

# FARES

## Internet Checker Taxicab Archive



Volume 6 Issue 1 Jan - Feb 2020

"Annual Dues.....Your Friendship"



# Editor's Introduction

Welcome to our first issue for 2020, of the ICTA newsletter, "FARES".

Free of charge, feel free to print this Newsletter and put in your own binder. Please forward to all your Checker friends too.

If you would like to submit an article or personal profile about you or your Checker, please submit all content to the email address on the right side of this page.

In this issue we note the passing of long time Checker parts supplier Joe Pollard.

A giant in the Checker hobby, we pass along the many comments and stories posted by Checker fans who knew Joe hand first-hand.

Additionally we'll share the progress of the transfer of Joe's Checker business to Dan

Smith in Phoenix, Arizona.

Also in this issue, we share some photographic updates of ICTA members Checker projects. James Alley's presents his efforts of removing rust. Emerson Zentz shares his recent purchase. Stephen M. Fiorenzo's shows us what a little soap and water can do for an old neglected Checker.

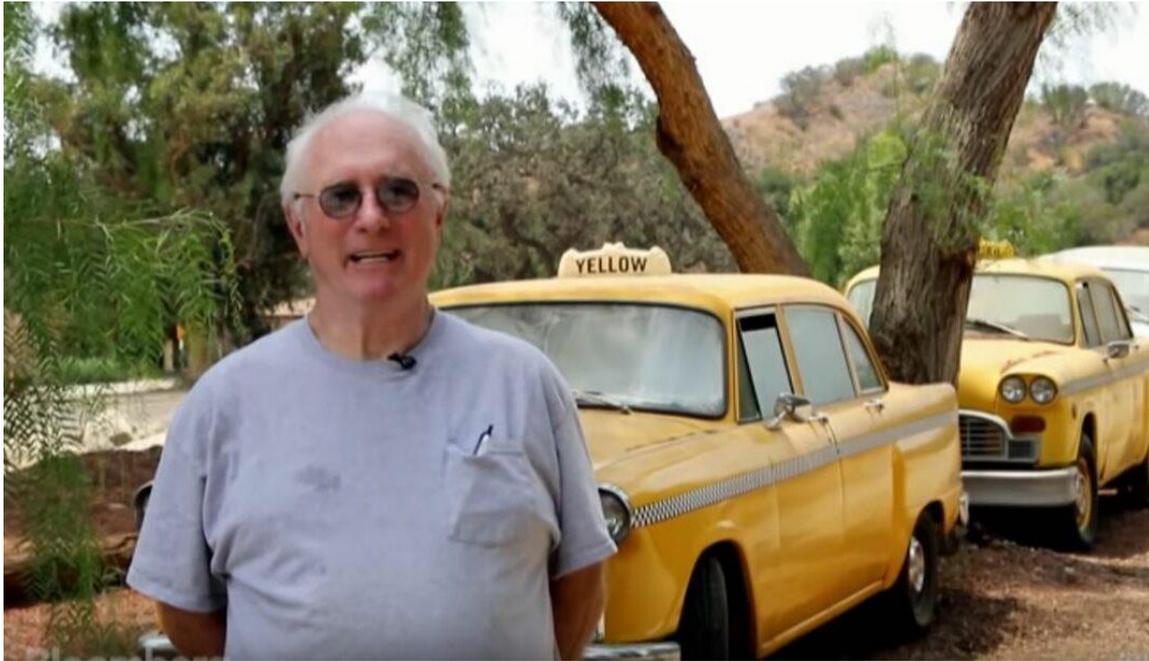
We address Checker Motors Corporation's obsession of stuffing farm and circus animals in Checkers.

You'll also find a pictorial on Checkers and their respective happy owners/drivers.

As always, you'll also find classified ads for Checkers in this issue. Please enjoy issue: volume 6 issue 1.



**Editor: Joe Fay**  
**Drivermatica8@yahoo.com**  
**Owner 1949, 1950, 1952,**  
**1957 , 1967 and 1979**  
**Checkers**



## **The Passing a Great Checker Guy, Joe Pollard**

A message ICTA member from Daniel Smith: *“It is with a heavy heart I’m posting this. Joe Pollard has passed away last weekend, he was a great friend and I will miss him dearly. Please keep Joe’s family in your thoughts. From him joking around to all his help to many of us keeping our cars on the road. He was all around a great guy. I have purchased checker parts from Joe’s family, I am in the process of moving everything from California to Arizona. This is a couple months of a project. But checker parts will continue.”*

Clearly the Checker community as a whole has reacted globally. Despite our various differences among the several Checker dedicated groups/clubs, clearly all will miss Joe. Here are just a few of the comments from ICTA, CCCofA and Leadfoot Facebook members:

**Christian Hutter**, Joe was a Giant amongst the Checker community. He helped me immensely in restoring my cab. I’ve spoken to him several times and had the pleasure of meeting him back in 2014 at the Brooklyn show. My favorite story was when Joe called me when I happened to be watching a TV show in which he was on (appraising an aerobus). I said to him that he’s talking to me while I’m literally watching him on my TV. He got a laugh out of it. Rest In Peace Joe.

**Dick Heidenberger**, I own three Checkers and have done business with Joe for 15 years. Sorry to hear this. I’m attempting to join the group and waiting for a positive response.

**Dominic Perodeau**, I emigrated from the uk to Canada and had this insane idea of buying a checker cab from Minneapolis- I dragged it home to Tweed Ontario and set about the restoration I spoke with Joe and he helped me find the right parts to complete it, then he got me the Maybeline New York gig in Toronto as Ptop Wrangler – I quit my job and had a total blast for two weeks driving mine and 3 other checkers around Toronto in a convoy with models handing out samples – tourists were trying to get in the cabs we stopped traffic everywhere- Thank you Joe Pollard for being such a great guy

**Steve Davis**, Our condolences.

**Tim Bowers**. I met Joe in the early days of Checker Clubs. He was a great rock and roll drummer who knew a few things about Checkers too. He will be missed.

**Stephen Disbrowe**, What shocking and dreadful news. Joe was such an inspiration and wonderful host when Chantal and I visited him a few years back in California. A great guy with an awesome sense of humour. This will leave a big hole in the Checker community. RIP Joe.



**Steve Lyons**, God bless joe

**Mary Ann Skartsianris**, God rest his soul

**Lola Logan**, Joe will be missed by the Logan's! He was so much fun

**Peter Oliver**, Very sad news legend in the Checker world rip Joe

**Darla Myers**, R.I.P. Joe

**Mike-El Bulin**, Godspeed

**Tim Armas**, That is really a shame he was such a great guy.

**Kaelan Benhamin Bentham**, RIP Joe. He did what he loved until the end! He who dies with the most toys wins... he had us all beat!

**Stephen Fiorenzo**, I only had the opportunity to talk with Joe briefly on the phone. But I know through what I have learned in this hobby that Joe was both a friend to all and a huge asset to the Checker community. His expertise and knowlwdge will be greatly missed, his friendship to all will be missed more.

**Joe Fay**, Joe was a really fun guy who was honest, funny and laughed at those who took life too seriously. He was a big supporter of the ICTA during some difficult times in 2017. A fun guy to hang out with, I vividly remember one night cruising with Joe in Chadsworth. He took me over to Checker Ben Perlin's house to show me Ben's

**Checker fleet**. About 10 PM, Ben and his wife were asleep. Joe had me climb over a chain link fence to see the car. The whole time I was thinking we're going to get shot or arrested! Joe was laughing the entire time.

**Mike Laielli**. I purchased parts from Joe. Spoke to him on several occasions. He enjoyed educating and just plain talking about Checkers. Hard to get him off of the phone. God bless you Joe! Rest easy!

**Dave Manuele**, I am so sorry to hear this.



**Daniel Ricci**, Daniel Ricci RIP Joe. Definitely a big loss.

Michael Pincus, Joe welcomed me to check out his collection years ago when I was on the way to the airport. A kind man who knew so much about Checker.

**Bill Beurkens**, I'm sorry to hear about Joe passing. I had a feeling and wish I had tried harder to reach him by phone. A quick call would always turn into half hour or hour long conversations.

**Will Brandum**, I am sorry to hear this. An icon of the Checker community passes.

**Jeff Everett**, Sorry to hear this! Never met the man but his name was synonymous with hard to find Checker parts! I was looking forward to meeting him. Sorry for your loss!

**Rich Garb**, I am sorry to hear this news. I just got an email reply from him a few weeks ago. For the past 20 plus years I have spoken to Joe and gotten advice, solutions and parts from him regarding my 73 and 69 Checkers. He would take the time to explain things to me and made sure I was ordering the correct parts. He was always helpful beyond expectations. He will be missed.



**James Garrison**, Joe Pollard was a true Checker aficionado, a talented musician, and a great guy. He helped so many of us with parts and repair information that we are forever indebted to him. He kept our cars on the road and he made all Checker owners proud. My best memory (among many) of Joe was at the 2004 CCCoA convention in Kalamazoo, where he gave a lecture on parts and repairs for Checkers. It lasted for two hours and he fielded every question offered with knowledge and enthusiasm. He will always be fondly remembered and sadly missed. Rest in Peace.

**John Weinhoef**, While I saw Joe at most every convention, I am glad I got to visit his home once after the 2007 convention. And for some of the late night conversations at the conventions. For those who only knew Joe from his Checker involvement, he was also a prominent musician. He was a well respected producer, an exceptional studio drummer (won many awards from his peers), was one of the forces behind the invention of the Syndrum (first electric drum set), and toured in the 60's with a number of rock bands, including the Beach Boys and the Grass Roots.

**Victor Coiro**, So sorry to hear. Joe was a wonderful person and great help with our fellow Checker collectors. God Bless him.

**Richard Gouin**, Joe came down to Huntington Beach to pick up my Checker that was hit by a fallen tree in 1998. It had a nice custom interior and a good motor. He was a nice guy. I gave him the car after insurance totaled it. I liked that he tried to preserve these awesome cars.

**Richard Elborough**, So sad to hear of Joes passing may he rest in peace! He helped us out with our checker in the Uk many times and I will always be grateful for his knowledge



**Jeff Friedman**, So sorry to hear about Joe's passing. He was my first contact into the crazy Checker universe and I will always value his guidance. I never had the pleasure of meeting him in person, but he was great over the phone and email. He will be missed and the automotive world has lost a valuable resource.

**Shirah Conard Carey**, Thoughts and prayers to the family. Greg Hall, I met him 20 years ago, He's a great guy and a great wealth of knowledge, he will be missed

**Romano Cotone**, I m so sorry to hear the news. I started dealing with joe in 2003 and im so glad i was able to catch up with him for the short period of time that we did back in July. I thank you for standing in and giving me the chance to talk with him one

**Dave Maritch**, I'm so sad to hear this. I bought my first Checker from him 3 years ago. Since then he was always my go to guy for any questions. I'll miss our one minute quick question phone calls that turned into hours of talk about Checkers. He will be missed.

**James F. Smith**, That is an incredible, painful loss. Thank you, Joe.

**Robert Planeta**, Joe was always a great source of information to me. He never hesitated to take the time to answer my questions. RIP Joe

**Paul Worth**, My fondest memory of Joe is him picking me and my wife up early in the morning at our hotel in Calabasas and taking us to breakfast with Blake, then on to Blake's hangar/warehouse and back to Joe's place for a test drive of a Checker with a RamJet 350. I was just in the area for some software training and had half a day free but Joe was the perfect host, treating us as if we had crossed the country just to see him.



**Chris Richert**, Unfortunately I came into the game a little too late to speak with him. But his love of the Checker hobby is nothing short of commendable. May he rest in peace and ride on in comfort for eternity

**Edward Fox**, He came to Hershey and really went over my car with a fine tooth comb. He pointed out little oddities that made him think it was a rolling prototype. So knowledgeable and helpful.

**Roger Vise**, Thanks for letting us know.

Todd Cochran, Great guy and great friend. So sorry to hear this.



## Dan Smith Checker Parts on the Move

Joe Pollard served the Checker community well for over twenty plus years. Over the last ten years Joe had built up a significant inventory of Checker parts. Much of his consolidation came from other Checker vendors that ultimately closed and sold off their respective inventories to Joe.



The dwindling number of vendors has been an issue for some time and was made more difficult for Checker fans when Checker Motors of Haverhill, Mass. left the market and trashed 40 Checker parts cars in a crushing yard last year. Thankfully, ICTA member Daniel Smith saved the day and executed a salvage operation in Lawrence. Through his effort 10 plus cars were saved and a significant number of rare parts were pulled from standing units in Lawrence, Mass prior to the crushing exercise.

Now as we all mourn the lose of Joe, we have great news and some updates on the transition of Joe's Checker parts business. Last year Dan stepped up to the plate, and in similar fashion Dan has stepped up again to move an entire Checker business from California to Arizona.

Anybody who knows Dan knows that Dan is a no nonsense, take charge dynamo. Some may confuse his behavior with hyperactivity, we know Dan well enough to know it's a deep passion for all things

Checker. He's not a talker, he's a doer. He has little time for BS, he just wants to move and get the job down. We have an update from Dan. Joe's business in Chatswoth, CA. is 405 miles from Dan's new location in Phoenix. Adding to the complexity is the fact that Joe actually had two locations, those two locations were separated by 80 miles. In order to move the business, Dan will have logistically move two locations into one Phoenix location.

Dan has been updating ICTA members with posts on the ICTA Facebook page. This week ICTA members received the happy news that Dan has completely moved the California operation to Phoenix. Dan was able to execute this move of a two week span! With the help of some hired guns and ICTA member Emerson Zentz the job got done with rapid dispatch.

Trucks were loaded with all of the parts on location in the California location. Additionally approximately ten cars need to be moved. Some of these Checkers had not moved in five years. Tires were flat, batteries were dead,



gas in the tanks had turned to varnish. In some cases, trees had to be cut down to get access to the Checkers. All the cars are now in Phoenix. Dan will be making a determination as to which cars will be sold and which will be back burnered. We'll keep Checker fans posted as these cars hit the market. The parts are now being organized and inventoried.

Dan is a very organized guy, upon inspection last August, this writer was impressed with his Phoenix Checker collection and parts inventory. Take a look at the photos, Dan has organized and racked the California inventory. We Checker fans are very lucky that Dan's focused methods will be deployed in his Checker business.

Future plans for Dan is to move the second California location to Phoenix, we'll keep all posted as Dan updates the ICTA members on our Facebook page. Better yet, why not join our Facebook page and receive the updates directly from Dan?

<https://www.facebook.com/groups/145497838799022/?ref=bookmarks>

Please remember the moving of two business locations takes a lot of effort. If you reach out to Dan and he's late responding, please be understanding. Hopefully, Dan will be fully running in about 6 months.

Next up Site 2



***ICTA member Emerson Zentz pitching in!***

## Emerson Zentz's recent acquisition



"You have the right to remain silent any Checker can and will be used against you!" Having fun at Dan's even though it's bringing back horrible flashbacks for him lol



To quell some questions, yes, the police Checker will be joining my collection back in Wisconsin. It was a black Friday sale I couldn't pass up at Dan's Checker emporium and discount dance school.

## Stephen M Fiorenzo's recent acquisition meets soap & water

What a difference a little soap makes! And I made several new friends at the car wash, people across the street were shouting, "Nice Car!" One gentlemen told me that he had owned four Checkers over the years, and he had a good few minutes of nostalgia.





## Custom Built Checkers

Carrosserie Worblaufen, F. Ramseier & Co. was a swiss manufacturer of car bodies headquartered in Worblaufen near Bern from 1929 to 1958.

The company was founded by Fritz Ramseier-Scheidiger in 1900 in Worblaufen and mainly built trailer and truck bodies. Ramseier-Scheidiger passed the company on to his

son Fritz Ramseier in 1929, who renamed the company to “Fritz Ramseier & Co., Carrosserie Worblaufen”; it is also known as “Carrosserie Worblaufen”. Carrosserie Worblaufen was a leading company for luxurious car bodies in Switzerland. It was especially known for sporty, elegant, open designs. Worblaufen car bodies were used for Alpha Romeo, Bentley, BMW, Bugatti (Type 57 *Grand Raid* Roadster, Body Nr. 57260), Citroen, Delahaye (7 Type 135a which according to the *Swiss Car Register* still (2017) exist), Isotta Fraschini, Jaguar, Lancia, Mercedes-Benz and Talbot-Lago.

Shortly after the end of WWII a four-door convertible was built on the chassis of a Packard Clipper Super and Super Eight. Worblaufen mixed design elements of both cars.

In March 1950 Worblaufen introduced a convertible on a Bentley Mark Vi chassis at the Geneva Auto Show. Additionally, there was another surprise at the Geneva auto show. At the Checker stand were three Checker that had been customized by Carrosserie Worblaufen!



Three 1949 Checker Model A3 were on display. The most striking was center stage, a custom built Checker Model A3 convertible. A3's were equipped with a standard full bench seat, with a plain vinyl covering. It appears that the convertible had a tuck and roll seats, presumed to be converted to leather. In order to strengthen the body structure a grab rail can be seen running across the length of the front seat, meeting at each side of the body door posts. Additionally the rear doors were modified

so that the Continental/Suicide door hinges were reversed and mounted on the forward door post.

With a body designed by Raymond Dietrich and chassis engineered by former Cord/Auburn engineer Herb Snow Carrosserie has a great car to build their custom concept adapted to the newly introduced Checkers. The two sedan shown at the show also appear to have been significantly customized. Each unit sports chrome stripes on each fenders. Equipped with white wall and painted black, each A3 have a look and feel of earlier Cadillac.

It's interesting to note that these were shown at the Checker booth, the big question is who paid for these custom Checkers. Was it Checker Cab Manufacturing or a third part distributor interested in expanded Checker sales channels. So, the next time someone suggests that Checkers are mere taxicabs, just point out the use of Checkers in the Geneva luxury car market.



## **Checker's Obsession for Stuffing Livestock into Taxicabs!**

As Checker fans, we are all aware of the tremendous amount of room that can be found in the back of a standard Checker A12 Marathon or A11 Taxicab. Over the course of the 60 plus years of Checker production, the company was prone to promoting the idea of room via the use of farm and circus animals. Yes, that's right farm and circus animals.

Probably the most famous the well remembered promotional photo that used a horse was released in the early 1960's. It was published as follows:

*ROOM TO SPARE The Checker Motors Corp., Kalamazoo, Michigan, hasn't forgotten about people looking for vase interior roominess and walk-in, walk-out door openings. The Marathon 4-door sedan seats 8 adults in limousine luxury with the help of Checker's famous auxiliary jump seats. A truly flat rear floor adds to the over-all passenger comfort and the already exceptional legroom.*

*Checker's Double Channel X-Brace Frame provides extra comfort and safety – and while the Checker is big enough even for a horse on the inside, its short wheelbase, 120', and elimination of useless overhang make the Checker an ideal car for busy city driving. '65 Marathon sedans and station wagons are available in a variety of decorator interior-exterior color combinations and with a complete range of power options. Buyers can take their choice of two new engines designed and built for Checker General Motors –a 140 h.p. 6-cylinder engine and a 196 h-.p V-8.*

*From: Herbert Baker Advertising, Inc.  
919 North Michigan Ave.  
Chicago, Illinois 60611*

Ironically, the promotional copy did not mention why a horse was in a Checker! We guess its normal to carry horses in Checkers.

Horses were used again in a Checker brochure, again from the early 1960's. However, this time there was an explanation, Checkers serve well as farm vehicles. Not only does the Checker carry horses, but you can haul sheep in Checkers too! Yes, depicted in several photos is a small herd of sheep!

Now if you find the idea of carry a horse ridiculous, we have actual proof of ICTA members carrying horses in their Checkers! ICTA member Mike Fricano recently posted a photograph of his horse in a Checker! According to Mike *"it's a mini horse I owned until last Summer in the back of my A11. The new owner was anxious about getting her so I sent it as a joke*



*to her that she's loaded up and ready to go."*

In 1966 the Chicago Tribune ran a UPI syndicated photo of a CMC owned Checker Taxi from Chicago, Illinois with a photo of gigantic Great Dane show dog being escorted by a Checker Cab Taxi driver. According to the UPI copy, the owner worked during the day and was unable to care for the dog during normal work hours. The solution to the problem was to hire a Checker Cab and driver to take the dog out for regular walks in the park. Now we're sure that



the owner call for a Checker as clearly a Checker was the only working cab in Chicago that could fit a full size great dane.

Ok, so its clear the horses, sheep and even great danes can be found in Checker Cabs, but are there bigger animals that can be fit in Checkers? How about super big animals? How about an elephant?

Believe it or not the answer is yes!

We have photographic evidence of at least two photos of Checker being used to carry elephants. Granted one photo appears to show an elephant trying to get into a Checker Model H. Its not clear if the elephant actually was able to get into the vintage cab.

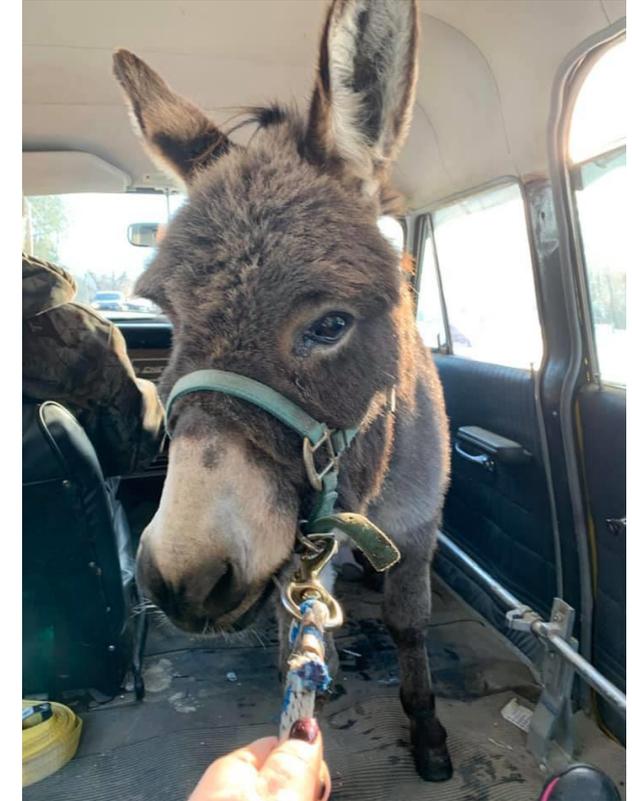
A photo taken in the early 60's serves as proof that an elephant could actually fit into a NYC Checker A9. In this photo the elephant is actually in the A9. In the background of both pictures is evidence of a Circus Trains or Tents.

So, if you ever wondered if you could put your horse, sheep, great dane or elephant into you Checker, rest assure, you can. It may be noteworthy to also mentions that the elephant on the right is from the Ringling Bros. and Barnum & Bailey Circus. What was that famous quote from P.T. Barnum about suckers? Our most recent picture is from ICTA Lindsay Lenox hailing a jack ass in a Medi-Car!

# Elephants!



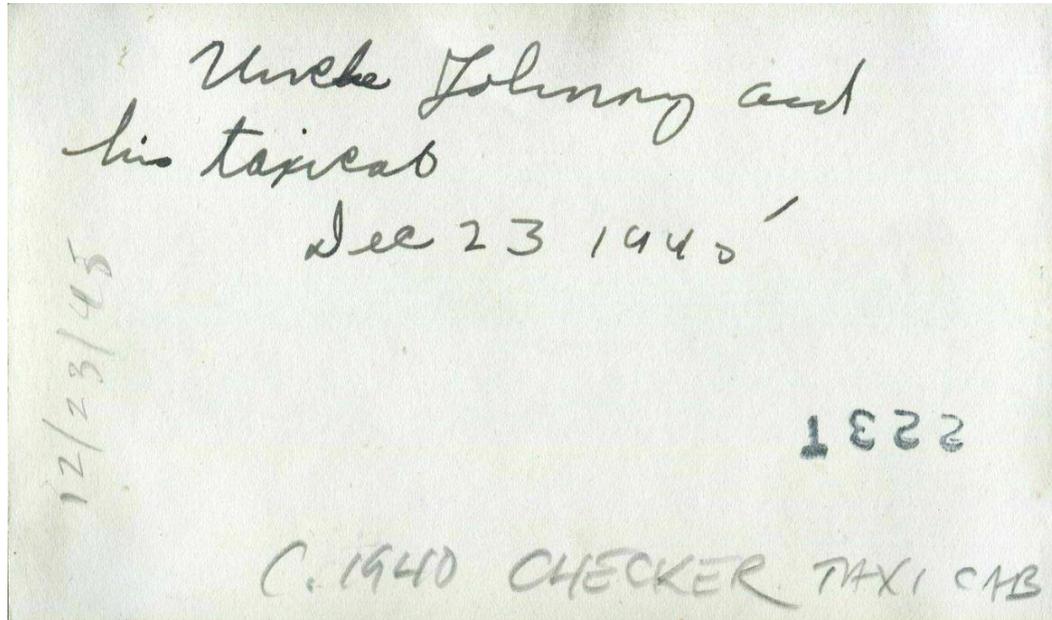
CHICAGO OUT-HXPDN-110153-11/1/66-CHICAGO:A cab a day makes a happy dog out of "Serv," seen as he skips out of cab in park area here for daily stroll & sniff routine. Serv's mistress works & is unable to care for him during workday hours, so she has a hired cab for the service, because, she says, she wants the Great Dane to "grow up big and strong." Serv won 1st prize in the Chicago International Dog Show last year. --CHICAGO OUT-- UPI TELEPHOTO jng/D-N



## Checker and The Happy Drivers

It's almost New Years, it's cold and rainy outside. The Checkers has been safely stored for the winter. What's a Checker collector supposed to do during the winter.....hibernate?

Not this Checker fan, for the last twenty years ever since this writer first logged onto Ebay, I have been collecting Checker photos. Does not matter what kind, be it promotional, artistic,



press/journalistic and even family photo. They're all fun to collect and view.

This is a short feature, just promoting the joy and sharing of seeing a Checker driver smiling with there pride and joy. Be in owner operated or a fleet driver, many Checker drivers have struck a pose either behind the wheel or standing aside the Checker since Checker we're first introduced.

Our header photo is actually from the back of a Model A photo. Standing on the passenger side of the Model A Radio cab is good old uncle Johnny. Dated December 23, 1945 perhaps Uncle Johnny was delivering Christmas presents to his nephews and nieces. Pasted away in a family photo album, the photo was hidden away for 80 years. Now we get to see it.

One can only imagine the challenges of keeping this 1940 Checker on the road and in service during World War II. This photo was taken the December after the war ended. It would be more than two years before another new Checker was available, Johnny probably did everything he could to keep this Checker running and presentable.

Makes you wonder, who will take care of our Checker pictures after we're long gone. Enjoy the pictures and Happy New Year from the ICTA.





## James Alley Attachs Checker Rust

Poor boy rusty daily driver. Annual patching event. 1973 Checker Marathon. Well the back window leaked for years and dripped down to the floor under back seat. Has some serious pitting. Once I pulled the seat, package tray, inner quarter panel cover and dropped rear headliner, it became obvious that there was, at least surface rust everywhere.



I figured since it's my daily driver I'll just limit this project to rust on rear floor under seat, back glass opening, inner quarter panels (lower only) and package tray. I have a new windshield gasket to replace the old cracked leaky one. Oh yeah, and a tube of black polyurethane to squirt into the gasket gap for bedding. Here's pics.



1973 Checker Annual rust patch. Lots of sanding followed by application of a butt-load of phosphoric acid.

1973 Checker Marathon annual rust patch. These upper-inner quarter panels really show a poor design. All the mud and salt lands up there behind the panels and rots away. You all know the routine. I'll probably just grind away and stuff some bondo there for now. Maybe latter I'll fab some patch panels. Or maybe not.



After the mob moved on--a taxicab lies on its side in the Chicago Loop after a roving ban of strikers upset it, slugged the driver and smashed the windshield and windows AP Photo March 18th 1937.

## 974 CHECKER MARATHON 820

condition: **excellent** fuel: **gas** paint color: **black**

size: **full-size** title status: **clean** transmission: **automatic**

Direct link to Craig's List advertisement

<https://dallas.craigslist.org/dal/ctd/d/dallas-74-checker-marathon-820/7040050386.html>



8 Doors ,Cool Collectible Limousine and Wagon !  
Project , Has an 350 Chevy Truck engine , Manual ,  
Make an Funny Rat Rod , original Cab , Not many to  
find for this Price ! ONLY CALL ON PHONE ! NO TEXT  
OR EMAIL , ! Car is in Winston Salem , has all Glas ,  
missin One sofa, have Bumpers + Grill, ( possible  
trade for an Mustang Project ,or pick up project ,  
Again ! CALLS , ( This Cars Goin For 20-30 s up When  
Done ..) 413 -654-0937



Looking for a new home for 1976 Marathon. Has a current WV. state inspection sticker and needs some exterior and interior restoration. Runs very well and has had numerous hoses, belts, and exhaust replaced. New rebuilt radiator and transmission, new tires, and battery. Can negotiate price, if you are a serious buyer and are willing to invest in this car and keep it running.

Contact Seller via Facebook

[https://www.facebook.com/patti.mulkeencorley?fref=gs&dti=145497838799022&hc\\_location=group\\_dialog](https://www.facebook.com/patti.mulkeencorley?fref=gs&dti=145497838799022&hc_location=group_dialog)



## 1968 checker marathon Brewerton, NY ·

\$1,500 Automatic transmission

1968 checker marathon runs and drives needs brakes and bodywork interior is in great condition three on the tree straight 6 motor ...message for more details

Link to Facebook advertisement

[https://www.facebook.com/groups/145497838799022/?multi\\_permaLinks=3234014843280624&notif\\_id=1576514437379807&notif\\_t=feedback\\_reaction\\_generic](https://www.facebook.com/groups/145497838799022/?multi_permaLinks=3234014843280624&notif_id=1576514437379807&notif_t=feedback_reaction_generic)



I think the time has come for me to sell and pass both of my checkers (a green 1973 and a blue 1970) on to someone with more time. I don't have the time or money at this point to continue to work on them and need to get a newer daily driver. The 1973 was a daily until it dropped a valve (or wiped a cam lobe, not sure – but it's going to require pulling a head at minimum) and the 70 was driving until a front end collision. I don't have the time or effort needed to work on getting both of them back on the road. Both have a SBC 350 with automatic transmissions (the 73 has a TH400, the 70 has a BW 12). Between the two, you've got a nice Checker (though I'd really rather see them both stay whole). I'd much prefer to sell to someone familiar with Checkers and I'm willing to take a significant loss if I know they'll be restored/fixed and put back on the road. I have a set of NOS rocker panels, a NOS drivers side rear quarter, a spare deck lid. I can send more photos of either one.

The 73 needs the seats redone. It's got what's probably an early/mid-80's Earl Scheib paint job. It's flaking in places, rust rear tail panel (the rear splash pan is remove). I've already rebuilt the entire passengers side rear inner – was working my way around to the back but haven't had time to continue. Drivers side inner is good. Some bubbling in the door corners and a failing bondo spot on the passenger rear door. Front of the hood has the typical rust. Frame is pretty good – does have one small plate patch on the pass side but it seems strong.

he 70 has front end damage. The interior is great. The exterior paint is pretty poor – it's a 20fter or worse. With the hood gone, the only bondo I really know of now is the rockers and I've got a new set of those. The paint is bubbling in places, looks to be poor surface prep for the most part. Frame is decent – the cross member under the motor mounts has been braced with angle iron and the front suspension member has a  
CONT. NEXT PAGE



a nice dent from what I'm assuming is a curb. Once the grill and bumper come in, it shouldn't need more parts to get it back together. The transmission is leaking pretty heavily from what seems to be the seal on the yoke. The 350 (smog era, so weak) ran fine.

Any serious buyers, contact me and I can email some more photos and information. I'd like to get \$7000 for the pair – possibly open to trades, but I don't have time or effort necessary for projects. Clean NC titles for both.

Message via Facebook

[https://www.facebook.com/cgsexton?sk=wall&fref=gs&dti=145497838799022&hc\\_location=group\\_dialog](https://www.facebook.com/cgsexton?sk=wall&fref=gs&dti=145497838799022&hc_location=group_dialog)



## 1970 Checker Marathon

Hot Springs, MT \$2,500 Driven 120,000 miles

Automatic transmission **Seller's Description**

Great shape checker complete running condition unknown. Complete car ran when parked. Owner got a new car so she parked it and here it is. The club seats are rare in the back and are not for sale expect with the whole car.

link to Facebook ad:

<https://www.facebook.com/marketplace/item/358223111682407/>



### 1975 Checker For Sale In Michigan



FOR SALE Call 248-660-2212

### 1973 Checker Marathon



Available at the Orlando Auto Museum (800) 819-5243  
5232 International Dr  
Orlando, FL 32819

## 1972 Checker Marathon Sedan Car for sale in RENO, Nevada \$20,750



1972 Checker Marathon A12 (consumer model) 50th Anniversary Edition. Beautiful gold exterior, black interior in beautiful condition. 283 V8, auto trans, power steering, new A/C system, new starter, new ball joints & tie rods. Huge rear seat area. Good tires. Great cruiser & shows well. Mileage shown probably not original miles. (412) 224-0624

Rare car that needs restoration!

THE GOOD: Low mileage (76K), two-owner car. I still have the first owner's log books and paperwork from the 1960s. Car is very original, no modifications. Interior is excellent! No rips, splits or stains on upholstery; door panels look great. Back seat has spent much of its life folded down and looks almost new. All glass good. Side trim is perfect. Vintage CB radio installed (doesn't transmit). Original Chevy 283 V8 starts up and runs fine. New water pump installed recently. Auto transmission. Two new tires in front (less than 1,000 miles); rear tires are good. I also have a pair of snow tires on rims that go with the car.

THE BAD: This car has been driven in winter and has severe rust in several places. Most notably, the C pillars are rusted out and the rear doors can't be latched closed due to the door strike plates being loose. Repair will involve some metal fabrication and welding, but I will include a pair of rare NOS Checker sedan C pillars which can be modified to fit. Severe rust is also present at the rocker panels, spare tire well, and other usual Checker places such as the tops of the fenders. The brakes need service and will stop the car at low speed only at this time. The car can be test driven around the block but should not be driven at speed until the brakes are repaired. In other words, bring a trailer!

BOTTOM LINE: This is a compete, running, currently registered, rare Checker wagon that will make a great restoration/rod project for someone able to deal with significant body rust issues. It was never a taxi. Great hauling capacity with reliable and easy to service Chevy small block V8 power.

Here's a link to the ad on Craig's List

<https://lexington.craigslist.org/cto/d/lexington-checker-marathon-station-wagon/6894438083.html>



1965 Checker Marathon, I purchased this vehicle in 1999 and completed a full restoration in 2003. The car was used for marketing purposes for my company Network Checker. It has been driven each year but very few miles. It has been well maintained. A new small block chevy 350 V8 engine was installed in 2003 when the mileage was at 9,982. Currently the odometer reads 44,000 and it drives like a champ. The transmission was rebuilt in 2008. In 2003 the car was painted with the exact matching color of New York City Cabs. Also upholstery was completely redone in 2003. The windshield was replaced in 2003 also and is in perfect condition today. The front brakes were converted from drums to disks and a modern dual cylinder was installed in the brake upgrade for safety. Electronic ignition was added when the new engine was installed. The radio was upgraded to an Alpine sound system with Polk speakers. The trunk lock was pulled last week and a new key has been cut but I need to reinstall the lock. The paint is beginning to crack in a few spots but is very good at present. There is minimal rust since the car has been driven very lightly and Colorado has a dry climate. If you want more pictures I can send them. (720) 331-5579



# End Photo



*Advertisement*

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CAB RUNS WILD, Chicago, wrecked taxi lies at foot of bridge abutment after crashing through barricade (upper left) sailing, 40ft. through air to land on abutment at right, then toppling 20 ft. to the ground. Meat packing heir Anthony B. Dudley, 27 passenger in the cab was slightly injured; cab driver Wm. Clark, 62, is in serious condition. United Press Telephoto August 15, 1952