

THE CRANKER

January February 2016

JANUARY WHEN OUR



FANTASIES GET WEIRD

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OUR SPONSORS/SUPPORTERS

semi alphabetic order



ADDITION ELLE



WORDS OF WISDOM HA HA HA!!!!



MARCH 11,12,13, 2016

It has been agreed that there will be an information booth in this year's MOTORAMA. This booth will be shared by the Mississauga Classic Car Club and the Performance Mopar Club of TORONTO.

We will be handing out flyers and answering questions on the following 3 shows:

Sunday May 29th, 2016 –
SPRING FLING – the all MOPAR show at the MOPAR DISTRIBUTION CENTRE in Streetsville

Sunday July 3rd, 2016 –
CLASSICS on the SQUARE –
Celebration Square –
Mississauga

Sunday September 18th, 2016 – VINTAGE in the VILLAGE – Streetsville

We will be looking for volunteers to help with manning the booth and on setup and tear down. The Club will pay your entrance fee for 1 day. Please email blaine.shaw@rogers.com to let him know.

BOOTH 225 HALL 1

2016 has arrived without too much fan fare, except from our Liberal Provincial Government who has raised the price of about everything. I know – I know here he goes again RANT – RANT – RANT. As of January 1st we have had some laws changed, price of hydro has gone up, the discount on our insurances has not materialized, but has gone up instead. OH – GOOD NEWS the price of oil has dropped dramatically making filling up at the pumps not quit as stressful, but wait the BABIES are away and we can't take advantage of the lower ETHEL prices.

This year is going to be interesting with some changes in the life of MISSISSAUGA CLASSIC CAR CLUB.

The first of these will be the announcement that "THE CRANKER" will not be published bi-monthly any longer. I am finding it very difficult to keep it up and without any input from members it is becoming very one sided. I will publish an issue after Classics on the Square and one after Vintage on the Village. To keep up with happens PLEASE visit our webpage

www.mississaugaclassiccarclub.com

and our facebook page.

CLASSICS on the SQUARE has been confirmed for Sunday July 3rd, 2016 and planning has started.

VINTAGE in the VILLAGE has been confirmed for Sunday September 18th, 2016.

Friday Night Show & Shine Back on Track

CONGRATULATIONS

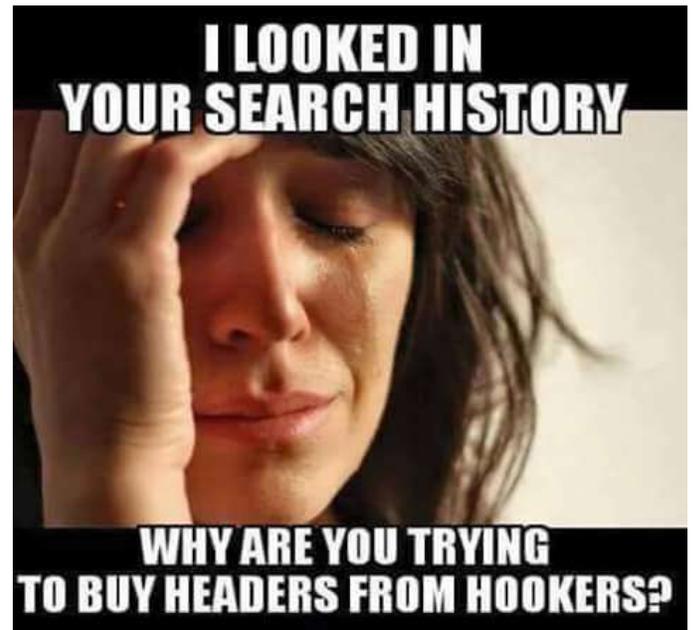
RUSS BEATTY, DAVID BROWN and CARYLE HUNTER have stepped up and will be operating our **FRIDAY NIGHT SHOW and SHINE**.

They will be looking for volunteers to do one of many duties each Friday Night:

- + Setup
- + Man gate and distribute gate tickets and collect donations
- + Sell 50/50
- + Organize door prizes
- + Sell pop & water
- + Do announcements
- + Hand out flyers
- + Gather up garbage
- + Other duties as required
- + Tear down

As you know we have been proud to host on average 150 cars every Friday night. Over the last 5 years we have donated to charity in excess of \$8000 and close to 2 tons of food. We may not be the largest, but we do support local Mississauga Charities that need our help.

This is a **LARGE COMMITMENT** and runs from mid **MAY** to the end of **SEPTEMBER** so please be aware that once you sign up the boys will be depending on you.



The (original) Dodge Charger marks its golden anniversary

[Kurt Ernst](#)



1966 Dodge Charger. Photos courtesy FCA.

If ever there was a car with an identity crisis, it was the B-body Dodge Charger. Introduced in 1966 as a sporty personal luxury car, the Charger would evolve to become a legitimate performance standard-bearer for Dodge before ending its life, in 1978, as a rebadged Chrysler Cordoba. In 2016, the B-body Charger marks its 50th birthday, and given the car's impact on the American landscape, it's one worth celebrating.

As the 1960s reached the halfway point, Dodge dealers were impatiently pressuring the automaker for a response to the Ford Mustang. At Chrysler headquarters, the challenge was to market the Barracuda more effectively in an effort to counter Mustang sales, which did nothing to help the Dodge brand. The compromise was to create a new car, on an existing platform, that would drive traffic into Dodge dealerships without pirating customers away from Plymouth showrooms.



The 1965 Charger II concept car, which bore a remarkable resemblance to the 1966 production version.

Instead of focusing its attention on a Mustang-fighting pony car, Dodge looked to counter the AMC Marlin and the Ford Thunderbird with a sleek fastback two-door hardtop, perched atop the Coronet's 117-inch wheelbase platform. A Charger II show car was displayed at auto shows throughout 1965, but the public wasn't told that a car remarkably similar to the concept had already been approved by Chrysler management.

426 Street Hemi, available in Chargers from 1966-'71.

The production Charger made its public debut on January 1, 1966, in a television commercial aired during the Rose Bowl. Viewers were introduced to the "Leader of the Dodge Rebellion," and the 1966 Charger immediately garnered both criticism and praise from the public and reviewers alike. Some panned its fastback styling for being too similar to the AMC Marlin, while others questioned the value of its \$3,122 starting price, which was over \$400 more than the Marlin's \$2,707 base. Detractors even complained about the car's "electric shaver" grille, with its hidden headlamps, and its radical, full-width taillamp assembly, both unconventional design elements.



1968 Dodge Charger R/T, with the 426 Hemi.

Inside, the Charger was designed to stand out from the crowd. A full-length console split seating into a 2+2 configuration, while the rear seat backs folded flat to provide additional cargo room. The trunk was carpeted instead of just lined with a vinyl mat, a subtle nod to luxury that would also be mirrored in the Charger's electroluminescent gauges, set in aluminum bezels and powered by a 200-volt AC transformer.



The base engine for the 1966 Charger was a 318-cu.in. V-8 topped by a two-barrel Stromberg carburetor, which produced 230 horsepower and 340 pound-feet of torque. Buyers could also opt for a two-barrel 361-cu.in. V-8, rated at 265 horsepower and 380 pound-feet of torque; a four-barrel 383 V-8, rated at 325 horsepower and 425 pound-feet of torque; or the top dog in the range, the legendary 426 Street Hemi. Topped with a pair of Carter AFB four-barrel carburetors, the 426 V-8 was good for a conservatively rated 425 horsepower and 490 pound-feet of torque.



1969 Dodge Charger Daytona, built for NASCAR homologation purposes.

In 1966, buyers took home 37,344 Dodge Chargers, but sales fell off to 15,788 units for 1967 as buyers turned to smaller cars like the Mustang and the newly introduced Chevrolet Camaro. To counter the slide, Dodge debuted a newly styled Charger for the 1968 model year that did away with the earlier model's fastback roof in favor of a more conventional flying buttress design with a recessed rear window. The Kamm-style rear opted for four taillamps over a full-width panel, and to give the car an even sportier look, Dodge moved the racing-inspired fuel filler cap to the left rear fender.



1970 Dodge Charger R/T, the last year for the second-generation model.

Though the base engine was now Chrysler's 225-cu.in. "Slant Six," buyers of the second-gen Charger could opt for no less than three performance-centered V-8s, including the four-barrel 383, rated at 330 horsepower; the four-barrel 440, rated at 375 horsepower; and the 426 Hemi, rated at 425 horsepower. The Charger's new emphasis on performance over personal luxury helped land it a starring role in the 1968 Steve McQueen film "Bullitt," and consumers once again gave the car a second look. In 1968, Dodge sold 96,100 Chargers; in 1969, the division moved another 89,200 units; and in 1970, the final year of the body style, roughly 49,800 Chargers were built.



1971 Dodge Charger R/T, showing the available color-matched bumper.

The second-generation Charger went racing, too, first in Charger 500 guise (which featured flush rear glass to reduce rear end lift and a flush grille to reduce drag) and later in Charger Daytona form, with its distinctive aerodynamic nose and massive basket handle rear wing. Both variants were offered for sale in limited numbers to the public (to meet NASCAR homologation requirements), and remain among the most collectible of B-body Charger models.



1972 Dodge Charger.

A new Charger debuted for 1971, and though it still carried a familiar shape, the trend away from performance and (again) towards personal luxury became apparent by the 1973 model year. The 426 Hemi was discontinued after 1971, and by 1973 the most powerful engine available was the 280 horsepower (net) 440 V-8, topped by a single four-barrel carburetor. The third generation ended with the 1974 model year, and while sales peaked at 119,318 units in 1973, they struggled to reach 37,000 units in 1974.



The final generation of B-body Chargers appeared in 1975, wearing sheetmetal that was remarkably similar to the Chrysler Cordoba. Gone were any real nods to performance, and while a 440-cu.in. V-8 remained available, output was down to 215 net horsepower. Even NASCAR teams avoided the new body style, which was deemed too blocky to be fast or stable at high speed; instead, NASCAR allowed the third generation Charger body style to be raced up until January of 1978, when the Magnum replaced the Charger in competition.



1975 Dodge Charger SE, the first year of the final B-body generation.

Compared to earlier generations, sales of the fourth-generation Charger were disappointing, peaking at 65,900 units in 1976 but falling to 36,204 in 1977 and 2,735 in 1978 (a carryover year in which the last Chargers were built from remaining parts inventory). Perhaps the B-body Charger had exceeded its shelf

life, or perhaps Chrysler intentionally removed the car from life support to focus on smaller and more fuel efficient models. For a storied model that once brought racing glory to the brand (on street, strip and oval tracks), it was, perhaps, an ignoble end.

A retractable roof... 1966 Ford Mustang?

Jim Donnelly



When it comes to Fords with folding solid roofs, everybody thinks of the full-size Skyliner hardtops of the late 1950s, which are hugely collectible today. Fewer people realize that Ben Smith, one of the Skyliner's original designers, developed a prototype of a retractable Mustang in 1966 but the idea didn't fly and the car was almost certainly scrapped. He'd revisit the idea in the 1990s, producing a handful of prototypes from first generation Mustangs, along with between 35 and 50 conversion kits, roughly 10 of which were built by his son David into complete cars. On October 17, one of these rare retractable-roof Mustangs heads to auction in Aurora, Nebraska.



Smith was involved in an early prototype of a retractable, a Lincoln Continental Mark II, that was fully functional but never saw the light of day. Its complex operating system, however, was incorporated

nearly intact into the first production Skyliner of 1957. Smith was rewarded by being promoted to chief engineer for Ford of Argentina, before William Clay Ford tapped him to be director of advanced packaging in Dearborn. By this time, Mustang fever was in full flight, and Ford was already looking for derivatives of its original three-box body style. The first was the 2+2 fastback, which Lee Iacocca approved on the spot. A variety of removable hardtop designs were considered, and Smith ultimately pitched the idea for a retractable Mustang – with some key differences.



From the outset, Smith intended his prototype to use a manual folding roof. He took a well-optioned 1965 Mustang and added torque boxes and rocker-panel reinforcement before slicing off the roof. The Mustang's rear overhang was lengthened by 2.5 inches so the top could stow in the trunk. But rather than retracting in one piece like the Skyliner's roof did, Smith's created a clamshell design that would fold in half, and could be retracted and stowed manually, using torsion bars to counterbalance the assembly. There were no wires, switches, solenoids or motors involved – at least, not until Ford brass reviewed the prototype and decided they wanted a powered version.



They got it, too, but the break-even estimates ultimately sacked the Mustang retractable. The power-roof version that Smith developed ultimately vanished while he was on overseas assignment for Ford.



Undeterred, Smith took an early retirement from Ford in 1968. In 1993 he bought a used 1966 Mustang and set about re-creating the prototype from the 1960s, again using a manual clamshell roof, which was shown at the national Mustang convocation in Charlotte in 1995. Three prototypes were built, including a red 1966 with a black interior and a white roof; a powder blue 1965 with a blue interior; and a gunmetal gray car built for Ben A. Smith, another son. The project eventually evolved into conversion kits, incorporating Smith's structural reinforcements, up to 50 of which were sold.



One of the Smith-designed retractable prototypes eventually wound its way into the 100-car collection of Nebraska native Harvey Bish, who reportedly purchased it from Ben Smith at a 1996 Barrett-Jackson auction. Described as a prototype, the car doesn't fit the description of the three prototype cars built by Smith in the 1990s, although the door plate indicates that this car, a 1966 model, began life as a Y paint code car, finished in silver blue metallic. Could this be prototype two, the "powder blue" car? If so, the top has been recovered and both the car's exterior and interior have changed colors. There's also the matter of production year; the second prototype was a 1965, while this example is clearly a 1966. It can't be the red car featured in the October 2005 issue of *Hemmings Classic Car*, as this was owned by Rae Smith, not Harvey Bish, when the article was published.



In the end, it doesn't really matter. Less than fifty of these cars were ever built, making them rare by anyone's standards, and a guaranteed attention-getter at any car show. The retractable Mustang will be offered at no reserve at the VanDerBrink sale, and Harvey will be on hand to reminisce with old car buffs. Find out more, including the wide-ranging inventory of cars being sold, by visiting VanDerBrinkAuctions.com.



[Hemmings Find of the Day](#) [– 1980 Ferrari Pinin](#)

[Daniel Strohl](#)



What to do with a non-operational show car? Stick it in a museum and call it a day? Splash some fiberglass copies off it and build some driveable copies? Or maybe get it running and put it on the road, as did the owner of this [1980 Ferrari Pinin](#) four-door sedan for sale on Hemmings.com, which we last saw [come up for sale at auction](#) a few years back. Now fully functional as if Ferrari itself had built the car, the Pinin still looks rather fresh for a 35-year-old car and has an impressive resume of show appearances and museum exhibits. From the seller's description:

presented to "Salone Internazionale dell'Automobile Torino" for celebrate the 50th years of Pininfarina, in the same year was presented to "Los Angeles Auto Show" and to Ing.Enzo Ferrari in Maranello.

The Ferrari Pinin is a one off, is the only one official Ferrari Limousine made until today.

The car mounted engine 12 flat carburetor of 5000cm in front position. The car until 1993 stay in the Pininfarina Collection and after was bought from the Belgian Ferrari Collector Jacques Swaters of Garage Francorchamp.

In 2008 was sold to the current owner who, under the supervision, of Ing.Mauro Forghieri restore the car and put in running condition.

The car participate to some International Concours of Elegance, 2010 Goodwood Speed Festival, 2011 Concours of Trieste, exhibitions of Mauro Forghieri Modena Terra di Motori, was expose to Ferrari Museum in Maranello for "The Great Ferrari of Sergio Pininfarina" and also to Museo Casa Natale of Enzo Ferrari, Uniques Special Ones in SanktPetersburg Russia and Pininfarina 85.

The Ferrari Pinin is equipped with two engine: one the original not running and other running currently mounted, all two engine are 12 flat carburetor 5000cm. Available all documentations about history, restoration, presentations and running conditions.



Die Valkyrie – a 1955 Cadillac on Steroids

BY [JOHN GUNNELL](#)



Die Valkyrie is a dream car that was created by famed industrial designer Brooks Stevens. It was intended to be an international star car, putting in appearances at both American and European car shows in 1955. It won awards at the International Automobile Show at Madison Square Garden in New York City and at the Paris Auto Show.

The car is big. It was built on a 1954 Cadillac Eldorado chassis and is almost 22 feet long. The body was crafted by a traditional German carriage maker named Spohn. It has one of the longest hoods ever seen on a prototype car. The roof line looks like a regular hardtop model, but it is completely removable. The car has power windows with vents. The door lines extend several inches towards the rear to make entering and exiting the car easier.



One of the most distinctive features of the car is the large V-shaped front bumper, which Brooks Stevens adopted to push the message that American cars of the day were all moving to powerful V8 engines. In contrast, European car makers still seemed to like the straight eight at this point in time.

The Valkyrie's Plexiglas finned fender ornaments light up when using the directional lights. Plexiglas is also used in the headlight cross prisms to add extra focus for the high beams. The open front wheel wells cut down wind resistance by 20 percent at speeds over 100 mph. However, under the hood is a standard overhead valve Cadillac V8 with a single carburetor.



After it toured the show circuits here and in Europe in 1955, the car came back to the United States and Brooks Stevens purchased it. He gave it to his wife and she drove the car for about five years. Then, he decided that the car belonged in the Brooks Stevens Automotive Museum in Mequon, Wis.

Today it resides in the collection of well-known dream car expert Joe Bortz of Chicago (www.bortzautocollection.com). Bortz had it on display at the 2015 Cadillac LaSalle Club annual convention in Brookfield, Wis., June 24-27.