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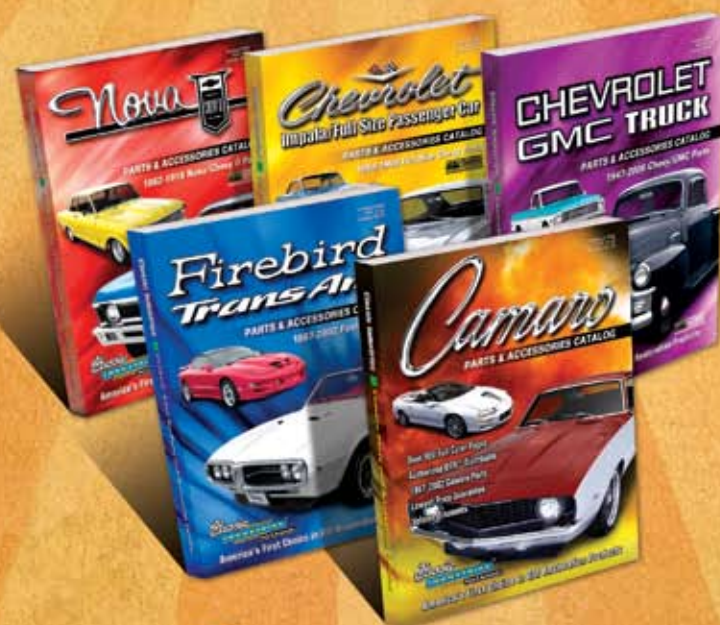
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ON THE COVER

A 1958 MGA Roadster.
Photo by Michael Furman.



VICENTE RAMOS

NOT OUT OF REACH

COLLECTOR CAR PUBLICATIONS are always writing about high prices for certain collector cars, especially muscle cars, sports racing cars and classics. We succumbed to that temptation ourselves with our coverage earlier this year of the January Arizona auctions like Barrett-Jackson and RM. But while headline-inducing prices will always be news, they are not the whole — or even half — the story.

Yes, there's hope for the rest of us out there who don't wish to spend six figures and up for a nice collector car. In fact, you can spend far less than that for many excellent cars. Our cover story, "The World of MG," by our own Jonathan A. Stein, is a proof that the visceral wind-in-the face thrill of top-down motoring is still available for a reasonable price. While there are always exceptions for rarity or history, Stein reports that the top of the range for the oldest of the postwar MGs, the MG TC, is around \$40,000. A really nice mid-1960s MGB can be had for less than \$20,000.

Likewise, Keith Martin and his *Sports Car Market* staff report in this issue that many postwar Italian sports cars, especially those from the 1970s and 1980s, can be had for very reasonable prices. Martin cites the 1971–1990 Alfa Romeo Spider (less than \$10,000) as well as the 1980–83 Fiat Spider 2000 (\$4,000 to \$6,000) or Lancia Beta (\$5,000 or less).

Or look at the thousands upon thousands of Corvettes, Mustangs or Camaros you might find in *Hemmings Motor News*, on the Internet or even in your local newspaper. Depending upon year and condition, many of these cars are available for less than \$5,000. They have tremendous bang for the buck if you want raw performance and are always fun to drive. Of course, the big advantage with American cars is that parts are always plentiful and service — available just about anywhere — is cheap.

Indeed, today's aspiring car collector has an amazing array of choices and it's never too late to get in the game. Don't do it for the investment value — do it for the fun. You'll never know what future collectors are willing to pay, so have your cake now and someday you might be able to eat it, too.

McKeel Hagerty

McKeel Hagerty

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They were small, rough riding and lacked the power or comfort of the most basic Ford or Chevy, but MG cars were — and still are — fun to drive.

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Nearly every collector needs to transport a car at some point. Make sure you explore all your options before making a move.

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Participating in a touring rally is only half the battle. The biggest challenges can come before and after the event.

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EVAN KLEIN

AT YOUR SERVICE

Whatever your question, we'll do everything we can to track down an answer. "Ask Hagerty" Concierge Service is available free to Hagerty Plus members by dialing 888-310-8020, option 3.

Q: I'm in the process of restoring my 1970 Camaro, which does not have a VIN or a title. (The vehicle was a drag car and doesn't have the original firewall that carried the VIN.) How can I obtain these?

A: You'll need to contact the DMV in your state and see what they recommend. They'll most likely tell you to take the car and the bill of sale to a state police post for inspection. Once that's complete, the state can usually assign a VIN or VIN plate and then provide a title.

Q: I just bought a 1952 Muntz Jet with a rare Lincoln flat-head V-8. The unit body of steel is in rough condition, though. At what point should I replace the metal?

A: If the car is badly rusted, you'll have to have new panels crafted and welded in. Unit bodied cars of this era are not impossible to rebuild — as long as you take it to someone capable of fabricating the panels and carefully

cutting out the bad metal and letting in the new pieces. In many cases, restoring the body of a badly rusted vehicle may not make financial sense.

Q: How can I find out what colors were offered on the new model 1959 Chevrolet Apache pickups?

A: Check out tcpglobal.com/autocolorlibrary. The site is phenomenally useful and can help owners of many kinds of vehicles.

Another option might be to look for new vehicle brochures or catalogs for the line. For American literature, my first stop is usually Walter Miller in Syracuse, New York, at AutoLit.com.



THE UNANSWERED QUESTION

Do you or does someone you know of own a 1955 Chevrolet car with original factory air conditioning? (Only 3,500 of the 1.1 million '55 Chevys produced featured it!) If so, send us a photo at editorhagertys@hagerty.com for possible inclusion in a book on the exploits of the General Motors development engineers who worked on these first "front" air conditioning systems for cars.

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RESTORATION REWIND

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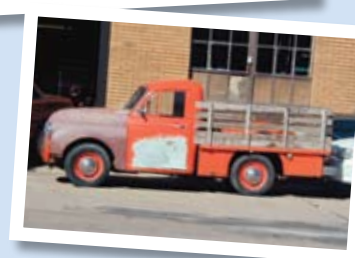
1954 Chevy Bel Air

The look of '54 Bel Airs struck Nazario Machado's heart enough to take on a complete restoration job. A friend gave him a tip on the car he chose. "It needed to be restored, but everything was there, the seats were just springs," Machado says. Moisture had collected behind the body moldings, which caused severe rust. But the work paid off, as his \$1,500 purchase is now show car quality and is valued at \$25,000.



1947 Ford Coupe

Maurice Johannessen — a retired California senator who, while in office, sponsored numerous bills that have benefited car hobbyists and customizers — transformed his classic Ford from a scrap yard heap to a street rod. "My wife almost had me committed when she first saw it," Johannessen laughs. Two years later, its beauty emerged, proving that new life exists for old cars.



1961 Morris Minor

The previous owner of this Morris Minor had every intention of restoring it for his antique business and turned down George Dennis' initial offer to buy. Two years later, Dennis received a call asking if he was still interested, and the Minor became his. Much of the two-year restoration process was spent searching for parts online and waiting for them to be shipped from the United Kingdom or Australia.

1925 Harley-Davidson JDL

Marc Gallin's interest in Harleys began in 1988 when he took his neighbor's advice and bought "a real bike." The used 1981 Shovelhead model began a hobby that led to the 1925 JD he purchased in 1997. This L edition offered more performance and is quite rare. The nearly three-year restoration process culminated with a Sinister Blue paint scheme modeled from his 2001 H-D Road Glide. Gallin has the choice of the JDL or two Indians for pleasure rides.



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STUART FORREST



The Goodwood Revival is a magical step back in time. It includes everything from period costumes (as modeled by McKeel Hagerty, Helen Calder, Cherry Forrest and Stuart Forrest) to serious vintage racing, veteran motorcars and World War II Aircraft.

VISITORS AND COMPETITORS racing at this year's Goodwood Revival, held August 31 to September 2 in Chichester, United Kingdom, made the historic motorsports event the most attended to date, with a record crowd of 116,000 soaking up the unique atmosphere.

Fantastic racing, enthralling theater all around the event site and new attractions like the "Woad Corner" Art Deco car showroom, which displayed a selection of pre-1966 Ferraris, drew Revival fans for the 10th running of the event. The legendary air displays and tributes also entertained the crowd, as did the unlikely sight of a pre-1966 travel trailer being towed around the Goodwood track by appropriate period cars.

Awards were handed out throughout the weekend, with the "Spirit of Goodwood" award going to Bill Murray and Larry Miller for their efforts to sort their Shelby Daytona Cobra in time for the TT race. Having flown the car over from the United States and then blowing the engine, they located a replacement in London, commandeered a helicopter to retrieve it, assembled an engine hoist in the paddock and changed the V-8 the night before race, making the start the following day.

Plans for next year's Goodwood Revival, scheduled for September 2008 (dates still to be confirmed), are underway. Visit goodwood.co.uk/revival or call +44 (0) 1243 755055 to pre-register for the event.

JUNIOR JUDGING

Hagerty Plus is helping fuel children's passion for the collector hobby. The Youth Judging Program engages kids in the car show experience by getting them up close to the vehicles and talking with the owners. The program — part of a larger suite of youth programs Hagerty Plus plans to roll out this spring — was piloted during the inaugural Barrington Concours d'Elegance (barringtonconcours.org) held September 14–16 in Barrington, Illinois. Twenty kids ages 6 to 16 evaluated a specially selected group of cars on paint quality, exterior details, sounds and underhood condition. First-place youth judging honors went to a 1965 Shelby GT350 (left).



BOB DeKORNE

ELEGANCE AND OPULENCE AT THE QUAIL

Inside the gate you're surrounded by prewar Alfa Romeos, brutal white Cunningham sports racers and more than a dozen Ferrari 250 Cabriolets — and that's just for starters. Brass band music wafts across the lawn, replaced first by an Italian accordion band then by a Mariachi group. It's not heaven, but it's close. You're at "The Quail, A Motorsports Gathering."

The Quail — first held in 2003 on the greens of the luxurious Quail Lodge Resort and Golf Club in Carmel Valley, California — was conceived as a premier kickoff event for the August Monterey weekend.

Compared to the other shows and events held during the Monterey week, The Quail is positively intimate: Attendance is strictly limited to 3,000 to give guests plenty of space to view the approximately 120 racing and high-performance cars on the field.

For 2007, classes were selected to celebrate a variety of high-performance themes. One of the most spectacular lauded Briggs Cunningham's centenary. The mostly white (U.S. racing colors) cars included a Cunningham C-4R, C-5R and C-6R sports racers, a C-3 road car and a selection of other important Cunningham team cars, such as a Fiat-Abarth, Lister-Jaguar and the Bu-Merc. Fittingly, the Best of Show winner — Dr. Fred Simeone's Sebring-winning 1952 Cunningham C-4R — came from this sensational class.

If you're thinking of attending The Quail next year, it's time to mark August 15, 2008, on your calendar. And because it sold out so early in 2007, you'd better reserve your tickets early: They go on sale after January 1, 2008. Visit quailodge.com for more information.



JONATHAN A. STEIN

The Quail, held on the greens of the luxurious Quail Lodge Resort and Golf Club, is the premier kickoff event for the August Monterey weekend.

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MONTEREY AUCTIONS TOP \$130 MILLION

Collector car sales netted more than \$130 million at the Monterey auctions held in conjunction with the 57th Pebble Beach Concours d'Elegance.

The weekend's chart-topping vehicle, a 1959 Ferrari 250 GT LWB Spyder California Competizione, was a former 24 Hours of Le Mans contender that sold for \$4.95 million at the Monterey Sports & Classic Car Auction, owned by RM Auctions.

Gooding & Company's first-ever two-night Pebble Beach Auction event brought a high-energy atmosphere that generated \$61 million in sales — the most of the major auction companies. It also garnered the second- and third-highest sales of the weekend — a 1931 Bentley 4 ½-Liter Roadster that sold for \$4.51 million and a 1959 Ferrari 250 GT LWB California Spyder that went for \$4,455,000.



The top seller at RM's Monterey auction, this 1959 Ferrari 250 GT LWB Spyder California Competizione, sold for \$4.95 million.

RM AUCTIONS

Must-See Events

While hundreds of shows and events take place year-round, we've narrowed it down to a few of the most prestigious and celebrated in the next few months:

Barrett-Jackson
Scottsdale, Arizona
January 12–20
barrett-jackson.com

Palm Beach Cavallino Classic
Palm Beach, Florida
January 22–27
cavallino.com

Rétromobile 2008
Paris, France
February 8–17
retromobile.fr

The Florida Collector Car Auction
Fort Lauderdale, Florida
February 15–17
rmauctions.com

Vintage Motor Cars at Amelia Island
Amelia Island, Florida
March 8
rmauctions.com

'MORMON METEOR' WINS PEBBLE BEACH

A 1935 Duesenberg SJ Special (later known as the "Mormon Meteor") owned by Harry Yeaggy of Cincinnati was named "Best of Show" at the 57th Pebble Beach Concours d'Elegance in August. The supercharged speedster was raced by former Salt Lake City mayor Ab Jenkins and set a 24-hour land speed record (135.47 mph) in 1935. Gooding & Company sold the vehicle for a record \$4.45 million at its 2004 Pebble Beach Auction. Visit pebblebeachconcours.net for a complete recap of this year's event.



Harry Yeaggy's 1935 Duesenberg SJ Special took "Best of Show" at this year's Pebble Beach Concours d'Elegance.

BOB DeKORNE

EMISSIONS BILL STALLS IN CALIFORNIA

In a major victory for hobbyists in California, the Senate Appropriations Committee rejected legislation (A.B. 616) that threatened to require annual smog check inspections for vehicles 15 years and older.

After having been approved previously by the full California Assembly and the Senate Transportation Committee, the bill is dead for the year.

Steve McDonald, Specialty Equipment Market Association (SEMA) vice president of government affairs, says car clubs and individual hobbyists across the state loudly and forcefully objected to passage of this bill.

"They convinced committee members that these vehicles constitute a small portion of the overall vehicle population and are a poor source from which to look for emissions reduction," he adds.

Of additional concern to the enthusiast community were provisions in the bill that would have required that funds generated through the additional inspection fees be deposited into an account that could be used to scrap older cars.

"We are especially indebted to those legislators who opposed the bill because it would have placed an undue burden upon car owners simply because their vehicle is older than an arbitrary date set in law," McDonald says.

Correction

In the Fall 2007 issue of *Hagerty's*, a 1972 Baldwin Motion 454 Camaro was misidentified as a 1970 model in the photo caption on page 16. The photo on page 18 is a 1969 Yenko Camaro, not a Baldwin Motion Camaro. We regret both errors.



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LIFT SMARTS

Story >> Don Sherman

IT'S A FACT of life in the car collecting and restoring hobbies that you will run out of space. Adding a lift to your garage is a smart way to stretch capacity by one car or several motorcycles. Plus, they're handy to have for changing oil, fixing brakes, swapping wheels or positioning your treasure at a convenient height for polishing.

Lifts range in scope and price from portable scissors hoists costing less than \$1,000 to more muscular and expensive

designs costing more than \$10,000 and capable of elevating heavy-duty trucks. Since a lift is the heaviest tool you'll ever own, the bulk of the cost is shipping it to your location.

Most are electrically powered and use a combination of hydraulic cylinders and steel cables or chains to do the lifting. Lighter versions — such as jacks that raise only one side or axle at a time — are usually powered by compressed air. Safety ratchets, which support the load in the event of power loss or mechanical failure, are standard.

Single-post lifts (not center post, but models with the post positioned off to the side) can

double the capacity of a one-car garage as long as sufficient ceiling height is available. Two-post models are the way to go if you anticipate major undercar projects such as suspension and driveline work because of the ready access to the dark side they offer — most are available in an asymmetrical configuration (support arms longer on one side than the other) to provide door-opening clearance. Unfortunately, suburban garages rarely have the 10-foot ceiling height necessary for you to stand comfortably erect under a raised car.

Four-post lifts are the ultimate in safety and stability. Ramps are normally provided to allow you to drive on with no setup necessary. Since anchors aren't needed and because the load is spread over four posts, this type is suitable for practically any level floor. (Two-post lifts need at least four — and sometimes more than five — inches of concrete for secure anchoring.) Optional caster kits are available to give four-post lifts limited mobility.

Herkules Equipment Corporation specializes in air-bag/scissor type lifts. These have a limited lift height and may limit your access beneath your vehicle.



Above: A 6,000-lb.-capacity universal scissor lift from Mohawk Lifts. Opposite page: A four-post "ParkKing" car and truck lift (top) and a two-post service lift (bottom) from American Custom Lifts.

Lift Resources

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Challenger Lifts
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Chief Automotive Technologies
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chiefautomotive.com

Herkules Equipment Corporation
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THE WORLD OF



MG introduced America to the joys of the sports car

Story >> Jonathan A. Stein

UNIVERSITY OF PENNSYLVANIA student Jim Carson was driving his 1942 Plymouth when he saw a “wonderful-looking car” suddenly appear coming from Bryn Mawr Avenue. He had no idea what it was, so he took off after it. But his old Plymouth was no match for the mystery vehicle on the winding back roads outside of Philadelphia. “It lost me,” Carson says. “It just plain disappeared.”

Finally, an article about a new MG TC told Carson all he needed to know and in early 1948 he trooped off to buy one of his own. In the intervening 60 years, that TC went from daily driver to Sports Car Club of America (SCCA) race car to vintage racer — all with Carson at the wheel.

He is just one of the many Americans whose world changed the first time he saw an MG. The small, rough-riding and noisy cars lacked the power or comfort of the most basic Ford or Chevy. MGs, devoid of proper windows, leaked like colanders, had no luggage space and lacked such essential creature comforts as heaters and defrosters — unless you installed them yourself. Yet, they were responsive, fun to drive and a form of four-wheeled rebellion.

The intrepid young drivers bundled up in the winter — sometimes driving with the top down — and went to races and rallies in the summer. Chances were, most of their friends drove “funny foreign cars,” too, and not one of them would have considered passing another MG without a hearty wave.

From 1950 to 1980, MG was the ubiquitous sports car in the United States. In places like New York, California and New Jersey, they were virtually everywhere. However, the roots of MG date back all the way to the mid-1920s, even though few MGs made it to North America prior to 1946.

In the beginning

The first MG was little more than a 1923 Morris modified at the behest of Morris Garage general manager Cecil Kimber. MGs were based on production components available from the parent company's parts bins. The large sporting and touring cars soon gave way to the smaller Wolsely-based, four-cylinder M-Type Midget, and MG was well on its way to fame as a dedicated producer of sports cars.

The M-Type's immediate popularity and success in trials and rallies prompted MG to modify a team of them, which excelled in the 1930 Brooklands Double 12. As new models were introduced, MG would soon follow with competition models, which quickly became the small cars to beat. In the showroom, the four-seat D-Type Midget joined the M-Type in 1931, which coincided with the release of the six-cylinder F-Type Magna. Those six-cylinder MGs evolved into the giant-beating supercharged 1,100cc K3 of 1933 and 1944, while the four-cylinder line culminated in the indecently fast supercharged J4, R-Type and Q-Type racing Midgets.

But the car that really defined the MG line was the J2 Midget of 1932. Although initial cars were built with cycle fenders, when swept wings and running boards were added in 1933, the J2 established the classic MG look that would remain until 1955.

For 1936, MG introduced the 1,292cc TA. Gone were the high-revving overhead camshaft engines in favor of bigger pushrod units with greater power and torque. The TB of 1939 featured an entirely different 1,250cc pushrod

engine with a shorter stroke and slightly more power, but few were built before the war stopped production. With modest changes, the model would evolve into the TC, which started the sports car revolution in America.

Conquering the world

The TC, with its upright grille and spindly wire wheels, was unlike anything on American roads. Of the 10,000 built from 1946 to 1949, only 2,000 were shipped to North America. However, they had an impact totally out of proportion to their numbers, helping spawn an entire sports car culture.

It started with MG owners waving, and soon there were clubs that organized road rallies or convoyed to sports car races. Many TC drivers soon found themselves racing from Pebble Beach and Torrey Pines in California to Watkins Glen and Bridgehampton in New York.

In late 1949, the TC yielded to the TD. Many were shocked by its less graceful appearance, but the new MG was a vastly improved car.

Gene Faust was with his dad the day he bought a new MG TD. Almost immediately, Faust's father joined SCCA and became a frequent corner worker at race tracks throughout the Northeast. In short, sports cars became such an integral part of his life that he never sold the TD, which Faust still has — resplendent in its original paint and leather.

By 1950, MG wasn't the only game in town. Jaguar had introduced the fast, gorgeous and more expensive XK-120. Although there was no money for an all-new model, MG introduced the TF Midget in 1954.



JONATHAN A. STEIN (2)



BRITISH LEYLAND MOTOR CORP. LTD.



MICHAEL FURMAN

The MG TC (top right and opposite page) was the first MG to be imported into North America in any quantity. The MGA (left and above left) was introduced in late 1955 and was joined by a coupe (above) a year later.

A break with tradition

With sales slumping and competition from Austin-Healey and Triumph, MG needed a new car, which finally arrived with the MGA in late 1955. The sleek sports car was designed by MG chief engineer Syd Enever and built on a new chassis that positioned the passengers low between the frame rails. To control weight, aluminum was used for the hood, trunk lid and doors of the otherwise steel body. Power came from an Austin-derived 1,489cc pushrod four-cylinder engine rated at 68 horsepower and reached the rear axle through a four-speed transmission.

If the MG's straight-line performance wasn't quite up to that of the competition, build quality was at least equal, and handling and comfort were superior. The MG was also less expensive. The initial reception to the MGA was positive and a tidy coupe was added a year later. With the more aerodynamic shape, for the first time a production MGA topped 100 mph.

Like the T-Series MGs before it, the MGA was rallied and raced from the start, winning the team prizes at Sebring in 1956 and 1957. But it was too heavy and underpowered against increasingly fierce competition from specialist sports cars. MG sought to change that with the twin overhead camshaft MGA Twin Cam of 1958. Unfortunately, the Twin Cam was still too heavy and was afflicted with an engine that was very sensitive to timing and over-revving. As a result, it acquired a poor reputation for reliability. Just 2,111 were built before it became just a memory in mid-1960.

Unlike the Twin Cam, the pushrod MG was a resounding success and in 1959 the displacement was increased to 1,588cc and horsepower jumped to 80 bhp. Revised parking and taillights visibly distinguished the new MGA 1600. The final changes to the MGA came with the 1600 Mk II of 1961, which used a 1,622cc engine rated at 93 bhp, and had an inset grille and revised rear lighting.

With its 1950s styling, sturdy components and performance that allow it to keep up with modern traffic, the MGA has proven incredibly popular over the long haul and has a dedicated following today.

Abingdon revives the Midget

In 1961, MG introduced a small new roadster to slot in below the MGA. Based on BMC's Austin-Healey Sprite, the Midget boasted unibody construction and a tiny 948cc engine producing 46.4 horsepower. Selling for approximately \$2,000, it was one of the least expensive sports cars available anywhere.

Hardly quick, the Midget was cheap and fun and offered go-kart-like handling. And because Sprites had been raced so extensively, a large number of tuning and race preparation parts were already available. As the Sprite was continually updated, so was the Midget. In 1964, the Midget Mark II arrived with roll-up windows and a larger 1,098cc engine. It was followed by the Mark III version in 1967 with a more powerful 1,275cc engine.



DANIEL LYONS



JONATHAN A. STEIN

MG ENTHUSIAST ESSENTIALS

MG CLUBS

MG Vintage Racers
mgvr.org

The New England MG 'T' Register
nemgtr.net

North American MGA Register
mgcars.org/namgar/

North American MGB Register
namgbr.org

MGB Drivers Club of North America
mgdriversclub.com

American MGB Association
mgcars.org/amgba

American MG-C Register
mgcars.org/amgcr

MG Car Club
mgcc.co.uk

The MG Owners' Club
mgcars.org/mgoc

PUBLICATIONS AND BOOKS

MG Enthusiast
mgenthusiast.com

North American Classic MG magazine
classicmgmagazine.com

MG by McComb, Third Edition
By F. Wilson McComb and Jonathan Wood
Osprey Classic Histories Motorbooks, April 2004

MG T-Series: The Complete Story
By Graham Robson
Crowood, August 2007

MGB: The Complete Story
By Brian Laban
Crowood, October 2005

The MGA
By John Price Williams
Veloce, October 2002

SUPPLIERS

Abingdon Spares (T-Series)
abingdonsparesllc.com

Moss Motors (MG TC through MGB and Midget)
mossmotors.com

Scarborough Faire (MGA, MGB and Midget)
401-724-4200

Victoria British (MGA, MGB, MGC and Midget)
victoriabritish.com

RESTORATION AND SERVICE

Vintage Restorations Limited
vintagerestorationsltd.com

Eclectic Motorworks
eclecticmotorworks.com

University Motors Limited
universitymotorsltd.com

Auto Vintagery
autovintagery.com

MG EVENTS

Gathering of the Faithful, MG 'T' Register
nemgtr.net/events.shtml

MG 2008
June 25–29, 2008
Sheraton Park Ridge
King of Prussia, Pennsylvania
mg2008.com

North American MGA Register GT 33
July 14–18, 2008
Seven Springs Resort
Seven Springs, Pennsylvania
mgcars.org/namgar

MG Driver's Club Drive-In #12 at the Euro Auto Festival
October 17–19, 2008
Greenville, South Carolina
mgccnj.org

The Texas MG Register Fall Gathering of the Faithful
November 8–19, 2008
McKinney, Texas
tmgr.org

MG HEROES

Cecil Kimber
An avid motorist who was handed the reins of the Morris Garages in 1923. He ran the company through its glory days.

John W. Y. Thornley, OBE
A trained accountant who started at MG in 1931 as assistant service manager and MG Car Club secretary. He retired in 1972 as the general manager.

Albert Sydney Enever
A former shop boy at Morris Garages who joined MG in 1930. He worked on both racing cars and postwar models, ultimately rising to chief engineer, a position he held until his retirement in 1975.

The most prolific MG

When production of the MGA ended in 1962, it was replaced by the MGB. Almost everything about the MGB was bigger. And no one at Abingdon — not even general manager John Thornley — imagined the MGB would last for 18 years and more than 500,000 units.

In 1965, a five main-bearing version of the B-Series engine and more robust rear axle were introduced along with the new MGB/GT coupe that joined the roadster late in the year.

As BMC — soon to become British Leyland — phased out the big Austin-Healey 3000, the company introduced a new MG model to replace it. The MGC looked much like the B but used a torsion bar front suspension, rolled on 15-inch wheels and harbored a 2,912cc straight six under its bulging hood. Never strong sellers, the MGC and MGC/GT models were discontinued before the start of the 1970 model year.

About the time the MGC faded away at the end of 1969, all MG sports cars were revised with new blacked-out grilles, styled steel wheels and vinyl seats. Although the post-1969 MGBs have a massive following, the earlier cars with chrome grilles and leather interiors are considered the most collectible.

Beginning of the end

From 1970 to 1974, changes were limited, as the struggling British Leyland Motor Corp. tightened all purse strings. Power also declined in the face of tightening federal emissions regulations.

Midway through the 1974 model year, the MGB's traditional grille and chrome bumpers vanished, replaced by hefty black rubber safety bumpers front and rear and a raised suspension. These transition models were known as the 1974½ models and were externally similar to the 1975s.

For 1975, the Midget was also blighted with rubber bumpers and it received the Triumph Spitfire's 1,500cc engine and all-synchromesh transmission. The Midget soldiered on until 1979 and the MGB lasted a year longer until the MG works was shuttered in 1980.

Although the performance of these final Abingdon-built MGs may have been reduced, sales were good and thousands found North American buyers. Today, these rubber-bumpered MGBs and Midgets are incredibly affordable and usable cars that can be easily serviced and repaired.

A lasting legacy

MGs haven't been imported into the United States since 1980, yet enthusiasm for the British marque remains high. American MG guru John Twist says it's because "they are the least expensive authentic sports car in the world."

Although MGs are rarely seen as daily transportation, there are many active clubs across America and virtually any import or general car show will feature one or more. Just as Ford or Chevy owners can be fiercely loyal, so, too, can MG owners. It's not uncommon to find garages with a half-dozen examples of the sports car jammed into the space intended for three or four vehicles.

Often decried as fussy, MGs are incredibly simple cars that are easy to maintain. However, "You can't take shortcuts," according to Twin Cam and P-Type authority Jim Alcorn, one of the many restoration specialists and parts suppliers who continue to support the tens of thousands of MG owners in North America.

Miatas and Corvettes may rule the sports car roads of the 21st century, but many MG owners still remember the days when they couldn't drive 10 minutes without waving to another MG. 🏁



JONATHAN A. STEIN

HOLDING MY EARS

I'm not fazed by Jonathan Stein's wild-eyed octagon obsession. We Triumph people are cool, analytical and well qualified to release verbal gas from MG balloons.

In the '30s, while Triumph built the Gloria and Vitesse, MG cherry-picked the alphabet, dithering about what type of car to build. Stein's favorite MGA came in 1956. Like a garage pin-up girl, it was pretty, but slow.

Triumph's TR series nearly equaled MG sales and performed better, developing overhead cam fours and aluminum V-8s. New TRs were engineered to meet federal standards, retaining performance. MG raised their rubber-bumpered fleet two inches to meet impact standards, destroying handling while choking their 98 bhp engine down to 62.5.

Credit U.S. marketers for peddling MGs to blind loyalists while the product declined to a virtual antique. MG production stopped in 1980 because parent BL couldn't afford the archaic factory or the 1950s parts used by no other BL car. Triumph, despite up-to-date products, was chopped in '81 to reduce corporate costs.

To my regret, MG still commands more recognition than TR. MG lovers still loudly praise pedal-car-sized M-types or paralytic, rubber-nosed MGBs. Holding my ears, I visualize the vintage MG brown-and-cream octagon and recall a favorite British hard candy, cream-colored with brown stripes. It's called a "Humbug." — Mike Cook is a former public relations man for Triumph



BRUCE SCHWETEGGER

Cook (shown at right sitting in a 1969 Spitfire Mark 3 at Lime Rock Park in Lakeville, Connecticut) would take a Triumph over Stein's MGA 1600 Mark II Coupe (top) any day.



Fiat Spider 2000 (foreground) flanked by Alfa Romeo Spider. Opposite page: Alfa Spider and Lancia Beta Coupe.

JOHN LAMM

JOHN LAMM (TOP) / ROB SASS (BOTTOM)

1980–83 Fiat Spider 2000

The Fiat Spider 2000 was the last convertible Fiat sports car to be sold in the United States. Like the Alfa Spider, the Fiat outperformed most of its British rivals, with injected cars capable of 0–60 mph in a shade under 10 seconds. Also, like the Alfa, the Fiat Spider has a great convertible top that lacks the blind spot of the Alfa because of glass rear-quarter windows that lower.

Unlike the 1971–90 Alfas, Fiat Spiders could be ordered with an automatic transmission, although these are rare. More rare is the Fiat Spider Turbo. Legend Industries shaved more than a second off the 0–60 mph time of the Spider with modifications that had Fiat's blessing, and the cars were sold new through the manufacturer's dealer network.

When Fiat announced it was dropping the Spider in 1983, Pininfarina decided to continue production of the car, which it renamed the Pininfarina Azzurra after an Italian racing yacht. The reprieve was brief, and by 1985 the Spider was gone for good.

The same things that are suspect in an Alfa should be looked at in a Fiat Spider — balky synchromesh, failed head gasket and oil burning. And change the timing belt if you don't know the last time it was done. Good driver condition Spider 2000s are commonly priced from \$4,000 to \$6,000.



1979–82 Lancia Beta Coupe/Zagato

The Lancia Beta Coupe/Zagato is by far the most obscure of the affordable Italians. A small, attractive GT designed after Fiat had taken over Lancia in 1969, it was offered as a Beta Coupe or targa-roofed version known as the Beta Zagato. Both the Coupe and the Zagato share the Fiat 2.0-liter engine found in the Spider 2000. In the Lancia, however, it sits transversely, driving the front wheels.

It's a bit cushier than a Spider 2000 and a bit slower because of the extra weight. But there's room for two children in the back, and on the Zagato the rear window folds down, making it nearly a full convertible. Niceties such as leather seats and air conditioning were common.

Although mechanical parts are straight out of the Fiat parts bin, trim items can be tricky to source. Zagato-only items like taillights are nearly impossible to find. While somewhat rare, Betas turn up with regularity on online auctions. But don't be tempted by the cheap cars. In most cases free is too much for a bad Lancia, as they can suffer from all of the above-mentioned Italian car maladies, including severe rust.

The better Beta Coupe/Zagatos are still dirt cheap. It is rare to see one fetch more than \$5,000. 🚗



ITALIAN FOR BEGINNERS

Story >> Keith Martin and the staff of Sports Car Market

THE RECENT RUN up in collector car prices has left people saying that \$10,000 is the new \$5,000. Indeed, acceptable examples of traditional British sports cars such as the early MGB and Triumph TR6 are most often found north of \$10,000. Ten thousand dollars is now looking like the bare bones entry level into the collectible sports car market.

Or is it? For whatever reason, the market seems to have ignored Italian sports cars from the 1970s and 1980s. While more susceptible to rust and perhaps not as rugged (or as dirt cheap to maintain) as British cars, they nevertheless offer some very real advantages over a traditional British roadster in terms of comfort and user friendliness.

1971–1990 Alfa Romeo Spider

After the 1969 model year (there were no 1970 Alfas in the United States), Pininfarina truncated the controversial boattail of the Alfa Spider Duetto. Collectors deem the resulting “chop tail” or “Kamm tail” Spiders less charismatic, but they're still great sports cars.

All versions benefit from a well-located live axle that makes for great handling with a suppler and better-controlled ride than an MG or Triumph. Alfa Spiders also come with one of the best convertible tops ever designed: a true two-latch, toss-it-over-your-shoulder version.

The 1971–74 cars are probably the prettiest and most collectible because they have attractive small bumpers. However, all of these cars

(unless modified) come with SPICA mechanical fuel injection that can mystify those unfamiliar with it.

Cars built from 1975 to 1982 have a less-attractive black rubber bumper. Still, these are handsome cars with fully instrumented stylish interiors and much better performance than a contemporary MGB or TR6. Injected Spiders would do 0–60 mph in less than 10 seconds and had real five-speed gearboxes when the Brits were still making do with electric overdrive. The 1982 models are especially desirable, because they mate the 1975 body style and interior with Bosch electronic fuel injection.

The last series of Spiders before the model's final redesign was built from 1983 to 1990. It featured styling changes not generally seen as positive. The rear grew an ungainly black rubber spoiler and the front a cowcatcher-like air dam. Alfa also changed the gauges and interior to a generally cheaper-looking design. On the positive side, air conditioning became a more common option.

On any Alfa Spider, it is important to look for rust, worn synchromesh, smoke indicating oil burning or a bad head gasket, and worn-out interiors. All parts are available, but most are more expensive than their British equivalent.

Spiders built from 1972 to 1974 in solid driver 3+ condition should bring from \$7,000 to \$8,000, 1975–82 versions from \$5,000 to \$6,000 and those from 1983 to 1990 anywhere from \$4,500 to \$6,000.

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A MOVING EXPERIENCE

The ins and outs of collector car transporting

Story >> Terry Boyce

SO, YOU'VE DONE IT — you've bought a collector car. Problem is, your new purchase is half a continent or more away from your home. Should you try to drive it back yourself? Hire someone to haul it for you on an open trailer? Or call one of those companies with the big enclosed transports you see at the collector car auctions? The answer depends on your car's condition, the distances involved and the level of services you need and are comfortable with, among other factors.

Leave it to the professionals

First off, let's dispense with any notions of driving your "new" old car home any great distance. Trust us, you'll want to get to know your car thoroughly before taking it on the open road.

"Adventures" involving clogged fuel filters, overheating and shorted electricals make for good stories in the club magazines, but are no fun to live through. Also, when you add up the lodging, food and fuel costs to get there and back, it likely won't cost that much more to have your car professionally transported.

Finding potential transporters can be easy. Page through most any collector car magazine or search online to find ads and listings for haulers serving the collector hobby. They range from long-established major carriers with fleets of liftgate-equipped, enclosed double-deck multicar transports to independent operators using a heavy-duty pickup pulling a one- or two-car trailer. Seek recommendations from collectors, restoration shops and collector car dealers in your locality.

Before setting up your haul, you will want to have your own full-coverage agreed-value insurance on your vehicle. The most important thing to understand is that the carrier's insurance covers them, not you. If they are liable for significant damages, their insurer will provide your settlement. The law is very clear about who is liable for what — and you may be less protected by the carrier's insurance than you think.

Having your own coverage in force before the hauler picks up your car is the best insurance.

Open or closed carrier?

The most significant decision you'll need to make is whether to have your car brought on an open or closed carrier. Experienced collectors agree that, if your car is restored, rare and/or valuable, the risks of transporting it exposed to the elements and the unforeseen on an open carrier far outweigh the added cost of shipping it in an enclosed transporter.

Another consideration is that open transports (and some closed haulers) use ramps for loading. Damage — both cosmetic and mechanical — from ramp-related incidents is unfortunately not uncommon. This is why major collector car carriers have equipped their enclosed trailers with power liftgate elevators that keep cars level when loading and unloading.

Rick Renner, managing director of FedEx Custom Critical Passport Auto Transport, says there has been an upswing in collectors shipping with commercial carriers over the past few years. "Insurers know that many claims from collector car owners are the result of damage caused by haulers that don't have training and experience in loading, tying down and transporting collector vehicles," he adds.

5 Basic Transporting Tips

1 Make sure your car is clean at the time of pick-up and take digital photos showing its condition.

2 Provide starting and operating instructions for the transport driver, including location of hidden switches, among other things.

3 Charge the battery and be sure there is adequate antifreeze protection for climate conditions that may be encountered along the route and at delivery.

4 Don't fill the fuel tank, but leave some gas. A quarter tank is ideal.

5 Review the transporter's policies and, if permitted, carefully package and secure any loose items in the car's trunk or interior. Make sure they won't block driver visibility in any direction.

Finding specialized services

Although offering "door-to-door" service (as opposed to delivery to a shipping terminal), some over-the-road haulers may not be able to literally put your car in your driveway. If you live in an area inaccessible to large tractor/trailer rigs, you may have to meet them some distance away to get your car. Horseless Carriage Carriers Inc. in Paterson, New Jersey, addresses the situation with haulers designed specifically to facilitate close-quarter loading and unloading in space-constricted cities.

There are smaller, well-established transporters that serve regional areas and/or haul only to specific urban locales. Their customers usually deal directly with the owner when contracting for a haul. Prices are generally competitive with the nationwide haulers. Self-employed owner/drivers also offer transport services, usually through classified ads in the hobby publications. Seek unbiased references and request documentation of proper licensing and insurance if you consider a hauler in this category.

Internet "car transport" searches bring up brokers for wholesale used car haulers that move later model vehicles on open multicar trailers. Their rates may be lower than the collector-car specialists. Riding in the open, your car may be loaded and unloaded several times on ramps and can spend more time outside in a holding yard. You may also have to take delivery at a shipping terminal.

Seek price quotes once you've identified several potential transporters with the services and equipment you feel is right for your vehicle. Many transporter Web sites now have forms that can be filled out to request a quick initial estimate for your haul. Expect to pay more for priority service if you request a specific delivery date.

The transport company will have inspected your car prior to loading and the driver will do so again after the unloading is completed. Be sure you agree with the transporter's report. Inspect your vehicle carefully before signing off on its delivery. Then, with the car safely "home," your adventures in collector car ownership can really begin. ■

Additional valuable information regarding the transport of collector cars in the United States, overseas shipping and trailering can be found in brochures you can print or download at hagerty.com/NewsStand/freebies.aspx. What's more, Hagerty Plus members save 10% on transportation costs with FedEx Custom Critical Passport Auto Transport and enjoy preferred booking with Intercity Lines. Visit hagerty.com/MemberDiscount/discounts_index.aspx for details.

Major Auto Transport Specialists

FedEx Custom Critical
Passport Auto Transport
800-325-4267
passport.fedex.com

Horseless Carriage
Carriers Inc.
800-631-7796
horselesscarriage.com

Intercity Lines Inc.
800-221-3936
intercitylines.com

Reliable Carriers Inc.
800-521-6393
reliable-carriers.com



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1953 Corvette, Blue Flame Six, powerglide, numbers match. Polo White with Red interior. Body-off restored. One of 300 produced.



1957 Corvette, 283-283 hp, (fuelie), 4 speed. Onyx Black. Fresh body-off. NCRS Top Flight. Radio and heater delete, T-10, posi, off road exhaust. Jewelry.



1959 Corvette, 283-290 hp, (fuelie). Roman Red with Red interior. Body-off restoration. Wonderbar radio, fuel injection, off road exhaust. From Arizona.



1962 Corvette, 327-250 hp, 4 speed. Almond Beige with Red interior. Body-off restored. NCRS Top Flight and Bloomington Gold! T-10, Wonderbar radio, aluminized exhaust.



1962 Corvette Retro (C5). CRC carbon fiber panels on 2000 body, chassis, and suspension. Sebring Silver with Red interior! Dynamic show car.



1963 Corvette Grand Sport Replica, tube frame, LT-1 engine, 6 speed tranny, ZR-1 suspension. Dana rear, XM digital satellite multimedia system. Custom forged aluminum wheels. Integrated roll bar.



1965 Corvette Duntov Coupe, 327-375 hp, (fuelie), 4 speed. Rally Red with White/Red interior. Multiple NCRS Top Flights and NCRS Duntov award. Bloomington Gold award, Kelsey K.O. wheels.



1966 Corvette Coupe, 427-425 hp, 4 speed, 27,725 actual miles. Tuxedo Black with Bright Blue/White interior. Super rare correct color. M-21, 4.11 posi, F-41. Documented.



1966 Corvette Convertible, 427-425 hp, 4 speed. Nassau Blue with Black interior. Body-on restored. NCRS Top Flight certified! Factory side exhaust, telescopic, headrests, transistorized ignition. M-21, 4.11 posi, K.O. wheels, goldstripe tires. Documented.



1967 Corvette Coupe, 427-435 hp, 4 speed, 21,623 actual miles. Rally Red with Red interior. Multiple NCRS Top Flight, Bloomington Gold, and Triple Crown. Factory side exhaust, M-21, 4.11 posi, F-41. Tank sticker, window sticker, and awards.



1967 Corvette Coupe, 427-435 hp, 4 speed. Tuxedo black with Red interior. Super rare and real color. NCRS certified (2006). Factory side exhaust. B.O. wheels, red stripe tires. Tank sticker, owner history.



1967 Corvette Coupe, "EXPO 67", 427-435 hp, 4 speed, 40,000 actual miles. Marlboro Maroon w/Black interior. Bloomington Special Collection, Bloomington Gold certified, NCRS Top Flight certified, NCRS Duntov award, Gold Spinner award, Triple Crown award. Documented. "Maple Leaf Milestone"



1969 Corvette Convertible, 427-435 hp, 6,000 actual miles. Cortez Silver. Bloomington Survivor® and Bloomington Silver awards. Power steering, brakes, windows, tilt-telescopic. Three inch 3 ring binder full of owner history, P.O.P., shipper copy.



1969 Corvette T-Top, 427-435 hp, 4 speed, 12,593 actual miles. Tuxedo Black with Black interior. NO HIT car with the original interior. Heavy duty clutch, power steering, brakes, M-21, 4.11 posi, F-41 suspension. Documented.



1969 Corvette Coupe, L-88, 4 speed. Cortez Silver. Bloomington Gold certified. One of only 116. Leather, tilt-telescopic, M-22, 4.11 posi, F-41, J-56 brakes, rear window defroster, smog system. Documented.



1970 Corvette Coupe, LT-1 (350-370 hp), 4 speed with 147 actual miles. Monza Red paint. Leather, shoulder harness, 4:11 heavy duty posi. NCRS Top Flight certified. Documented.

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A MATTER OF SCALE

Collecting cars can be accomplished in multiple dimensions

Story >> Carl Bomstead

EVERY SELF-RESPECTING car guy or gal has a wish list of vehicles he or she would have in his or her ideal garage. The problem is there are only a moneyed few who have the resources, space and time to actually acquire the collection of their dreams.

There is a solution, however, and the financial resources and storage requirements are not nearly as demanding. Multiple manufacturers of high-quality die-cast metal models offer examples of virtually every collector car that could possibly be on your dream list.

The Danbury Mint (danburymint.com) and The Franklin Mint (franklinmint.com) are far and away the largest producers

of replica die-cast metal cars, which are often offered in “limited editions” of up to 25,000. They are manufactured in several scales, with 1:24 being the most common. Others are offered in 1:12, 1:18 and even 1:42. Putting that in perspective, the 1:24 Tucker currently offered by The Franklin Mint is nine inches in length and the 1979 Camaro Z28 in 1:18 scale is 10.

There are literally dozens of other manufacturers, including companies such as GMP (gmpdiecast.com), Johnny Lightning (johnnylightning.com), Ertl (ertltoys.com) and CollectableDiecast Inc. (collectablediecast.com) that offer 1:18 scale replicas with prices ranging from \$12.95 to



\$299. Diecast Legends (grandprixlegends.com) is the largest retailer in the world for die-cast collectibles.

As would be expected, the price goes up as the level of detail is enhanced. “Curbside” or “static” models, which are largely devoid of operating features — with hoods and doors that do not open, for example — are usually the least expensive. Fully operational models, with functional steering and highly detailed engine compartments, are priced accordingly.

New on the market is an impressively detailed 1:6 scale replica of a 1957 Corvette by Die-Cast Promotions (diecastpromotions.com) that sells for \$799.99.

At the other end of the scale are the hand-built car models that are usually made of resin, metal and photo-etched parts. They are normally offered in kit form or completely hand-built, with the more detailed pushing the \$1,000 price point.

Overall, online auctions have not been kind to miniature cars. Online sites have

countless examples of The Franklin Mint models listed at any one time — and they often sell for only pennies on the dollar. Retaining the packaging and paperwork, however, is a plus, but it is not as significant as it is with vintage toys.

So if owning a 1937 Delahaye, Shelby GT350H and a Ferrari 330 TR1 is beyond your financial resources at the moment, for a few hundred dollars you can take a step toward fulfilling your car-collecting dreams with die-cast versions. ■

Top: An impressively detailed 1:6 scale replica of a '57 Corvette from Die-Cast Promotions including fuel-injected engine. **Above:** The Franklin Mint's 1:24 scale models of a '61 Lincoln Continental (left), a '70 Oldsmobile 4-4-2 (center) and a '70 Camaro Z/28 (right).



Story >> Jerry Burton

touring rallies

How to treat your vintage car before, during and after the event

WEST TEXAS is the Texas of sagebrush and chili, of oil wells and cactus. Out here, west of the Pecos, the roads follow the natural undulations of the land with horizon-long straights and wicked curves. The scenery is spectacular, especially when you're out running with Ferraris, Jaguars, Porsches, Corvettes, Alfas and Morgans — all driven by like-minded people who feel the lure of the open road.

After hours of enjoyable motoring, you then find yourself checking into a resort where your luggage has been transferred by the rally organizers. Later, you're seated in a formal dining room enjoying sublime cuisine. Repeat this regimen for four or five days in a row, throw in an autocross or side-destination tour and you've caught the allure of a touring rally.

The more notable ones include Martin Swig's California Mille, the Colorado Grand, the Muscle Car 1000, the Carolina Trophy, and Rich and Jean Taylor's time-distance Vintage Rallies, which include the New England 1000, Mountain Mille, Northwest Passage and Texas 1000. Many of these are modeled after the famed Italian Mille Miglia, the Brescia-Rome-Brescia classic that ran from 1927 to 1957. Some of these events limit their fields to cars of a certain age or historical significance. Others have more liberal requirements.

A '69 Morgan hits the open road at the Texas 1000. Clockwise on opposite page: Michael Lerch and Maurizio Ciocca in a '56 MGA 1500; an '84 Ferrari 400i in action at New England; Rich Taylor flags off the '68 Lotus Seven of Ross Robbins and Ann Whelen; Bill Neale's '66 Mustang.

EVAN KLEIN

"I'll drive a car 200 miles a month before a rally. If it makes it that far, it'll make it 2,000 miles."

Rallies can cost \$5,000 per car and up, but your hotels, meals, route books, special clothing and other amenities are covered, which makes them competitive with many other types of vacations — but much more fun.

The events will take you on roads you'd never venture on yourself without a built-in support system. And if your car should break down and the rally mechanics can't fix it, they'll usually put your car on a flatbed and you into a replacement car, often provided by the rally sponsor.

Still, most of us would prefer to "run what we brung." Therefore, it helps to know how to prepare, what parts and spares to bring, and how to detail your car back to show-and-shine condition.

Get rally ready

Preparing is pretty obvious. If your car has been sitting in a garage or a collection, it will need to be driven. "I'll drive a car 200 miles a month before a rally," says Joe Hayes of Chicago, who has run dozens of rallies in everything from a Ferrari Spyder to a Gullwing Mercedes. "If it makes it that far, it'll make it 2,000 miles."

Equally critical to a successful rally experience is bringing along the right parts, tools and spares in case a problem develops on the road.

Noted collector Miles Collier ran the Texas 1000 with Scott George, the man who manages his impressive collection of vintage automobiles. "We do a lot of tours with a variety of cars — the Colorado Grand, the California Mille and all of the Vintage Rallies

events," George says. "My goal is to bring things that are unique to the car were they to fail."

Jason Urban, a rallyist from Kintnersville, Pennsylvania, owns a 1959 Alfa Giulietta Sprint that he ran in the New England 1000 this year. "I figure I'm not going to be able to buy anything on the rally route but nuts and bolts with a car like this," Urban says. "So I look for the weak points on the cars — and bring an extra water pump or fuel pump. But I take the added step of bolting those parts on to see if they actually fit."

James MacDougald of St. Petersburg, Florida, ran last year's Texas 1000 in a 1964 Corvette, a marque for which parts are much more readily available. MacDougald usually carries a tool kit, a knockoff wheel remover, some fan belts, hoses, a quart of oil and an oil filter. Still, he suffered a fuel system failure in his 1964 Sting Ray, which left him and his wife stranded out on a deserted stretch of road south of Ft. Stockton. Fortunately, many rallyists stopped to offer help before the official rally mechanics showed up. Even though he was able to buy a new fuel pump at a local auto parts store, he eventually opted to drive one of the new Porsche 911s offered by the event sponsor.

If you don't have the replacement parts, you can carry tools and repair materials. Urban says one of the handiest tools is a small scissor jack — along with one jack stand. "We carry duct tape and electrical tape in multiple colors," he adds. "Panty hose can be rigged as a temporary fan belt. Paper towels are always handy, too."

JEAN CONSTANTINE (2)

EVAN KLEIN

Recover from the run

What about bringing your vintage car back to top condition after the event? Much depends on the rarity of the car and whether it is part of a treasured collection or simply a nice collector car that begs to be driven.

"Once we get back home, I give the car a good scrubbing and make a list of everything that went wrong," Hayes says. "Then I send it off to the repair shop right away."

Urban says he takes everything out of the car and airs it out. "Once we get it dried out, we check the radiator, fluids, tires and tire pressures," he adds. "Then we wash it thoroughly and clean off tar, bugs and debris, among other things. We take a hose and spray underneath the car. Then we take it around the block a few times to help dry it out. It usually takes us two to three hours to get it back into shape."

At the other extreme, George applies a very thorough post-rally procedure to bring the Collier cars back to show quality. "Basically we give it a bath with mild soap and water, cleaning everywhere under the wheel wells," he says. "Then we jack it up, pull off the wheels and do the same to the inner part of the wheels, wiping it down after. Finally, we'll spray down all the bare hardware with oil to protect the plating."

George even goes to the extent of changing the oil, having a sample of the used oil sent out to be analyzed to make sure the engine is happy. He also drains the fuel and adds some fresh racing fuel and then runs it dry for 20 minutes or so before storing the car.

"We have quite a process," George says. "This car will spend about a day and a half being cleaned and then we'll most likely spend a day and a half to three days making any mechanical repairs. We also will probably bleed the brakes."

All of these steps are well worth it when the payoff is driving a glorious car with people who are just as passionate as you are. ■

RALLY EVENTS

Many 2008 dates were not announced at press time. Check with organizers to verify dates, deadlines, prices and car eligibility.

CALIFORNIA MILLE

April 27–May 1, 2008
californiamille.com

NEW ENGLAND 1000

May 18–23, 2008
vintagerallies.com

MUSCLE CAR 1000

October 5–10, 2008
musclecar1000.com

CAROLINA TROPHY

Mid-September 2008
carolinatrophy.com

COLORADO GRAND

Mid-September 2008
coloradogrand.org

MOUNTAIN MILLE

Sept. 21–26, 2008
vintagerallies.com

TEXAS 1000

Nov. 9–14, 2008
vintagerallies.com



EVAN KLEIN

SIMPLE MAINTENANCE

Keep your precious classic on a roll

Story >> Ken Gross



MAINTAINING YOUR VINTAGE vehicle yourself is rewarding. Not only is there the advantage of saving money, but you also may uncover potential problems before they become serious.

Periodic oil and filter changes, chassis and component lubrication, cooling system flushes, fluid changes for transmissions and rear ends, brake system maintenance, tire inspection and rotation, and basic tune-ups are all possible for the average vintage car owner.

But if you've never seriously turned a wrench, working on a valuable classic or a special-interest car is not the best place to start. That said, most vocational high schools, and even some junior colleges, offer basic auto maintenance courses. After you've taken one, or even if you've been working on cars for years, don't begin work without the correct owner's manual for your car or even better, a vintage MOTOR's or Chilton service manual. Find a set in *Hemmings Motor News* or on the Internet. If you're serious about maintenance, they're invaluable.

Older automaker-supplied owner's manuals often incorporate simple maintenance advice and practical how-to procedures, as well as wiring diagrams and schematics for chassis lubrication. Ford's reference booklets, issued with each new car, showed how to adjust carburetors, perform tune-ups, service brakes and more. Hint: If you've never done any of this work

on an older car, we suggest watching a knowledgeable friend or skilled mechanic perform the tasks before you attempt to do them yourself.

Go on the record

Keeping a service record for each of your cars is crucial, as it's easy to forget what was done and when.

Make a chart, listing tasks in one column and leaving space for the "date accomplished" adjacent to the task itself. Be sure to note which brand/type of oil you used as well as its viscosity. Write down replacement part numbers for oil filters, fuel filters, spark plugs and points, and note fluid names and types. Hint: A good way to do this is to save an end of the box the part came in so you have the brand name and part number.

Using the service or repair manuals, determine the correct tire pressures and check them periodically. Keep each battery on a battery tender. Still using a lead-acid battery? Check the acid condition/level at least monthly. Change the oil and the filter and lubricate your car's chassis annually, no matter what the mileage — more often if the car is frequently driven. Service your car(s) in the spring, so everything is fresh for the driving season.

Follow the manual's directions: If you use multigrade detergent oils, be sure your engine can tolerate them. Some detergents will loosen deposits inside old engines and

clog oil feed lines. Carefully loosen and tighten drain plugs — many cars need a dedicated wrench for this task. Get one before you round off the corners on an irreplaceable part.

It's usually acceptable to use modern oil and fuel filter replacements, if they're the correct size, and especially if they fit inside an existing chamber. Chances are your marque-dedicated parts supplier also has correct filters for your application.

When changing spark plugs, carefully inspect them. Note which cylinder they fire. When you replace them, ensure the gap is correct, and then apply graphite to the threads so they can be easily removed. Inspect everything you can see, looking for leaks, frayed wires, worn hoses, loose bolts and clamps, road damage and cracks on tires, leaky exhaust mufflers and pipes, and rust spots, among other things. Better to note these problems in your garage than on the road. Wipe everything clean when you've finished. Use 3-IN-ONE, or a similar light oil, and WD-40 to ensure generators and other small mechanical devices are properly lubricated.

Brake adjustments may be readily handled in your garage. You may need help to bleed your brake system. If you need to replace brake shoes or pads, I'd recommend you consult a specialist, as the worn drums may need turning or, in the case of brake rotors, they may require machine work. 🛠️

GIFTS FOR GIVING

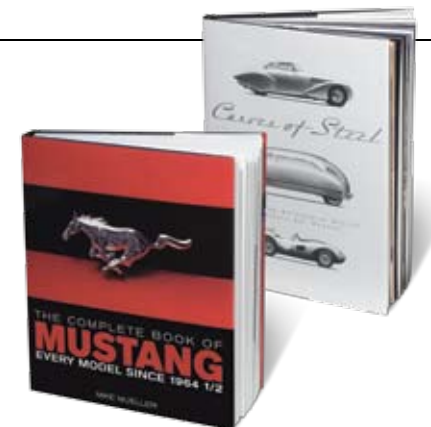
Holiday treats for automotive enthusiasts

As the holiday season draws near, here are a few stocking stuffers for the car enthusiast on your list. Whether tinkerer or reader, the recipient will be pleased with whatever you choose.



MAINTAINING PRESSURE

A vehicle's tires should be kept at their recommended pressure to maintain good fuel mileage, along with proper ride and handling characteristics. This digital racing tire gauge makes it easy to check tire pressure with a large backlit digital display and extended valve connector. The bleeder valve and constant-read display allows precise air release in case of overinflation. It's available through Measurement Ltd. (measurement-ltd.com or 973-402-4245) for \$19.99.



STICKY FINGERS

Dropping small screws or nuts is a nuisance when performing any mechanical work. This finger glove is made of stretch fabric for a snug fit and has a powerful magnet built into the fingertip to keep hold of those small, but important, parts. The Magnetic Finger is available through The Busted Knuckle Garage (bustedknucklegarage.com or 888-708-0897) for \$9.95. Hagerty Plus members save 10% off merchandise from The Busted Knuckle Garage. Visit hagerty.com/MemberDiscount/discounts_index.aspx for details.

REFRESHED LEATHER

Get back that new leather interior scent with the Ultimate Leather Care Kit from Griot's Garage. The kit includes a cleaner, soft horsehair brush, applicator sponges, leather care and a leather scent that brings back the original leather smell from when a car was new. Leather Care replaces vital nutrients and leaves leather soft and supple without a greasy finish. The Ultimate Leather Care Kit (griotsgarage.com or 800-345-5789) is available for \$29.99. Hagerty Plus members receive a free 8 oz. bottle of Speed Shine with any Griot's Garage purchase. Visit hagerty.com/MemberDiscount/discounts_index.aspx for details.



NEW TITLES FOR CAR ENTHUSIASTS

Curves of Steel portrays 22 of the most stunning American, European and Racing streamlined cars ever conceived, all part of a 2007 exhibit at the Phoenix Art Museum. The 190-page book, featuring photography by Michael Furman, is available at coachbuiltpress.com or phxart.org for \$75. Meanwhile, Mustang enthusiasts have a new 350-page volume by Mike Mueller, *The Complete Book of Mustang*, a definitive history that traces the original pony from its beginnings to the present day. Available at motorbooks.com for \$55.

LOST CORVAIR FOUND

After a 32-year wait, Craig Pursley was reunited with his first true love

Story >> Phil Berg



Pursley reunited with his 1964 Corvair (left) and after its restoration (below).

NO PAIN IS GREATER than that of a broken heart. And Craig Pursley can speak from experience.

Pursley and his first true love — a 1964 red Corvair convertible with red interior — began their relationship when he was just 12 years old. His father purchased the little Chevy in 1966. Pursley became its sole driver while he was in high school.

However, he was forced to leave his love when he headed off to college.

"I can remember driving away in a Monte Carlo and looking in the rearview mirror at the Corvair parked at the curb," Pursley recalls. "I was leaving behind so many memories."

It was the last time he would see the Corvair for more than three decades, as his father — without Pursley's knowledge — sold the vehicle while he was away at school.

Fast-forward to 1999, when Pursley had settled into an idyllic life in Bath, New Hampshire. Fate intervened when he became friends with the host of a local car show. "The event rekindled my passion for Corvairs," he says. In 2004, Pursley went Corvair shopping.

During his search, he found a two-year-old photograph of a red Corvair on the Internet from an estate auction. The image showed a dent in the driver-side door. "I knew I put that there in 1971 when I missed

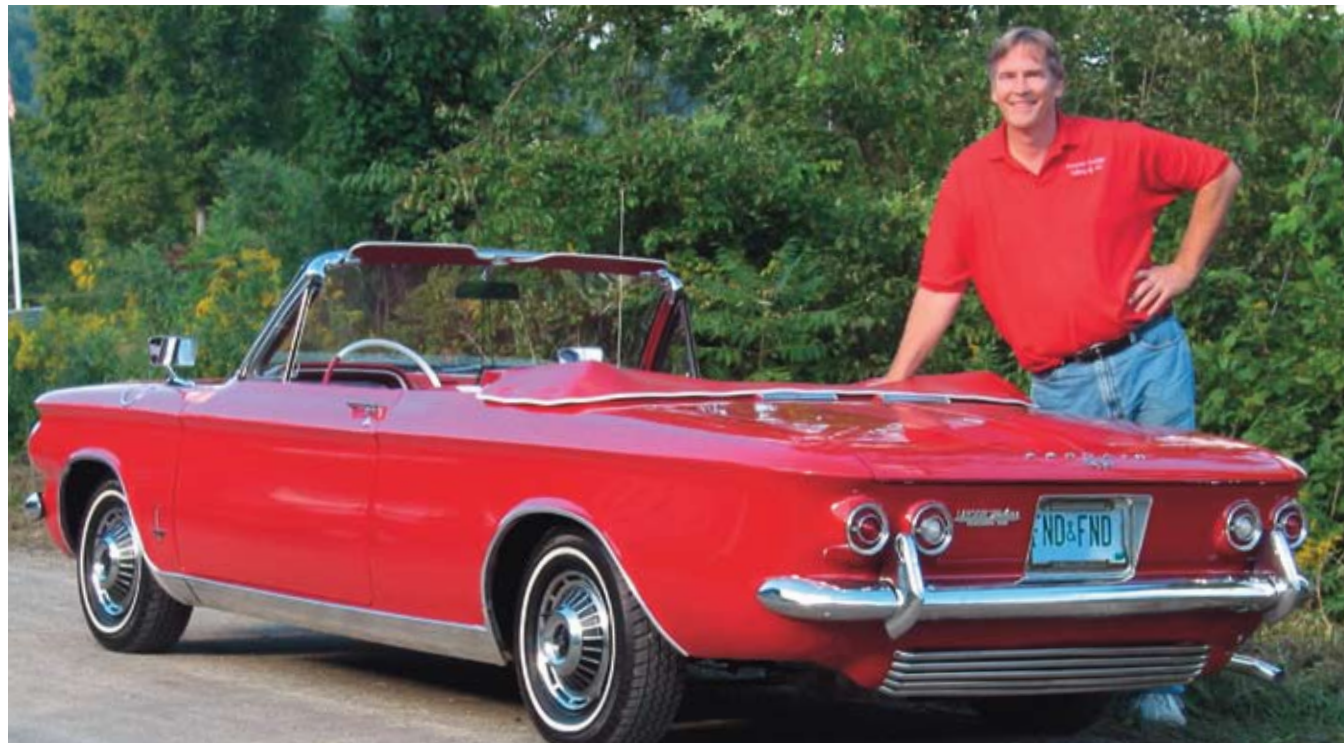
a stop sign and another car bumped into the door," Pursley says.

He tracked down the owner, who was only 100 miles from his hometown, and paid \$550 for it. And as if finding his Corvair wasn't enough, Pursley was also reunited with guitar picks and a pair of golf shoes, among other things, that he had left in its trunk.

He finished restoring the vehicle last year, but says had he known the expense it would take, he never would have bought it back.

"Really good condition Corvairs go for about \$12,000," Pursley says. "I stopped keeping track after spending \$17,000."

He may be reunited with his first love, but she's proven an expensive mistress. **PA**



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