

Aficionados save classics from trash heap

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"They're different. It's totally different from a new car," he said.

The car took a first place award on last year's Carnival of Cars in Utica.

"It's styling appealed to Yarborough so much that he put aside restoring his Model T to concentrate on the Ford.

AS HIS FIRST acquisition, the Model T was the culmination of years of looking for the right buy.

"I couldn't sleep that night," he said. Instead, he planned what he would do with the car.

"I could see myself driving down the road in it."

When he does drive down the road in his Ford, he greets neighbors with an ugg-a-ugga from the car's horn. Because he believes sharing a ride with others is one of the joys of ownership, he enjoys taking neighbors for a spin in his buggy.

Although he enjoys the car, he

doesn't believe it's built better than a modern vehicle.

Dan Hall, owner of a maroon 1941 Hupp doesn't harbor any illusions about older cars being better built. They were simpler, he says.

Unlike Yarborough, Hall did most of the restoration work himself with the help of most of his family, including his son, Randy; son-in-law, Tom Wallace; his wife, Louise, and mother-in-law Vera Miller.

Mrs. Hall and Mrs. Miller worked on

the side upholstery while Hall and the others did their refurbishing under the hood and over the remainder of the car's body. The job of repolstering the seats was sent to a specialist although Hall confides he's sure his wife could have done that, too.

EVERY SO OFTEN, the family lost enthusiasm for the project and set it aside for another day. That didn't bother Hall who waited 10 years to buy the Hupp.

He first saw the car in Detroit but was unable to convince the owner to sell. Then seven years ago, he was scanning the classified ads when he saw a Hupp offered in Plymouth. Once he saw the car and owner, he knew there were the same he had seen 10 years before.

The years hadn't been kind to the car. It had an unsuccessful reincarnation as a drag racer which left the rear of the chassis higher than the front. The original engine had been replaced by a modern one.

Hall, a retired Ford Motor Co. engineering department supervisor, realized he faced almost a ground up restoration.

The cut-off styling of the rear of the Hupp belies its origins as a 1937 Cord. When the Cord company failed, Hupp bought the design, added a few variations and put it on the market.

HUPP ITSELF didn't fare much better. During World War II, it switched from making cars to war production. After the war it didn't re-emerge as a car but the financial problems of the company don't detract from his pride in the car. He was so anxious to drive and exhibit it that he took it to a show the day after the restoration was completed.

The car has won the 1978 Geraldine and Robert Sprague Trophy of the Veteran Motor Car Club of America.

Now, the car sits in the Hall garage between a 1929 Chrysler and a 1909 Buick. The Chrysler roadster with its leather cushions and rumble seat is his next project. Right now, Hall says he won't have to do as much work to bring the elegant roadster back to its original form.

"It's a good investment. You can have fun and it appreciates at the same time," he said.

Bill would fight gold thefts

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days after Milliken's expected signing.

The bill moved to Milliken's desk this week after final House action Tuesday afternoon. House members voted 96-2 to concur with Senate amendments in the legislation. The bill had previously passed the House April 2 by a vote of 96-5.

Changes made by the Senate, and approved this week by the House, include a provision that dealers would be allowed to pay cash when buying gold and silver items. Original wording required payment by check for precious metals.

In addition, the House agreed this

week that the thumbprint made of the seller would be retained for a year by the dealer and not forwarded to police. Local police will have access to the thumbprint only if there's evidence a crime has been committed, according to sponsors.

"I THINK this has been the greatest exercise in patience that I have had to go through in that there were procedural and legislative hurdles all along the way," Mrs. McNamee said.

"However, there were only two dissenting votes on the floor of the House in the concurring Senate amendment and that represents substantial support from throughout the state. It means we have identified a problem and settled

for the best solution possible."

The legislation was introduced in Lansing in January after the rise in gold and silver prices triggered a rash of residential precious metal thefts.

For example, last year the value of silver and gold thefts was \$2.9 million in Southfield, \$224,754 in Birmingham and \$333,574 in Troy.

An estimated 100 Michigan police chiefs and public safety directors have lobbied for passage of the bill.

Mrs. McNamee singled out Birmingham Police Lt. Jack Kalbfleisch and Oakland County Prosecutor L. Brooks Patterson as vocal supporters of the bill.

Distributor's ads recognized

Corrosion Fluid Products Corp. of Farmington, which has served as the Worthington pump distributor in this area for the past four years, is being recognized in a national advertising campaign for its special sales and service.

The ads, appearing in leading industrial publications, aim at identifying each distributor as the center for pumps, parts and services required in his area. Each ad identifies Worthington distributors as not just "pump outlets," but as complete sales and service houses equipped to assist the plant user with pump selection, installation, start-up, and maintenance.

Publications will run the ads in one- and one-third-page sizes. Full-page color ads with a headline of "Your Local Worthington Pump House" show a yellow house, complete with chimney, as the framing for dozens of green pumps. An adjoining column on the second page carries a listing of distributor names and addresses. The ads describe Worthington distributors as experienced businesses with a considerable investment in serving the pump needs of users in their areas.

Worthington Group, McGraw-Edison Company, one of the world's largest pump manufacturers, provides a wide range of pumps for industry, agriculture, and public works. Worthington Group, which also produces compressors and turbines, has 32 manufacturing plants in 14 countries employing about 10,000 people.

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