

FARES

Internet Checker Taxicab Archive



Volume 7 Issue 2 March – April 2021

“Annual Dues.....Your Friendship”



Editor's Notes

Welcome to our second issue for 2021, of the ICTA newsletter, "FARES".

Free of charge, feel free to print this Newsletter and place in your own binder. Please forward to all your Checker friends and share the fun.

In this issue we are presenting four articles source from the Checker Motors Corp. public relations department. First up, the fairly complicated story of the case of Checker rental car fraud in Miami. We also present the introduction of the 1967 Checker via the McKab Denver based Checker Cab distribution company. We share an article on avid Markin's perspective on Checker safety for 1967. As an ironic twist we also present Chicago Taxicab Union's complaints about Checker safety risks.

We are also happy to present photos from Steve Fiorenzo and other ICTA members current Works-Process.

Our Checker friends in Finland are starting the process of another Checker A2, the whole story can be found on page 15.

Also included in the newsletter is a brief story regarding the US State Department and Nasa's use of Checkers!

Coming in our May issue we'll share our plans for the Das Awkscht event in August. We may have a surprise, regarding another scheduled event later this year. We'll keep you posted.

Please enjoy issue: volume 7 issue 2.



Editor: Joe Fay
Drivermatica8@yahoo.com
Owner 1949, 1950, 1952, &
1957 Checkers

Cover Photo: Checker Motors
Corp. Kalamazoo circa 1982



Andreas Lundin



Mike Fricano



Joe Fay



Chris Monier

ICTA Work in Processes

Checker Diplomacy and Landing Men on the Moon



James E. Webb arrives at the White House in Checker Style

Its always interesting to find out the back stories of Checker owners. Checker entered the consumers sales market in 1960. For the next 22 years Checker would be sold to a wide array of eclectic buyers. One such buyer was Mary Rockefeller wife of New York Governor Nelson

Rockefeller. Believe it or not, her purchase of a Checker helped put men on the moon!

Back in March of 1961 The US State Department started to investigate the use of smaller limos for its various ambassadors located in far-away places. The Department of State was interested in transforming medium weight sedans by the addition of such “extras” as gray broadcloth upholstery, a glass partition between driver and passenger areas, and an air conditioning unit. The goal was to present a more austere appearance in some of the more volatile challenging countries.

The goal of this transformation was to create a very presentable and rigged limousine that would prove especially useful in countries where rough roads are prevalent, where maintenance facilities are scarce and high octane gasoline is hard to come by.

US Ambassador to Russia Llewellyn E. Thompson suggested to State Department leadership that the embassy in Moscow had had considerable difficulty with the

maintenance of passenger cars, one expensive make in particular assigned to him (a Cadillac). “These cars,” he said, “are not suitable for the cobblestones and rough roads encountered in the Soviet Union. While they can be used in Moscow, its environs they are not suitable for any long distance travel, and there is always the problem of obtaining a high octane gasoline which they require.” The Ambassador said he had learned that Mrs. Nelson Rockefeller, wife of the New York Governor, wanting such a car, a Checker Superba in which she could sit upright. She had her Checker painted black and re-upholstered in broadcloth.

According to Thompson, he understood that the Checker was “highly presentable and that its rigid construction made it practical for use on rough roads.” He suggested that the Department “may wish to look into the possibility of a similar purchase for this and other missions having comparable conditions.” Ironically, It so happened that the US State Department division of Supply Management had already investigated the vehicle manufactured by the Checker



Ambassador Thompson with President Kennedy discussing Checkers

Motors Corporation in the course of a long search for an acceptable automobile for assignment to chiefs of missions at posts restricted to cars that cost no more than \$3800. In short order Checkers were pressed into US Government service.

At the same time that Checkers were being placed into

State Department service, another former State Department diplomat, with a different mission, had a need for a frugal limousine. Enter James E. Webb.

In 1961 James E. Webb, was the Administrator of NASA who served under presidents John F. Kennedy and Lyndon B. Johnson, and who is given much of the credit NASA's rapid growth and success. During the time he ran NASA from 1961 to 1968 he was responsible for putting men on the moon. Prior to serving at NASA, Webb was Under Secretary of State 1949-1952 and Director of the US Budget Bureau 1946-1949.

In his 1995 book, *Powering Apollo: James E. Webb of NASA*, historian Henry Lambricht wrote that Webb was working with Congress for NASA funding. In asking for the massive sums needed for the Apollo mission, Webb knew that he "could help make his case that every penny was needed if he did not appear to be living luxuriously as administrator." Clearly Webb understood the importance of diplomacy, appearances and tight budgets, he too was looking for a cheap DC ride. The Checker was the right car for Webb.

Although Webb was entitled to a government limousine, the canny native of North Carolina instead used a black Checker, Lambricht explained. "It's the little things that can get you into trouble in Washington," said Webb, who had previously served as President Harry S. Truman's budget director.

Lambricht explained that the Checker helped Webb appear "the frugal country boy" when seeking funds from Congress.

This writer has always been of the position that each Checker has its own story. Checkers may all look alike, but the eclectic owners all have a major role in these unique stories, the Webb Checker is not different, yet technically owned by the citizens of the US. Who would have thought the lowly Checker had an impact on Foreign diplomacy and putting a man on the moon!

Source: State Department Magazine, November 1961 & How Checker Cab Help get Apollo to the Moon by Rich Gainer



Oldtimer Driving a Checker

Form Finland, driver Mr. Torsti Luntama gets behind the wheel of a Checker A2! First time in almost 70 years!!!!

Click on the link below to watch the trip! [\(1\) Oldtimer driving a Checker – Konkari Checkerin ratissa – YouTube](#)



Checker Is “Civilian” Version of Famed Cab

Reprinted from Rocky Mountain News, Nov 6th 1966

Included in the new car lines is one brand name whose product looks unchanged – but is as up-to-date as this minute because mechanical improvements are constantly made. That name is Checker Marathon.

“Checker s look the same for 1967 as they did in 1966 and the year before that,” said Robert McMullen president of McKab Inc., 5381 E 52d Ave. Commerce City. “This is the civilian version of the famous Checker Cab, and the Checker Marathon is designed for years of hard use and hundreds of thousands of miles of service.

The Checker company has been making durable cars for some 45 years and includes, besides the famous cabs (used in Denver by Yellow and Zone), the Marathon in a 4 door, 6 or 8 passenger versions, tow luxurious limousines and two Aerobuses for airport or hotel or school use – seating nine and twelve passengers.

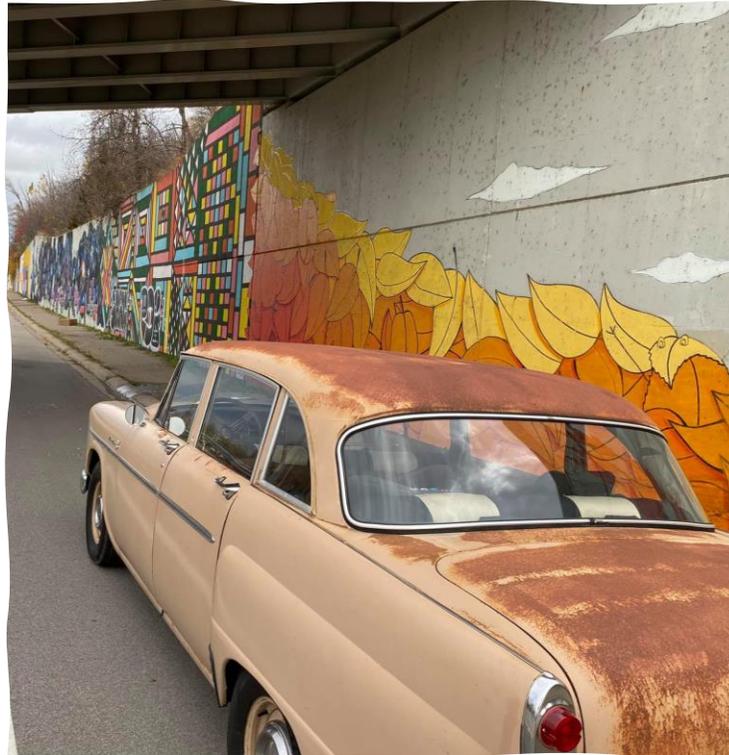
McKab, distributors for the Checker line in Colorado, Wyoming and New Mexico, started in business early last year. McMullen and his father, W.W. McMullen, a McKab vice president were in the automobile business in New Mexico for 20 years before opening in Denver.



Checker are designed for long life – 150,000 miles before any major servicing is common: for safety, using heavier materials in the chassis and body, and for comfort, with larger door openings, higher and firmer seats, up to 30 percent more headroom and legroom, McMullen points out.

Checker sedans and wagons are in a 129-inch wheelbase and slightly under 200 inches in overall length. The standard motor is a 6-cylinder, 230-cubic-inch, 140 horsepower engine, with tow V-8s with up to 250 horsepower available as options.

Photos from Stephen M Fiorenzo



Tapp'd Out Taxi



From the files of Barrett-Jackson Auctions we present the Tapped Out Taxi. Auctions off several years ago the following is a brief description of the Tapped Out Taxi

This 1981 Checker Marathon is an actual retired taxi that now serves a higher purpose, and still has the bulletproof mechanicals that made Checker famous. This vehicle left the factory with the Buick V6 engine and automatic transmission that powers it today. A well-known fixture on the Houston entertainment scene, the “Tapp’d out Taxi” has graced every type of event—from black-tie galas down to down-and-dirty tailgate parties. Always a crowd favorite, the car has a complete on-board draft beer dispensing system, which can serve six varieties of keg beer simultaneously. The most visible part of the system are the six professionally installed beer taps incorporated into the car’s trunk lid. The system is powered by three CO2 bottles with regulators, and keg taps for a variety of



brands are included, as well as many tap handles. Included is a custom-built roof rack that unfolds to display collectable neon beer signs. Signs are included and can also be switched out for sponsor-provided signs should the occasion require. Also included are plenty of party props, such as light-up logo beer glasses, beer goggles and hats with the "Tapp'd out Taxi" logo.

Link to the Barret-Jackson site

[1981 CHECKER MARATHON CAB \(barrett-jackson.com\)](http://barrett-jackson.com)



Checker Meets Safety Regulations

Here at the ICTA we like to dismiss the myths of the past about Checker. There are many myths, but one that has popped up several times recently on social media is the idea that Checker stopped make automobiles because they could not afford to conduct federally mandated “crash testing” and were challenged by safety requirements.

This myth has been perpetuated by various parties: guides at The Gilmore Museum, the other Checker Club and even writer David Lyons author of the book “The Automobile History of Kalamazoo”. Bottom line, its not true, nor is it documented in any archive documentation or Checker executive statements.

Its well documented that Checker exited the market, after three unsuccessful “new Checker” projects were executed. Checker engineer Sab Hori, Sab Hori was quoted in Automobile Quarterly: *“We were at a crossroads whether to continue to offer the Taxi or discontinue and go into contract work (Third Party Stamping business). To stay in the taxi market required a large expenditure of money. At the time, the whole automobile industry was in a downturn. We didn’t feel it was worth the expenditure of several million dollars. There was still a lot of uncertainty. It would be a tremendous gamble.”*



The smarter bet was for Checker to invest its capital into the third party stamping business rather than invest in the new proposed “Galva II” Checker. 1983 was a recession year and a very tough year for all auto manufacturers.

It’s clear from Hori’s comments that crash testing was not the issue. That said, it’s important to understand that Checker had an active “crash test” program in place to meet standards. An optimal program economically, Checker’s design permitted the use of older worn out taxicabs to be tested. There was no need to smash up new Checkers. Check out this Youtube link to Checker crash testing, note the Checker being tested is a former Minneapolis Yellow Cab own by CMC.

[\(4\) Checker Motors – Crash Test – YouTube](#)

The other argument regarding Checkers safety and its ability to meet Federal Standards is also suspect. Check out this article found in a 1967 Automotive, Checker’s position on safety was quite clear.

Checker to Meet Safety Standards, Markin Says

Automotive News, 6/12/67

Kalamazoo, Mich. Checker Motors Corp, will be able to meet Federal safety standards with its 1968 models. According to David R. Markin, sales vice-president.

In a bulletin to Checker dealers and field representatives, Markin said his firm would meet the standards “in a manner similar to the other automobile manufactures”. *“We can’t say the new standards won’t cause us some expense and inconvenience, considering the short notice given the industry,”* Markin said.

“However in many ways, Checker is in a better position than some of its bigger colleagues. We’ve been making an essentially strong, functionally safe and sturdy automobile for two generations. Some of the safety regulations have been Checker features for years”.

“Our plan has built its reputation on safety and dependability—even when we had to buck fads and fashions to do it.”

Markin concluded, *“It has always been Checker’s contention that safety and dependability, ease of operation and comfort are more important considerations than having an obsoleting style change every year”.*

POST SCRIPT

The only major safety regulation that Checker had to comply with beyond 1968, was the Federal bumper mandates of 1973 and 1974. Post 1982, the only regulation that would have been a major hurdle for Checker would have been the airbag requirements of 1998, some 18 years after Checker stopped production of automobiles. Checker was always compliant with safety standards and had the resources to execute crash tests.

So when any so called expert tells you that Checker stopped making cars due to safety requirements and crash testing.....tell them they’re wrong. Set-em’ straight Checker was always compliant.

Another Rare Chicago Checker Cab Model A2 Undergoing Restoration



We have received good news from our Checker friends in Finland. It appears that another Checker Model A4 will be restored in Finland!

A quick history lesson, back in 1951, Checker Cab Manufacturing sold 500 used Checker Model A2 former Chicago cabs to

A quick history lesson, back in 1951, Checker Cab Manufacturing sold 500 used Checker Model A2 former Chicago cabs to the Helsinki taxicab association for use during the 1952 Helsinki Olympics. Now close to 70 years later there are two operational cabs still in existence. A recently restored taxicab and one original operating unit. Our friend in Finland, Mika Metsapelto has alerted us that Hannu Kyttanen is funding a project to restore another Checker model A2. The Finnish auto restorer Risto Pöyhönen has recently taken possession a restorable Checker Model A2 and will soon start the process of restoration. The Checker belongs to Hannu Kyttanen



We all have our own personal impressions of Checkers: how we were first exposed to them, when we first saw one, when we first drove own.

Many Checker fans were first exposed to Checker via the movies. Most Checker are well familiar with when they first saw a Checker on the big screen. A Checker on the big screen was always a memorable sight. One of this writers first exposures to Checkers was a board game! Back in 1972 Parker Brothers (the inventors of Monopoly) introduce a game called “Dealers Choice”. Within the game, there was a single playing card that represented a Checker Model A8, and it was part of this writers first memories of Checker.

From the Board Game Geek, we found the following. Dealers Choice was “a wheeling dealing used car game. Buy and sell cars from your used car lot. Using your copy of the Blue book, try to make as much money as you can. Protect your cars with various insurance and ‘force’ opponents to run into bad luck.

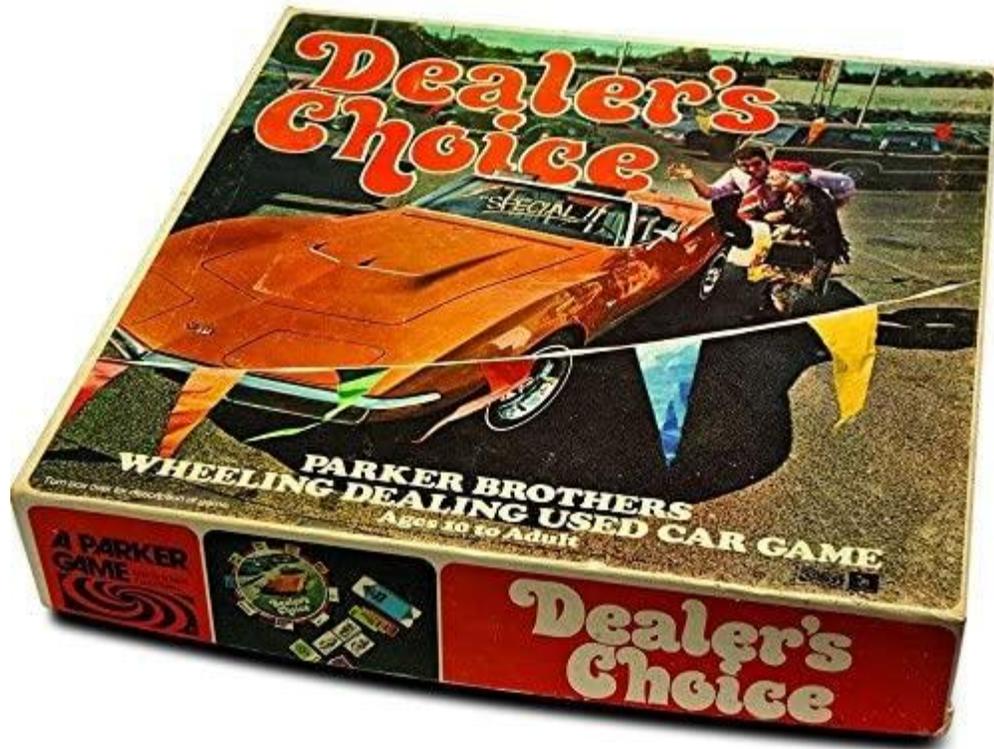
14

List Price **\$2,000**



Checker Cab

Each player owns a car dealership, and is trying to have the greatest value in cash and vehicle inventory when the game ends. Everyone starts out with several cars, an insurance policy (for things like theft, fire, etc), and several Dealer’s Choice cards. These cards can be used for individual benefit (e.g. selling a car for list price, buy a new car for \$200, etc), or they can be more insidious, such as stealing the car of someone else or setting their car on fire.



A word of warning...don't play with anyone that doesn't like you! They could make your life miserable with bad Dealer's Choice cards. As the game progresses, each player buys and sells based on their unique "Blue Book", which shows values for each car. These values are different for every player, so what is worth \$10,000 to the seller could be junk to someone else. Obviously, everyone is trying to buy low and sell high. That is the

basic idea of the game...here are a few tips!

-Play with the max amount of players. Only playing with two or three people is no fun.

-If you have dealer's choice cards to sell for blue book or list price, and you have a valuable car, cash in on it before someone steals it or otherwise takes it from you.

-One disadvantage is near the end of the game, when all the cars are on the lots. Everyone has seen all the cars, so each round becomes redundant. It ends up being the same cars, same prices, and the same obstinate sellers. To get past this roadblock, you often have to sell some cars cheaper than you would otherwise, just to bring closure to the game."

This writer can personally attest to the family fun generated by the game. If you're interested in finding a set, they can be found regularly on Ebay.

Link to Ebay search: [Parker Brothers Dealers Choice | eBay](#)

Checker Taxicab's Grilles Kill

Deep from the files of the Checker Motors Corp Public Relations files from 1966 we find yet again another example of Checker's strained relationship with the Union community. This time the AFL-CIO taxicab drivers and its members fired taxicab driver Harold Ray, claim the Checker's are cabs put drivers and passengers in peril. Grilles kill!

Keep in mind that Yellow and Checker Cab of Chicago were Checker Motors Corp operating units. Morris Markin had been investing in Chicago Checker medallions since 1920 and he acquired Yellow from John Hertz in 1931.

Chicago American August 5th 1966

TAXI UNION HERE COMPLAINS FUMES PERIL

CABBIE By Don Harris

The taxicab union charged today that all Checker and Yellow cars are unsafe for drivers for passengers too.

In a safety bulletin issued by local777, AFL-CIO Democratic Union Organizing committee it was changed that the position of fresh air intake vents results in an excessive amount of carbon monoxide entering cabs.



The complaint was lodged by former cab driver, Harold Ray, who was fired several months ago by Yellow for abandoning cabs off the street. Ray claimed they were “health hazards” and refused to drive them back to the garage.

Yellow Considers Action

Robert E Samuels, president of Yellow, said the company’s lawyers are considering legal action against the union and Ray.

Samuels said he doesn’t think the cabs, manufactured for Checker and Yellow by Checker Motors Corporation are unsafe or in any way endanger the health of drivers.

James Y Carter, city public vehicles commissioner, promised to look into the matter to see if the design of the cabs violate any city ordinances.

Charges in Complaint

“To the best of my knowledge, there is nothing in the city ordinances which specifies where intake vents must be place,” Carter said “If this is a valid complaint, it deserves to looking into the advantages of putting vents in one place or another.”

The Union’s complaint submitted by Ray alleges that “the lives and health of DUOC member may be endangered by exposure to abnormally high concentrations of carbon monoxide, which has been known to cause permanent damage to the brain and other neuromuscular tissues.”

“this has resulted in mental confusion, sluggish reactions, errors of judgement, and other common symptoms of monoxide poisoning, such as nausea, headache, drowsiness, blurred vision, etc.”

The issue according to the Union, is the placing of intake vents behind radiator grille instead of at the base of the windshield. Major auto manufacturers changed their design voluntarily several years ago, the union charges, but Checker continues to stay with old vents.

Everett (Red) Clark, president of local 777, said the union will continue to circulate leaflets concerning safety for its members and taxicab passengers

Checker and the Miami Rental Car Fraud of 1966



In this article we bring you another story pull out of the vast files of the CMC Public Relations Department. In March of 1966 files the following news item appeared in **Automotive Fleet Magazine**.

“Mutual Leasing Corporation of Miami, Florida received there first shipment of Checker Marathons and station wagons to be used in

daily rental service. I.J. Lubin, President of Mutual, feels that there is a good market in his area for standard size sedans that can accommodate up to 8 people, thereby eliminating the use of 2 taxicabs or 2 regular sedans. Checker plans to go after a large share of the rental and leasing business in the Miami area.”

Well this sounds like a great way for Checker to expand in the retail consumer car market. At the time Checker was heavily promoting the Checker Marathon and the new more powerful GM powerplants.

Unfortunately, the entire business plan of Mutual was a fraud and the company would be bankrupt by the Summer of 1966, just five months later.

The entire fiasco can be found on **JUSTIA US law web site**. According to the legal website

“Mutual Leasing Corporation, was organized in April, 1965, by Sidney Stern and Israel Lubin for the purpose of engaging in the commercial leasing of automobiles. In October, 1965, Mutual began a series of financing

transactions with Miami National Bank. Mutual would take title to the motor vehicles in its name and would execute a promissory note and a chattel mortgage on the automobile in favor of the Bank. This same automobile would then be leased by Mutual to a lessee already waiting for delivery of a specified vehicle.

By the end of 1965, the Bank had financed the purchase of sixty-four vehicles by Mutual. The line of credit then outstanding to Mutual was approximately \$250,000, which was the maximum sum the Bank could loan to any one customer under the provisions of 12 U.S.C., Section 84.

When it became apparent that the Bank could not legally loan Mutual any additional funds, Stern and Lubin with the complicity of Kenneth Harris, Vice-President and Installment Loan Manager of the Bank, devised a plan for the evasion of the ten per centum limitation of the federal statute. Under this scheme, subsequent motor vehicle transactions were to be handled in a manner purporting to show each such vehicle transaction as a separate financing agreement with a specific individual, the lessee of the vehicle. The Bank would accept



a chattel mortgage and a promissory note which used the name of the lessee as the promisor and mortgagor, knowing full well that Mutual had obtained the signature of the said lessee on the chattel mortgage and promissory note by deceitfully representing these documents to be additional lease documents. The documents were actually signed in blank by the individual lessee and subsequently filled in at the Bank. Mutual arranged for registration of the title of the vehicle in the



lessee's name but obtained — again by deceitful representations — the signature of the lessee on power-of-attorney and other motor vehicle forms which would permit transfer of the titles thereafter.

From January, 1966, until April 27, 1966, the Bank financed approximately 480 vehicles under this fraudulent scheme, Mutual's customers had no idea, that the loans and titles were in their names! In each instance, Mutual entered into lease agreements with the individual "lessees" even though the record title of each vehicle was not in Mutual but rather in the "lessee". As between Mutual and the Bank, however, the transactions were set up in such a manner as to allow Mutual to collect the lease payments directly from the "lessees" to the Bank.

The Harris-Stern-Lubin scheme was virtually undetectable by any official of the Bank other than Harris, but the fraud was documented in the Bank's own files — maintained during January through April, 1966, with regard to these 480 vehicle transactions — made reference to Mutual in various papers, contained insurance policies naming Mutual as an insured, and were handled by the clerical staff of the Installment Loan Department as part of the "Mutual Account". In March, 1966, new officers took control of the Bank, and in April of that year the Mutual account came to the attention of one Rubin Zerlin, who had just become Chairman of the Examining Committee of the Bank. Zerlin testified that the

Mutual account came to his attention because of its large “loan involvement”. He further testified that the outstanding balance on the sixty-four direct loan transactions was approximately \$240,000, while the outstanding balance on other obligations, involving Mutual on “contingent” liability, was approximately \$660,000. This “contingent” liability was due to the financing of vehicle purchases under the illegal Harris-Stern-Lubin scheme.

Zerlin advised Stern and Lubin that he wanted a complete explanation of just what was going on. He set a conference for that purpose on April 27, 1966. At this meeting, at the Bank, all



Zerlin advised Stern and Lubin that he wanted a complete explanation of just what was going on. He set a conference for that purpose on April 27, 1966. At this meeting, at the Bank, all of the details of the scheme came out. Zerlin expressed shock at “the situation” and was particularly concerned about some missing titles and the value of the loans involved. Lubin assured Zerlin that all the outstanding loans were current and in good order, and that proper titles and other necessary documentation did exist.

Zerlin, of course, was not satisfied. He informed Lubin and Stern that the Bank would make no further loans to Mutual. He also stated that he was “calling their loans” because of the “situation”.

As of April 27, 1966, all the loans obtained by Mutual under the direct lending procedure were current between Mutual and the Bank, as were all the lease payments between Mutual and the lessees. Also on this date, all but two or three of the 480 vehicle transactions under the evasive and illegal scheme were current in their payment, both from the “lessee” to Mutual and from Mutual to the Bank.

On April 28, 1966, the Bank suspended any further debtor-



creditor relationship between itself and Mutual and took complete control and dominion over Mutual's checking account. From April 28, 1966 till May 17, 1966 the day that Mutual's account was finally closed out, the Bank refused, on a selective basis, to honor numerous checks drawn on Mutual's account. Deposits received and accepted by the Bank on April 28 raised the balance in Mutual's account to the sum of \$85,440.89. Thereafter, various additional deposits were received and accepted by the Bank until May 12. Checks not permitted to clear the account were returned with the notation



“Refer to Maker”. During this period, the Bank had approved for payment from the account of Mutual Leasing checks totaling \$22,034.02, while checks totaling \$76,541.94 were rejected.

On May 1, 1966, the Bank demanded that Mutual assign to it the purported “lessor” rights which it held in each of the 480 vehicles that had been financed under the Harris-Stern-Lubin scheme, in order that the Bank could proceed to deal directly with the “lessees” holding the same. Lubin agreed to these demands and executed all of the 480 requested documents on that day.

The dishonoring of Mutual's checks by the Bank after April 27, 1966, put an end to Mutual's ability to get credit, not only with Miami National Bank but also with other banks and financial institutions with which it had been dealing. Moreover, many of the checks dishonored were those payable to automobile dealers for automobiles delivered to Mutual on open account with the expectation of immediate payment on delivery. This triggered a frantic scramble by automobile dealers,

who descended upon the Mutual premises and physically took possession of any and all vehicles to which they felt they could assert any claim whatsoever. The lack of credit and the seizure of automobiles, together with the resulting notoriety in the business community, carried Mutual's leasing operations over the brink by June, 1966.. Essentially Checker as well as other dealers/manufacturers, wanted their cars back!"

The bankruptcy proceedings were commenced by an involuntary petition filed by creditors on August 22, 1966. The debtor was adjudicated a bankrupt by an order entered October 5, 1966, thus ending the fraud and Checkers entry into the Miami rental car market.



1974 was the last year for the station wagon and the first year for the true extruded aluminum bumpers for a 25 mph impact back were bumpers were made for bumping things..I believe they only built 24 of them. This car runs and drives, this car belonged to a friend of mine who had a large collection of checkers and supplied vintage checkers to the movie industry, if you are looking for a unique car this is the car for you. Checkers are a blast to drive and every time I stop for gas it's an adventure, everyone loves to tell checker stories and some just want to know what the car is. This car has a venerable 350 engine the bullet proof turbo 400 transmission and a dana 44 rear end and front disc brakes. This car also has a heavy duty hitch for towing your boat or an airstream. The car also has aftermarket heavy duty sway bars that came from Checkerparts in California. This car handles like a slot car.. It's corners great and doesn't lean at all. I have taken the car on short drives it's drives well, it's been sitting roughly for five years. This is a running driving car, it can be restored or driven as is, it has a fold down back seat that gives you 8 feet of flat floor that is full 4 feet wide. Perfect for camping. Glass is good, carpet is like new. Very clean inside, perforated headliner is in great condition. The checkers came with battleship lineoleum this is showing little wear and the rub strips on inner wheel wells are in great shape as well. Lights signals and gauges all work .It has rust on the rear of the car please see the pics. Anything I can answer please ask. The car has all the a/c equipment but doesn't blow cold. Half of the final bid is due within 5 days balance is due within 10 days. This car is in great shape for its age but it 46 years old so unfortunately I'm selling it as is. All funds must clear before the car is released. I can can store the car for 30 days. I am not accepting pay pal for this car.

Link to the Ebay auction



FACEBOOK MARKETPLACE Advertisement effective 12/28/2020

Checker Marathon Taxicab For Sale \$17000.00



New Uphostery, New paint, New tires, No rust, Non-op registration, Clean title, V6, Automatic.

For details call (818) 812-0540



1979 Checker Original Chevy 6 Clynder \$20K

<https://www.facebook.com/marketplace/item/623286845219296/>

1981 Checker Marathon Extended Wheelbase Sedan

The Checker Marathon was produced by Checker Motors Corporation in Kalamazoo, Michigan between 1961 and 1982 and was offered for both personal use and as a taxi. You may remember the famous Checker Taxi from the streets of New York, Chicago, and even Boston. Known for their durability and capacity, Marathons drove the streets of New York and Chicago for over five decades. Production of Checkers ended in 1982 when Checker Motors ceased automobile manufacturing.

This is a rare example of a well-running passenger Marathon. Features a very clean interior. Nicely done superior glossy black respray. Mechanically sound. Chevy V8 engine. Possibly the best example currently for sale in the country! Don't miss out on your chance to own this great piece of motoring history.

All proceeds benefit the Larz Anderson Auto Museum.

Asking \$18,000. OBO.

Price: \$18,000 OBO

Contact

Anne Marie Goguen, Education Manager

Larz Anderson Auto Museum

617-522-6547 ext. 21



Cruisers Specialty Autos LLC

Atlanta, GA 30341

1-877-421-7521

The A11 Taxicab was produced by Checker Motors Corp., Kalamazoo MI from 1962 to 1982; about 90% of production was for taxi and other fleets. This car was bought new in Atlanta and always a private vehicle, not a taxi; originally had a Chevy 305. Had a full frame-off restoration in our shop in 2016/2017 and made to replicate a NYC taxi, including period correct taximeter and roof light (both functional). Some upgrades include a LS1 (LM7) 5.3 LS motor and 4L60e transmission, front & rear Vintage Air units, suspension rebuild with upgraded anti-roll bars, custom exhaust, hidden stereo, power windows & locks, power seats, and seat heaters. Also set up for towing including trailer brake controller and rear air bags for load leveling. Custom leather checkered seats, high grade carpets with full Dynamat, and suede headliner are big upgrades from the Spartan interiors usually found in these cars. At least 6k miles since build completed in 2017, including the 2017 & 2018 Hot Rod Power Tours. This is a six figure build so far, and improvements are made regularly as the car is entered in more events. Current pricing dependent on current state of vehicle, but expect it to be the highest priced modified Checker you've ever heard of.



This A12 Marathon was produced by Checker Motors Corporation in Kalamazoo MI and titled as a 1975. Approximately 90% of Checker production was for taxi and other fleets- designed for hard work and good service to the Corporate owners. Our sellers are antique collectors and have had fun with this one since they purchased it about six years ago. They only know of two previous owners. Although it has been repainted, they state that it has never been in an accident. They tell us that the mileage on the odometer is original at 47,632 to the best of their knowledge. This A12 is powered by the 350 Cubic Inch V8, and our sellers have indicated it is the original engine and it, and overall, they do not know of any mechanical problems. This Checker will serve its new owner well for fun events like cruise-ins and local shows. It has had a repaint during our sellers' ownership in "Taxi Yellow", and although not cosmetically "perfect", it is a good, sound driver that is "bargain-priced at only \$7,950.

VIN A12695552056

Price: \$7,950

Troy, Michigan, 48083

Classic Auto Showplace

Phone: (866) 968-9337





owner states that there are a couple of rust spots where the roof meets the trunk and is also in need of a headliner. Said to be running great. Poor health is the reason for the sale. Engine is a 267 V8. Location is Berwyn Illinois, just west of Downtown Chicago. Price is \$4500.

Contact Robert by text at (708)415-3792 or scrtydd@aol.com



Car is registered and driven regularly. Frame is solid, Body has Rust in usual places. No floor carpets, A/C inoperable, Has a fair amount of Bondo on the body. Its a rolling restoration or drive as is and just enjoy it. Photos are little old . Paint has faded some with some scratches. Email Danny for more info with Checker in subject line.

Contact Danny via email at mr427m@hotmail.com

1970 Medi Car For Sale



1970 Medicar. 2 in existence. In show condition. Original factory air. Call for more info. (541) 561-6303



You are looking at a very rare and hard to come by 1979 CMC Checker motor corporation, Marathon car. The car comes with a Factory original chevy 350 motor with 4 barrel carb. The car has automatic transmission. The car has a salvage title for minor fender bender accident. As you can see in the pictures, there was no major damage done to the car. The motor and transmission are in great condition. The car runs and drives and has 23k miles. Will come with custom 22" rims. The body does need tlc as the paint job is not the greatest and has come surface rust that needs attention, but overall its a great car. The car is nice and has that classic 1950s style. Very big and roomy inside . If your looking for a rare classic car, then this is the car for you. Im looking for serious buyers with cash on hand. so Call me (626) 409-3000



End Photo

Chicago Sun Times
3/5/68 SPLASH!

Taxicabs collide in a demonstration of the cushioning factor of water filled bumpers, designed for safety. The test of a California firm's bumper was at Soldier Field parking lot. Alternate text: Water squirts from bumper tubes on impact, cushioning shock and lessening injury possibilities..... photographer Ralph Arvidson