

2025 SPRING EVENT PREVIEW  
FEATURING CHEVROLET

# old cars

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## Ambassador to the Past

*A 1965 AMC  
similar to Dad's*



**Chevy Easter Egg**  
*A surprise 1934 coupe*

**Defying Definition**  
*1972 Monte Carlo:  
A car for every taste*

**Muscle-Palooza**  
*Scenes from 2024 MCACN show*





# MUSCLE-PALOOZA

## 2024 MCACN again gathers the best of the best

STORY AND PHOTOS BY ANGELO VAN BOGART

**F**or those who really dig muscle cars, walking through the Muscle Car and Corvette Nationals in Rosemont, Ill., is absolute euphoria. Held at the end of each November inside Rosemont's Donald E. Stephens Convention Center, weather is never a worry for spectators or the owners of the extremely rare and often priceless performance cars on display.

Each year, Managing Member Bob Ashton's efforts of combing the globe for the top muscle cars to display at MCACN pays dividends to attendees. There are "one of's," prototypes, pilots, famous cars, famous people, common favorites, historic race cars and more on the floor at MCACN each year. Rarely does a car reappear from year to year, and those that do make a second appearance have usually been a part of the event's popular "barn find" section a previous year, and then come back to debut in gloriously restored condition.

The 2024 event was held Nov. 23-24 just west of the Windy City and a rod's throw from O'Hare Airport with a focus on the 60th anniversary since Pontiac debuted the GTO. As a cherry on top of the display, Ashton assembled what seemed like a dozen 1970 GTO The Judge convertibles — something not likely to be repeated given the car's rarity. There were many other themed displays on the show floor, as illustrated in the accompanying images. To start planning for the 2025 event, to be held Nov. 22-23, go to [www.mcacn.com](http://www.mcacn.com). **OC**



No, this isn't Turner Classic Movies, but this is *the* famous '55 Chevy One-Fifty coupe you've seen on the little screen, maybe even the big screen if you caught "Two Lane Blacktop" when it originally played in theaters during 1971. Today it's owned by David Demangone of Bentleyville, Ohio. And if you recognize this Chevy, you probably also recognize the '55 behind to it....

Paired at MCACN with the "Two Lane Blacktop" movie car was the original '55 Chevy One-Fifty coupe famously driven by Harrison Ford in the 1972 film "American Graffiti," a movie that helped revive old cars and cruising. The "American Graffiti" Chevy spurred a lot of replicas, but this '55 is the original and is now owned by the PM Collection.

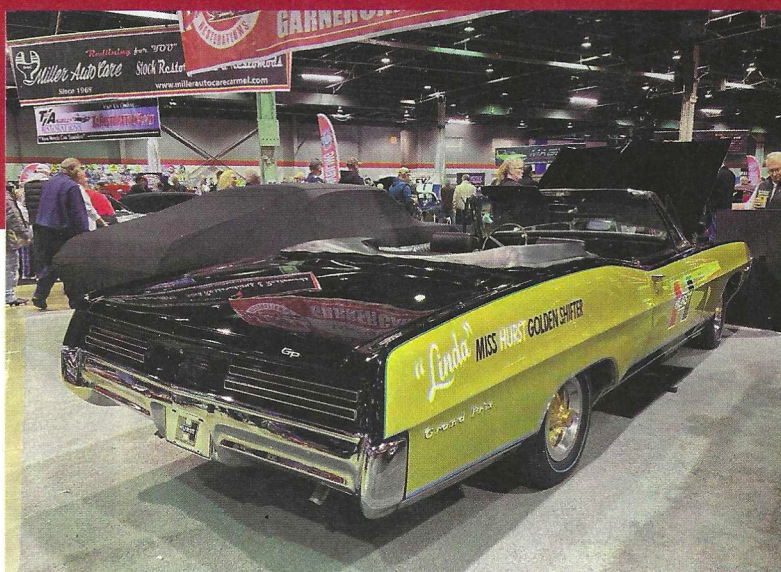


Perhaps the wildest truck you've never heard of is this 1963 Ford F1 unibody pickup built by Dearborn Steel Tubing with a 425-hp 427 V-8 to compete in the B/FX factory experimental class against big-block Dodge trucks. It was suggested by DST employee Jack Fuche who got the greenlight and successfully raced the truck. The truck still appears largely original. Although this truck racing package was offered to dealers, racers went with Thunderbolts.

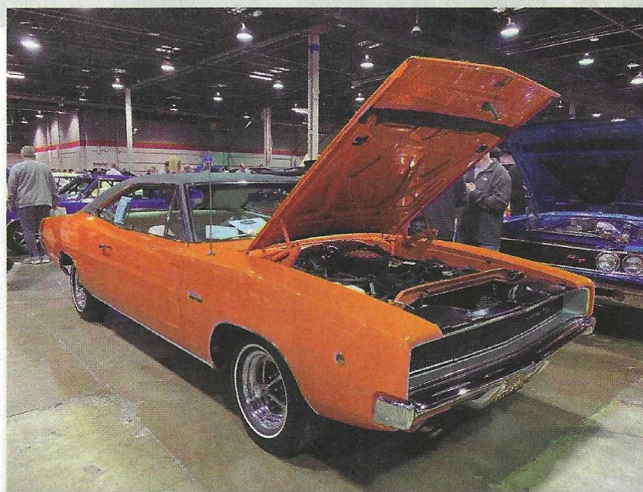


Said to be the last surviving, numbers-matching and documented 1967 Hurst promotional vehicle remaining, this Pontiac Grand Prix convertible was used by none other than Linda Vaughn, "Miss Hurst Golden Shifter."

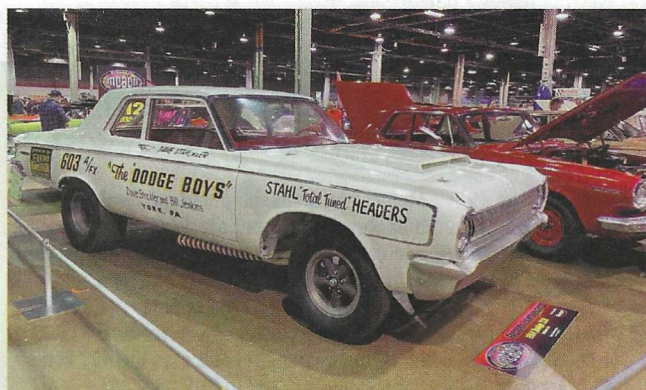
As a Hurst car, it was built by General Motors with a 428 H.O engine and delivered to Hurst via Royal Pontiac where it received Hurst Fire Frost Gold paint with metalflake overlay, Hurst Custom Wheels by Kelsey-Hayes and the Hurst Dual Gate Shifter plus Goodyear Blue Streak tires. The important car was rescued from the desert in 2008 and restored by 2010.



Perhaps the most unique display at MCACN was the Black & White Formal Attire showcase for MoPars painted black and fitted with white interiors. Some of the owners of cars in this display even wore black T-shirts with tuxedos printed on them. Dodges and Plymouths in this class were often top midsize muscle cars, but this big and brawny 1970 Plymouth Sport GT with a 440-cid V-8 and four-barrel was a scene stealer. Owner Bill Hanzlik of Chicago is the lucky owner.

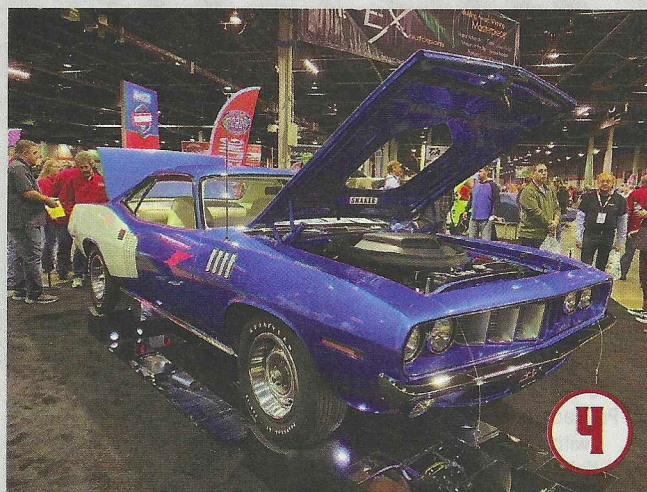


You may have read about the Bengal Charger, but MCACN allowed the chance to see one in the wild. Just 50 Bengal Chargers were built in 1968 for Tom Kneer Dodge of Cincinnati, Ohio, in honor of the new Cincinnati Bengal NFL franchise. All were painted a special Tiger Orange color with a black tail stripe and black vinyl top. Of the 50 Bengal Chargers, just 12 were R/T models, and this is one of them. It features a 375-hp 440-cid V-8, Torqueflite automatic and chrome road wheels, among other options. In addition to Bengal emblems on the front fenders and instrument panel, it had Bengal helmet decals in each lower corner of the backlite. Tom Kneer Dodge advertised a price as low as \$2,588 for the base 318-cid V-8-powered Bengal Charger, but this loaded R/T stickered at \$4,426.70.



Famed drag race car collector Mike Guffey brought to MCACN's extremely impressive display of factory lightweight cars this 1964 Dodge 330 originally campaigned by Dave Strickler. After a couple years of campaigning Chevrolets, Strickler brought this Race Hemi Dodge to the racing circuit and claimed Top Stock at the AHRA Winter Nationals in 1964.





**1** Another heavy-hitting factory lightweight at MCACN was the Lane-Moak Pontiac known as “Big Chief” raced by Lewis Sharp. This factory 1962 Super Duty is one of just 162 built by Pontiac for super stock racing that year. Of those, just 88 featured aluminum body parts, and this is one of them. Owner Samuel Williford hails from Mississippi, where this car was

originally based. It packs a dual-four-barrel 421-cid V-8, close-ratio Borg Warner T-10 four-speed, aluminum brake drums, factory header dump plates and a 4.30:1 rear axle ratio.

**2** Just 50 1963 Chevrolets with RPO (regular production option) Z-11 were built, and this is one. The cars featured the 427 “Mystery

Motor” and an aluminum hood, fenders, bumpers and bumper brackets, grille supports and other parts to bring the weight down to 3,245 lb. compared to 3,800 lb. for a small-block V-8-powered 1963 Impala. The 427 engine’s horsepower was advertised as 430 units, but owner Pat Lobb says the 427 in his Impala dynos closer to 500 hp.





7

**3** Among the year-by-year lineup of GTOs was the 1966 GTO famously known as the "Tin Indian" and considered the most successful Pontiac race car, as it was never beaten in head-to-head competition. The car won 27 class and eliminator titles in 1966 alone. Today it's owned by Merle and Janice Green.

**4** Making its restoration debut at MCACN was Phil Mitchell's 1971 Hemi-'Cuda, one of 59 built that year with a four-speed. The Hemi-'Cuda is a loaded example from the factory, originally being painted Bright Blue Metallic with white Billboard decals, hood tie-down pins, Super Trak Pack 4.10:1 Dana rear, Rallye gauges, power front disc brakes, bucket seats and the Shaker hood scoop.

**5** MCACN celebrated the evolution of the Pontiac GTO with a GTO from every model year, but more impressively, it gathered an entire row of Ram Air IV The Judge convertibles!

**6** Ford also offered a lightweight race car in the early 1960s, and its 1962 offering was represented by this Galaxie coupe brought by Nicholas Smith of Stuart, Fla. Originally raced by driver Bob Martin with support by Jerry Alderman Ford Sales of Indianapolis, the lightweight was equipped with Ford's dual-four-barrel 406-cid V-8.

**7** There are just 98 miles on this unrestored 1963 Plymouth Savoy 426 Max Wedge, which you can bet were accumulated a quarter mile at a time. The factory lightweight was raced at Indianapolis Raceway Park and Muncie Dragway by original owner Charles R. Doyle, who owned the car until 2022. Today the stunning survivor is owned by Bruce & Nancy Bartie of Stillwater, Minn.

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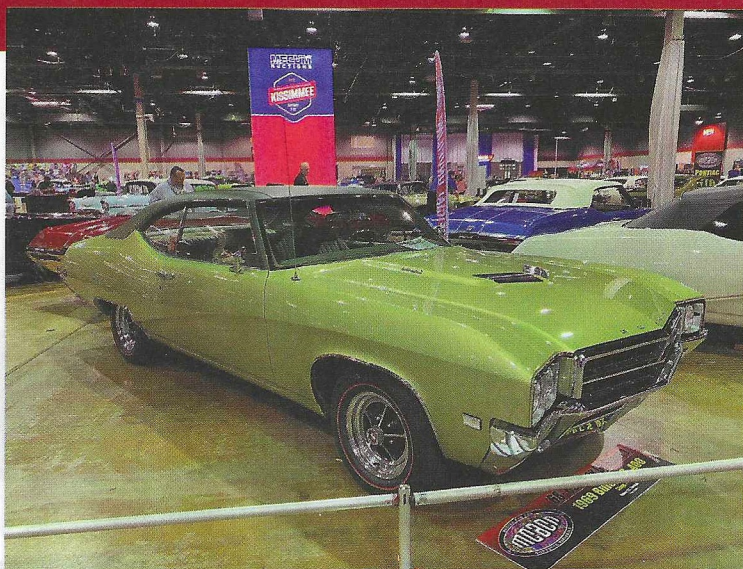
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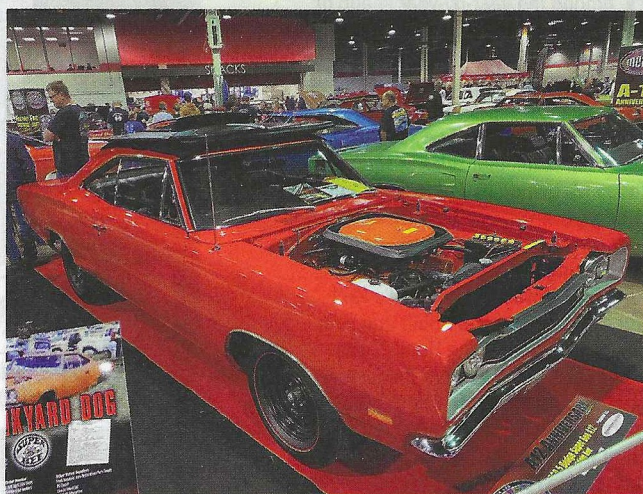




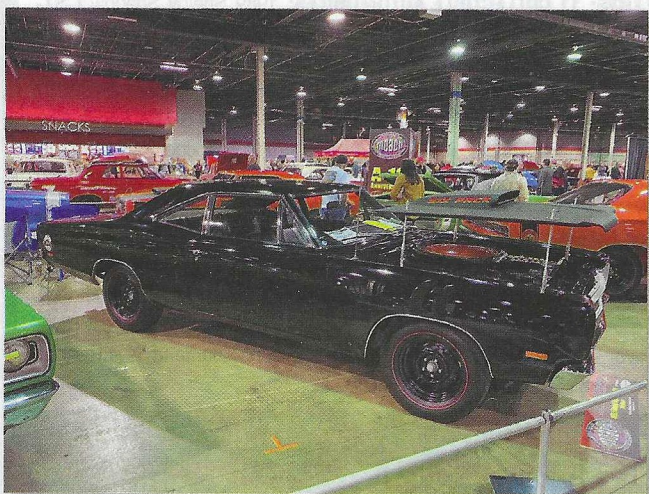
If you've been reading *Old Cars* for any length of time, you know that we say 1968 and 1969 Buick Skylarks and Gran Sports just don't get the love. However, they were fully embraced this year at MCACN with about a dozen 1969s, most of them very rare GS 400 Stage 1 examples (and even a hyper-rare 1969 GS 400 Stage 2). This Stage 1 GS 400 painted green with a complementary dark-green vinyl top and interior was our personal pick of the litter. The Stage 1 engine was advertised as having 350 hp (10 more than non-Stage 1 cars) and 440 lb-ft of torque.



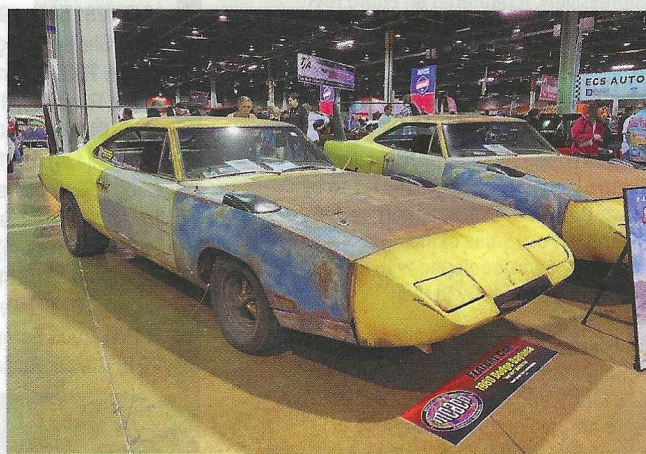
An Impala display included several hot big Chevs including this 1962 Bel Air Sport Coupe exhibiting the elegant "bubble top" roof. Since this Bel Air was at MCACN, you can be assured it was powered by the muscular 409-cid V-8.



Hard to believe, but this 1969-1/2 Dodge Super Bee A12 440 Six Pack car was found languishing in a junkyard. Fortunately it was eventually recognized, saved and restored into a show stopper. Mike and Dan Kreseski displayed the race car in the A12 Anniversary Invitational class of MCACN.



Like the Bright Red 1969-1/2 Super Bee also displayed in the A12 Anniversary Invitational Class of MCACN, this TX9 Black Super Bee owned by Alexander Hettiarachchi is also a stripe-delete "Bee." Hettiarachchi's car displays the unusual lift-off hood over the 1969 A12's 390-hp, 440-cid V-8 Six Pack engine with 490 lb-ft of torque.



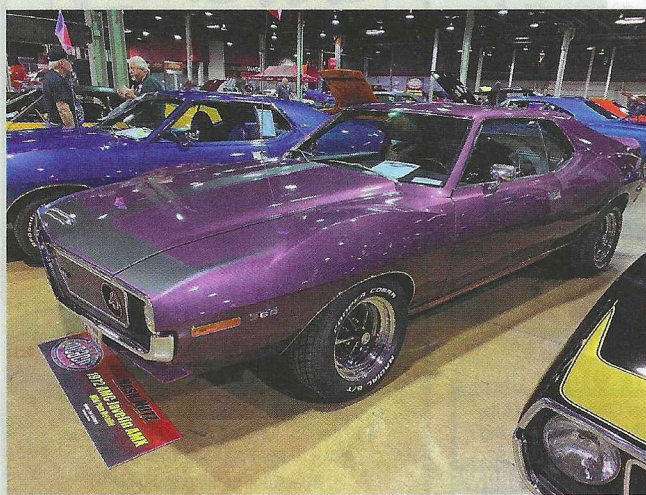
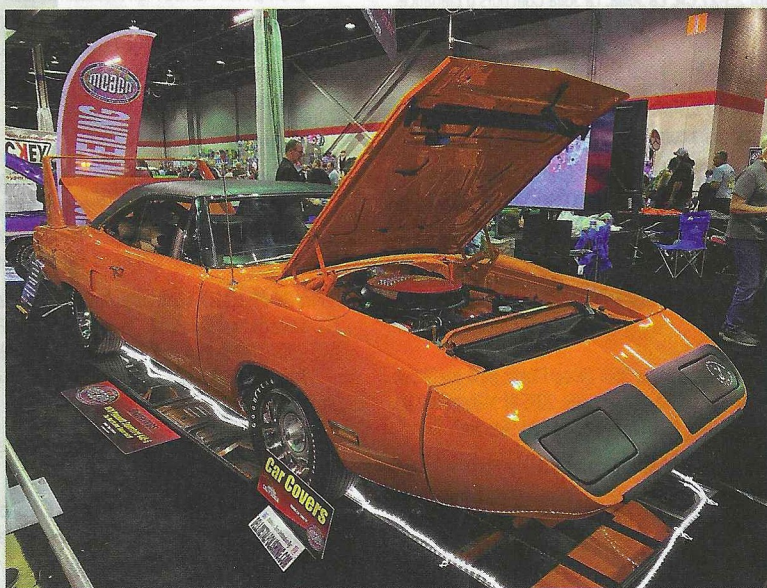
Another performance car straight off the big screen was this original movie car from the 2001 film "Joe Dirt" starring David Spade. The beat up 1969 Dodge Daytona from the film was mated at MCACN with a 1970 Plymouth Superbird made to look like the Dodge movie car. The "Joe Dirt" Daytona is owned by Mopar 5150 and Jeff Kelderman.



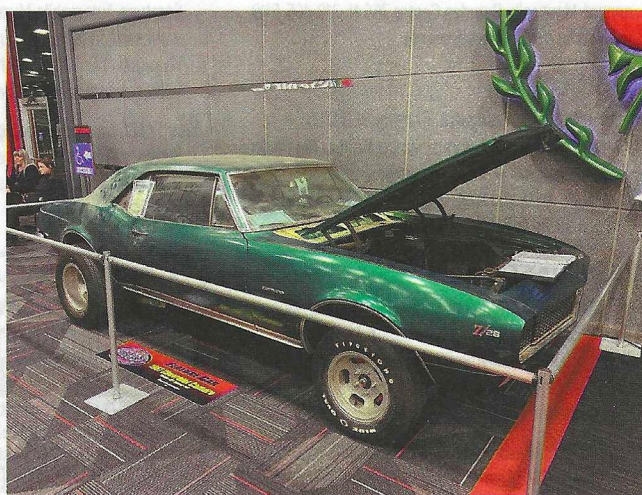


Unrestored and original 1969 Buick GS 400 is one of just 415 Stage 1 coupes with a four-speed. Oddly, this high-performance Buick also has factory air conditioning in addition to the Rallye Road Control package and power disc brakes. With the Stage 1 package, the GS 400 put out 440 lb-ft of torque at just 3,200 rpm. Steve Whitaker of White Bear Lake, Minn., displayed the rare Buick at MCACN. We couldn't trap Whitaker to find out if he had any relation to the Whitakers of Minnesota's Whitaker Buick fame, but we have our suspicions. After all, once you're a Buick man, you're always a Buick man.

Remember seeing pictures of an upsidedown EK2 Vitamin C (orange) 1970 Plymouth Superbird floating around the internet after 2022's Hurricane Ian? Well, that web-famous car has already been turned right-side up and restored to showroom condition by Magnum Auto Restoration for owner Tony Scrimale. The Superbird often appeared with an "unflipped" Dodge Daytona that was also swept out of the same owner's garage during the hurricane; that Daytona is reportedly being restored due to the damage from the salt water brought on land by the hurricane.



The "Big Three" weren't the only manufacturers spraying wild colors during the muscle car era. AMC offered the Wild Plum Metallic coating this 1972 AMC Javelin AMX brought to MCACN by Joe Salzburg. The 360-cid V-8-powered AMX was part of MCACN's AMC display.



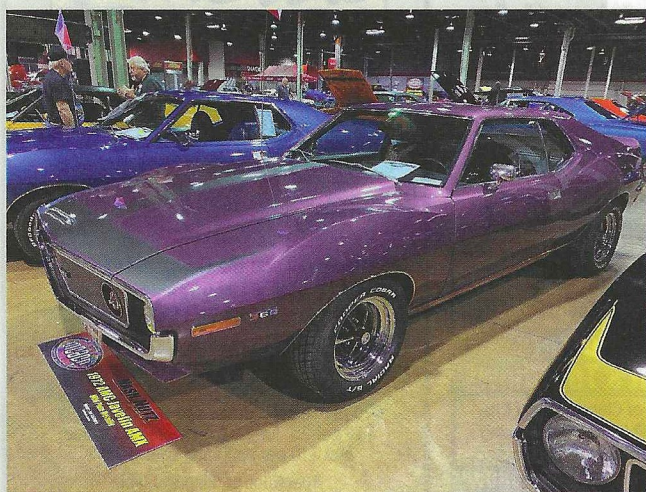
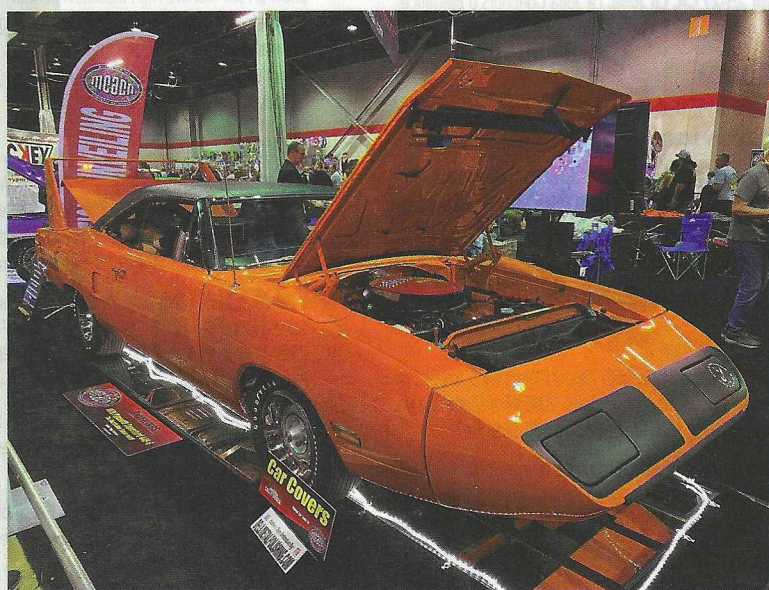
Neat old "barn find" 1967 Camaro Z/28, right? Wrong. As the "Z/28" emblems on the front fenders imply, this isn't a first-year Z (1967 Z/28s didn't have emblems anyway), but an even more coveted original Yenko Super Car with a 450-hp 427-cid V-8, close-ratio four-speed, Positraction, headers, heavy-duty suspension and more, courtesy of the famous Canonsburg, Pa., Chevy dealer Don Yenko.



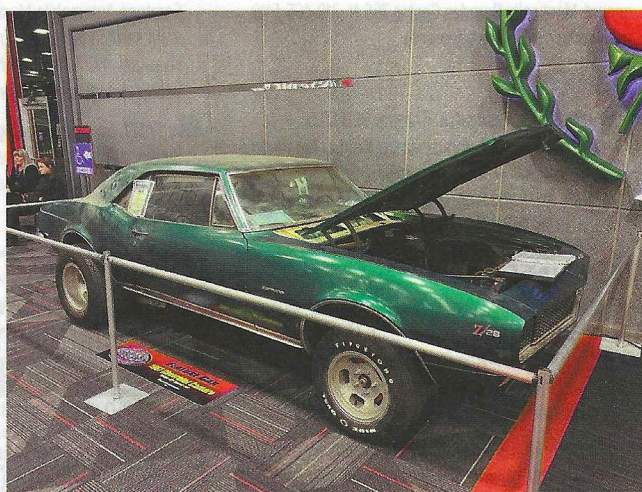


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