



Geno DiPol, Publisher

Thank you!

In the words of The King, "Thank you. Thank you very much!" Your response to our revival of *Car Kulture DeLuxe* has been nothing short of overwhelming. We are totally floored by your acceptance of our efforts. We can also say, "you ain't seen nothin' yet!"

Viva la difference

We labored long and hard to make sure that *Car Kulture DeLuxe* is not a clone of *Ol' Skool Rodz* and most of you seem to think we accomplished our goal there. We're gonna keep that up, too. Though the reader audience for both magazines overlaps to some extent, we plan on keeping their identities separate. There will be some aspects of our car kulture that we'll only cover in *Ol' Skool Rodz*. Others we'll only cover in *Car Kulture DeLuxe*. We'll never cover the same events and same cars in both magazines. That wouldn't be fair to you, making you pay twice for the same coverage. Besides, we're not that lazy-well, most of us anyway.

It's a mad, mad world

Being gearheads to the very core, we at *CKD* like to keep our eyes and ears tuned to many different arenas in the car kulture spectrum. We have some eclectic and classy taste in cars, even though we usually can't back it up with cash. So a couple of us subscribe to *Old Cars Weekly* and some other hobby rags and we watch the auction results in there, seeing what some of the big boys are paying for cars we can't afford.

It occurred to us that there's some weird shit going down out there! All of a sudden, any Chrysler product, especially Barracudas, with a 426 Hemi is headed beyond classic car price stratosphere. There are just several things wrong with the picture when you look at it overall, especially when you look at what the buyer is getting for his money.

We've seen reports of a Hemi 'Cuda convert selling for as much as \$700,000 at

The DeLuxe Road

auction, with lots of them (coupes and drop-tops) selling in the range of \$200,000 to \$400,000. Even a couple of clones have brought well over \$100,000 recently. Are you sitting down? Last year, a collector in North Dakota paid \$2 million for the last-built 1971 Hemi 'Cuda convertible! That's not the end. The same guy recently turned down over \$4 million for the same car! More money than sense me thinks.

Let's put into perspective what these people are buying. These are regular order production cars that languished on dealer's lots in 1970 and 1971 because people thought they were ugly pieces of shit. Chrysler's build quality was reaching its all-time low (which is saying something in itself). The cars were tinny outside, plasticky inside, ill-assembled, and the later ones had huge flat black vinyl stickers covering the whole rear quarters. No one wanted them and for good reason.

Auction shows

In the not-too-distant past, car auctions were a good barometer of a car's value. And in some cases, that's still true. Local and regional auctions like those conducted by Yvette VanDerBrink are a good outlet for the seller and the buyer. But the three-ring circuses like Barrett-Jackson, Kruse, and Mecum are simply one-upsmen shows for guys who wake up in the morning and wipe their asses with crisp c-notes after reading *The Wall Street Journal*.

Try to watch one of the "BJ" shows on Speed Channel and you'll likely give up in disgust. Often it seems clear that the rich boy has homed in on a car that his trophy wife just must have, no matter what the cost, so he goes nose-to-nose with another trophy hugger in the same predicament. "No 'Cuda tonight, no nookie tonight." This is all played out to accompany Brock Yates' inane comments regarding cars he apparently knows absolutely nothing about. He gets paid big bucks to reveal to the world that he doesn't even know what size engine a '67 GTO has in it.

What the money will buy

Oddly enough, some bonafide classics have been sold at these same auctions where the overpriced, formerly undesirable production cars are bringing exorbitant prices. Case in point: for less than the cost of one of the run-of-the-mill 'Cuda converts, the same buyer could have taken home an even more rare 1932 Auburn Boattail Speedster plus a

1929 Packard 640 Deluxe Coupe. Now you tell me, what is wrong with *that* picture?

It's hard to even fathom why the North Dakota buyer would pay \$2 million for one car, but his same money would have bought him the '32 Auburn Speedster, the Nash Bridges clone Hemi 'Cuda, a '54 Corvette, a real 1963 289 Cobra, and a Dusenbergs. For the price of one overrated production car, he could have had two real classics plus three overpriced collector cars. Not that he'd ever, ever even have the audacity to drive any of them.

Oh, well, back in the real world

Anyway, back to the task at hand, introducing you to *Car Kulture DeLuxe* #14. As we promised you in our introductory editorial, Gene Winfield is on hand with some advisory wisdom for the kustom koach builders among you. On the tech side, we've got the skinny on doing a little rusty floor treatment with the amazing POR-15.

Music is definitely a big part of the car kulture we live and do we ever have a treat for you. None other than rockabilly DJ extraordinaire Del Villarreal has joined us as our new music guru. **Del's solidly connected with the music world and will be a great asset to CKD. Welcome aboard, Del.**

We ventured to the Road Rocket Rumble, and then rumbled some more with the Road Agents Rumble. Voodoo Eyeball Reunion, the Cheaters show, and the KKOAA Leadsled Spectacular? Yeah we made those scenes too. It's a dirty job, but someone's gotta do it! And we do it all for you. It's all about you!

Art? Yeah, we got your art fix right here, man. You'll go crazy over the off-the-wall art of Anthony Ausgang, one of the coolest artists working today.

DeLuxe Gals don't come any prettier than our cover gal, the breathtaking Sabina Kelly. D.A. Sebastian interviewed her and Tom Gomez shot her photos. Lucky "stiffs!"

We have lots more in store for you, so let's get movin'. **Pop the clutch and grab second gear. Here we go!** 🎮

We goofed

Well, we goofed up and left the pertinent info about the photographer, the stylist, etc. off the Heidi Van Horne article in *CKD* #13 page 60. I think we were distracted, you know? That was the goof. Anyway, here it is: Photographer – Craig Ruda; Photo Assistant – Shannon Weber; Make-up – Molly Tissavary.