



# Colorado Collector Car News

In association with the Collector Car Council of Colorado

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## JOHN ELWAY CHEVY CELEBRATES THE 100TH ANNIVERSARY OF THE CHEVROLET

On November 12th, John Elway Chevrolet celebrated the 100th anniversary of the mark by holding a car show. The event was supported by many of the local Chevy clubs. The weather was great for a car show, and the turnout was excellent. Congratulations, Chevrolet for 100 wonderful years!



*More photos from the 100th Anniversary of Chevrolet Show*





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**OLDEST RUNNING CAR FETCHES \$4.62M**

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million (R36.5-million), more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! It attracted a starting bid of \$500 000, which was immediately doubled to \$1 million.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights!

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom

Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.



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No, it's not a real full-size Duesenberg, but rather a beautifully constructed 35" long model made in 1/6 scale.

Louis Chenot has spent the past ten years building this incredibly detailed 1932 SJ Duesenberg LaGrande dual-cowl phaeton. Not only does it look good, but the engine runs, the lights work, the top mechanism functions and the transmission and driveline are complete.

The model weighs about 60 pounds. Lou's 40 year career was spent as a mechanical engineer. In the 1960's he spent 7 years restoring a vintage 1930 Cadillac convertible that was on the show circuit for years, but now he prefers to work on smaller projects in the comfort of his home shop.

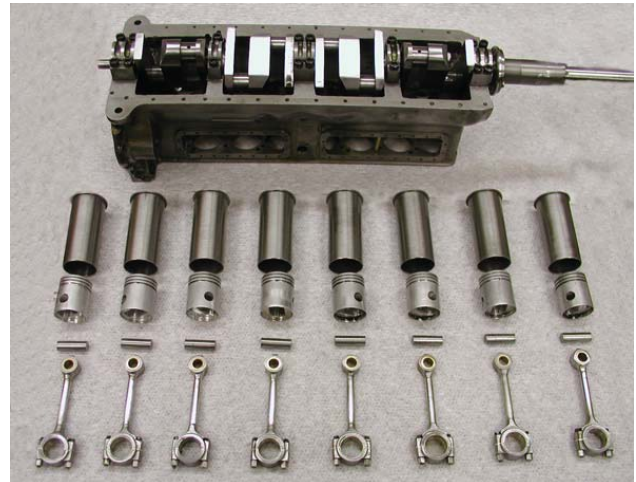


The bodywork is all metal, not fiberglass. Here is the car in Lou's shop before the brass coachwork was primed or painted.

Here is the engine removed from the model and sitting on its test stand. The transmission is in the foreground. Further complicating the prospect of building a running engine at that size is the fact that fuel molecules and electricity don't



scale. It is very difficult to get tiny carburetors and little spark plugs to work exactly like the real ones. A video of Lou starting and running the engine for the first time can be seen at <http://www.youtube.com/watch?v=f6TetkMpFlc>.



Inside the straight eight engine are all the correct parts custom machined to scale from steel, cast iron and aluminum. Here we see the block and crankshaft at the top along with the cast iron cylinder sleeves, pistons, wrist pins and assembled connecting rods. Even though there would be no way to tell once it is all assembled, the cylinder head shows that Lou didn't cheat. The engine has 4 valves per cylinder—32 total—just like the real one.



This is the dashboard and interior with the body primed but not yet painted. Note the detailed instruments and engine-turned finish on the dash.



The complicated convertible top mechanism is shown in the lowered position before the canvas top material was installed. More photos of this car can be seen at [www.CraftsmanshipMuseum.com/Chenot.htm](http://www.CraftsmanshipMuseum.com/Chenot.htm)

## Car of the Month

I have been a total Muscledar fanatic since I was teenager. My teenage years covered the late '60s and early '70s – the height of the muscle car era – so I had plenty of fuel for my fantasies. In 1978, I got the urge to own another big block Mustang. A friend of mine put me onto a 1968 390 Mustang. It had a nasty looking maroon paint job and Cragar SS wheels. The interior was clean and the price was right - \$900. I did not know at the time that this would actually turn out to be a rare and valuable 1968-1/2 R code Cobra Jet Mustang GT. I decided to purchase a rebuilt 428 shortblock and swap the heads and intake manifold from the original engine. Good thing - for they were the original 1968 date coded parts, I found out years later. I also stripped off the hideous maroon paint and had the car painted Highland Green, installed new bumpers, and slapped a pair of L60 Goodyear Polyglass GTs on the back. Now it looked bad! Unfortunately, it only ran for approximately 5,000 miles before the oil pressure suddenly dropped to zero. I lacked the money for another new motor so I pushed the Mustang into the garage where it sat for the next six years.

In 1985 my girlfriend Mary and I and the Mustang moved from Minnesota to Colorado. The car collected dust in the garage for another 11 years. For some reason, I just didn't have the motivation (or the money) to put it back together, but I knew I couldn't sell it either.

Several years later Mary and I got married and I started thinking about the restoration. The first thing I did was get a subscription to Mustang Monthly. In one of the issues, there was an article about the first Cobra Jet Mustangs produced in 1968. As I was reading it dawned on me that hey – my car has that extra shock tower bracing, and that hole in the hood beneath the scoop was too perfectly cut out to be the work of some back yard mechanic. So I went out in the garage to check the VIN number. Sure enough, there was the "R" in the VIN number! Boy was I excited! I knew this car was special and it was going to require a full blown restoration – the best I could afford. But I didn't want to do it a little bit at a time. I had to save up the money until I could get it all done at one time. I also discovered that the original Cobra Jet C6 transmission and nodular rear end had been replaced. The search began for the correct drivetrain pieces.

After two years of searching, I finally found a '68 dated coded, standard bore block. It was a steal for \$400! By 1995, I figured that I had saved enough money to restore the Mustang. I met a guy who ran what appeared to be a

## 1968 Mustang

Owned by Lee Nelson

legitimate Mustang Restoration business. He said he would do the paint and body work for \$7,000. This was the beginning of one of the worst nightmares of my life! After six months of excuses and broken promises I asked for my car and my money back. After several more weeks and more excuses, I got my car back and a promise to pay me my money back. Yeah, right!

During my search for parts, I met a fellow named Bud Bevard. Bud had a wealth of knowledge on Mustangs and a basement full of parts. He convinced me to join the Early Mustang Club and hooked me up with a legitimate body shop that did a great job. I also found a shop that was able to build a good, strong 428. When the car got out of the body shop, I installed the drivetrain and completed the rest of the restoration work. My goal was to have the car ready for the Early Mustang Club's Horsefeathers Car Show in August of 1997. Mary and I thrashed on the car until midnight the night before the show. We were so excited to have the car in our first show and were able to take third place in our class, even though the Mustang needed a few more finishing touches.

It was a long ordeal from when I purchased that car in 1978, but I think it was all worth it. We now have a rather unique Mustang that receives many compliments and is a blast to drive! For anyone who is struggling to restore their classic car – don't give up!!! It just takes a while.



Lee and Mary at their first Horsefeathers show in 1997.

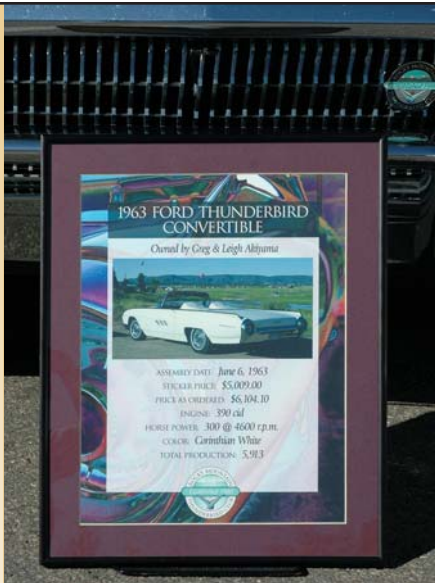


Lee's Mustang in 1980.

*More photos of Lee Nelson's 1968 Mustang*



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## VINTAGE CAR RALLY IN COLORADO

by Bob Beers (beers.b@comcast.net / 720-320-1988)

The Vintage Car Rally Association is contemplating bringing a vintage car rally to Colorado. Approximately 40 cars would be needed to cover the VCRA costs. If you are interested in participating, contact Bob Beers at the e-mail address and phone number listed above. More information is available at the VCRA Web-Site [www.vintagecarrally.com](http://www.vintagecarrally.com).

**ENTRANTS** Racers compete in one of five divisions: Championship, Sportsman, Rookie, Tour or X-Class. The classes are designated based on individual rally experience as well as the age of the vehicle, providing a class for any year model and/or experience level. Newer cars are allowed for the Rookie and Touring Classes allowing new participants to gain experience in their present vehicle. There is a class for everyone.

**THE CARS** Championship class is for cars 1948 and older. Sportsman and X-Class is for 1969 and older vehicles. Rookie and Tour classes are for open to any street legal year model. Age factors are assigned to each vehicle based on the year of the vehicle; older cars received a better factor.

**EQUIPMENT** In car equipment allowed during competition is one time of day clock, one wrist watch, one stop watch, approved speedometer, vehicle performance notes, race tables, VCRA supplied instructions and maps - no other electronic devices are allowed.

**RALLY RACING, HOW IT'S DONE!** It is best described as a time/speed/distance/ endurance race. Even the smallest navigational error or mechanical malfunction can end a team's chances of winning.

**COMPETITION OVERVIEW** The rally master team logs over 5,000 miles covering the rally course several times, checking and rechecking, measuring it to the nearest 1,000th of a mile. Each speed change, stop, start and turn is specifically detailed in the written Driving Instructions. Exact speeds and perfect drive times are allotted for each maneuver. The competitors' objective is to match the perfect times as established by the rally master. The team is comprised of a Driver and a Navigator. Cars leave at one minute intervals. 45 minutes before each teams official start time, the team is issued the daily driving instructions. The instructions are very specific, detailing each stop, turn and speed change that will guide them to the lunch stop and to the finish that evening. These instructions are calculated to the nearest one hundredth of a second.

Racers are use only an analog time of day clock, a wrist-watch, a stop watch, an approved speedometer and pencil and paper to log their progress. The Driver maintains the correct speed and the Navigator tells him the correct speed and also relays speed changes, turns, and general course directions from the Driving Instructions. As if just following the instructions and making the necessary adjustments weren't hard enough, the car must also function perfectly. Several times throughout the day, the racers' progress is clocked at hidden checkpoints randomly positioned on the course with electronic timers. Times are then relayed to central scoring to calculate the score for leg. A perfect score for a leg is zero (ACE) and each second variance (slow or fast) from the prescribed score for a leg is a penalty point. The total error for the day is then multiplied by a vehicle "Age Factor" to give the final adjusted score for the day. Daily winners for each class and overall class event winners are determined by the lowest score.

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### ***Bumper Stickers:***

Whoever said there was no replacement for displacement must have never seen a turbo

I'm not a drifter I just crash a lot :)

Built, not bought

Daddy didn't buy it

When in doubt, power out

### ***You might be a Red Neck if...***

Taking your wife on a cruise means circling the Dairy Queen.

An expired license plate means another decoration for your living room wall.

The journey of a thousand miles begins with a broken fan belt and a leaky tire.

You realize that stop lights timed for 35mph are also timed for 70mph.

## **CAN'T MISS VIDEOS AND WEBSITES OF THE MONTH:**

### ***Chevrolet Waxes Nostalgic About a Century of Trucks –***

General Motors continues to celebrate Chevy's 100th anniversary with a new tribute video to the company's long truck lineage. Chevrolet started producing pickups in 1918 with the 490 Light Delivery and hasn't stopped since. We're a little disappointed to see that the video glosses over tasty hardware like the 1956 Chevrolet Apache and the ever-attractive 1967 Chevrolet Suburban, but beggars can't be choosers. The clip does spend some time with the Blazer, including some fantastic vintage footage of the utility bouncing along a dusty trail with its top off...

<http://www.autoblog.com/2011/11/27/chevrolet-waxes-nostalgic-about-a-century-of-trucks/>

### ***Sons Reunite Father with Chevy Impala After Two Decades of being Apart***

Kids...just when you want to kill them they do something like this.

[http://www.motorauthority.com/news/1068738\\_sons-reunite-father-with-chevy-impala-after-two-decades-video](http://www.motorauthority.com/news/1068738_sons-reunite-father-with-chevy-impala-after-two-decades-video)

### ***Sales Brochures***

This is a web-site featuring the original factory brochures for nearly every American car you have ever owned.

Pick the manufacturer, the year and the model. Enjoy!

<http://www.lov2xlr8.no/broch1.html>

### ***Model Airplane Demonstration***

Wow. You just have to see this to believe it.

*Joe Smith's Friday Noon Demo 2011*

### ***Great Chevy TV Commercial***

This great commercial was filmed at the conoco station in Shamrock Texas, on the old Route 66 alignment.

<http://www.youtube.com/watch?v=IRG3BI8EHcQ&feature=email>

### ***Third Oldest Corvette to be Auctioned***

See details of this wonderful automobile.

<http://blog.hemmings.com/index.php/2011/12/30/rm-to-offer-corvette-005-in-scottsdale/?refer=news>

### ***Pre-WWII Hot Rod Dry Lake Racing Footage***

This will bring back some memories.

[http://youtu.be/z5ENn\\_hxv64](http://youtu.be/z5ENn_hxv64)

### ***Zanny Football Play***

Is this football or rugby?

<http://www.dump.com/2011/02/22/end-zone-angle-of-the-final-football-play-of-trinity-vs-millsaps-video/>

## **More photos from the 100th Anniversary of Chevrolet Show**



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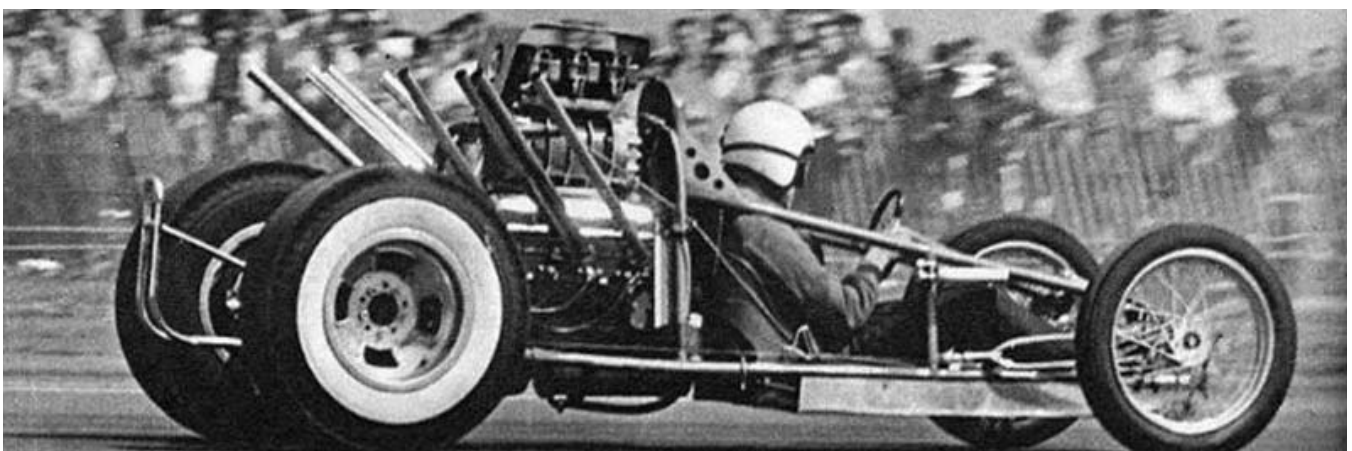
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*The first rule of running against a jet dragster: Always leave first. Get out ahead of the weenie roaster..*



*So you still think that Don Garlits invented the rear-engine dragster, do ya?*

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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 OCCC. 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](mailto:gakiyama@earthlink.net). Thanks.*

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