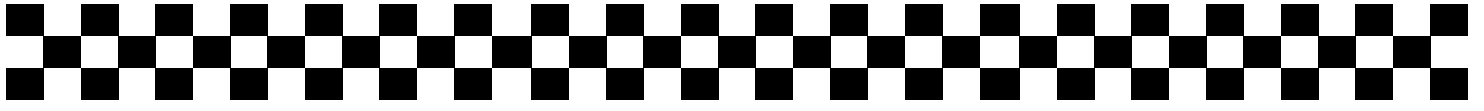


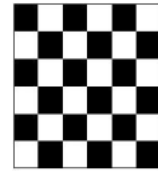
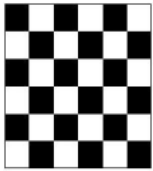
THE CHECKERBOARD

# NEWS



**“A Checker Owner Is Never Alone”**

**Spring 2010**



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(A Not-For-Profit Corporation, incorporated in the State of Indiana)

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#### "Cab Driver"

Words and Music by C. Carson Parks  
Official theme song of the  
Checker Car Club of America, Inc.

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Submissions can be emailed to [jweinhoft@checkercarclub.org](mailto:jweinhoft@checkercarclub.org) or mailed to the editor's address listed above.

# GREETINGS FROM THE EDITOR

April, 2010

Enclosed in this issue is the 2010 convention registration form. If you are planning to come to the convention, please take a few minutes to fill it out and send it in. Information about the 2010 National Convention in Lima, OH. can be found on page 6.

Thanks to former club member Byron Babbish, we now have photographic proof on the front cover and pages 4 & 5 that Checker did participate in the auto show circuit. It had long been rumored; now we know!

On pages 22, 23 & the back cover, we feature the restoration by Brittany Welsh (Bob's granddaughter) of a 1963 A-12W. It is definitely a head turner!

I received a good response to requests for articles. I want to thank all the people who took time to send in stories. Unfortunately, some of the material submitted was from various newspapers, etc. Due to the Digital Millennium Copyright Act, I have to try to get reprint permission ... which is not always forthcoming. So some of that may never end up in the newsletter.

One article I plan for the future is a story about riding in Earl Johnson's NYC cab just a couple of weeks before it was retired and sold at auction. I can't promise it will be the next issue because I have to translate it from German first and, despite being of Germanic descent, I am not fluent in German. I think the last of the family to speak any German were my grandparents.

We can always use more articles. You can help by contributing stories and personal photographs. Don't worry about the structure; just get the content down and we will edit it for you.

Ideally, submissions will be in electronic format, although we also accept hard copy by mail. Photos should be original. All electronic submissions should be sent to: [jweinhoft@checkercarclub.org](mailto:jweinhoft@checkercarclub.org)

We improve by comments from our readers. If you like what you see, tell us. If you don't like what you see, tell us also. I can be reached at the address on the left or by phone: (Home) 217-744-2986, (Verizon Cell) 217-494-2986  
John Weinhoft

**About the cover ...** CMC exhibiting at the Detroit Auto Show in (we think) 1964. Photo by John Stewart, used with permission. Additional details can be found in the story on pages 4 & 5.

# FROM THE PRESIDENT

April, 2010

Well, if you live in the North, you know about winter. By the time you receive this, it should be Spring and the temperature above 32.

The "Grey Ghost" is still in storage, but by the time you get this, it should out and getting ready for the trip to Lima, Ohio, host for the CCCoA 2010 Convention.

The Convention will be a little different than in the past. Friday we will have lunch and a Cruise-In at Happy-Daz. This is a 50's style dinner, and they do a lot of car shows in the summer. In the afternoon we will tour a very unusual University, Northwest Ohio. They train mechanics in both gasoline and diesel engines. They also have a racing program that we will take part in that night.

Saturday we have the Board Meeting and all members are invited to attend. Visit us and find out what the board is all about and learn some of the inner workings of the Club. Then a tour of a company that makes specialty vehicles. Back to a Cruise-In and lunch at Kupee's Hamburgers. This will be longer than the one at Happy-Daz. Then our normal banquet at the Old Barn Out Back.

We have only 20 rooms at the Howard John-

sons on Thursday night, 35 rooms on Friday and Saturday.

At this writing they are about half Sold Out. So if you do not have a room, call them a 419-222-0004 Code CCCX and get yours now. May 17 will be the last day to hold rooms, then they go on sale to the public. There is a very large Harley Davidson Convention in town that week end and rooms are at a premium.

Something for the Convention; we will have Embroidered Hats and Polo Shirts for sale. If you are not going to Lima, you can order them from the insert and pay for the shipping.

People on the East Coast, we moved this Convention closer to you so you could attend. So get those rigs out and ready for the trip to OHIO.

Next year the Convention will be in Springfield, IL and in 2012 it will probably be at Gilmore's in Kalamazoo, MI.

Hope to see you all in Lima in June.

If you have a comment, question or even a criticism feel free to contact me. My address and email are on the inside cover. Home phone: 269-782-0635, Cell phone: 269-462-3444.

Ron Leatz

Below: Ron Leatz driving his Checker last fall. Photo by his daughter, Donna Koprek.



# CHECKER MOTORS CORPORATION DISPLAYS AT AUTO SHOWS

by Byron Babbish

As I write this it is the time of year for the Detroit International Auto Show, a very important event in Detroit that is always held in January. This is one of those annual automobile shows in major cities such as Detroit, Chicago, New York and Los Angeles you read about where the car manufacturers display their current models and often unveil new models or concept cars, and the public can come view them all under one roof. I presume that they are held largely to generate sales in an unusually slow sales time of year. I have many pleasant memories of visiting the Detroit Auto Show (now called the Detroit International Auto Show) at Cobo Hall in downtown Detroit over the years, first with my father, then with friends, and most recently with my children.

I have always wondered if Checker Motors Corporation was ever an active participant on the na-

tional auto show circuit. I have been asking Checker Car Club members this question over the years and the only positive response I have ever received was that someone recalled seeing a Checker display at the New York Auto Show in the early 1960's. This would make sense as New York was a huge market for Checker's taxi models and you would think they would like to try to tap or create a retail market there for their Marathons too. No one ever recalled seeing Checkers at any other auto show, until now.

At the 2009 Ypsilanti Orphan Car Show my wife Elaine and I had our two Checkers on display along with Pete Talinca and Ben Merkel with two of their Checkers. One of the many visitors we had at the Checker display that day was John Stewart of Detroit, whom I had never met before.

John and I struck up a conversation and during it he mentioned that he was a professional photographer and used to take photographs at the Detroit Auto Shows. John then mentioned that he recalled seeing a Checker exhibit at one such show and that he even took photographs of it. He said he thought he still had the prints and I expressed interest in them if he had them.

That winter John emailed me and said he found the prints and was mailing them to me.

The photographs he took were great. Checker had two Marathons on display, a sedan and a station wagon. In addition, they had a bodiless frame on display. What looks like three Checker representatives were there, dressed in dark suits wearing name tags.

John re-







# 1983 CHECKER ...

## CONTINUED

by John Weinhoeft

As expected, the article on the 1983 generated some responses. Former CMC executive John Logan sent an explanation for the 9 inch 'B' pillar. With some minor editing, here is John's note:

"We were having trouble with the 9 inch longer door on the A-11E & A-12E's sagging due to the center pillar not being strong enough. Our engineering department tried different ways to correct this problem, including adding a spring loaded wedge to the bottom of the door & a stainless steel plate on the sill plus reinforcing the center pillar, none of which worked. I asked David if I could build a car with a regular rear door & a second center pillar 9 inches rearwards. David OK'ed my request. I, along with the body shop foreman, built a body. I won't bore you with the extra parts & the resistance I encountered from Engineering. The car was finished minus some trim pieces & sent to Experimental. The added parts & processes caused much resentment from Engineering. I got busy with three plants to cover, and forgot about this special car. It sat over at Cab Service for many months. Bill Spencer, a retired trimmer who worked for me in the trim shop and at that time worked in Cab Service part time, finished the trim and the car was sold. **THE CAR WAS NOT A 1983.** No cars were built on the Checker line after the cab at the Gilmore museum. We did refurbish a bunch of Chicago cabs after production stopped in 82."

As I was finishing up the proofing of this newsletter, John Logan sent me a second email with additional information. Here is what he added (with some minor editing that does not affect the content or context):

"I finally checked the chassis number for subject Checker, 1CMS4121BK001975, and found only 16 digits. Should be 17. It appears the 4th digit (M for Marathon model) is missing. The 5th digit is wrong, should be E, not S. The 9th digit should be an X. The 10th digit is model year which is a B for 1981. Digits 12 thru 17 are the chassis number, which tells me this Checker was the 1975th job built in 1981. Whom ever is saying this is a 1983 Checker is a fraud. I was given a copy of your article in the Checker news letter which I found very interesting. Not factual, but interesting. As we talked the other day, the 9 inch center pillar was

actually two center pillars on each side. The car wasn't built for any particular person, it was an experiment. It was not the last A-12E manufactured. It was not built from spare parts by three employees. The car was built by all the Checker line employees. The only difference was the body came out of the balloon jig and was set off the line so we could add the second pillar on each side. We added a flat panel from the belt line up to the pillars on each side. A front door skin was cut to length & hemmed on both sides & welded to the pillars from the belt line down to the rocker. The body was dropped on a E chassis & continued down the line, until completed. The only other special part was a trim panel to cover the wide pillar on each side. The car sat over at Cab Service for some time. Finally Bill Spencer, a retired trimmer built and installed a fancier trim, seats, door panels, carpet and other interior panels, and the car was sold. The present owner must have customized it. By the way, why is the front door inside handle installed backwards?"

According to the information the editor received at both the 2009 Gilmore event and prior to it, along with Bill Spenser, Andy Kimball was also somehow involved in finishing the car.

As regular visitors to Cab Service were aware, in the years after 1982 a number of restorations were done in the facility. Over the years some of us, including the editor, were lucky enough to get a personal tour of Cab Service by Bob Chamberlain.

So now we know why the large 9 inch pillar exists - to stop sagging of the E models doors. We also know that the major assembly work was done in 1981, long before the assembly line was shut down in July of 1982, and apparently finished and titled in 83.

The practice of titling unsold previous model year cars as new current year models was, at one time, a fairly common practice among limited production manufacturers such as Shelby, Bricklin, DeLoren, etc. In most of those cases they were dealing with serial numbers, not VINs. Serial numbers do not contain a year identification, so they could be reused. By law, VINs do contain a year identifier. Apparently a 1983 VIN was cobbled together so the car could be sold as new in 1983. I'd love to know that part of the story.

Even though the car was built in 1981 and finished later, with a 1983 VIN I'm sure the Department of Motor Vehicles considers it a 1983 model.

Now, the major unsolved mystery is why was this car finished for Neil Rosenstein in 1983?

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## **ABOUT THE CCCoA ROSTER**

This roster is copyrighted 2010 by the Checker Car Club of America, Inc. and may not be used for commercial purposes. It has been positioned in the newsletter so it can be removed, should you wish to do so.

Anyone who renewed by March 12, 2010 is included in this list. 2009 members who have not yet renewed are also included. On the 2010 renewal form, there was a check box to request your information not be published. A few members have requested that their information not be published; those members (or specific information) are not included in this directory. By request, home and cell phone numbers are included.

The roster is organized in the following manner: country or state mailing abbreviation, and last name sorted in ascending order. So it is not exactly in alphabetical order; you will find anomalies like Maine (ME) being listed after Massachusetts (MA).

Did you notice that sixteen different countries are represented? There are four Canadian provinces and forty six American states plus D.C. are represented.

Finally, this membership roster has been organized and placed so it can be removed intact from the newsletter, if desired.

# A GIFT HORSE, TO LOOK OR NOT?

By Jeff Welsh

(Ed. Note: I've had this article since last fall and am just now getting around to running it. My apologies to Jeff and family for how long it has taken me to copy the material and return it to them.)

Last week my father Bob Welsh handed a copy of The Checkerboard News Summer 2009 to us. It contained a picture on page eight about my daughter Brittany's 1963 orange, green and white Checker. The article was about Carroll Sickle's trip. We had the pleasure of meeting Carroll, Sharon, and Richard on their trip to purchase the 1967 A-12 Checker. It seems like the duct tape had barely adhered before they were off.

The 1963 A-12W was given (yes, you should "look a gift horse in the mouth") to us by Bob Welsh (Brittany's grandfather) in its restoration started state. All we had to do was finish it. Sounded easy and cheap! All kidding aside, we had been there and done that before, but my wife and I (OK, maybe just I) thought it would be a great short-term project for our daughter Brittany. Why not! She was fourteen at the time and she could be very proud to drive it to high school on her sixteenth birthday. She could hold her head high and proudly display what she had done with her very own hands. Well, this June (2009) she turned 20 and the Checker is almost done. I am proud to announce that she is not in high school but we did miss her sixteenth birthday by a good four years.

Brittany's license plate says "CHKROUT" and deservedly so. In third grade her teacher and the school principal brought it to our attention that Brittany was very advanced for her age. They presented her with projects for junior high kids of which she aced easily. We tried our best to provide her with the top schools and many tutors / lessons; sometimes as many as seven on a continuous basis. She plays four instruments and enjoys singing. She won numerous academic awards consisting of perfect records. She played various sports and was MVP and captain of the high school tennis team. On Sundays for seven years she would visit retirement living facilities and play the saxophone for the residents with a group of local musicians. She totaled more than 800 hours of community service. More recently, she received a perfect score on the SAT and received full tuition as well as room and board scholarships to Indiana University. She chose to

be near home with I.U.; after all, she still has to finish the Checker.

Backing up a bit, when Brittany was three she participated in tap and ballet. While we thought that was the cutest thing in the world, it probably would not have been a great career move for her. So we decided to brain wash her in order that she would be different from the other girls when asked "What do you want to be when you grow up?" Most of her friends were answering in quiet and bashful voices "a ballerina". We had convinced Brittany to respond when asked the same question "The Surgeon General of the United States" and to follow up with "If I fall short I can always be a General Surgeon". Fast forward to today; therapy is nearly complete and Brittany is still considering a medical field without our brain washing techniques.

Now we have to put our money where our mouth is, and since we are not surgeons, in what way could we show Brittany how to work with her hands? At least that was the story I presented to my wife, Lori, in order to convince her that another expensive car restoration was worth it. She rolled her eyes, so I am not sure if she was in full agreement. Hey, at least we all know who really needs the therapist.

Brittany started by enlisting the assistance of our friend and neighbor, Ken, who is a retired aircraft mechanic. From there the body was removed and completely dismantled. Ken guided Brittany through every step of the restoration throughout the years including working on the engine, welding, (and painter



Learning to weld while Ken watches

Jerry), painting, reassembly, wiring, steering, upholstery (and local upholstery shop), lowering, wheels, tires, and finally installing the sound system. When finished (or nearly finished), we wanted to settle

Practicing on the inside of the panel with the paint gun while Jerry makes sure she gets it right



## 2010 CONVENTION UPDATE

A 2010 convention registration form with event schedule is enclosed. Fill it out and return it now!

The 2010 National Convention will be held Friday, June 18 through Sunday morning, June 20 in Lima, Ohio. It will be at the newly remodeled Howard Johnson Lima, 1920 Roschman Avenue, Lima, OH, 45804, phone 419-222-0004. The hotel is conveniently located immediately off I-75 at exit 125-A.

20 rooms have been reserved from Thursday night, June 17 though Saturday night, June 19. To reserve your room at the discounted rate, you must call the hotel directly at 419-222-0004 and specify code "CCCX" (Checker Car Club) to get the special \$59 a night rate. Check-in time is 3 PM and check-out time is by 12:00 Noon.

There are multiple events going on in Lima, OH the weekend of the convention, including a Harley-Davidson event. **Rooms MUST be reserved before May 17, 2010.** Any rooms not claimed will be released on May 18 and there is already a waiting list for the Harley group ... so if you don't reserve a room, you'll be sleeping the back seat of your car (like a certain U-Haul distributor did in Kalamazoo one year!).

The traditional Saturday night dinner will be held at "The Barn Out Back" and it will be a buffet for \$17.95 per person, all inclusive.

Friday afternoon we will tour the University of Northwest Ohio's High Performance Motor Sports Facility. This is a one of a kind training facility and many of the graduates go on to work in NASCAR. Friday evening we will go out to the races; the University operates a dirt track where they race sprint and modified cars, giving the students real hands on experience.

Saturday morning we get a chance to tour the Superior Coach division of Accubuilt. Accubuilt was formed by a merger of Superior Coach who have built a wide variety of custom vehicles since 1923 and S & S Coach who have built custom vehicles since 1876. The Lima location specializes in funeral coaches and related vehicles.

up with Ken for the many unpaid hours / years to date. We were already sitting down, so we were prepared to hear the total amount due. He said maybe you could help me clean my barn out one day. He wasn't much for saying "goodbye" or "see you later". When he was done with something, he often just walked off quietly. True to form, he turned and walked away towards his



Ken going home

house. Scratching our heads, we were thinking his barn only holds two horses. As we stared in amazement, we thought again to ourselves about looking a gift horse in the mouth.

This article was written not to toot our own horn but to thank the people that toot for others. We are truly blessed! God bless them all. If we had to do it all over again knowing it would give us much grief and take nearly six years to complete, we wouldn't change a thing. Got to run, just remembered our horn still isn't working.

Photos by the Welsh family.

## CARS FOR SALE:

**1981 A-11** - 36k original miles - very good condition - no rust or body damage/repair—V6 3.8 Liter. Located in Duluth, MN, \$14,000 firm. Phone **218-727-8873** or email [wlong@d.umn.edu](mailto:wlong@d.umn.edu)

**1981 Checker - Less than 70,000 original miles!** - This car has over \$22,000 invested, brand new 350 crate motor with 0 miles, rebuilt automatic transmission, over \$3,000 in new parts from Joe the Checker Guru (new chromed bumpers & Grill), re-drilled door hinges and more. Times are hard and money is gone, if you're looking for a 1/2 completed project car than this is your lucky day. Please feel free to ask any questions you have, the car is currently located in Park City, UT with my parents in a heated garage while I'm living in LA. Price - Make an offer !!! Phone **435-901-0262** or email Nick at [nickbreton89@gmail.com](mailto:nickbreton89@gmail.com)

**1976 A-12 - 105,000 miles \$ 14,000** - Super nice A-12. Front and rear seats freshly redone with stitching to match factory design. Excellent condition throughout. Nearly all service records. Only driven occasionally by a very small old lady from San Leandro...(really!). Located in Hayward, CA. Phone **510-589-7410** or email [bill@tallgrass.net](mailto:bill@tallgrass.net)

**1977 A-12 - 38,000 miles \$ 24,000** - The front seat tells you just about everything you need to know about the mileage on a Checker. By 100,000 miles, the driver's seat on a well kept Checker is starting to crack. When you see one in this condition, you know it's a nearly new car. The owner purchased this car for his retirement when he was 65, but then the bank hired him as a consultant and he worked another 10 years before he really retired. When he finally started driving it, he did less than 2,000 miles per year. We know this because we have the build sheet with his name on it. And because he was a bean counter, he kept a notebook, so we have dates for nearly every fill-up and oil change. Located in Hayward, CA. Phone **510-589-7410** or email [bill@tallgrass.net](mailto:bill@tallgrass.net)

## CHECKER MOTORS CLOSED FOR GOOD

**January 14, 2010 Update** ... According to a NY Times blog entry on 1/14/2010 by A.G. Sulzberger, the plant was sold to the Jones Company holding group who plan to clear the property. CMC has ceased to exist. You can read the entire entry at the NY Times at

<http://cityroom.blogs.nytimes.com/2010/01/14/iconic-checker-cab-company-shuts-down/>

or just follow the link from the club web site's home page. You'll find quotes from various club members, including your editor. It's worth checking out just to read the memories of various taxicab drivers & passengers, and Checker owners. (Full disclosure: the editor was one of the people interviewed for the article and I did suggest several of the other people who were also contacted and quoted.)

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## CONVENTION PLAN- NING

Ever wonder how the Board of Directors decide where to hold a convention?

First, you have to have someone propose a location. Then you have to figure out if there are other things to do there that club members might be interested in (that is partly guess work). And you have to have one or more people "on the ground" to do all the legwork required, such as figuring out if there is a suitable free or low cost venue, enough available hotel rooms, and how expensive everything might be.

Cost is a major consideration; no one wants to pay \$150 or \$200 a night for a hotel room you will only use for sleeping ... so that pretty much rules out major cities like Chicago and New York.

Sometimes club members propose locations; sometimes local convention and visitor bureau's make proposals. Any and all suggestions get presented to the Board of Directors, who make the final decision.

If you want a convention near you, propose it with a tentative agenda to a Board member . It doesn't have to be formal; just jot down a few ideas.

Personally, I'd like to see a future convention in either the north-east or the south ... anybody ???

# CARS FOR SALE:

**1978 Checker Marathon** - V-8 305 engine, AC and radio. 120 wheel base. Wasn't a cab. Was in movie made in Minneapolis, MN. Currently located in Duluth. Best offer. Contact Bill Drake Phone **218-343-8703**

**1960 A10W Superba Special Station Wagon** - 1960 A10W Superba Special Station Wagon. Very solid car, good driver. Low mileage rebuilt Continental OHV FO6226. I do not know of any other A10W Superba Specials in existence. Overdrive transmission, Power back seat, Photos on request. \$9,000. Located in the Los Angeles area. Phone **818-999-1485**

**1977 Checker Marathon** - Checker Marathon, 1977, Automatic, 82,000 miles, 5.7 Liter V8 Chevy 350 Engine, Exterior: White, Interior: Tan, Tires: New w/Warranty, AM/FM Radio, Cassette Player, Bench Seats, Power Steering, Air Conditioning. This Checker Marathon is in excellent condition. Low mileage for its age. Just put in new starter and alternator. This is a great collectors car which there are very few of these out there in such good condition. Located in Dallas, TX. \$10,000. email [ricet013@yahoo.com](mailto:ricet013@yahoo.com)

**1982 Checker Marathon LPG** - 1982 Checker, late production. Never used as taxi. V6, auto, pw/pb a/c jump seats. Restored 7 yrs ago. Opera windows. New Landau top. No rust ever. Rare factory propane powered, which can be purchased in AZ. for \$1 per gallon, after rebate. Quite a deal! Located in Phoenix, AZ. Asking \$8500 Contact Ed Torel by phone **602-768-4156** or email [bkset@live.com](mailto:bkset@live.com)

**1962 Checker Marathon 4 Door Sedan** - automatic, one owner, not a taxi, 27306 miles, 6 cylinder, Continental overhead valve engine, rebuilt carburetor, new fuel pump, 4 new tires, motor runs rough (no power), good paint, some extra parts. Garaged for last 25 years. I can no longer work on it due to back and leg problems. I would like it to go to a club member who appreciates old Checkers. Asking \$5,500 or make offers. Located in central PA **570-672-9767** or email [joburba@evenlink.com](mailto:joburba@evenlink.com)

**1965 Checker** - I am selling my first Checker, good glass & windshield, decent doors and fenders, floor, trunk and rockers properly welded and repaired, hood rough, has 283 Chevy motor, auto trans, newer Dana rear axle, good project car ... too many projects, must sell ... has been in inside storage for 20 years \$1,500. Toronto, Canada. Phone **416-762-4562** or email Larry at [p.priorities@gmail.com](mailto:p.priorities@gmail.com)

**1966 327 8-door, viper yellow** - need to find it a good home. Located near Rutland, VT. Phone **802-282-6020**

**1969 Aerobus - A12W8M-5101-9284**, New 283 GM Motor, 350 Turbo transmission, 4 Barrel Holly carb, original gear box, original hub caps, new brakes, bearings, brake calipers. Needs glass, new upholstery, electrical hooked up. Make offer, located in Farmington, NM. Phone **505-324-9904**

**1976 Checker Sedan \$11,999** - For more information and 50 HD Photos and Video please visit: [automotiveadbuilder.com](http://automotiveadbuilder.com) Located in NYC / Staten Island. Phone **917-337-7771**

**1966 Checker Marathon \$7,999** - For more information and 50 HD Photographs please go to: [automotiveadbuilder.com](http://automotiveadbuilder.com) Located in NYC / Staten Island. Phone **917-337-7771**

**1976 Red Checker \$14,999.99** - Just restored and completed. Over 200 HD Photographs of this process from start to finish, with all documentation. Located in NYC / Staten Island. Visit [automotiveadbuilder.com](http://automotiveadbuilder.com) Phone **917-337-7771**

**1982 Checker Marathon** - 62k original miles very good condition. VIN 1CMMS4223CK001802. Always garaged looks and drives great. Located in Flushing, MI. \$12,000 [fel1903@yahoo.com](mailto:fel1903@yahoo.com) or Frank **810-577-9400**

**1978 Checker Taxicab** - Was a taxi. Purchased new in Phoenix, no rust ever. Chevy 6, auto, A/C, P/S, P/B, body & paint work completed. Located in Phoenix, AZ. \$5,900 obo Ed Torel Phone **602-768-4156** or email [bkset@live.com](mailto:bkset@live.com)



## PARTS FOR SALE:

**CHECKER PARTS** New weather strip, windshields, gauges, front end parts, fenders, decals, lenses, gas tanks, more. We have a Checker only wrecking yard. Visit us at [www.checkerparts.com](http://www.checkerparts.com)  
Or phone Joe at **818-477-4386** or **818- 999-1485**

**1978 Checker Parts** - 2 used windshields in excellent condition. 4 doors complete, no rust. left & right front fenders, fair condition. Good trunk lid. Located in Phoenix, AZ. Priced to sell. Ed Torel Phone **602-768-4156** or email [bkset@live.com](mailto:bkset@live.com)

**1964 Auto Trans** - Was bolted to a Perkins, condition unknown, \$50. Toronto, Ont, Canada. Phone Larry **416-762-4562** or email [p.priorities@gmail.com](mailto:p.priorities@gmail.com)

**Car Cover for Checker** - Custom made cover for Checker Marathon with roof taxi light. Brand new in box, never used. It is a Block-IT 200 series by Kimberly Clark. Highlights: Lightweight , Easy to use, less bulky for compact storage, Soft & Non-Abrasive, Will not scratch paint, Breathable - Allows moisture and condensation to evaporate and also won't trap heat under the cover on hot days, Moisture, Mold & UV Resistant - Polypropylene fibers are naturally moisture resistant and treated for extra UV protection \$150 plus \$10 shipping in the United States. Phone **214-321-0196**

**Checker Roof Decal Set** - Newest improved design, fully tested. Fits 1956 thru 1982 A-9, A-10, A-11, A-12 and all "E" Models. \$125 shipping included to US Address. Phone **818-999-1485**

## CARS FOR SALE:

**1978 A12E "Embassy Model"** - Made to look like 1960's Checker with Chrome bumpers, Grille, stainless steel side trim. New springs front & rear, beefed sway bars front and rear, 350 California engine. Just passed California Smog test, currently registered. Embassy divider between driver and rear. Original radio, AC with Freon, just serviced, new brakes, new windshield and all gaskets, and new upholstery. Located in the Los Angeles area. \$20,000. Phone **818-999-1485**

## CLUB MEMORABILIA:

**Literature For Sale** - Checker Cab Photo History - book by J. Hinkley \$15, 1963 Sales Brochure #B101, 12 pgs, \$10, "New Power Comes To Checker" 1964 brochure, \$10, Parts Catalog Nov. 1963 Models A11, A11L, A12, A12L, A12W, photocopy in binder, 336 pgs, \$65, Parts Catalog Supplement 1 Models A9, A9L, A10, A10L, photocopy in binder, \$20, Checkerboard News Spring 2006 through Summer 2009, 10 issues, \$25. All plus postage. Contact Andrew Harvey **814-226-6956 evenings**

Club logo belt buckles \$8.00, Logo patches \$2.50, Window decals \$1.50. All shipped First Class, Postpaid. Contact Don McHenry, 469 Tremaine Ave., Kenmore, NY, 14217-2537

## RENTALS :

**Worldwide Checker Rentals** - Worldwide Checker rentals for the movie industry, television industry, and promotional projects. 30 years experience. References available. Email Joe at [sales@checkerparts.com](mailto:sales@checkerparts.com), visit [www.checkerparts.com](http://www.checkerparts.com) or phone: **818-999-1485**

**THECHECKERGUY.COM** - NYC area Checker Taxi and vintage car rentals for film, TV, events, weddings, etc. Check our site: [www.checkerguy.com](http://www.checkerguy.com) or call **646-284-1939** or email [checkguy78@yahoo.com](mailto:checkguy78@yahoo.com)

**Film Cars and Vintage Checker Taxicabs** - Commercial Rentals and Weddings a specialty in the general NYC region. Visit [www.filmcars.com](http://www.filmcars.com) for photos. Classic Checker taxicabs as well as vintage automobiles from the 1920's thru the 1970's. Phone Peter at **718-748-6707** or email Peter at [peter@filmcars.com](mailto:peter@filmcars.com)

## DETAILING SERVICES:

**Ben's Automotive Painting Service** - Specializing in the painting of Checker Motor Corporation Hood Emblems and Hubcap Emblems. For more information, please phone **207-847-3218** or email: [bspaul41@yahoo.com](mailto:bspaul41@yahoo.com)

# Third Generation: Brittany Welsh's 1963 A-12W



Brittany ( r ) and her mom, Lori Welsh ( l )



Are those blue jean map pockets?

Below: Does this pose make me look like I know what I'm doing?



Photos by the Welsh family

You've got the sport wheel, the custom foot pedals, the stereo ... but where's the tach?



They didn't provide any details but it looks like a warmed over Chevy small block V-8 with spread bore four barrel, electronic ignition & headers ... very clean and uncluttered

