

HIGHWAY

MAGAZINE / SUMMER 2021



No.7



THIS SEARCH ENGINE RUNS ON GASOLINE



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EDITOR'S LETTER

WELCOME TO ISSUE SEVEN

PEOPLE ALWAYS ASK "What's the theme for this years show?" The theme has always been about the cars... but something struck me this year. The show is really about friends. This is our 7th year. Without the help of friends this show couldn't happen. Everyone that signs up are friends, the sponsors are friends, and Lionel, Lionel creates the magazine you're reading, this very moment, your support makes the show possible. You guys, and gals, are the greatest friends a guy could have.

When you volunteer to help, when you bring your car, there's something greater going on here. I'm proud to bring us together.

As we brainstormed this year's magazine I wanted to feature as many stories as possible, celebrating everyone's car. I met Dana with her Triumph TR250, we drove next to Balboa Golf Course to get our shots, Joel with his 1933 Chevy, we photographed it in front of Will Rogers house, We met Ben with his 1915 T-Bucket, Ben is a veteran, working on his Hot Rod helped him with PTSD, we traveled too every corner of Los Angeles too get our shots. So I thought, everyone has to write their own story, telling "Why they love their car" I know it sounds silly, but it's your story, and your own words makes it special, this is truly your magazine.

Because well, everyone knows this is the Catalina Wine mixer of cars shows, this is really serious stuff. Thanks for coming!

Evan Klein





HISTORY



Photography by Ted7



INDUSTRY



ARTISTRY



THE VAULT

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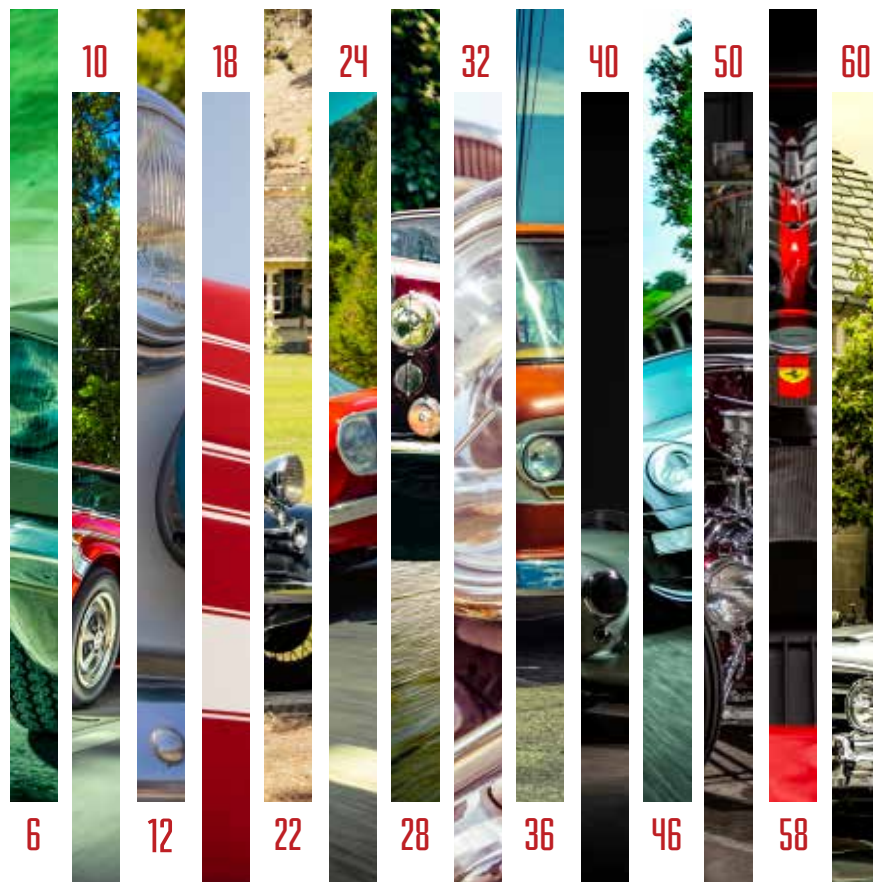
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NAVIGATE

ISSUE SEVEN



PLUS: BETTER TOGETHER 14 | TACO RUN 54

CONTRIBUTORS



EVAN KLEIN

Evan Klein is a Los Angeles based automotive photographer and dedicated car lover. He shoots for all your favorite car magazines, Motor Trend, Road and Track, Octane, Automobile, Hagerty, as well as new car manufacturers. Highway Earth came from his love for cars and wanting others to have a place to share their stories. When he's not shooting, you'll probably find him keeping his 1967 Alfa Giulia on the road.



LIONEL BEBBINGTON

Lionel is an Award-winning Content Director, Art Director and Designer with over 20 years of experience in both traditional and custom publication design. His publication expertise involves everything from story concept development to final design execution—including full-scale shoot production. His real joy though, is being able to work with great people to tell stories that are meaningful and engaging. What a joy to be able to collaborate with Evan again on another issue of the magazine! lionelbebbington.com

Sean, Xiaoyu Zhang

CITROËN DS / 1974







THERE ARE VERY FEW elegant and timeless cars throughout the automobile history, even fewer cars break the ground and set the standards for decades after, and the Citroën DS is probably the only car that can check both boxes. As a car designer, the ability to feel and to appreciate the elegance of proportions and forms is our natural instinct. The DS, to me, is a perfect concord in every perspective.

My journey with this DS began when I

first saw it listed on a mechanic's website when I was back in China two years ago. Then I made a decision that not a lot of teenagers would like to make—called the seller, kindly asked him to hold the car for 3 days, and booked the earliest ticket to fly back to LA and see the vehicle. It was the first time I saw a DS in person—and that's when I decided to own it.

It's hard for me to describe how the car

drives like accurately— it's nimble but not like a sports car, it's got a lot of body rolls, but it balances itself, it's entertaining to drive, but you feel nothing over the speed bumps...just like a UFO. Even after two years of ownership, I still get amazed by how its technologies initially developed in the 50s can still shine today over the bumpy roads in LA. Probably the alien did accidentally drop it on the earth. **HE**



Dana Carus

TRIUMPH TR250 / 1968





IN 1972, I WAS COMMUTING to college in my TR4A on the Merritt Parkway in New York. My car was British Racing Green with spoke wheels and a bad paint job. I drove that car through rain, sleet and snow without reservation. Everyday was fun and everyday was an adventure. The TR ran hot and there were many wiring issues, but I always knew my father could repair my car and get it running. My father had a graveyard of Triumph parts and when my car broke down, he would go into his own pick-a-part lot and find the part he needed. He would ask me to help him put the lower bolt in the starter, because his hands were just too big. Repairing my TR with my father left me with great memories and numerous stories. Today I don't have my father to help me, but I do have a TR250 to apply all of my knowledge. I decided after retirement to purchase a Triumph. I found a reasonably priced TR250, so I purchase it. I had it shipped from Georgia and as the car was being lowered from the transporter, I clearly felt that connection to my father. My TR had issues that had to be sorted out and with the help of my friend Hector, the car runs great. This car will always be in my family and I look forward to teaching my grandchildren how to drive on this beauty. **HE**

Roger Fritch

VOLVO 220 / 1968

MY STORY BEGAN IN 1967 when at 17 my parents gave me a 1963 Volvo P1800. I have had many different Volvos since then. In 2006 I purchased "Ol Blue" a 1968 220, (122S). Most of the paint is some what original. I have redone all mechanical parts on Ol Blue - engine, brakes, suspension, tires, etc. It is not restored, but I have replaced parts for safety and dependability. I have driven Ol Blue throughout the United States. We've driven in 46 states and parts of Canada. I have never been stranded in Ol Blue! **HE**









The Kids are Alright

BETTER TOGETHER

OUTSIDE THE FRONT DOORS of the North Central Animal Shelter in Los Angeles, California, a woman sits at a table, unassuming and kind, with pamphlets and a sign-up sheet. She does not wear a cape or have superhero powers, but she is often a person and their pet's last chance before crossing the threshold—the last chance they have before they are separated from each other forever.

Her name is Kerry Armstrong, and she is Home Dog LA. Kerry and her intervention counselors have been here for 8 years offering information, resources, and assistance to low-income community members, senior citizens, and struggling pet owners looking for options other than surrendering their beloved pets. Offering pet food, assistance with vet costs, and resources for pet friendly housing, Home Dog LA finds ways to help people and their pets to stay together for a lifetime.

A few miles away, Christy Schilling and her band of volunteers at Bark Avenue Foundation hold a Wellness Clinic for people experiencing homelessness with their pets. Cats



and dogs receive a checkup from a veterinarian, vaccinations, nail trims, deworming and flea treatment. Spay or neuter surgery is scheduled along with urgent vetting if needed. For over 17 years, Bark Avenue Foundation has been embedded in underserved communities, helping pet guardians through their roughest times in life. With community support and grants, BAF offers everything from vaccinations to Emotional Support Animal (ESA) assessment and certification so people can be assured that their companion can stay with them no matter where housing is found.

During this pandemic as the world socially distanced, Christy and Kerry came together, their organizations meeting like a pair of soulmates. They vowed to venture into resource

desert communities and plant the seeds of hope. By connecting financially struggling families to free and low-cost resources for pet care, pets can stay safely with the people they love and never end up at the shelter.

This union of Bark Avenue Foundation and Home Dog LA is betterTogether Forever, a powerhouse of compassion blanketing the entire Los Angeles area. Providing resources on the ground in underserved communities right up to the front door of the shelter, BTF gives people options other than surrendering their pet when they face the most difficult life challenges.

Through Unsheltered People with Pets (UPP), Shelter Intervention, and Community Engagement, betterTogether Forever offers everything from pet wellness, pet food, and

supplies to access to vet care, assistance with landlords, and even fence repair.

Bark Avenue Foundation and Home Dog LA aren't just doubling their impact with this union but increasing it exponentially. The bags they hand out are filled with food and supplies, but what they're really providing is Hope: hope to make it to the next day, the next week, the next year; hope that they will never be forced to part with who may be the only family they have; hope that there is someone there to help: betterTogether Forever.

Join us, along with our donors, supporters, volunteers, and partnering organizations in being betterTogether Forever, to help people and their pets stay together no matter what obstacles they face along the road. **HE**



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f[🐾]ever

www.peopleandpetsbtf.org

HELPING PEOPLE AND THEIR PETS STAY
TOGETHER NO MATTER WHAT OBSTACLES
THEY FACE ALONG THE ROAD

Michael Lynch

AMC GREMLIN X V8-304 / 1973







WELCOME TO THE MOST UNIQUE of the AMC cars, The Gremlin, at least in my mind. I'm the second owner of this Gremlin X that was bought right here in California in 1972 from Holiday Motors, Sherman Oaks. I've had the car since 2010 and began restoring the vehicle as it had been sitting in the sun for many years. The car was not running at the time but after a \$10.00 part, the starter solenoid switch, the car was drivable but in need of many other repairs.

The car has plenty of power with a stock V8 - 304 and 2-barrel carburetor making it a lot of fun to drive. Add AC and an AM/FM cassette and it's perfect for California driving. I finished most of what needed to be restored in 2015. My goal was to keep it a stock vehicle as much possible as a moving time capsule of the 70s. I frequent thrift stores in search of cassette tapes to keep my music selection fresh. I like to attend local car & coffee meet ups and car shows. I'm also part of the So Cal AMC Rambler Club which has get togethers, wrench days and car cruises. The car has been in shows all over California and Nevada. See you out on the road. **HE**





PHOTO BY DOMINIC PETRUZZI

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Joel & Cathy

CHEVROLET ROADSTER

1932





IN 1952 I PURCHASED and still have the comic Mickey Mouse and the Wonderful Whizzix. Reading that comic book adventure started my interest in Antique cars and the hunt began. That story shows how a roadster was hidden away, abandoned for years, but Mickey and Goofy were able to drive it home anyway. What could be better than finding Whizzix like they did.

Years pass and at a luncheon I am talking to those at our table about my interest in antique automobiles. At the next table a lady who I have never met overhears my conversation and interrupts saying her father still has his original car at home. Within a minute I am next to her hoping he has a car of interest and not 2,000 miles away. She gives me her father's phone number and location which happens to be in the San Fernando Valley! His car had not been out of the garage in two decades.

He said he drove it in and I should be able to drive it out. After some discussions, he thought I should be the one to restore the car. With a new battery, gas, oil, water and air in the old tires, Whizzix starts. I drive it to our home to begin a seven year family restoration.

Not only was this 1932 Chevrolet Roadster exactly what I was hoping to find but it also was special to Chevrolet. Featured as their 20th Anniversary car in yellow and black with pin striping as my original literature shows. Our family worked together on the restoration and our lucky neighbors were able to see Whizzix come together. step by step, in our front garage and on our double wide driveway. We have enjoyed Whizzix for 45 years. Going to automobile events, visiting Will Rogers home and ranch plus taking out friends and family makes Whizzix happy while waiting to celebrate his centennial year **HE**

Hank Koning

LANCIA FULVIA ZAGATO

1967









I HAVE OWNED MANY GREAT CARS over the years - Alfasud Sprint, 1963 Ferrari 330GT 2+2, Mitsubishi Galant VR4, BMW 3.0cs, BMW 2002. And too many boring cars that I won't mention.

Then I saw a Lancia Fulvia Coupe on Ebay. I was made aware of these wonderful cars from a rally driving housemate in the early 70's when the Fulvia was dominating the world rally circuit. I bought it unseen and have no regrets.

Later, I saw a 1967 Lancia Fulvia Sport Zagato also on Ebay. Again I bought it unseen. I drove to Oakland to collect it and I barely fit in it. Whoops. I trailer it home and realize it needs a lot of work. I rebuilt the engine with high compression pistons, larger valves, sport cams, lightweight flywheel, Dellorto carbs, electronic distributor, new rockers, floor pans and subframe arms (thankfully it's an aluminum body), lowered the seat, raised the head

liner and more. There's not much I haven't touched over the years.

Now, I have a beautiful and wonderful to drive Sports car. Surprisingly, despite having the same platform and engine, it drives so differently from the Coupe. The Coupe is a Jack Russell Terrier while the Sport is a Whippet (the poor man's race horse).

I recently did a round trip to Prescott, Arizona, and after some tweaking, it ran perfectly. It can comfortably keep up with freeway traffic and is a hoot to drive on twisty mountain roads. And it looks fabulous. As stated by Donald Osborne, in the New York Times, "Passionately, Lancias Come Home", December 17 2006, "(Lancias) are often owned by engineers, architects and artists."

I think for their technology, their beauty and their eccentricity respectively. I am an Architect. **HE**

Dore Brand

BENTLEY

1947







CLASSIC CAR OWNERS usually have a good story or two about how they acquired their “baby.”

My mother was on a trip to Europe back in the early 1960's when she spotted this 1947 Bentley Mark VI in the window of a car dealer in London. Let's just say it was “love at first sight!” Nothing was going to stop her from making sure this car would end up in the family garage.

A few years ago mom called me to say that she wanted me to have the car. Part of the reason is because she knew that I would want to restore it and give it back the magnificence it deserves.

The restoration was a wonderful experience seeing this diamond in the rough slowly become the gem that it is today.

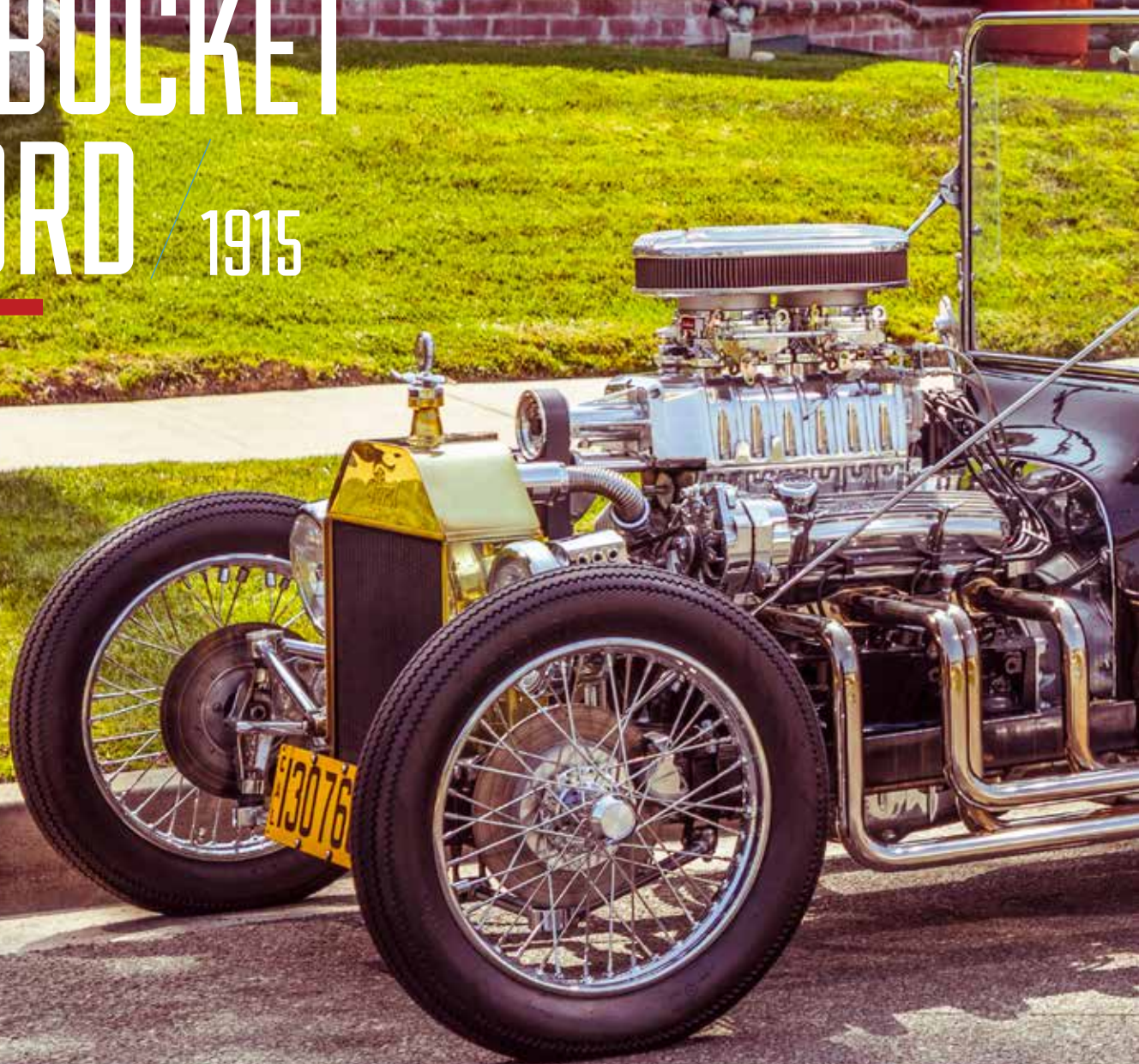
One night last year we decided to take it out and go to a local restaurant for dinner. It's always fun to see people's reactions when they see it parked. The best one occurred right after dinner as we were about to leave. This couple was standing next to the car. The lady leaned down and asked: “What year is this car?” I replied: “Well, it's a 1947 Bentley.” She then said: “Oh my, it's older than me,,,,,,and better looking too!” In that next split second I quickly determined that any response coming out of my mouth wasn't going to end well! So I just smiled and said nothing! **HE**





Ben Dennis

T-BUCKET FORD / 1915









I GREW UP WATCHING the once popular television show *The Munsters* and was amazed by the Munster Koach Model-T Hot Rod/Hearse Hybrid. It's cannibalized parts from three Model-Ts and one hearse were combined by Hollywood car customizer George Barris. As a kid, I enjoyed building hot rod model kits and playing with Mattel Hot Wheels. One of my favorites was the T-bucket (or Bucket T), a hot rod, based on a Ford Model T of 1915 to 1927 era, but extensively modified.

In my adolescent years, *Hot Rod* magazine fueled my growing passion for all things "Hot Rod". My passion for hot rodding was placed on hold for over two decades after I joined the military, and traveled extensively. As I got closer to my military retirement, I had saved my combat pay from multiple deployments, and I wanted to tinker on a hot rod. I came across a 1915 T-bucket with the original 1915 California license plates. Oddly, at the same time, I came across a story about the

one-of-a-kind shining star car known as the Kookie Kar, a Norm Grabowski creation. It was a sign... so I decided to make the purchase and strip it down. It has been a never-ending saga to modify my bucket without overdoing it. As a combat veteran with PTSD, the whole experience of tweaking, modifying and showing my bucket has also been a form of social and emotional therapy that has helped me tremendously. A life long passion for cars has become a serendipitous source of support. **HE**



Nettie & Carl Hidalgo

CORVAIR GREENBRIAR VAN 1964





“ORANGEKRUSH64” is more than a van. She is a unique, one of a kind, custom experience with a personality all her own. I love her style, custom design, and history as a Corvair. Driving her is always a fun adventure, a time shared with friends, a feeling of nostalgia, and a sense of freedom out on the road. During this past year she has truly been an emotional savior, a breath of fresh air, a glimpse of a time passed.”

We love taking her down to the beach where we can relax, open her doors, enjoy the ocean breeze, some food, conversation with friends and spend time outdoors.

Some may only see a mode of transportation but we see a preservation of history, a reminder of a slower pace of life, and the joy of the open road. **HE**





Robin Grove

AC BRISTOL / 1962







DEAR GRASSHOPPER,

It is difficult for me to find words to express the pleasure and joy you have brought into my life.

In March 2012, the first time I saw you looking so incredibly handsome, I knew that our future together would be fun, exciting and adventurous. It was in 1962 that Gil Ran-

ney, your first owner and the one who specified you with all available racing options, ordered you.

In January 1963 you were shipped to the West Coast. For some unknown reason you were not recorded in the official AC Cars official registry. A real mystery...

Upon your arrival Gil commissioned Stu

Haggart the renown Ace Bristol expert to prepare you for SCCA competition. You and Gil won many races and were written up in many periodicals. You raced at Santa Barbara, Riverside, Tucson, Dodger Stadium and more. In time, your historic pictures caught you with, Allen Grant, John Morton, Lew Spencer, and many others.



CALIFORNIA MILLE
CHOPARD
61
2019



Our first formal outing was at the La Jolla Concourse de Elegance where you showed your pedigree and won 1st Place in the Preservation Class. I was so proud of you...

A few years ago I started making a documentary about you and your history which will be finished this year. During my research Gil Ranney gave me a polaroid picture of you and him next to Allen Grants bright yellow Cobra which was taken at Santa Barbara in September 1963...CAN YOU BELIEVE IT?

I will be taking you to Evan Klein's HIGHWAY EARTH event on June 27th where you will be reunited with Allen's Cobra Executor.

Thank you so much very much for coming into my life and I look forward to many more adventures!

Robin. **HE**

LOS ANGELES VEHICLE STORAGE

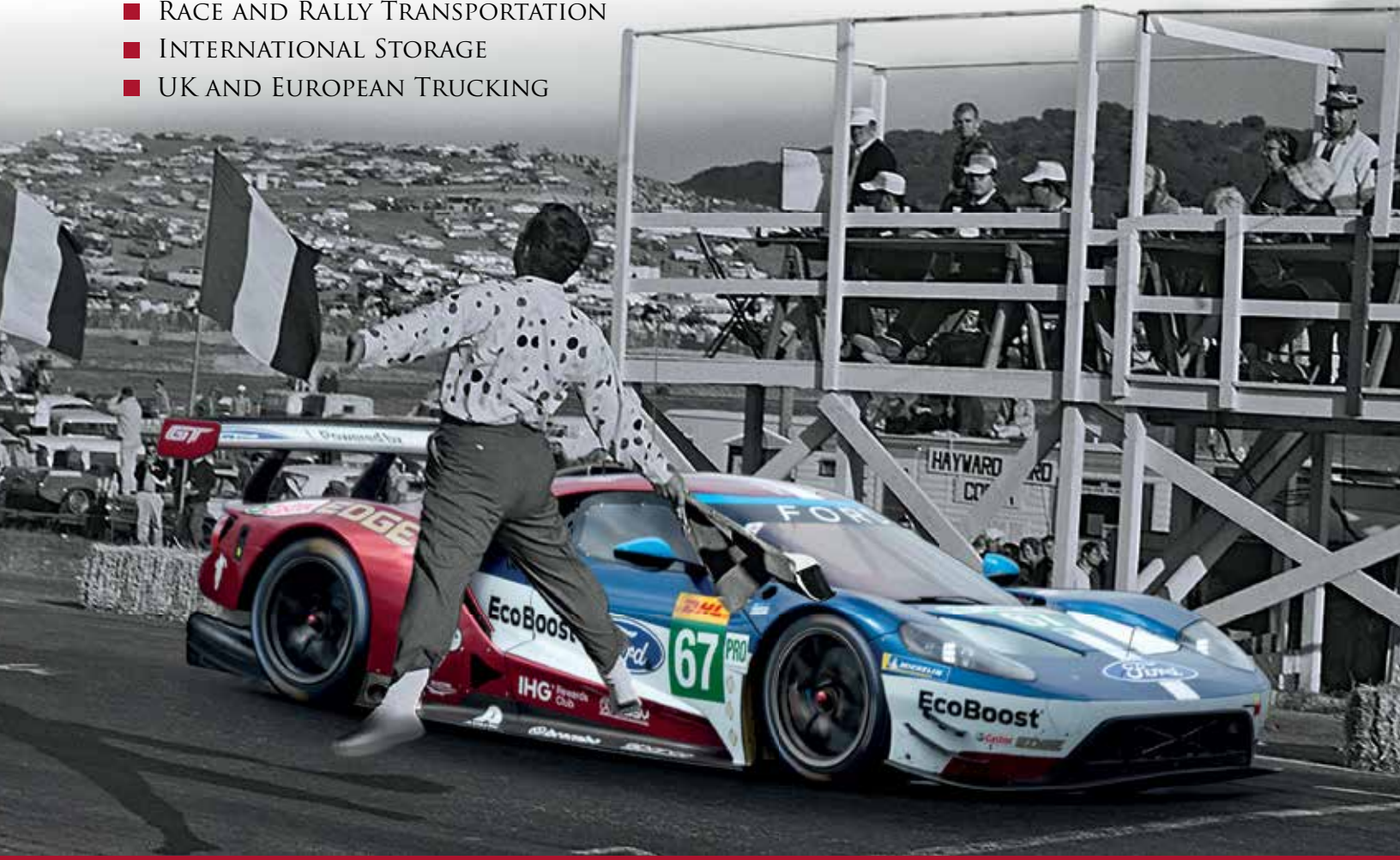
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Jack Diramarian

PORSCHE 993 / 1997

HI MY NAME IS JACK FROM SMG WERKS.

Porsche cars have been my Life for over 38 Years now.

I have bought and sold many cars in the past that I wish I had kept today. Since then my desire now is to have a collection of Air cooled 911's. One from each era that Porsche has built. I already have a 74 911 Carrera Targa and an early 911 Long hood that I am going to build as a Tribute to my 50th Anniversary 991. I am still looking for the right 964 but have not found yet.







Which brings me to my current 993 Project. I have always loved the look of the 993 Carrera RS which they never brought to the United States. I was lucky enough to acquire this great example of a 993 for my Project.

I did not want to just clone the 993 RS but make it a SMG Werks special. We wanted to

give this car some special attention to detail. We started by completely dis-assembling the interior, all underbody and suspension. The car was then sent to the paint shop for the installation of the Euro specification front & rear bumpers.

The Interior of the car had to be special.



The Red and Black leather tied in with the Houndstooth fabric was key. The bespoke door panels with the right amount of leather and aluminum puts it all together giving this car a racer feel.

We installed all new H&R coil-over system and sway bars. All new Elephant Racing adjustable sway bar links and Rennline adjustable camber plates.

The Engine ECU was tuned to match all the SMG Werks modifications. The engine tunes have been modified by FD Motorsports infamous Fister 3 mufflers and we completed the orchestra with the Sport Cat X pipe system from Soul Performance completing the symphony of pure flat six.

The 993 is the right car you can build with all the modern day technology we have with engine and transmission enhancements but still keeping the pure mechanical driving experience. **HE**



SMG
WERKS





Stanley & David Chavik

FORD / 1932 ROADSTER

COMING TO THE United States was always a dream for Stanley and Daisy Chavik, to live the American experience, touch car industry legends and be part of Hot-Rod culture history by moving their Hot Rod shop from Europe to California and change our dream to realityour customers Lyle and Lauralee had a dream too, their dream was changed to reality in Hot Rod Chavik by building a 1932 Ford Roadster with 392 Early Hemi and Edelbrock EC6 6x Strombergs 97 carburetors in traditional style in memory of Lyle's brother. This custom made build is highly detailed with handcrafted Stainless steel fuel-lines system, headers and other details, all full custom restored, fabricated and fully functional here at Chavik Hot-Rod. **HE**





DRIVING FOR TACOS

WE GATHERED EARLY ON A SUNDAY MORNING in a non-descript downtown LA parking lot. Starting as strangers. The Motoring club and Collecting Cars UK gathered 50 of us for an East LA Taco Sunday rally. West side meets East Side. The locations were kept secret until the last minute. Trying to act LA cool we checked out each others cars. Hey, Whats up?... nice ride.

Kevin from Collecting cars made a welcome speech and we were on our way. Looping through back streets we arrived at our first stop. We gobbled at Mariscos Jalisco's known for their seafood first. Rather tasty I must say. Next stop Los Cinco Puntos. Hand made tortilla's by Grandmothers the old fashioned way, filled with beef or chicken. We stood outside, talking amongst ourselves. The dogs ate too. With greasy fingers we drove to Chuy's Taco's, Chuy's felt a little more West Side, our cars lined the streets. The sun was breaking through. Our belly's were getting full. There was no rest, Carnitas El Momo was our final destination. Cooking pork in the same giant cooper pots for the last 50 years. Pork so tender melting on your tongue. This was a family business, Grandmom was head chef, she smiled from ear to ear, all her grandchildren cooked. We drank orange soda as the food coma began. Our small group was now best of friends, "What's your instagram?, we gotta hang out" Pretty amazing how a little food, cars and dogs can bring us all together. Thanks Guys for bringing us together.. I think I heard rumors of a pizza slice rally. **HE**





CHUY'S TACOS

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Los Angeles, CA 90013

LOS CINCO PUNTOS:

3300 East Cesar E Chavez Avenue,
Los Angeles, CA 90063



MARISCOS JALISCO:

3040 E Olympic Blvd,
Los Angeles, CA 90023





CARNITAS EL MOMO:
2411 Fairmount St,
Los Angeles, CA 90033







Petersen Museum

NASH-HEALEY ROADSTER / 1953

RUMOR HAS IT... this Nash Healey was once owned by Actor Dick Powell. In 1953 we'd have seen Powell driving around Hollywood to the set of *Climax* as character Detective Philip Marlow. And while you're flipping channels "Clark Kent", George Reeves, can be seen driving it in a few episodes of *Superman*. After *Superman* got done driving, Bogart and Hepburn drove it in the movie *Sabrina*. This Healey was quite the star.

Like many sports cars in the post-WWII era, the Nash-Healey was set to capture the hearts and minds of American motorists. Combat veterans who had spent time in the UK after the war were importing lightweight roadsters that were popular in Britain at the time. While the original 1951 Nash-Healey followed styling cues from both companies, the car's 1952 restyle was Italian, executed by the experts at the coachbuilding firm Pininfarina.

The list price of the Nash-Healey totaled nearly \$6,000. The newly debuted Chevrolet Corvette sold for only \$3,513 and many consumers were not willing to pay extra for a similar sports car. A promotional tie-in with celebrity golfer Sam Snead didn't do much to raise the car's meager sales of 507 units between 1951-1954.

Maybe not a Superhero, but this gorgeous Healey still got to cruise in the Stars above Hollywood. **HE**

LA / 2014 FERRARI

WHAT CAN I SAY ABOUT THE LAFERRARI,

other than it's unlike any car on the road today. It's a spectacular work of art on wheels, whose flowing lines can only of been created by the finest designers on the planet, the Italians of course.

The roaring sound of this hybrid 6.3 litre V12 engine is second, in my opinion, to the Porsche Carrera GT. The purpose of this incredible is an experience unto itself. 0-60 in 2.6 seconds, 949 horsepower, 663 pound per feet of torque will thrust the driver into a different time zone. A scene straight out of "Back to the Future".

No matter how good a driver you'll ever become, you will never fully utilize a fraction of this cars capabilities.

Purchasing and maintaining a car like this is not an inexpensive proposition but I promise you, it's worth every penny and then some. Once you get behind the wheel, buckle up, start that incredible engine, all else is forgotten except for the hours ahead of pure joy.

Finally, let me say that cars like LaFerrari are never totally owned by collectors such as myself, instead, we are simply caretakers of these incredible vehicles for future generations of enthusiasts to enjoy and appreciate. **HE**







THANKS TO COLLECTING CARS

Edward Lovett, Founder and CEO of global auction platform Collecting Cars, has always been a Porsche fan, and his favourite is the 997-generation GT3 RS 4.0. The swansong for the 'Mezger' engine; the 4.0-litre combines a race-bred engine and track-focused chassis, a wonderfully analogue driving experience with its slick manual transmission, and strict limited-edition status with just 600 examples built.

The RS 4.0 was dubbed "the ultimate 911" by many at its launch, and even with two generations of the model since then, it remains a true performance icon - not to mention extremely collectible. At the time of writing, Collecting Cars has sold four

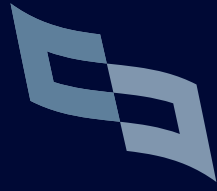
examples, including an exceptionally rare right-hand drive car with a winning bid equivalent to \$610,000.

This result is one of several attention-grabbing recent sales on the platform, with another being the Porsche Carrera GT that sold for £765,500 (\$1.08m) - a new European auction record. The business opened offices in Sydney and Munich in early 2021, and has just launched its first US auctions with a team in Los Angeles.

A truly global platform, it has registered users in more than 90 countries. The team curates consignments from around the world and markets them to an international audience of discerning enthusiasts. With



no listing fees and a buyer's premium of just 5%, Collecting Cars provides a safe, smart and simple online auction experience where sellers can have confidence in the bidding and buyers can have confidence in the cars.



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