

October 2002

# CAR COLLECTOR

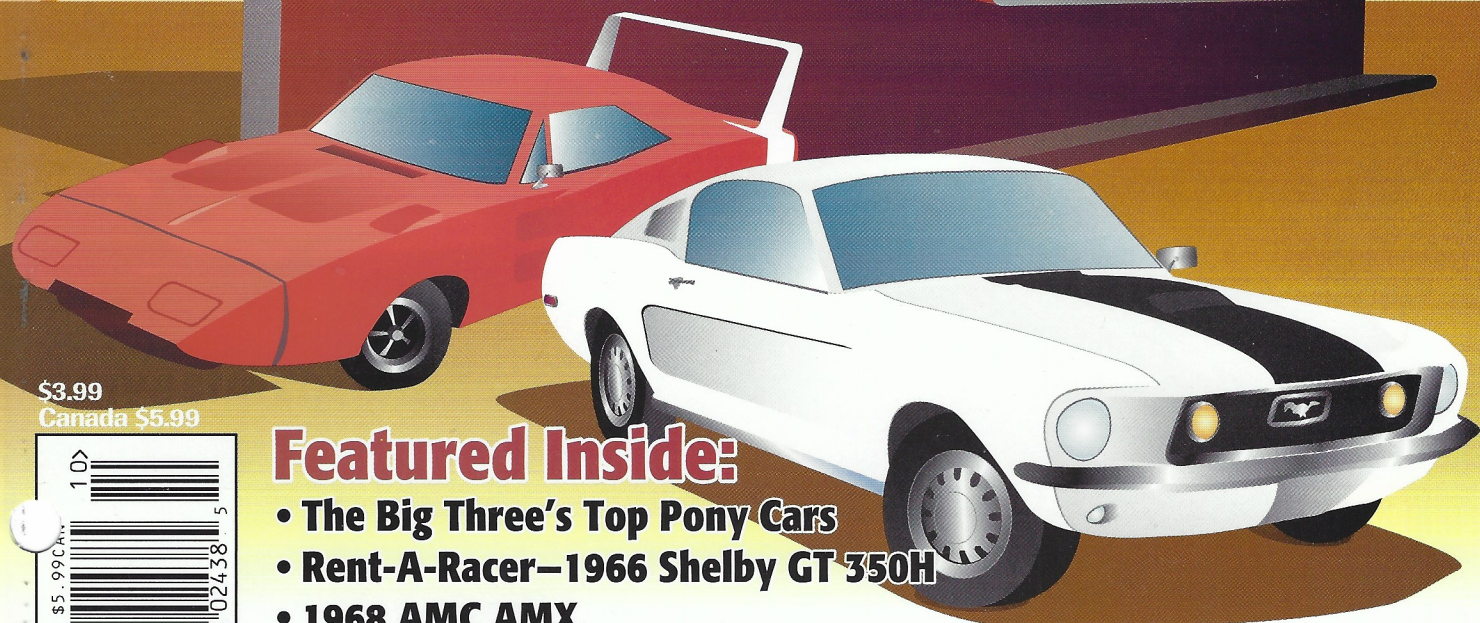
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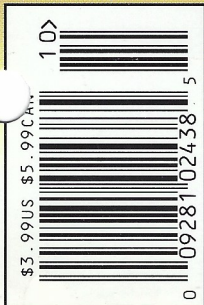
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### Featured Inside:

- The Big Three's Top Pony Cars
- Rent-A-Racer—1966 Shelby GT 350H
- 1968 AMC AMX
- History Of The Bonneville Salt Flats
- Stunning Eyes On Design Award Winners

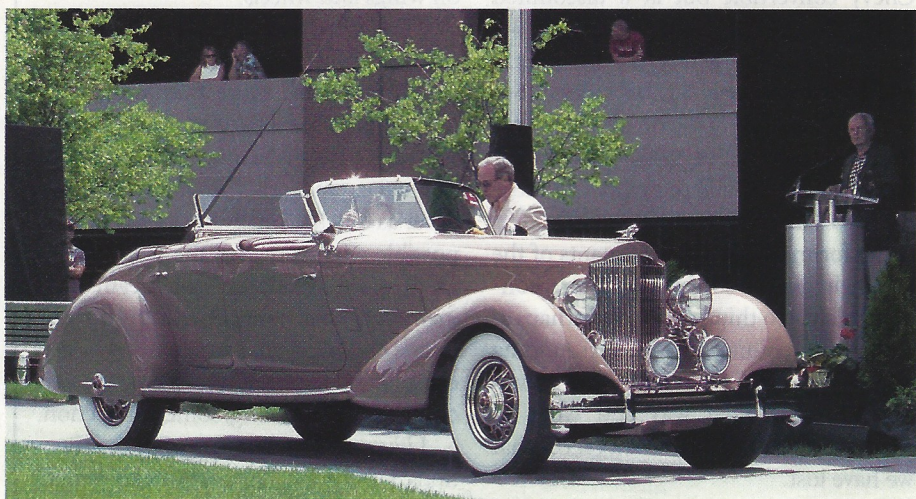
# Eyes On Design 2002

## Visions Of Beauty Text and Photos by Gary Witzenburg

**F**rom its beginning 15 years ago, the styling-focused Eyes on Design Show has been held in the northeastern Detroit suburb of Grosse Pointe, Michigan, most recently at the Edsel and Eleanor Ford House (Estate) on the Detroit River—an historic setting long regarded as one of America's great architectural masterpieces. This year, however, with DaimlerChrysler as the major sponsor, Eyes on Design was moved to DC's new Technology Center, next to Chrysler Group Headquarters in Auburn Hills.

"This move is a recognition by DaimlerChrysler and other leading companies of the importance of Eyes on Design to the automotive industry," said 2002 General Chairman Frederick Bane of MSX International, which is also (conveniently) based in Auburn Hills. "The DaimlerChrysler location is a perfect setting for automotive leaders as well as thousands of consumers who come together each year to celebrate the world of automotive design."

Unfortunately, they also moved the date to the weekend of June 7-9, right on top of the Michigan Region CCCA's Carnival of Cars event at the old Packard Proving Grounds in nearby Utica. That hurt Carnival's car count and attendance and forced a lot of collectors and enthusiasts to make a difficult choice. It's like having to decide every August between attend-



This 1934 Packard V12 dual cowl phaeton, owned by J. Peter Ministrelli of West Bloomfield, Michigan, won the Custom Coachbuilt Award.



The Custom, Stock to Rock class, which featured original cars from the 1930s-50s paired with a custom version of the same car, was a fan favorite. Here is a pair of 1939 Lincoln Zephyrs both owned by Terry Cook of Long Valley, New Jersey.

Bob Wilson's 1952 MG 100-M roadster received the Visionaries Award. This class is judged by a group of visually impaired young adults who use a truly "hands-on" approach to determine the car with the most interesting sculptural shape.



The Best In Show—Exterior Award was bestowed to Robert and Denise Lutz's 1952 Cunningham C4R roadster.



This beautiful 1955 Chrysler C-300 coupe owned by Otto Rosenbusch of Rochester Hills, Michigan, won the Performance DNA—Heavy Metal Award.



Another Heavy Metal winner was Steve Kott's 1961 Pontiac Ventura 421 S.D.

Domestic models did not claim all the awards as Larry Smith's 1967 Ferrari 275 GTB rumbled away with the Vice President's Award.

ing the Monterey Historic races on Sunday or the Pebble Beach Concours d'Elegance. Offered one Eyes on Design official lamenting the overlap with the CCCA event, "There aren't any open weekends."

The major reason Eyes was moved nearly a month ahead was that too many autoworkers and execs are away on vacation (or prefer to be) in July. Eyes organizers are working with GM and Ford officials hoping to rotate sponsorship and host responsibilities among the US Big Three in future years, just as Meadow Brook has done for more than two decades.

Thanks to generous sponsorship and involvement by automakers and suppliers, Eyes on Design has evolved into one of the nation's premier shows, and the only one focused on

"the emotion and character of automotive design." Simply put, styling rules, in both vehicle selection and judging. This year's show featured performance vehicles, resulting in a very impressive display of the sometimes conflicting attributes of beauty and speed.

There was a great deal of nervousness about how well the new DaimlerChrysler venue would work for a show of this type and size, since nothing like it had been tried there before. But it seemed to work very well. Unlike many major shows, where parking is in distant, dusty lots with slow, crowded shuttles, parking in the covered DC deck was a delight and a short walk to the field. Media interviews, hospitality rooms, and the outstanding art show and sale were inside the air con-



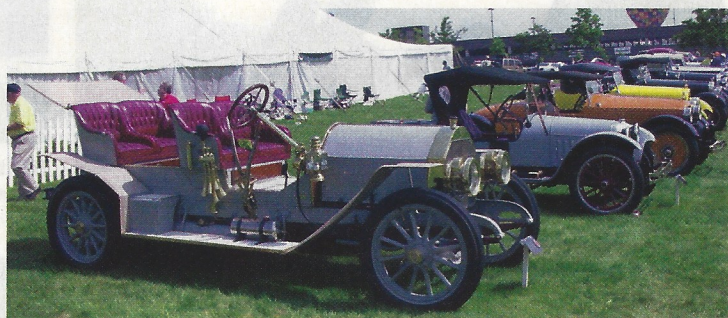
Capturing the true essence of the show and the Eye of the Designer Award was Harold Sullivan's 1967 Plymouth GTX Silver Bullet.



Muscle cars aren't usually known for making design statements with their interiors, but Ray Hamman's 1970 Pontiac Firebird Trans-Am certainly did by winning the Best In Show/Designer's Choice—Interior Award.



For its distinctive design, George Anderson's 1969 DeTomaso Mangusta won the Buehrig Award.



A well-represented class was the Prewar High Performance group.

ditioned Technology Center. Some show vehicles were displayed in class groupings on the just right (not too big, not too tight) grounds outside.

The first group that caught the eye of spectators was the wonderful American Custom, Stock to Rock class, which displayed, in pairs, original cars of the 1930s through 1950s next to fanciful custom versions of the same cars. Favorites were the '39 Lincoln Zephyrs, both owned by Terry Cook of Long Valley, New Jersey, but the judges rewarded the '49 Fords owned by Vic Hollingshead of Farmington, Michigan, (stock), and Michael Johns, Saline, Michigan (full custom), the top class honors.

Among the many other interesting classes were Muscle Car Era—American Performance, Performance DNA—Heavy Metal, Performance Sports, Prewar High Performance—American, Prewar High Performance—European, Purebred & Weekend Road Racers, Really Hot Rods, Performance Motorcycles, plus a wonderful Design, Featured Exhibition of 1908-1977 Grand Prix and Indy race cars, which were displayed inside a tent. This was a show that stirred the senses and sparked debate about the attributes of 20th century automotive design among spectators and judges alike.

Designers Choice—Interior and Best in Show—Interior went to the white-on-blue Pontiac Firebird Trans-Am of Ray Hamman of Clarkston, Michigan. Best In Show—Exterior went to the blue-on-white 1952 Cunningham C4R roadster of Robert and Denise Lutz

Other awards of note: the Buehrig Trophy (for the "design distinction of Gordon Buehrig's classic Cord 810") that went to a 1969 DeTomaso Mangusta owned by George Anderson, of

Franklin, Michigan; Custom Coachbuilt Award was presented to a 1934 Packard V12 dual cowl phaeton owned by J. Peter Ministrelli from West Bloomfield, Michigan; the DIO (Detroit Institute of Ophthalmology) President's Award went to the 1931 Chrysler Imperial phaeton owned by Norma Weaver from Ann Arbor, Michigan; the Eye of the Designer Award (personal choice of 2002 Honored Designer Tom Gale) was bestowed on a 1967 Plymouth GTX Silver Bullet owned by Harold Sullivan of West Bloomfield, Michigan; Vice President's Award (choice of GM Design VP Wayne Cherry) went to a 1967 Ferrari 275 GTB coupe owned by Larry Smith of Pontiac, Michigan; Vice President's Award (choice of DC Design VP Trevor Creed) was presented to a 1932 Lincoln KB boattail speedster, a stunning one-off custom by the late GM designer David Hollis; and the Visionaries Award (selected by a team of visually impaired young adults based on their "hands-on" perception of the most interesting sculptural shape) was given to a car with plenty of aesthetically pleasing shapes, a 1952 MG 100-M roadster, a weekend racer owned by Bob Wilson of Lisle, Illinois.

The Eyes on Design 2002 was a great show of beautiful, fascinating, and (in some cases) rarely seen rolling sculpture. As the primary source of revenue for the DIO, it generated much-needed money for research, education, and support group programs that enhance the independence of the visually impaired.

It is yet to be determined which of the Big Three will host this wonderful show next year, and where, and when, but rest assured it will be an event where design rules the day. 