

Bench seat, 4-speed 1970 F85 W31 Olds



MUSCLE CARS

BONE STOCK & MODIFIED



429 SUPER COBRA JET **DRAG PACK**
1970 TORINO GT



9

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SPRING 2024

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Display until July 4/2024

**MCACN
2023**



**Story by Diego Rosenberg
Photos by Alan Munro & Diego Rosenberg**

The calm before the storm. This is MCACN before the doors open. Regardless of brand loyalty...you'll love this show as truly there is something for everyone.

Windy City hosts a muscle car show that blows us away every time

Did you ever get the feeling you were not made for this world we live in? So much has been changing over the past decade, yet you have stayed the same. Trying to make sense of it all serves no purpose other than to create more grey hairs. As such, the Muscle Car and Corvette Nationals (MCACN) is your anathema for modern living.

Bask in the glow of an era where the comfort is as high as the horsepower (provided you're measuring in gross). Bob Ashton & Company have always put on a good show, and MCACN 2023 was no exception. (Has there ever been an exception?) Imagine heaven, Valhalla, nirvana, Zion, Elysium, and Christmas rolled up in one, and you'll have MCACN. Nothing prepares you for what you're about to encounter. Luckily, your roving Canadian periodical was present to document everything that's great about horsepower and obsolescence.

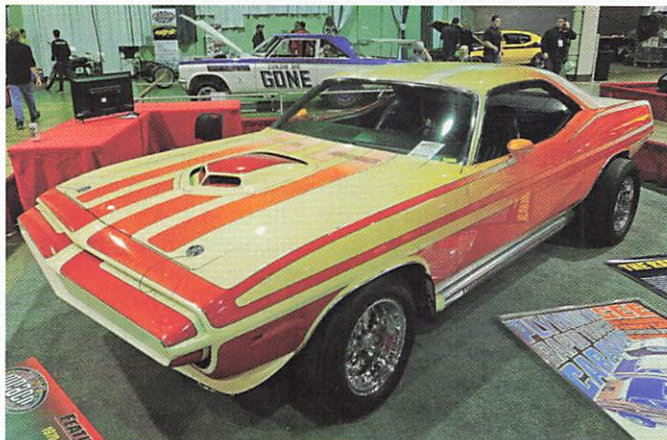
The variety of vehicles never changes, but the focus varies from year to year. Though never by design, for years Ford Motor Company products other than Mustangs received the short shrift. That changed this year as MCACN had several people step up to the plate and organize some spectacular Dearborn-borne displays — for example, Marty Burke used his Blue Oval pull to bring together cars for the Better Ideas Ford & Mercury Invitational and, bless his heart, Marty made sure Mercury was represented equally. In case you are mainly into Mustangs, there was the Who's the Boss marquee display organized by Bob Perkins and his henchmen. Many Boss 302, 429, and 351 models were there to show you the variety of performance Fords to be powered by these exclusive engines. Plus, if you recall, the Cougar Eliminator also benefitted from the Boss 302. Did I mention one of the two Boss 429 Cougars built for professional racers was present?

Another wowser was the debut of the Rapid Transit

Caravan 'Cuda. Thought to be long-lost, it actually emerged a year ago from an estate, and the story how this came to be is something for the books. Even better, the guy who built the car for Plymouth, Chuck Miller, was on the premises to tell his tale.

Near the top of the "Gee-whiz List" was the Bigger Buicks display full of Wildcats and other full-size cars from Flint. From 1963-65, Buick offered a four-speed transmission in the LeSabre and Wildcat, and these rare Buicks were complemented by several Wildcat 465-powered cars (some with 2x4s) and Rivieras through the 1970s.

You get the idea — MCACN is the Woodstock, Mecca, shrine, and sanctuary you need to be able to live your life in harmony in this world of discord.



Plymouth's Rapid Transit Caravan 1970 'Cuda 440-6 was MIA for years yet ended up being under the nose of many in suburban Detroit. After the 1970 season, it received a new paint scheme and toured the country once again, and that's the surviving configuration you see here. It's also serial number 005 of E-bodies from the LA plant.



Here's a great 'before and after' photo of Ed Martyn, with his wife Lucille, standing above left with their '69 RML Cougar back in 1969, in front of their new home under construction. Ed was a Regional Sales Manager at RML and had a very successful two-year stint with the company before it was sold in '71.

After the restoration of his RML Cougar Elaschuk visited the Martyns and together they went back to the old neighbourhood and took a photo in the exact spot where

52 years earlier the first photo was taken.

While visiting, Elaschuk noticed a number of photos of Ed and his RML Cougar gracing the walls of their home. The couple loved their RML '69 Cougar and were thrilled to visit and take pics with Elaschuk's car.

Living and being a part of Rocky Mountain Life created great memories never forgotten and they considered that time as a high point in their lives. Sadly, Ed passed away on December 29, 2023.



RML Cougar so it was good to compare the two cars.

Elaschuk knew he was buying an older restoration and providence had been proven in 1985 by Harwood who discovered this car by first noticing purple paint on the underside of a used pair of '69 Cougar fenders being sold at a Derby event. "What does the rest of the car look like?" Harwood asked the owner which led to him buying a stripped-out, repainted Cougar. The purchase led him down the RML rabbit hole and the car underwent a nice, driver quality restoration and eventually was repainted a not-quite right shade of purple. The code was long lost for a proper mix and there wasn't enough original paint on those fenders he first found to get an accurate tint.

While in Harwood's possession, the RML '69 Cougars were demythologized as this Cougar was featured in a few magazines, chatted about on many internet forums resurrecting interest in the purple cats.

Elaschuk drove his '69 Cougar sparingly and in 2014 he again sold off a number of cars, retaining five, including this one. As the car was never restored to a concours level, Elaschuk came to the conclusion he needed to either sell it, or tear it down and perform a full restoration. Fortunately for the car, Elaschuk's wife, Marcia, came to

its rescue, insisting that he restore the Cougar because his daughter Trista loved the colour. Both girls sound awesome.

The restoration began in 2016 and it wasn't an easy one according to Elaschuk. Once disassembled it was obvious the body was a basket case and he says the first two years of a three-year restoration were mostly taken up by trying to source the parts needed.

He found most of the sheetmetal he needed through the Cougar Clubs in and around Arizona and made the pilgrimage south for a load of original rust free metal and a tons of parts.

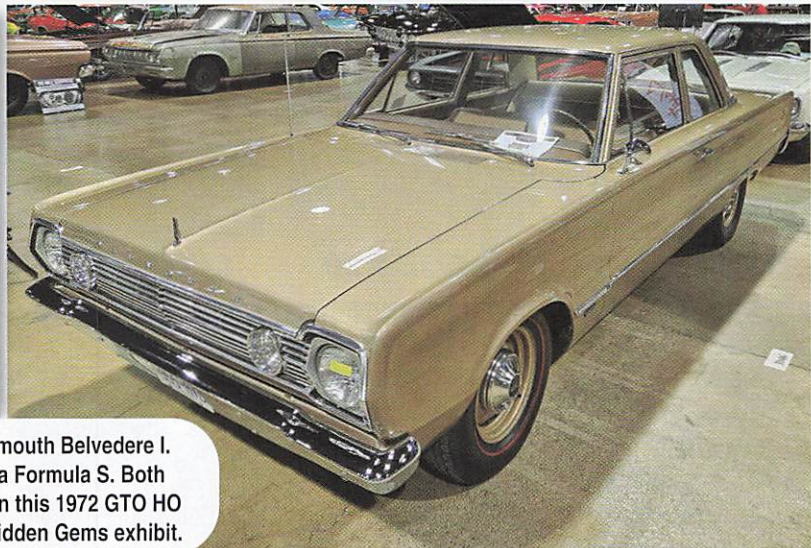
Its original 351/C4 drivetrain was long gone and the motor in it wasn't correct so Elaschuk sourced a date code correct 351 4V block and built the engine to factory specs. Elaschuk did 90% of the work alone in his shop and with the support of Nowland, Harwood and others he pulled it off.

Finally finished in 2019, Elaschuk licked his wounds, dusted himself off and said it was totally worth it.

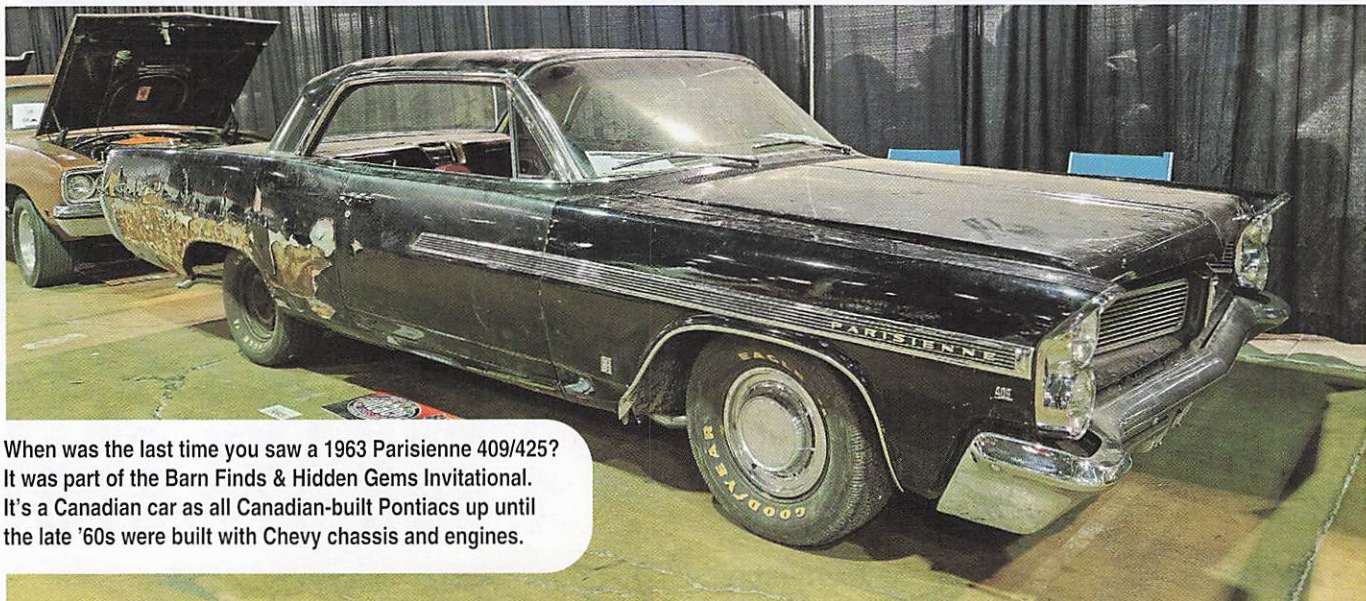
Of the 20 known examples of these super unique purple RML Cougars known to exist this one might be the best example and it's back in Calgary where it belongs.



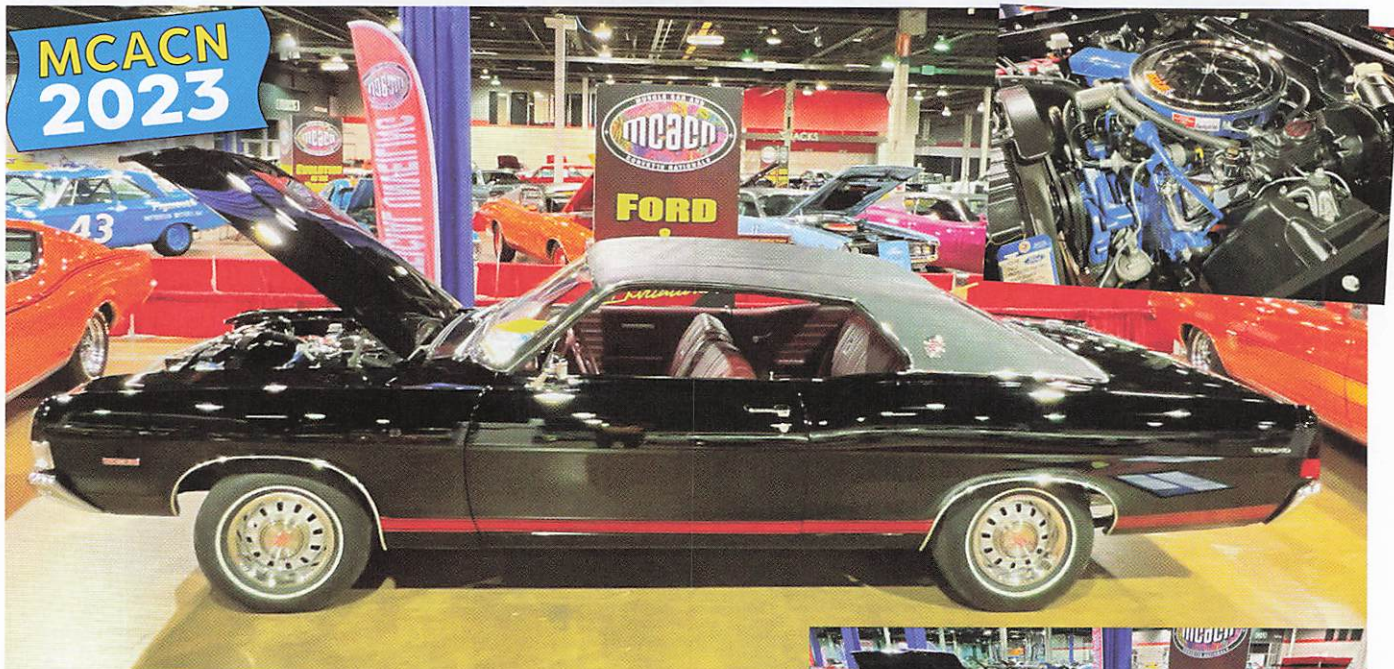
Oldsmobile offered four extra-cost colors in 1970, with two being Rally Red and Nugget Gold. Note the side stripe differences on the standard 4-4-2, left, and that with the W30 package on the right.



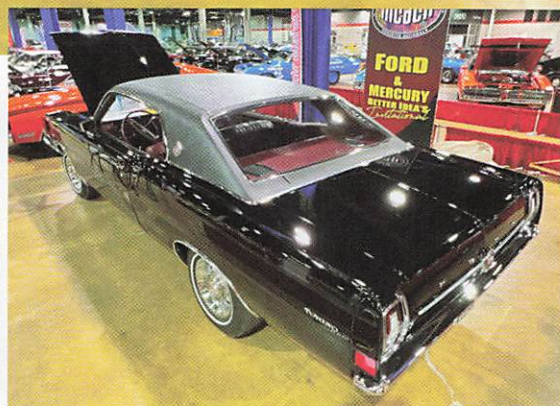
At right, Ray Dupuis owns this 426 Hemi-powered '66 Plymouth Belvedere I. Behind it is Ray Chouinard's 383-powered 1967 Barracuda Formula S. Both cars are based in Ontario. Above Mark & Diane Drews own this 1972 GTO HO 455 W5 car which was on display in the Barn Finds & Hidden Gems exhibit.



When was the last time you saw a 1963 Parisienne 409/425? It was part of the Barn Finds & Hidden Gems Invitational. It's a Canadian car as all Canadian-built Pontiacs up until the late '60s were built with Chevy chassis and engines.

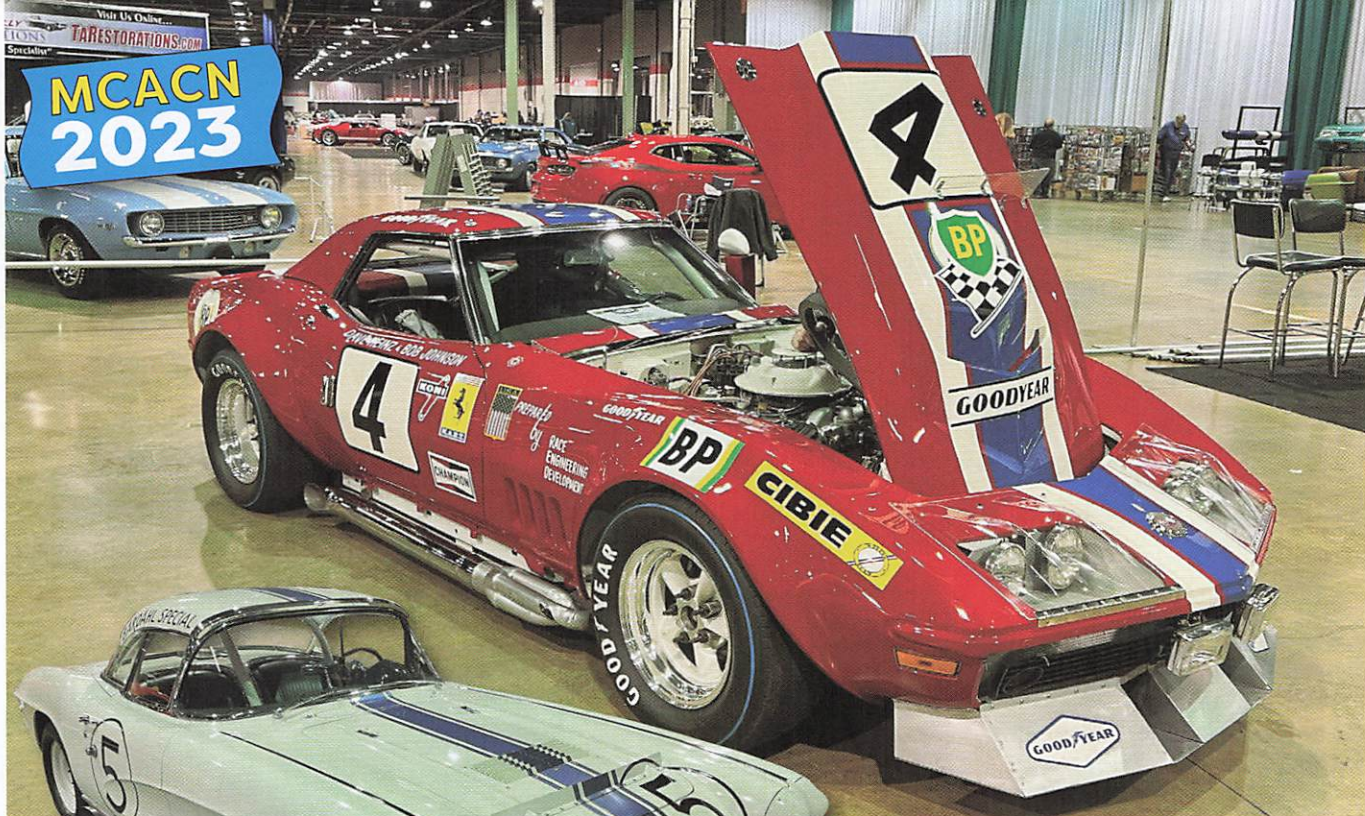


You may have seen David Sullivan, at right with Diego Rosenberg on his left, on the big screen, and now you see his late father Billy Ray's Raven Black 1968 Ford Torino GT "formal" coupe that he bought new. Another MCACN Premiere Unveilings, it's one of 59 built with the 428 Cobra Jet. It's also one of maybe two built with this exterior colour and an all red interior. It's a column shift automatic car. It sat for decades in a field before it was restored.



At left, perhaps the crown jewel of the Who's the Boss Invitational was "Fast Eddie" Schartman's 1970 Mercury Cougar. It's one of two Boss 429s campaigned in Pro Stock. Bottom right, only 18 1970 Chevelle SS 396s were built with the L78 with the L89 aluminum head option, and this is the only one to exist with solid documentation. The option was cancelled when the LS6 was introduced several months into the model year. Bottom left, Wally Booth is a well known AMC/OLDS guy, but in 1969 he went with Mopar for only one Super/Stock season. His old racer, a 1969 Dodge Hemi Super Bee, was part of Premier Unveilings.





Bob Johnson and Dave Heinz campaigned the Race Engineering and Development (RED) team L88 1968 Corvette, above, which raced at the 24 Hours of Le Mans in 1972 under the NART banner. Luigi Chinetti's North American Racing Team (NART) was basically an extension of Ferrari's racing program. More story than we have room for here but the Vette actually set a Le Mans record for Corvettes that would last for more than two decades and finished seventh in its class, 15th overall. It actually raced until the mid-'90s and then new owner Mike Yager had it restored to as-raced '72 Le Mans specs.

Irwin Kroiz owns this 1-of-5 1962 Sebring Racer Corvette built to race, of course, at Sebring in 1962. It features its original fuel injected 327-360-hp V8, 4-speed and 3.70 posi-traction rearend and features a 37-gallon fuel tank and quick fuel adapter.



Mopar Alley featured, at left, this unusual 1961 Dodge Dart Pioneer two-door sedan that has received a 413 ram-induced transplant. It is believed barely more than 100 Rambler Americans were built with a 343/280 in 1967. Four-speed manual was mandatory but Bob Wilcox's turquoise Rogue X-code is an anomaly as it was built with an automatic. Lower left, many folks think the 1968 is the Dodge Charger to get, and Tom Dillinger's 426-hemi, 4-speed AA1 Silver with Red Bee stripe and interior just may be in the best color combination possible. It was a highlight of Evolution of the Dodge Charger display.



By 1973/74 "muscle cars" were basically decal and handling packages with very little under the hood to back up the visuals. That wasn't quite true of the Hurst Olds Cutlass S of 1973 and 1974. Seen above (white/gold '73, black/gold '74) they could be ordered with either the standard 180-hp 350 V8 or the 230 net horsepower 455. Just 1,097 Hurst/Olds cars were produced in 1973 and 1,800 in 1974. At left, the last Baldwin-Motion Chevelle was this \$12,030.24 L88-powered 1973 Phase III SS Chevelle. Factory ordered with an anemic 454 Joel Rosen pulled it and swapped in an aluminum head, high compression 427 bolted to a 4-speed Muncie, Hone overdrive, a 12-bolt rearend with posi and 4.88 gears. It was guaranteed to run 11-second 1/4 ETs which it did with slicks and some tuning. Now owned by Dan Reimer.



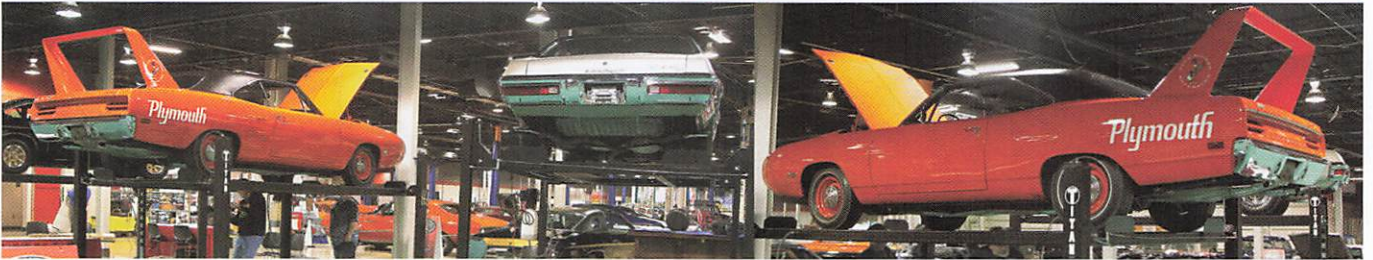
Above, a 1968 Shelby GT500KR in the Barn Find exhibit? Yep, this Fastback 428 Cobra Jet-powered pony is one of just 1,053 produced. At right, do an online search of this car to learn the whole fantastic story, but this is the only '71 Boss 302 Mustang known to exist. Seems the package was planned, then yanked from production.

Below, Bob Moyer discovered this 1970 Hurst/Olds prototype while surveying a 4-4-2. It took him 20 years to acquire. For the 1970 proposal, Hurst used a Cutlass Supreme with the SX package and W32 engine. It was a highlight at the Barn Finds and Hidden Gems Invitational. At left, Scott Allen owns this Matador Red 1969 Pontiac Firebird 400. It is one of 106 powered by a Ram Air IV, with 80 featuring the close-ratio 4-speed. Only 11 Montego 2-door hardtops were built with the 428 Cobra Jet in '68, with this one originally sold at Sandy Elliot's Chatham, ON dealership. Gary and Corey Baker's Merc was in Better Ideas Big Blocks Ford & Mercury Invitational hosted by Marty Burke.





Mid-year 1965 saw the introduction of the 396. Dennis & Rose Sherman's completely original Impala SS is powered by the 425-horse L78.

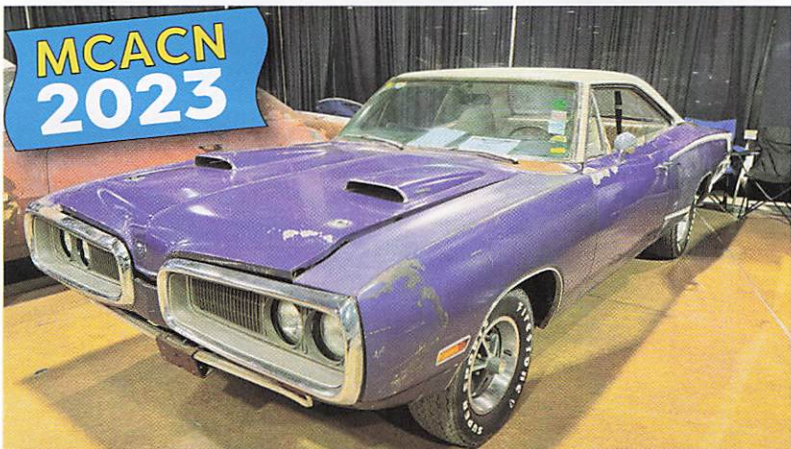


This 29,000-mile EV2 Tor Red Plymouth Road Runner Superbird and 1972 GTO 455 HO await inspection in Bob Jennings' Vintage Certification area. Watch the SUMMER 2024 issue for a standalone article from Diego Rosenberg on this MCACN process. Below, a couple of 1970 Buick GS Stage 1 cars. Stacey Stewart (Stillwater, MN) owns the Sherwood Green example below left restored by Pure Stock Auto Restorations in Mount Brydges, ON. Its Stage 1 455 is backed by a Stage 1 BB code Turbo 400 3-speed auto. It's a numbers matching driveline right down to its Q-Jet 4bbl carb, distributor and alternator. The Stage 1 455 was underrated at 360-hp with a monstrous 510 lb-ft of tire-destroying torque. *Motor Trend* called it the fourth fastest factory stock 1/4 mile car of 1970 after ripping off a 13.38 ET. Some 2,465 hardtops were built with the GS Stage 1 V8.

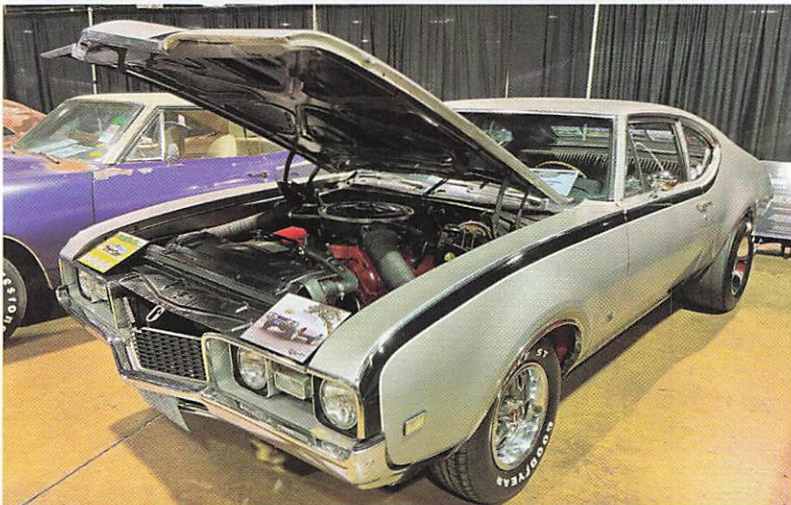
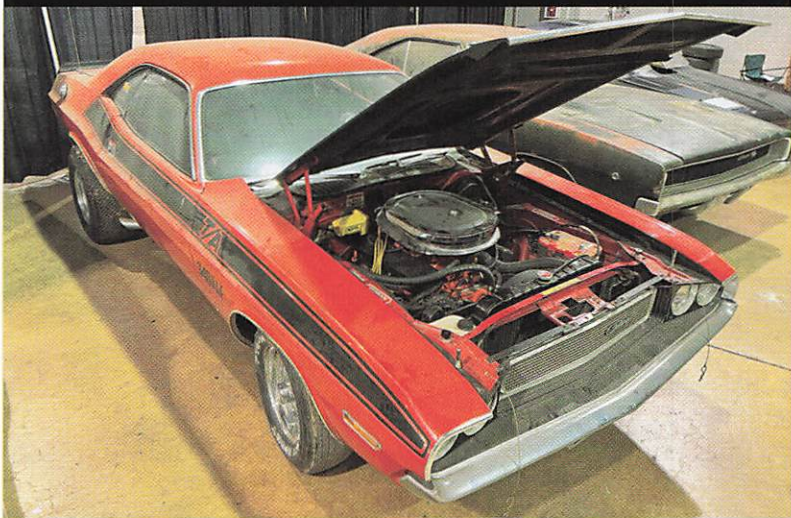


Chevy built 8,397 LS5 454 cars in 1970 and 4,574 of those were in the Chevelle lineup which included El Caminos. Data doesn't exist to say how many LS5 El Camino SS were built but some say as few as 519. Below, a '69 Chevelle L35, 325-hp SS396 post car...low production car.





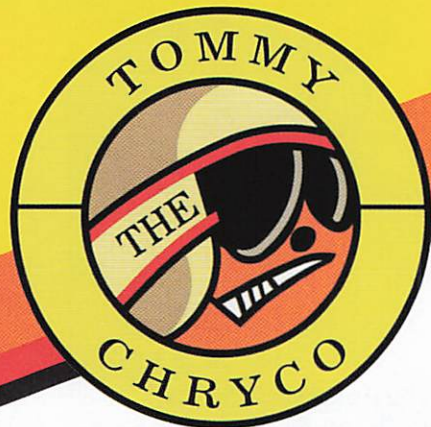
The dramatically restyle nose on the 1970 Super Bee produced a love it or hate reaction among buyers but with a 440-6 Pack under the dual snorkel hood this Plum Crazy Purple hardtop example is our kind of muscle car. Looks a little rough around the edges yeah, but we'd drive it as is. Mopar introduced its sexy new E-Body Challengers in 1970 and also took a shot at the SCCA Trans Am Championship over 2.0L title entering T/A Challengers and AAR Cudas. Homologation rules meant they had to produce 2,500 examples of each but it's believed just 2,399 '70 Challenger T/A's were built, so this dusty '70s street machine refugee is special. They came with the legendary 340-6 Pack.



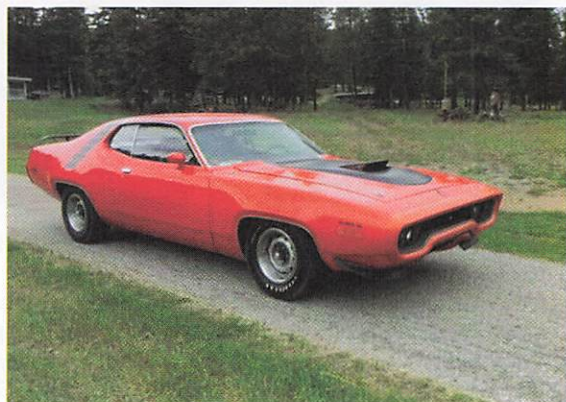
Just 515 1968 Hurst/Olds Cutlasses were produced but only 51 were sport coupes like this one. As built it would have come with a 390-hp/455. A photo on the fender indicates it's been drag raced extensively since at least the mid-'70s.

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Just 1,359 BOSS 429 Mustangs were produced over two years, 1969 and 1970. Above is a Candy Apple Red 1-of-859 1969 Boss 429 and at left is a 1-of-500 Calypso Coral 1970 Boss 429. Both were part of the special MCACN gathering of some of the finest and rarest examples of Mustangs and Shelbys in North America. Cars had to be pre-approved by Bob Perkins and have already achieved both MCA Gold and SAAC or Mid American Ford/Shelby Nationals Concours certification. The Boss semi-hemi heads helped make the 385-based 429 a force and with a single Holley 735-cfm 4bbl on an aluminum intake it was rated to produce 375-hp. The '69 version ran a hydraulic cam, the '70 went solid lifter.

Nelson Bove owns this '64 Studebaker Daytona convertible Factory R3 test car at right. It was the first car Studebaker produced for the '64 model year and is one of two convertibles that in late '63 during Bonneville Speed Week averaged 146-mph per lap over 100 miles and 140.45 mphs over 500 miles. Below left Gary Wood's '62 Studebaker Avanti R3-powered Factory Bonneville Test Car. All three ran Paxton Supercharged, solid lifter 304.5-ci Studebaker V8s with large port heads, aluminum intake manifold, forged pistons and cast iron headers. Transferring power was a Borg-Warner 4-speed to a Dana 44 rear with Twin Traction posi and 3.31 gear ratio. The #8 car was one of a fleet of Studebakers that ran Bonneville setting 337 records however it was a backup car. Another twin-turbo Avanti ran 198-mph.



Mike Foglton's
1964
Studebaker
Avanti R2.



Here's a trio of standouts in the MCACN Little Indians display featuring Pontiac's first "compact" car, the Tempest which was introduced in 1961 with a front engine/rear transaxle and rope-style driveshaft that allowed for a flat floor. It also featured the infamous Slant 4-cylinder...basically a Pontiac V8 cut in half. Of course drag racers loved this lightweight "compact" and quickly stuffed them with V8s to go drag racing. Examples celebrating that included, above, Don Keefe's '62 Tempest A/FX tribute, with 421-ci Pontiac power.



Pontiac didn't build a 2-door '63 Tempest wagon so Scott Tie-mann for the late Randy Williams. Fiberglass front clip, 434-ci V8 putting out 785-hp pushing this car to 9-second 1/4-mile ETs. At far left a '63 Tempest Lemans built gasser style.



Phil Mitchell's 1968 Firebird 400 features two mid-year options: Windward Blue paint and Ram Air II power. Note the optional side stripes. The 340-hp rated Ram Air II 400 famously had round port cylinder heads, larger runners and a more raunchy cam.