

CAR COLLECTOR

Great Cars & Classic Times

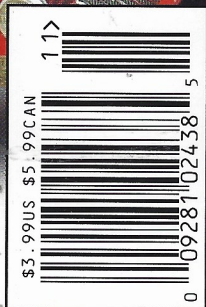
Best Of Shows

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NOVEMBER 2002

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Meadow Brook's annual Mode du Concours fashion show was presented this year by Saks Fifth Avenue and featured designs by Escada. Red seems to be the operative word here.

2002 Meadow Brook Concours d'Elegance

A Pivotal Year

By Gary Witzenburg

Photos by Jeff Broadus and Steve Purdy

The coveted Meadow Brook Hall Concours d'Elegance has had disagreements in the past, but it was hard to tell that anything was awry this year except for the threatening weather. Early in the morning, the sky turned dark at the Matilda Dodge Wilson estate in Rochester, Michigan, and some car owners rushed to cover beauties, most of which had their tops down and luxurious interiors exposed. Then the predicted storms passed by with nary a drop on the hallowed grounds, perhaps a sign that a good day was in store after all.

The field of more than 230 cars was generally excellent,

although heavily dominated by sponsor General Motors with 78 Cadillacs and nearly 50 Corvettes. Cadillac, of course, is celebrating its Centennial this year, and Corvette is approaching its 50th birthday as America's sports car, so the exuberant displays were almost expected. Among this year's special features were the racing and sports cars of Frank Kurtis, the 100th anniversary of Pierce-Arrow, the extraordinary work of automotive artist Barry Rowe, and the Fall collection of fashion designer Escada, presented by Saks Fifth Avenue.

The field displays were again the traditional Meadow Brook circles and most classes were well-represented.



(Above left) Ed Muerer's striking blue 1958 Cadillac Eldorado Seville won both a Lion Award and the Most Significant Innovation trophy for its groundbreaking design.

(Above right) John and Dora McMullen were double award winners with their fabulous Murphy-bodied 1930 Cadillac V16. The handsome red and black phaeton won its class and the award for Most Elegant Car.

(Bottom-left) Car Collector's Investments & Trends editor Dave Brownell presents the award for Most Outstanding Finish to Dale Bliss for his dashing 1931 Model J Duesenberg Victoria by Rollston. A double award winner the J-456 was also best in class.

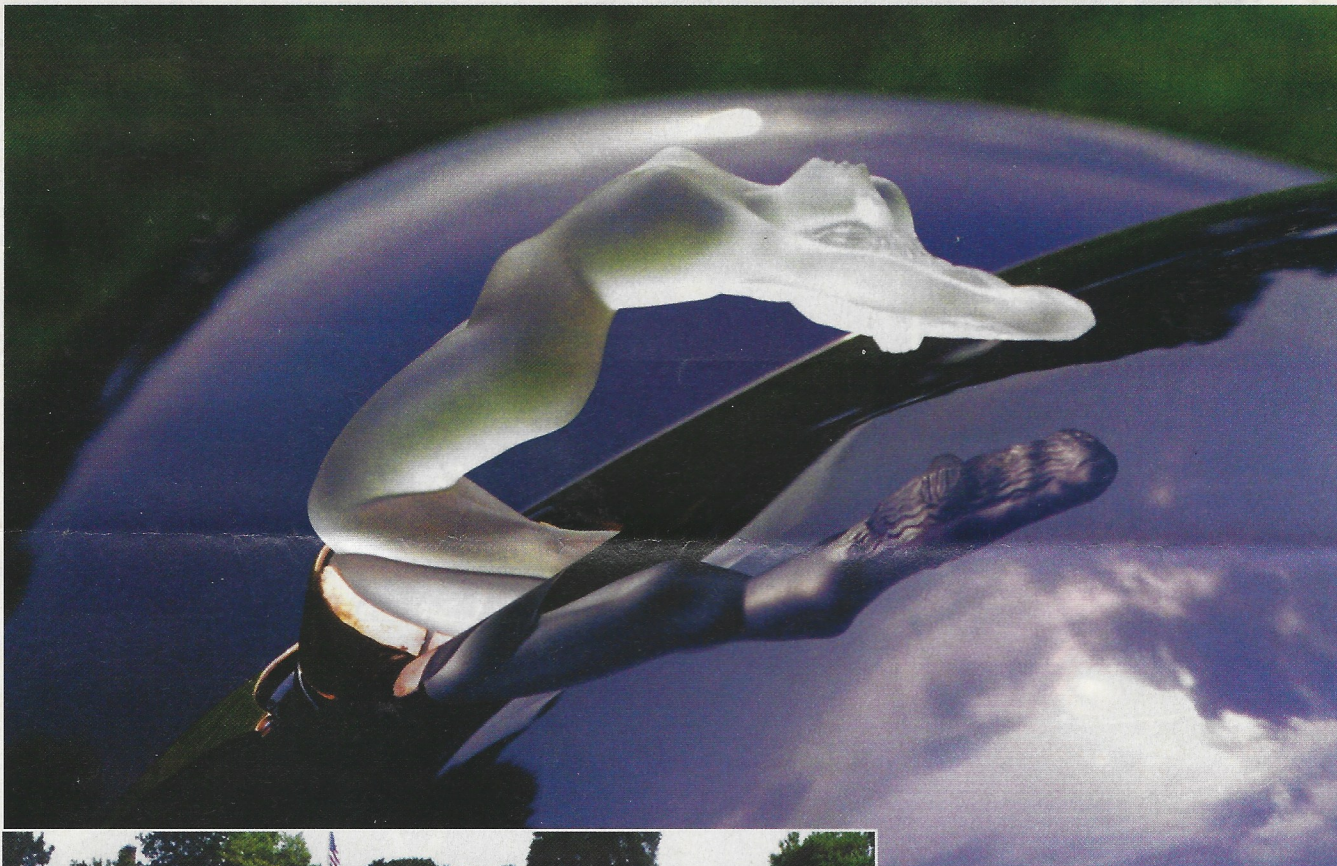
(Bottom right) Rarely does one envision a Buick when the subject of Woody wagons comes up, but this striking Buick wood-sided station wagon is certainly worthy of mention, and a Lion Award.

Antique and Vintage through 1924 and the Ferrari Class, however, were sparse with four and five entries, respectively, but most corrals were well-filled with eye-catching assortments of stunning historic hardware. One positive side to the absence of some collectors was more room for others, with some wonderful machinery that may not have enjoyed invitations before.

Some of the crowd favorites were American Classics, Sports Cars through 1955, and the Auburn-Cord-Duesenberg group, including John and Dora McMullen's 1930 Murphy-bodied Cadillac V16 phaeton; Charles Key's sparkling red 1934 Mercedes-Benz 500K roadster; Joseph

and Angela Cantore's 1938 Talbot-Lago T-23 Teardrop coupé; Paul and Jan-Gee McCollam's aluminum-bodied 1949 Jaguar XK120 roadster; and Craig Reading's 1930 Cord L29 Rollston Sport touring phaeton.

Notable among the class winners were Arturo and Deborah Keller's 1914 Isotta Fraschini KM4 four-door tourer convertible; George Kerbeck's 1953 Chevrolet Corvette EX 122 (the very first '53 Corvette); Paul Lanuario's 1908 Cadillac tulipwood-bodied victoria touring; the McMullens' 1930 Murphy-bodied Cadillac V16; Charles Key's 1933 Stutz DV 32 roadster; Karen and Chip Loree's remarkable 1955 Chrysler Imperial prototype convertible; the Cantores'



The Kurtis class was one of the featured marques this year and Robert McConnell's 1963 Kurtis KK500L was a Lion Award winner .

Few radiator mascots have been as beguiling as René Lalique's Chrysis Nude manufactured from the 1920s through the 1930s and popular atop the radiators of both American and European classics.

stunning, two-tone 1938 Talbot Lago; Craig Reading's 1930 Cord L29; and D. Fred Smith's 1934 Pierce-Arrow convertible coupe.

The David Holls Memorial Designer's Choice trophy went to Rick Mullen's (Holls-designed) 1959 Cadillac Eldorado Biarritz convertible, while the Engineering Excellence trophy was presented to Reading's gorgeous 1930 Cord L29. The Innovation Through Leadership award was presented to Ed Muerer's 1958 Cadillac Eldorado Brougham; the Meadow Brook Memorial to the Cantores' 1938 Talbot Lago; the Spirit of the Automoblist was awarded to Rhonda and Myron Cottrell's 1955 Kurtis 500X Zidar Special; and The Way It Was award went to William Huystee's 1933 Maserati 8C 3000 Grand Prix Biposto.

Dale Bliss' sleek, black Duesenberg Model J Rollston Victoria had the Best



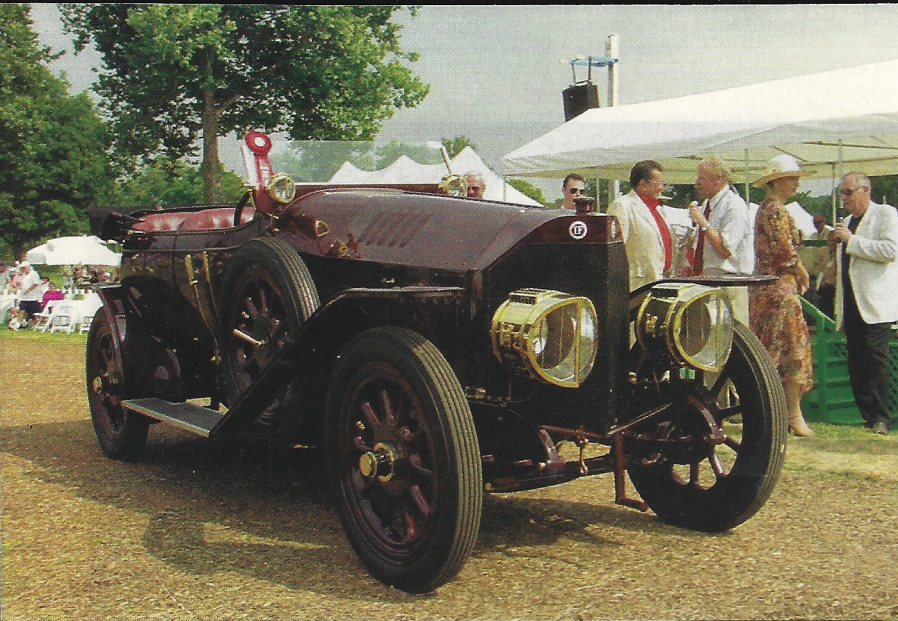
Meadow Brook Concours Chairman Andy Agosta presents the William Mitchell Memorial Award to Darwin Clark's 1963 Corvette Split Window Coupe. Mitchell, along with GM stylist Larry Shinoda, designed the famous and some say infamous Split Window Coupe, a one-year only model that has become the hallmark of the '60s era 'Vettes.



Award winner extraordinaire, the license plate says it all, the one-off 1955 Chrysler Imperial convertible prototype won both Class G and the Richard Teague Award for Most Significant Chrysler.



brock Joseph and Angela Cantone's 1958
 label-Lago T-53 Leaning Coupe. The car
 was shown in France in 1958 and the
 owner wore a two-piece ensemble identical
 to the one Angela Cantone had made to
 match the car today. This is Made du
 Concours!



They don't come any bigger, bolder, or better than a 1914 Isotta Fraschini chain drive, a leviathan from the great Brass Era. Arturo and Deborah Keller's four-door tourer took class and Best of Show this year, only the second time that a pre 1925 automobile has won top honors at Meadow Brook, and the second year in a row that the Kellers won Best of Show.

Arturo Keller hefts his award for Best of Show, well-earned laurels for restoring one of automotive history's great chain-driven sports tourers.



Elegance in fashion and automotive styling; a gown by Escada and a 1938 Delahaye Coupé by Figoni et Falaschi owned by Roger Wilbanks.



Here come da Judge! Winner of Class N, American Performance, Glen Knogle's 1969 Pontiac GTO Judge. All other contenders, dismissed.



Another great class winner at Meadow Brook, Joseph and Angela Cantore's 1938 Talbot-Lago T-23 Teardrop Coupé. The car was shown in France in 1938 and the owner wore a two-piece ensemble identical to the one Angela Cantore had made to match the car today. This is Mode du Concours!



Class winning Corvette was the 1953 EX-122 model shown at the New York Auto Show in 1953. Owner George Kerbeck notes that as an experimental car it had been repainted red and also later fitted with a V8 engine by the factory experimental department!

Auto-motive Finish, according to the judges, while the McMullens' stately red and black 1930 Cadillac V16 was Most Elegant as well as class winner. The Most Outstanding Interior was awarded to Fred and Alberta Berndt's 1927 Hispano-Suiza H6B coupe chauffeur; Most Unique Convertible was presented to Anders Lack's 1939 Cadillac 7533 Norberg seven-passenger V8 convertible (still all original and all the way from Sweden); and the William Mitchell Memorial award went to Darwin Clark's 1963 Corvette split window coupe.

The annual marque-based special awards were presented to Duane and Jean Miller's 1932 Lincoln KB dual-cowl phaeton for Most Significant Ford; Edward Stifel III's 1941 Cadillac Model 60 Special formal sedan with divider window for Most Significant General Motors Car; Charles Key's 1934 Mercedes-Benz 500K was chosen as the Most Significant Mercedes-Benz; and the Lorees' 1955 Chrysler Imperial prototype took home the Richard Teague Award for Most Significant Chrysler. The Peoples' Choice was Richard Shonk's 1931 Cadillac V12 370A sport phaeton, and the Founder's Trophy for Best of Show went to the Kellers' wonderful 1914 Isotta Fraschini, marking only the second time that an antique era motorcar has won top honors at Meadow Brook.

Without question, 2002 was a pivotal year for this historic and very well-organized event. Next year marks the 25th anniversary of the Meadow Brook Hall Concours d'Elegance.

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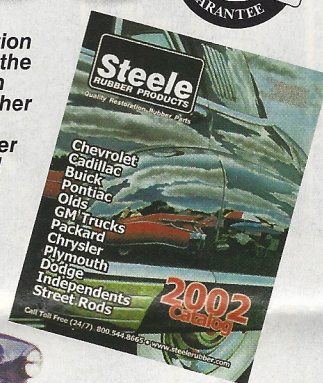


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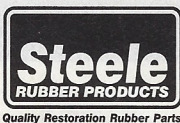


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