

## California Wild Fires

The wild fires that devastated some parts of California this past summer was a tragedy of immense proportions. Certainly the loss both in property and human life was profoundly sad.

I absolutely don't want to trivialize the losses these families suffered, but since this is a newsletter dedicated to collector cars, I thought it might be of interest to show photos of some of the cars that were lost in the fire and one lucky one that was saved.





***The 1949-53 Oldsmobile 88 was a breakthrough design, so why doesn't anybody want one?***

*by Andrew Newton / Reprinted from Hagerty News*



The first generation Oldsmobile 88 was a hugely important car. When it came out in 1949, it introduced one of the first postwar overhead valve V-8 designs, the famous "Rocket" V-8. That powerful V-8, combined with relatively light body, was a formula that later blossomed into the muscle car.

The Olds 88 was also one of the fastest automobiles in America at the dawn of the 1950s, and it was the car to beat in NASCAR racing, winning 10 out of 19 races in the 1950 season. The same year, an Olds 88 won the grueling 2000-mile-plus Carrera Panamericana road race in Mexico. An 88 convertible served as the pace car for the Indy 500 in 1949, and the Ike Turner/Jackie Brenston hit "Rocket 88" is one of the very earliest rock and roll songs.

But despite all that rich history and performance street cred, fewer and fewer people seem interested in actually owning one. Olds 88 values are way down, as much as 29 percent for some versions, while buyers are showing less and less interest. Even among other 1940s-50s American cars, which are down pretty much across the board, the Olds stands out as a car that people seem to be forgetting about.

The cards are just stacked against the first generation 88. Although it's a significant model in GM history and a thoroughly stylish car for the money, none of that is translating

to the newer players in the classic car market, who increasingly prefer vehicles from the 1960s and newer. An Oldsmobile also just doesn't have the cachet that it did in the '50s, and the achievements the 88 had in its day are overshadowed by later cars. With a relatively low purchase price, solid reliability, decent parts availability and a lot of history behind it, the 1949-53 Olds 88 is an underappreciated classic, but all signs point to them still losing value.

With that said, if you love the Olds 88 as we do, pick one up on the cheap and enjoy the drive. There's no dollar value on enjoying your own slice of American design and engineering history.



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## ECLECTIC BRITISH, AMERICAN, ITALIAN BARN FINDS UNEARTHED AT BUICK DEALER

by Brandan Gillogly / Reprinted from Hagerty News



In a departure from his typical methods of finding cars by old-fashioned sleuthing and poking around, Tom Cotter follows a tip from a viewer on the latest episode of *Barn Find Hunter*. And it leads him to a fantastically cool former Buick dealership in Iowa. Bet you can guess what happens next.

The dealership—built in 1941 just before Buick switched from building straight-eight car engines to wartime V-12 and radial aircraft engines—has interesting Art Deco architecture and lots of charm. The building's owner, Robert, tells Tom a bit about the history of the structure, and Tom can't help but peek inside for his first glimpse of the cars that have been stored away for decades.

Tom is all smiles as he finally sets foot inside the building and gets on with the exploring. First, the cover comes off a 1968 DeTomaso Mangusta, the svelte mid-engine Italian sports car was the predecessor to the long-lived Pantera that also used small-block Ford V-8 engines. Unfortunately this car was without its 302-cubic-inch V-8 and manual transaxle, but it appears that the small-block's headers were still in place.

Moving further into the dealership yields a wonderful variety of sports and GT cars. A Jaguar E-type, MG MGC-GT, and Facel Vega are worth noticing, but Tom is drawn to the



biggest of the bunch, a fully-restored 1965 Imperial convertible complete with 413 big block power. Next up is a Toyota-R16-powered Austin-Healey Bugeye Sprite and another British roadster, an MG TD.

Robert and Tom spend a moment poking around the wonderful French GT car that we saw earlier, a 1957 Facel Vega FVS that's powered by a Mopar poly V-8. Inside the trunk there's a GT-style fuel cap on a nicely finished fuel tank. After a quick stop with the six-cylinder MGC, it's off to another Italian, a Lamborghini Espada. The roomy GT is powered by Lamborghini's V-12 engine and which is fed by six Weber side-draft carbs. With 20,000 or so miles, it looks like it's a tune-up away from being ready to hit the road.

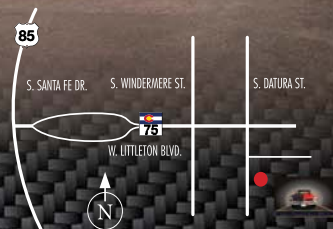
Next, the pair make their way to a 1963 Jaguar E-type, Robert's dream car that he's owned for 35 years, before heading to the old bodyshop portion of the dealership that offers up a Willys Jeepster and a litter of tiny Crosleys, including the Hot Shot Tom spotted earlier.







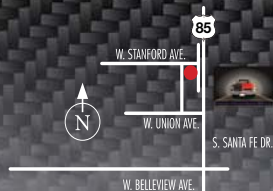
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Every year for the past nine years the physicians and staff of The Urology Center of Colorado (TUCC) come together and celebrate survivorship with our patients, family and friends...and some classic car enthusiasts, from around the Denver region.

"This is a very special event for TUCC and our patients," says Martha Ruschival, Executive Director of the TUCC Foundation. "Our physicians and staff get to talk and interact with our patients and their families and supporters in a non-clinical setting, and we really get to know each other. These survivors have amazing stories."

This year the Survivorship Picnic had over 700 attendees, 56 classic cars, and 32 volunteers.

To learn more about The Urology Center of Colorado and events like the Survivorship Picnic, visit [www.tucc.com](http://www.tucc.com)



## ***A little bit from the President of the CCCC.***

First of all I would like to thank everyone who belongs to a car club, drives and enjoys a classic/collector car and who might have made it out to one of the CCCC events last year and or attended any car event. The hobby depends on you and your involvement.

I am sure as you have looked around at car shows and meetings, you realize that we are all getting older and our numbers are getting smaller. For these reasons the CCCC has decided that we will make a real effort in 2019 to bring more young folks into the hobby and encourage them to get involved and join a club. There are young folks out there who would love to know about your car and might even be in the market to purchase and/or build one if someone like you would talk to them. We will be having a major meeting in February to find some ways to communicate with younger folks and get them the information they want.

## ***CCCC will again in 2019 host two very successful events.***

The first is the Crusin Havana event to be held in Aurora on June 8th. We attract somewhere between 2,000 to 3,000 cars for this event. There are three sites up and down Havana Street in Aurora, where cruisers can park for a while and enjoy the DJ's and Displays that we have out for the day. You are invited to join us with our poker run – get the best 5 card hand of poker for the day and you could win a 5 day 4 night Ocean Cruise for two. Second prize is a 13 drawer tool chest and there is even a bicycle for the second chance drawing.

The second event hosted by the CCCC is the Rocky Mountain Metro Airport Car Show and Swap Meet to be held on August 3rd. Last year this event attracted 17,000 spectators and over 400 classic and show cars. The Rocky Mountain Metro Airport provided a full scale Air Show in 2018 which drew a large percentage of the spectators. Unfortunately, there will not be a full scale air show this year, but we are planning to provide a flyby of some very special aircraft during the day.

In addition to the events that the CCCC hosts the various clubs in the council (56 last year) have many events which are promoted in our minutes as well as in the Latest Scoop.

## ***Our mission.***

Our mission is to protect the collector car hobby. A famous Will Rogers quote is "No man's life, liberty or pur-

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suit of happiness is safe as long as Congress is in session". For this reason we hire Leo Boyle as our lobbyist at the Colorado State Capital. Leo's job is to watch out for legislation that might negatively affect our hobby, and to protect the Horseless Carriage, Collector Series and Street Rod license Plates complete with their numerous benefits concerning lower fees and emissions testing.

If you would like more information on the Collector Car Council of Colorado please check out our web site at [www.CollectorCarCouncil.com](http://www.CollectorCarCouncil.com). Or call 720-535-6097 and leave a message.

Thank you and we will see you out and about this summer, Dick Thompson / President / CCCC.



L to R: Dick Fritz and his MG, Dick Thompson and his Cobra, Samantha Baker and her MoPar, Tom Kay and his Mustang.



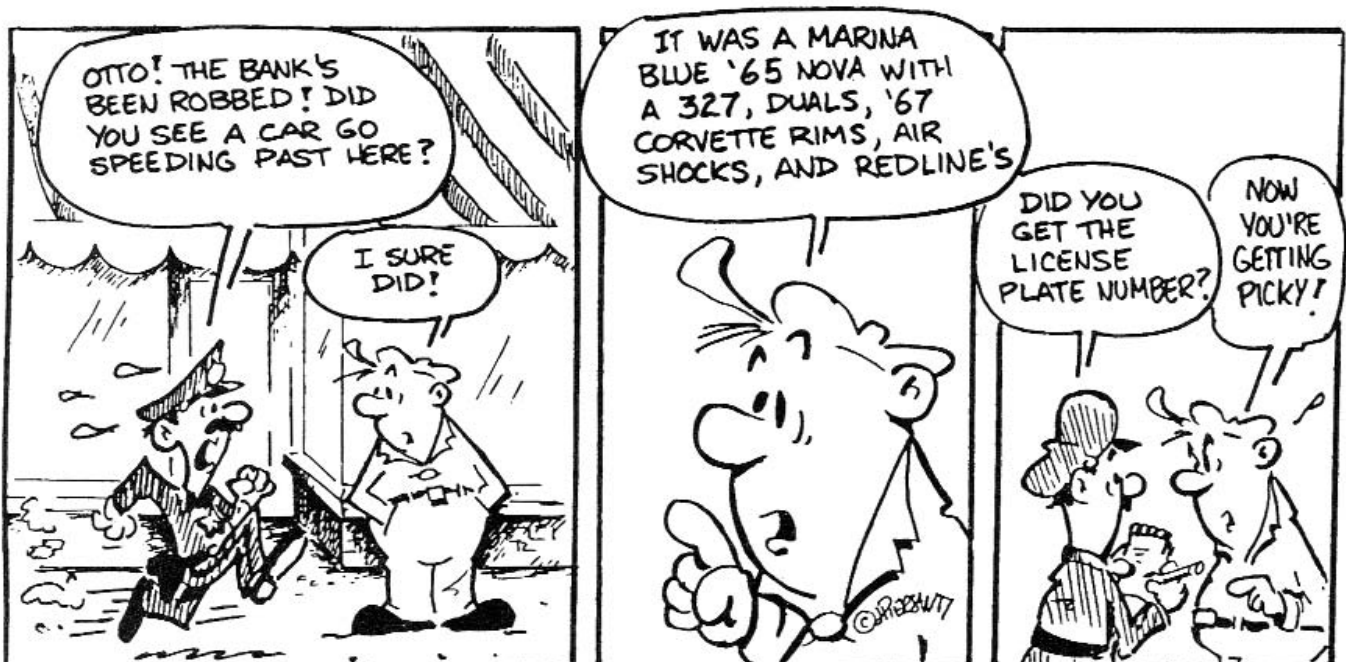
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## "Otto Mechanic"

By Jay Piersanti









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

Published by Greg s in association with the Collector Car Council of Colorado.

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.*

### ***Collector Car Council of Colorado (CCCC)***

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