

EXCLUSIVE SPRING AUTOMOTIVE CATALOG CENTER!

CAR COLLECTOR

FOR SERIOUS COLLECTORS & HOBBYISTS  & Car Classics

AUCTION
Announcements
& Concours
d'Elegance



1958 Edsel



1954 Buick

Questions
& **Answers**
How To's from
the Pro

Special FEATURES

- 54 Buick Skylark**
- 57 Chrysler**
- 58 Edsels**
- 48 Packard**
- 33 Stutz**

1911 Mercedes Restoration
Restoration Series



1948 Packard



Stutz Monte Carlo



April 1996
\$4.95 U.S. / \$5.95 CAN

1957 Chrysler *Bowno*

I've been told that the worst city in the nation to drive in and around is Boston. I have driven the streets of that city many times and I admit that the meandering layout combined with aggressive drivers makes getting around a challenge. The reputation of the area is sufficiently bad enough to make almost anyone shy about driving their new car through the city let alone a one-off 1957 Chrysler.

BY JED RAPOPORT

Touring Boston in a one-off Chrysler



I was invited by collector Michael Pomerance to come to Boston and experience his 1957 Chrysler Boano first hand. The particular day we chose for our meeting turned out to be classic early winter New England gloom with light rain falling and a cold, damp chill in the air. Within 24 hours of our meeting the ground will be covered with snow. On account of the weather, I was half expecting Pomerance to excuse himself from giving me the promised ride. I would not be quick to take this car out in the rain let alone in Boston midday traffic if it were mine but Pomerance is one of those collectors who recognizes that cars, unlike fine paintings, are meant to be driven. He generally avoids driving this car in such weather but this time he was going to make an exception.

I met him at the appointed time and he had the car out of the garage and ready to go. My first impression of seeing the car was that understated elegance never goes out of style. The car is very well proportioned. The long hood and short coupe body and relatively short rear deck are aggressive without pushing a performance image. The overall look of the car is reminiscent of the Bentley Continental. In fact, for an Italian custom bodied car it is very English in its overall feel. The elegance is carried right on through the plush passenger compartment. Settle into the thickly padded seats covered in fine leather while pondering the flat dashboard covered in

real wood and you can imagine being seated in any number of plush luxury cars from Rolls-Royce or Jaguar. Clearly designed to be owner driven with a back seat of little use except to put packages or a child, the car is equipped with a rare for the era, power operated moon roof, a feature of interest only to an owner/driver.

Pomerance drives the Chrysler as if it were a modern car. Perhaps that

should not be surprising. The car is based on a 1956 Chrysler 300-B chassis cut down to a wheelbase of 119 inches, versus the original 126 inches, giving the car a very manageable size. Performance is not lacking. The 354-cubic-inch Hemi V8 has been completely rebuilt by Brian Schoener and the performance of the unit is at or above the original specifications.

Pomerance guided the car onto the Massachusetts Turnpike and put his foot into the accelerator. The 350-plus horses came on strong and flung us into midday traffic in a style fitting of a seasoned Boston driver, passing our fair share of traffic. Traffic did not allow space to properly engage the passing gear but it was clear that there was plenty of power to spare.

Pomerance piloted the car through turnpike traffic and eventually exited heading for the upscale town of Brookline. It was not a far stretch to imagine cruising the streets of Paris, where the car probably spent most of its life. We eventually stopped to take some photos with the Boston skyline just visible in the gloom beyond.

Boano is not one of the better known carrozzeria but it was one of the most influential. Felice Mario Boano was responsible for reviving the Ghia company in 1946, at the request of Ghia's



This Chrysler was one of only two American chassis bodied by carrozzeria Boano. The styling of the car was obviously of the same lineage as the custom-bodied Chryslers produced by Ghia in the '50s.



Clearly designed to be owner driven with a back seat of little use except to put packages or a child.

widow. He started turning out limited numbers of cars mainly on Italian chassis. His designs were an instant sensation on the show car circuit. He favored softly curved lines and bodies that envelop the chassis. His early designs went so far as to enclose the front wheels with removable skirts.

Ghia remained a small company geared toward Italian-

produced chassis until 1950 when Chrysler, in search of new styling and body building expertise, began to establish ties with Pinin Farina and Ghia. These new contacts resulted in the first Ghia-bodied Chrysler, dubbed the Plymouth XX-500. The car was unattractive but the cost of production caught the attention of Chrysler brass and they realized that Ghia could produce one-off cars far more cost effectively than Chrysler could in house. This led to the long line of Ghia-bodied show cars and limited production cars based on Chrysler chassis.

Boano was not convinced that the new ties to Chrysler were the proper direction for the company. He felt that more attention should be paid to the Turinese Companies most particularly Fiat. In 1953 Boano left Ghia and struck out on his own. He and his son, Gian Paolo Boano, designed and produced bodies for many Italian companies with perhaps their work for Ferrari in the mid- to late '50s their best known. In the late '50s Boano closed his shop and he and his son went to work for Fiat thus ending their careers as custom body builders in the Italian tradition.

This Chrysler was one of only two American chassis bodied by Boano. The styling of the car was obviously of the same lineage as the custom-bodied Chryslers produced by Ghia in the '50s. Still many features on the car were clearly Boano. The curve at the front of the rear fenders sweeps over the doors ever so slightly. This seemingly insignificant styling point is important when you consider the extra work necessary to accomplish it. This touch is consistent with other Boano designs of the period and was clearly done to maintain the proper proportions of the design.

Recent correspondence with Gian Paolo Boano has produced a well-documented history to go with this car. Ordered now in April 1955 by Gianni Agnelli, the car was to be a "2-seat coupe with a powerful, modern mechanical system ... a classic, British-style coupe, not a modern shape." The basic design sketches took just ten days. Mr. Agnelli chose his favorite one, and from that single sketch a "master model" was created. In the mean time, a new Chrysler 300 chassis was ordered. By the fall of 1955 the body panels were welded to the chassis. If



would take an additional two months of hand fabrication work to create the individual components.

Toward the end of 1955 the car was completed and on an invitation from Boano, Agnelli came to inspect the finished coupe. Agnelli was very pleased with the final result but was bothered by the prospect of being seen in public driving a foreign car while he was vice president of Fiat. Why this situation was not considered before the car was built remains a mystery. Agnelli decided to give the car to his brother Umberto.

Several days later, Gian Paolo Boano delivered the car to Umberto Agnelli "at the Milan tollbooth on the Milan-Turin highway." Umberto took the car to Paris where he was involved with Fiat of France. Umberto remained in France for three or four years apparently leaving the car in Paris upon his return to Italy. The construction of the car and its ownership was kept quiet in respect of "Mr. Agnelli's wish for privacy and discretion."

Pomerance and I continued our test drive through the center of Boston. The slightly aggressive growl of the exhaust and the elegant shape of the Boano body make this car draw plenty of attention. Even jaded Bostonians recognized this car as something special. In the tight confines of center city traffic the car is as docile to handle as a new Cadillac. Of course, the new Cadillac doesn't have a Hemi engine under the hood.

We arrived back at the garage where the car is stored and carefully dried it off and covered it. The next time the car sees daylight the weather should be much improved. You may wonder what someone who owns such a fantastic car drives daily in Boston? Although Pomerance drives the Boano or one of his other collector cars on special occasions, he doesn't own a regular car. He freely admits that owning a regular car in Boston is more hassles than it is worth. Now that's a real car collector.



Full Color Postcards

\$95

500 copies

Modern Postcard

1-800-959-8365

CREATE YOUR OWN TRADING & PROMOTIONAL CARDS!

Personalized cards featuring your car, truck or bike! • Perfect for shows & club events
Show off your restoration • Feature the latest in merchandise & parts • Market clothing & accessories • Call now for information & a FREE sample kit*
*Mention you saw our ad in this magazine

Exhaust Systems

Quality Since 1973

Manufactured by us to exact factory specs in heavy duty steel; & non magnetic lifetime guarantee stainless type 304. Pipes are 14 gauge, mufflers are 16 gauge. Note: aluminumized is same price as steel but comes in thinner 15 & 16 gauge. Please specify. Most systems below are stocked; but if not we can usually ship within 48 hours. Prices below include all pipes, mufflers & resonators where noted & shipping via UPS in continental US. All systems below are mtg to OEM specs. Flanges welded where needed. Flats where needed. Every piece will interchange with original equipment only. Mufflers also are same size & shape as came new. If brackets came welded to pipes, mufflers etc. on the original car when new they will be duplicated in the same manner.

	Steel	Stainless		Steel	Stainless		Steel	Stainless
Buick			1958-74 V8			1955-74 six all other	\$140	\$400
1922-53 6 & St 8	\$145	\$425	all dual wires	320	940	Nash/AMC		
1953-74 V8 single	190	485	1955-74 all single	180	475	1955-74 single V8	\$190	\$450
1957-74 V8 single			Corvette			1955-74 dual V8	\$260	\$720
wires	230	625	1953-74	250	570	Packard		
1956 V8 duals	260	740	Chrysler			1919-36 Senior 6/6	\$190	\$450
1957-59 duals	260	740	1927-74 four & six			1935-50		
1957-59 duals wires	340	940	inc. Ply., Dodge,			110,115,120 St. 8	\$150	\$400
1960-74 singl full sz	190	485	DeSoto, etc.	100	375	1937-50 Super 8	\$180	\$450
1960-74 singl full sz			1930-50 St. 8	180	420	1951-54 all	\$150	\$400
wires	235	635	1951-74 single V8	200	500	1955-56 all single	\$200	\$500
1960-74 dual full sz			1951-74 dual all	250	750	1955-56 all dual	\$260	\$740
wires	340	940	Ford			1955-56 all dual/res	\$340	\$940
1960-74 dual full sz	260	740	1933-74 V8 single			1932-36 V12		
1961-74 Skylark			inc. Merc., Edsel, etc.	190	450	muff/tail	\$250	\$500
and Special single	190	485	1949-74 dual all	240	720	1937-39 V12		
1964-74 Skylark			1942-74 six	110	400	muff/tail/res	\$250	\$500
and Special/dual	260	740	Hudson			Pontiac		
Cadillac			1931-54	120	380	1928-54 all	\$135	\$400
1919-26 dual	230	720	Lincoln			1955-74 single all	\$190	\$500
1927-31 V8	145	475	1930-39 K series	220	550	1956-74 dual		
1930-37 V12/V16	400	940	1936-48 LC & LZ V12	180	425	inc. Firebird		
1932-36 V8	190	475	1949-50	180	450	manifold opts. ramair		
1937-48 V8			1952-54 includes res	250	700	HO etc	\$240	\$720
including LaSalle			1955-57	250	720	1956-74		
60, 61, 62, & all 50s	145	450	1955-57 includes res	320	940	as above wires	\$330	\$940
1938-40 wires			1955-57 Mk II	250	720	Oldsmobile		
60,75,85S,V12,V16	240	720	1955-57 includes res	330	940	1927-48 all	\$135	\$400
1941-48 long w.b.	160	475	1958-60	275	800	1949-74 single all		
1949-51	150	425	1958-60 includes res	350	1000	F85, Outlass	\$190	\$500
1952-60 dual	240	720	1961-69 w/4 mfrs	420	1100	1949-74 dual all		
1952-60 dual w/res	320	940	1969-74 all duals	270	740	Outlass,442, etc	\$240	\$720
1961-74 single	200	500	1969-74 all dual/res	340	960	Studebaker		
1961-74 single wires	240	640	1969-74 all single	200	500	1927-66 six	\$120	400
LaSalle			1969-74 all singl/res	245	640	1930-50 eight	\$150	400
1935-36 St. 8	145	400	Mustang			1951-74 eight single	\$190	475
Eldorado			1964-74 all dual	240	720	1953-74 eight dual		
1967-74	260	720	1964-74 all dual/res	320	920	Hawks, Avanti	\$240	\$720
1967-74 wires	300	850	1964-74 single	190	475	Thunderbird		
Chevrolet			Nash			1955-57	\$230	\$700
1929-54 six			1937-64 six			1955-57 wires	\$310	\$900
all models & trucks	100	370	w/3sq. hole ex. pipe	\$180	\$425	1958-74 all	\$230	\$720
1955-74 six all			Note: We are OEM manufacturers since 1973. We can supply 1 or 100 separate pieces such as Y's, ex. pipes, mufflers, etc. We also make Duesenberg SJ, Cord supercharged & non supercharged systems, Franklin, Pierce Arrow, etc. We can produce in s.s. most 1975-up cars & trucks. Keep us in mind for motorcycles & bumper ends. For individual prices & systems priced without resonators call or fax:			1958-74 wires	\$320	\$920
including Camaro	115	390						
1955-74 V8 all dual								
including Camaro	240	720						

Kepich Exhaust Inc.

1-800-365-5764

17370 Alico Center Road, Fort Myers, Florida 33912
FAX/Ph: 813-267-2550 business; 813-489-4175 home