

Ads for products unthinkable today...

Wow. It's amazing any of us survived. Times sure have changed. Although I do sometimes wonder if we've gone a bit too far with safety requirements today. Now we have an airbag for almost every area of a vehicle. Having said that, I sure wouldn't go back to the good old days.



He'll be in kindergarten
WHEN HER RAMBLER NEEDS ITS FIRST CHASSIS LUBRICATION

He's two. The Rambler's brand-new. He'll be five, most likely, and riding to kindergarten, when the Rambler Classic needs its first lube job*. Meanwhile, it will travel twice as far between engine oil changes as any previous model.

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*Chassis lubrication lasts 3 years or 33,000 miles which ever occurs first.

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I'm guessing we all can remember being in the back seat of the family car, rolling from one side of the car to the other as our dad's turned the wheel. No seatbelts?...No problem.



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* Baby constantly visible; rear view vision not impaired.

I'm not sure what year this ad ran, but I'm pretty sure \$6.95 was a lot of money back then.

Hours after Pearl Harbor was bombed 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 the Monday after the bombing of Pearl Harbor, and although the trip from the White House to Capitol Hill was short, agents weren’t sure how to transport him safely.

At the time, federal law prohibited buying any cars that cost more than \$750, so to purchase a car that would safely transport the President, they would have to get clearance from Congress, and they didn’t have 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 perfectly and had it ready for the President the next day. This is how Al Capone’s 1928 Cadillac V-8 Town Sedan became the President’s Limo in December of 1941.

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.



And run properly it did. It had been painted black and green to look identical to Chicago’s police cars at the time. The gangster’s 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio.



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Car of the Month

1968 MUSTANG SHELBY GT500KR TRIBUTE

Owned by Mel Daley



This is story about my 1968 Mustang Shelby GT500KR Convertible Tribute car. This was a 2 year custom build project starting with a somewhat rusted out 6 banger car from San Diego, CA. The only original parts used were the 4 corner panels, the 2 doors, the front windshield frame, the dash and the back seat. All other parts were custom or OEM parts.

To assimilate the Shelby GT500 look the fiberglass front hood and front end extension parts along with the fiberglass trunk and rear extension were purchased from Tony Branda Mustang Parts. The project started with a TCI Race Frame with 4" Coil Over Suspension, 12" Wilwood Brakes and Ford 9" rear end.

A 6.2L 750HP (SuperCharged) crate motor along with a 6 speed Tremec tranny. A 20 gallon Racing Gas Tank w/baffles and a Computer Control System calibrated to recognize both 91 Octane and E85 Octane (for track use) was installed along with a heavy duty Alternator and oversized radiator with twin cooling fans. The interior included Dakota Digital Instrument gauges, an AM/FM radio, air conditioning (for the wife) and front Shelby bucket seats along with 5 point race harnesses on both seats. And finally it had to have a 4 point roll bar welded to the frame for use on any type of race track.

The purpose of this particular build was the enjoyment of being able to go to various car shows and site seeing cruises

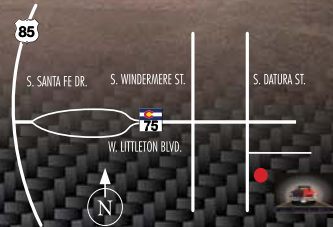
thru the mountains for day rides or weekend outings with my wife, but also to be able to have a high horse power auto that I could actually play with on a race track. While I don't use it for actual racing, I do use it to go to open lap days at High Plains Raceway in Byers and Pueblo Raceway in Pueblo. This is where I can drive it as fast as I want with no regard for flashing sirens or lights in my rear view mirror.

While I have had various classic cars over the years which were mainly for show, this Mustang is my pride and joy because of the versatility of it's use. In the past 2 years since completion it has won numerous Best of Show and Best in Class awards, played at a Test and Tune day at Bandimere Raceway and allowed me to pretend that I might have, maybe been a decent race car driver back when I was 40-50 years younger.





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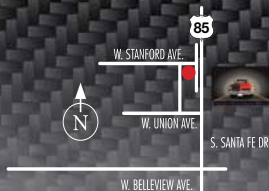


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The Golden Sahara II is restored to its original glory

by Ronan Glon / Reprinted from Hagerty News



On paper, the Golden Sahara II would only need the addition of electrified powertrain to seamlessly blend in with the most advanced cars displayed at the 2019 Geneva International Motor Show. It's equipped with state-of-the-art technology features like voice commands and sensor-based automatic emergency braking. The main difference is that the Golden Sahara II was built 65 years ago, in 1954.

The Herculean task of turning a wrecked 1953 Lincoln Capri into a rolling embodiment of the Jet Age initially fell into the capable hands of George Barris, the celebrated designer and builder who later created the 1966 Batmobile. Work began in 1954. The second, current, and most famous version of the car was born in the Delphos Machine and Tool shop in Dayton, Ohio, in 1956. All told, collector Jim Street spent about \$75,000 (nearly \$700,000 in 2019 dollars) to turn his dream into a running and driving reality.

No visual evidence suggests the Golden Sahara II started life as a stately Lincoln. Styling cues like long fenders with slanted ends, a wrap-around windshield, a bubble-shaped open roof, and quad tail fins make it look like it levitated its way to the 1950s, UFO-style, straight from the 22nd century. Barris and his team mixed ground-up fish scales into the paint to create a pearlescent effect, and they added gold-plated trim parts on both sides and on both ends of the car to make its presence even more dramatic.

The Golden Sahara II originally sat on translucent tires custom-made by Goodyear as part of a broader experiment. At

the time, the company's research and development department was studying tires that lit up in inclement weather, or when the driver applied the brakes. Turn signals integrated into the wheels accurately previewed the mirror-mounted repeaters commonly seen on modern-day cars.

The innovations found in the cabin were even more impressive, especially during the 1950s. The driver could steer, brake, and accelerate using an airplane-like control yoke. Alternatively, a remote control could start or stop the engine, open the doors, and accelerate and brake the car. This technology made the car driverless, and several automakers offer similar solutions to facilitate parking in 2019, but the Golden Sahara II wasn't exactly autonomous. That didn't make the car less appealing; passengers could watch their favorite show on

(Continued on next page)



a black and white television integrated into the dashboard, or sit back and relax by making a cocktail using ingredients stored in a refrigerated compartment installed between the sofa-like rear seats. Drunk driving? Distracted driving? Who cares? It's the future! Besides, a pair of short antennas integrated into the front end automatically hit the brakes if they detected an obstacle in the car's path.

Street proudly took the Golden Sahara II on a heavily-publicized tour of the United States. It sent crowds into a frenzy everywhere it went, and it became one of the most famous custom cars in America. Its star continued to rise as it landed a role in the 1960 movie Cinderella, and made an appearance with Street on a game show called I've Got a Secret in 1962. Life on the road took a heavy toll on the car, however, and Street suddenly pulled it out of the spotlight in the late 1960s. No one heard about the Golden Sahara II—let alone saw it—until Street's death in 2018. For nearly 50 years, many assumed the car had been cut up for parts, or destroyed entirely. It had simply vanished.



Street knew better than to destroy his futuristic convertible. He parked it in his Ohio garage when it started looking worse for the wear, and never took it out again. It reappeared when the car went to auction along with several other selections from Street's estate. Chicago-based Klairmont Collections purchased the custom classic in a deteriorated condition for \$385,000 in 2018. At the time, enthusiasts wondered whether it would be restored to its former glory, or kept in its decrepit state as a tribute to the genius of the men who created it. Larry Klairmont decided to give the Golden Sahara II its sparkle back. Chicago-based Speakeasy Customs and Classics painstakingly carried out the work.

Goodyear contributed to the restoration by re-creating a set of urethane tires. While the originals could be filled with air the new ones are completely solid. They're equipped with LED lights—the wonders of modern technology—to look like the originals. The hub-mounted turn signals are once again functional, and the Golden Sahara II's pearlescent paint shines like it did in 1956.

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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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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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