

The **BULB HORN**

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The Touring Club

www.vsmcca.org



THE PURPOSE OF THE VMCCA IS TO PROMOTE TOURING AND ENJOYMENT OF VINTAGE VEHICLES THROUGH
THE ACQUISITION, PRESERVATION, AND EXHIBITION OF ALL VINTAGE AND HISTORICALLY SIGNIFICANT
VEHICLES AND ASSOCIATED MATERIALS.

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Front cover: Doug and Ronnie Seybold's 1940 Buick during the 79th Revival AAA Glidden Tour®. (Photo by Tracy Leshner)

Back cover: New VMCCA member Richard Demers drove his splendid 1932 Dodge Brothers DK8 from Alberta Beach, Alberta, Canada, to the 2025 79th Revival AAA Glidden Tour® in Owensboro, Kentucky, and back home. (Photo by Tracy Leshner)

Inside front cover: A vintage 1966 Pontiac Grand Prix ad. (Image courtesy of Tracy Leshner)



Our 1963 Chevrolet Suburban Carryall



By Chuck Livingston

Chuck and Linda Livingston's 1963 Suburban Carryall has proven to be a dependable and comfortable VMCCA tour vehicle.

My wife Linda and I purchased our 1963 Chevy C10 Suburban near Salem, Oregon, in the fall of 2021. I was online searching for parts for one of my other trucks when this one appeared for sale. Finding these Suburbans in relatively rust-free condition is a challenge up here in the Pacific Northwest, so I decided to make the five-hour drive to do a thorough inspection. The 1963 body and chassis appeared to be in very good to excellent condition, but the powertrain had some mechanical issues. Even still, I made an offer. The seller accepted, and we drove it home to Sequim, Washington.

I have had a strong connection with Chevrolet trucks for as long as I can remember. My dad used Chevy panel trucks for his carpentry, cabinet, and remodeling business. He sold his 1950 Chevy Panel Truck in 1969 and bought a used 1961 Fleet Panel truck from the 7 Up Company in Portland that was similar in color to the 1963 we have today. My dad always said that

Chevrolet trucks were the best-priced and most reliable on the market. I spent many weekends riding around in his 1961, as it was also his daily driver and recreational vehicle.

Our 1963 Suburban was built at the Lakewood Assembly Plant near Atlanta, Georgia. In the 1960s, only about 10 percent of all C10 and K10 trucks were Suburbans and Panel trucks. General Motors referred to them as "Carryalls." The C10 designation was for two-wheel-drive trucks, and the K10 was for four-wheel-drive trucks. Most Carryalls were equipped with six-cylinder engines and three-speed manual transmissions with column shift. They could also be ordered with V8 small-block Chevrolet engines, four-on-the-floor manual transmissions, and two-speed Powerglide automatics. Also of note, GMC built their version of these trucks but only offered a 305 cubic inch V6 engine from 1960-66, the end of this body style.





Linda sits on the clamshell back doors.

One of the things that makes these early Suburbans unique is the two-door body style. Most folks think of Suburbans as four-door vehicles. Chevrolet built the two-door model until 1967, when it introduced the three-door model, followed by the four-door trucks in the 1970s. For passengers to access the back-row seats in our Suburban, the front passenger seat must be flipped forward, like the old milk truck days. The rear cargo doors were available in both "barn door" and "clamshell" configurations. I prefer the clamshell style doors on our 1963 for tailgate picnics.

I consider the 1963 model to be the best year of the 1960-66 Chevrolet trucks. 1963 was the first year for both front and rear coil springs. For 1960-61, Chevrolet used an independent front

torsion bar suspension, which provided a good ride but proved more expensive to manufacture. Most owners today prefer coil suspension because it is much easier to raise or lower the truck.



A driver's side view.

Also new for 1963 was the more streamlined hood. Hoods on the 1960-61 trucks featured the "cat's eye" front, which people either love or hate. 1963 was the last year of the "knee knocker" trucks with the wraparound windshield. The nickname "knee knocker" came from the fact that people, especially taller folks, would hit their knees on the sheet metal frame around the base of the windshield when exiting. 1963 was also the last year for the double hump dashboard before Chevrolet smoothed it out in 1964.



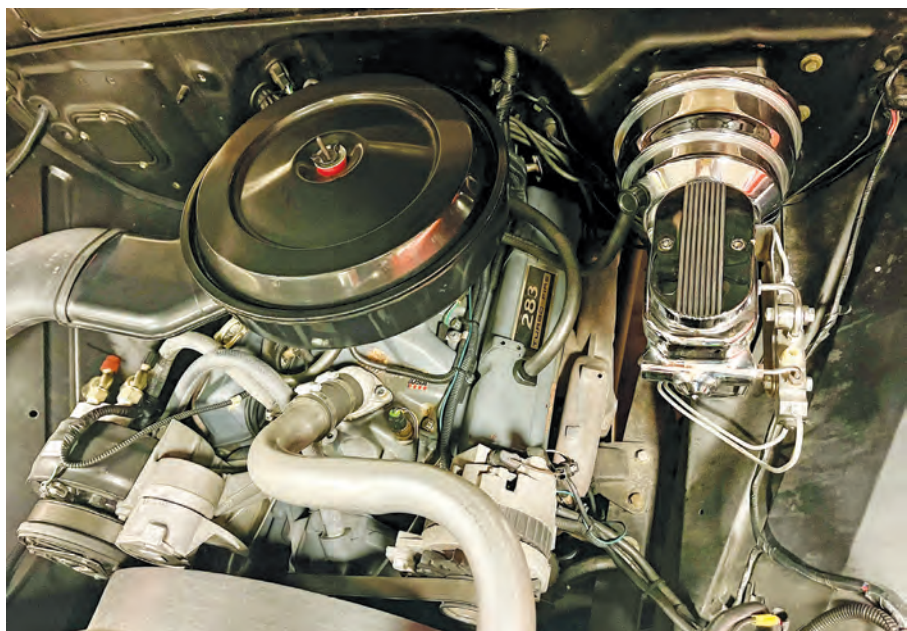


Chuck and Linda Livingston's 1963 Chevrolet Suburban Carryall looks sharp in any weather.

Our 1963 Suburban was restored in 2008 by a gentleman in South Florida. It was updated with a General Motors new 300-hp crate V8 engine with throttle-body fuel injection, an Edelbrock high-lift camshaft and intake manifold, a 700-R4 Turbo-Hydramatic transmission with overdrive, and an early 1970s Positraction rear end. During restoration, air-conditioning, power steering, a late-model gauge cluster, and power front disc brakes were also added.

Since purchasing our Suburban, we have rebuilt the transmission; replaced several throttle-body fuel-injection gaskets; changed all exterior lights, including the headlights, to LED bulbs; changed the final drive gearing from 4:11 to 3:83 for better drivability; replaced the mufflers; and added whitewall tires.

When we purchased the truck, the body color was the period-correct metallic saddle tan exterior paint. I found an original steel 1963 front grill in Arizona and painted both the grill and roof in "vanilla creme".



The Suburban's 300-hp V-8 powerhouse delivers!





Linda poses with the 1963 Suburban. It looks like she is ready for a busy day of running errands around town.

The original AM radio is still in the dashboard. I added an AM/FM bluetooth unit on a console below it. Future plans include new upholstery in period correct fabric and virgin vinyl.

Our Suburban is a large truck and sits high with excellent visibility; it's fun to drive on road trips. This truck can tow just about anything. We found some old photos on the internet of it towing a vintage Airstream trailer through Colorado in a snapshot taken about 12 years ago. It certainly has made its way across the country with a few owners since its restoration in 2008. In the spring of 2025, we took a trip with the Sequim Valley Car Club (SVCC), a chapter of the VMCCA, to the Lewis and Clark Tour in Montana. We drove across Washington and Idaho on Interstate 80 most of the way east. We stayed at an Airbnb house in Bozeman while the rest of the club members stayed in Three Forks at the historic Sacajawea Hotel, built in 1910. Several fun day trips in Montana included a tour of the Helena Capitol building and Helena City tour, the Crimson Bluffs, a tour of the Butte Copper mine, a riverboat cruise on the Missouri River through the Gates of the Mountains, Old Montana's

Historic Prison in Deer Lodge, and a day in Livingston, Montana. Driving through Montana's open country in our Suburban was breathtaking.

Living on the beautiful Washington Olympic Peninsula, we take the Suburban to local car meets, on drives with clubs and friends, to local swap meets to buy parts and petroliana collectibles, and to state and local parks for picnics. Linda and I get lots of waves and people running up to the truck to tell us their stories of when their family owned one or to ask what it is.

For anyone like us who enjoys vintage trucks and SUVs, I highly recommend any of the Chevrolet Suburbans. Parts for all inline-six and V8 engines are plentiful and easy to work on, making them great road-travel trucks. They are still affordable to purchase and fun to own. It is no wonder that Chevrolet has built the Suburban from 1935 to the present day!

(Photos by Chuck Livingston)



Classifieds

Cars for Sale



1912 Flanders Roadster Model 20

The car was owned by Floyd Clymer in 1955 while he was HCCA president. This Flanders was restored by Leon Mills and we drove her on many tours. Still shows well. Comes with original motor. New top. Runs well.
Asking: \$28,000
Contact: Ed Hilbush
Email: geezerhotrod@aol.com



1913 Buick Model 25

Once owned by Art Twohy in the early years of the HCC. Then went to Harrah's Museum. We purchased the car in 2008 and it went on many Glidden and HCCA tours. The Buick has a rebuilt motor and the original goes with the car. New tires flaps and tubes. Many parts and special tools to make the car easy to maintain. The top and interior are original with no rips or tears.
Asking: \$38,500
Contact: Ed Hilbush
Email: geezerhotrod@aol.com

M30 Studebaker Trucks (two)

One is complete with grain dump bed with original sides on bed would not take much to get it running. The other truck has complete cab and dog house.
Asking: \$6,500 (for both)
Contact: Bill
Phone: 812-267-9982



1928 Packard Model 533 Club Sedan

Rare body style. Number that exists today unknown. Owned 15-years. Excellent condition. Many national tours. Always awarded show's best of class. VMCCA National Tour award Best Restored Pre-war Packard. Hyman, Ltd. appraisal \$37K-\$48K. Photos available. Best offer.
Contact: Brad
Phone: 512-608-3869.
Email: adjusterabc@gmail.com

Parts for Sale

3 NOS Plymouth Wheels: 1933 & 1934 Stamped "Motor Wheel." Part #601091 Motor Wheel #M21253. Fits 1933 & 1934 Models PC and PF. Size: 17" x 3". 4½" x 5" bolt circle. Hubcap hole 5½". Hub hole 2 ¾". \$550 each plus shipping.

2 NOS Chevrolet Wheels: 1933 & 1934 Stamped with Chevy Bowtie and "KH." Part #474150 KH #18033. Fits 1933 & 1934 Chevrolet CC & DC. Standard Size: 17" x 3". 4¼" x 5" bolt circle. Hubcap Hole 4 15/16". Hub Hole 2 5/8". \$550 each plus shipping.

2 NOS Chevrolet & Pontiac Wheels: 1930 & 1931 Stamped "KH." Part #366481 KH #14938. Fits 1930 & 1931 AD & AE and 1931 Pontiac Size: 19" x 3" 5½ x 6" bolt circle. Hubcap hole 5¾". Hub hole 3 ½". \$550 each plus shipping.

1 NOS Chevrolet & Pontiac Wheel: 1934, 1935 & 1936. Part #475745. Fits 1934, 1935 & 1936 Master & ½-ton and 1934 Pontiac Size: 17" x 3 5/8" 5½ x 6" bolt circle. Hubcap hole 7 ¾". Hub Hole 3 5/8". \$550 plus shipping.
Contact: Tom
Phone: 313-835-6803
Email: deplock@aol.com

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