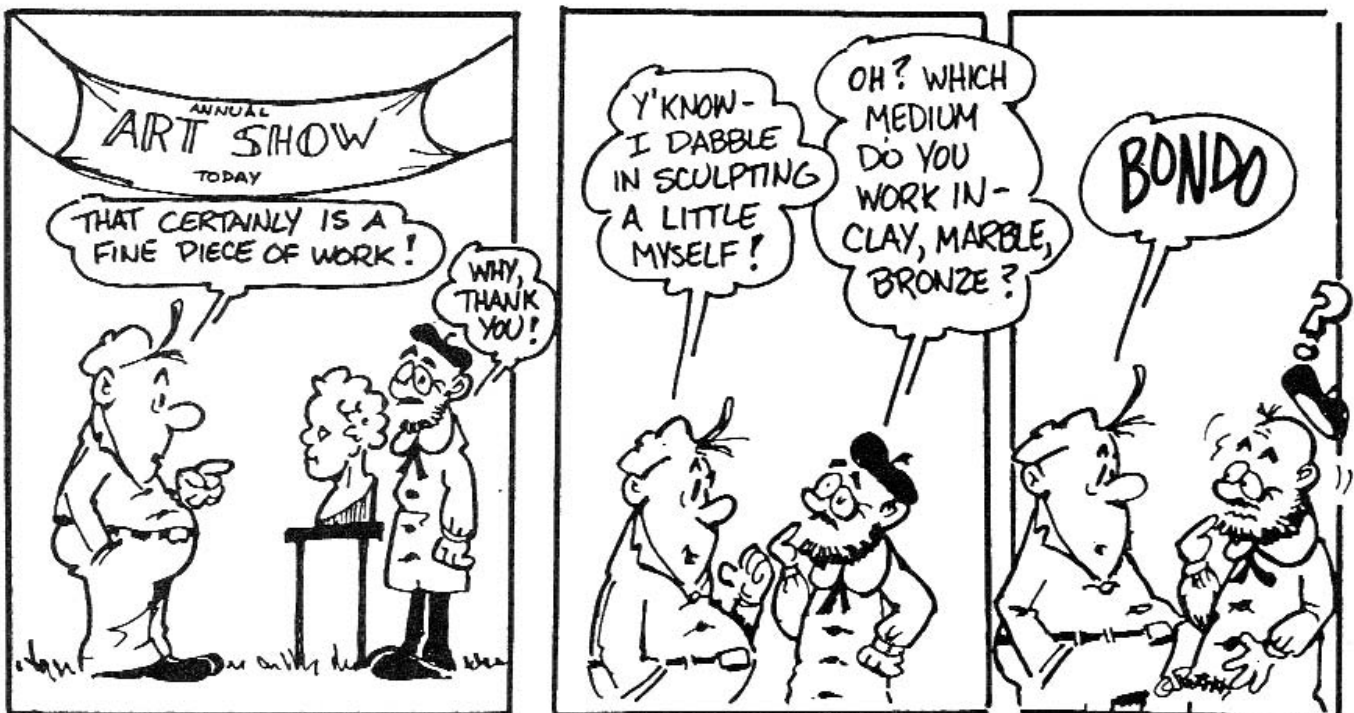
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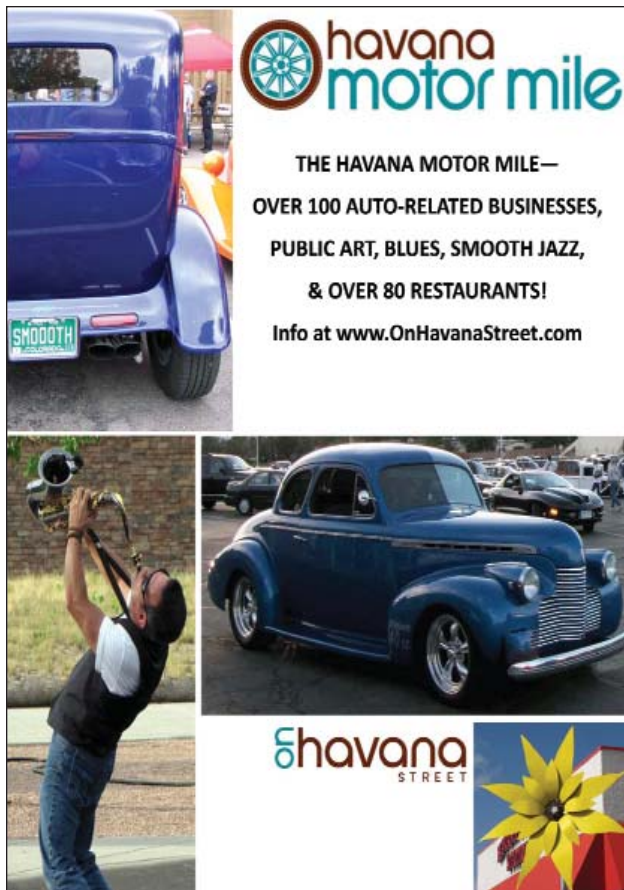


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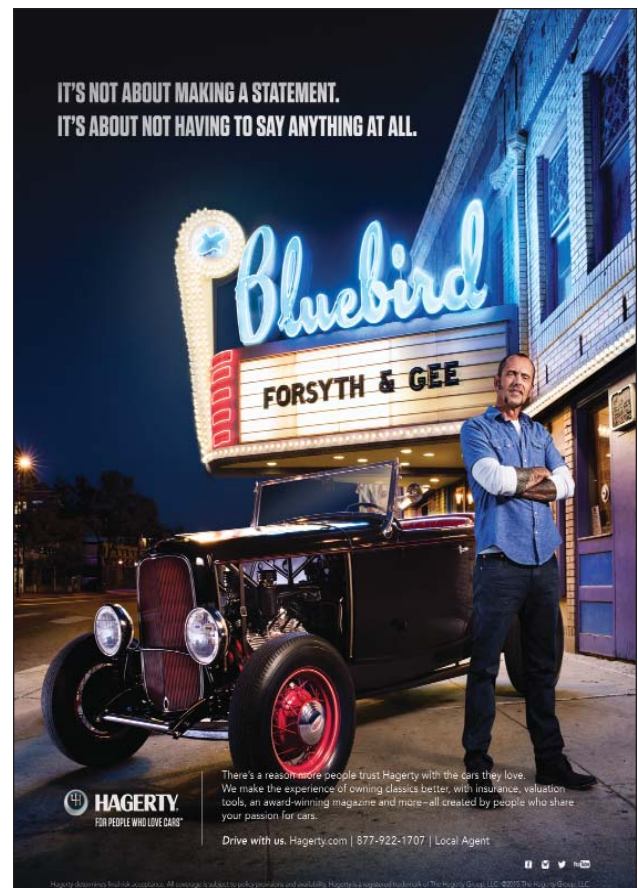


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Would you like to see this newsletter continue?

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!

Greg Akiyama / Publisher / 303-680-8298

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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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