When the class was approved, the car was shipped to campus from Connecticut. The last time it ran was at least 20 years ago.

Ready for takeoff! As Kress gazes at the vehicle's body lines, hood to fins, he understands what its engineers were thinking: someday cars would fly.

Will it ever run again? The project's legacy includes lessons learned from failure. No clear remedy emerged for the time constraints and the complexity of the task, despite work that continued into August.

"Made in the USA" even the inside of the distributor cap is proudly emblazoned. And the sparse manual indicates how much American know-how people were presumed to have.

Novices at work: even students familiar with engines struggled to decipher which timeworn parts were what and whether they could be resuscitated.

To be continued? At last check, time was expiring for the car to remain on Stanford grounds. But Kress had not yet given up.