



WESTERN ROUND-UP
The official publication of the:
WESTERN PENNSYLVANIA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The WESTERN ROUND-UP is the official publication of the Western Pennsylvania Region, of the Antique Automobile Club of America and is mailed to all members of the Region in good standing the week preceding the regular monthly meeting. The meetings are held on the third Tuesday of each month, excluding the months of December and January. The meetings are held at the American Legion Post 982, (Pipetown) Hall, Latrobe, PA 15650, starting at 7:30 p.m.

All copies must be in the hands of the Editor by the FIRST OF EACH MONTH in order to be published. Any items contained herein may be reproduced, if proper credit is given. All articles submitted for publication may be edited for length, grammar, accuracy and composition and will be used solely at the discretion of the Editor.

Region dues are \$10.00 until March 1, 2004 for Individual membership and \$12.00 after that date. Joint membership dues are \$15.00 until March 1, 2004 and \$17.00 after that date. You must include your National card and National number. Dues should be mailed to Tom Milligan, Treasurer, R.D.2, Box 449-S, Greensburg, PA 15601.

FOR MEMBERSHIP PLEASE CONTACT ANY OFFICER

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Visit Our Web site: **<http://www.aaca.org/westernpa>**



FOUNDED 1950

OUR 54TH YEAR



Notice



2004 CALENDAR OF EVENTS

PLEASE READ! Sometimes information regarding an event changes after it is posted. To avoid problems on your part, call ahead to verify times and dates of events listed.

- FEB 17** WESTERN PA REGION MONTHLY MEETING
- MARCH 16** WESTERN PA REGION MONTHLY MEETING
- APRIL 20** WESTERN PA REGION MONTHLY MEETING
- MAY 18** WESTERN PA REGION MONTHLY MEETING
- JUNE 15** WESTERN PA REGION MONTHLY MEETING
- JULY 20** WESTERN PA REGION MONTHLY MEETING
- JULY 25** WPR ANNUAL PICNIC AND CORN ROAST
- AUGUST 17** WESTERN PA REGION MONTHLY MEETING
- SEPT 5** WESTERN PA REGION ANNUAL CAR SHOW
- SEPT 21** WESTERN PA REGION MONTHLY MEETING
- SEPT 25** WESTERN PA REGION CHANCE CAR DAY



2004 Dues are due.
Please send dues to Tom Milligan.
\$10.00 Individual or \$15.00 Joint Membership
Roster must be submitted by March 1st.

COVER PHOTO: 1928 Rolls Royce Suburban
 Owned by Dave and Karen Berg

FROM THE EDITOR



BY MARK DeFLORIA

February! 2004. Happy Valentines Day! Our Annual Meeting and Elections were on January 25th. Welcome to our “new” director – Doug Murphy!

Once again, I want to thank everyone who submitted articles for the *Round-Up*. The articles make the *Round-up*.

Contributing to this issue is Fred Nicholls and Mike Kosko. Please let these folks know that you enjoyed their articles.

Dues are now due. Please see Tom Milligan to pay your 2004 dues. Our 2004 Roster must be submitted to the National AACA by March 1st. Please be sure to have your dues paid so you can be included. 2003 Members typically receive the *Round-Up* through March.

Please submit items for the *Round Up* so it reaches me by the First of each month by mail or email. Articles can also be submitted at our monthly meetings. All items must be written down, so that I can accurately include it in the next *Round Up*. ☺

WESTERN PA REGION - WEB SITE



BY MARK DeFLORIA

Our Region’s Website is www.aaca.org/westernpa. The *Round-Up* is posted on the web site as soon as it is printed. Also available are printable Region and National Applications, along with car show results and photos.

WPR points can be viewed as well. Points along with the current roster is available on the “Members Only” pages.

We have a “new” email address. It is Westernparegion@hotmail.com. Please make a note of it. ☺

PRESIDENTS MESSAGE



BY DAN CALABRACE

It is an honor to be selected President of our club. I am looking forward to this year. If you have any suggestions, ideas for a tour or program or a question please call. I will try to answer your question or find an answer for you.

Despite the weather forecast, we had a nice turn out for the Annual Meeting at Dino's Lounge. Everyone seemed to be enjoying their wings as they couldn't keep them coming fast enough. The meeting and dinner were over just as the snowflakes started to fly. I hope everyone got home safely before the storm.

Our next event will be the Kick Off Party. It is always a lot of fun. Sure hope we have nice weather by then. We always have a nice attendance, an enjoyable evening and a lot of prizes given away.

I don' t care whaPunxsutawney Phil predicts, but I sure am THINKING SPRING. 🍷



2004 Chance Car – 1968 Mustang

CARS I REMEMBER



My 1948 Ford at Bushy Run Park

BY FRED NICHOLLS

My father drove me down to the Ford garage on Saturday morning to get my new Ford. He signed a check for about two thousand dollars, and I signed all the papers. The car was mine. The color was Glade Green, and the list of accessories included white wall tires, radio, heater and defroster, spotlight and left outside mirror and a front grille guard.

The deal with my Dad was to repay him when we sold the 1941 Ford sedan, along with money I had saved while in the service. My family lived on Harrison Avenue, which was the main street between Greensburg and Jeannette. I recall that streetcar tracks were in the middle of the street, and the section was called Arlington. I put the 1941 Ford on the street in front of the house with a "FOR SALE" sign. It was sold that evening for \$1250 to a young man who had just came home from the service. That was \$250 more than my Dad paid for it, and more than enough money to pay for the new car, along with my cash.

The 1948 Ford was really a warmed over 1942 model, with a few changes in the grille and bright work. It had a 100 horsepower V-8 flat head engine, standard transmission, and the old style suspension. My friends and I drove the car quite a lot during the summer because it had a back seat, which none of their cars had. My one friend drove a 1935 Oldsmobile Business coupe which he had inherited from his aunt when she got her new Olds. It was a six cylinder engine with the gear shift on the floor. Not much room for three fellows in the seat, and I remember it had suicide doors. My other friend was a very fortunate guy. He bought from the original owner's family a 1941 Plymouth Special Deluxe convertible. It was like new, light green with red interior. No regular back seat, but little seats that folded down from each side. Really tight quarters, but really great when we double dated. Next issue I will write about the summer of 1948. 🍷

MEET DOCTOR BUFF

SUBMITTED BY MIKE KOSKO

I imagine I am in Kennedy Hall, at Saint Vincent College, Latrobe. It is September 20th, 1972

I am sitting in the office of one Rudolph Buff. At his desk he looks at me benevolently. He is a young, average height, thickset, somewhat paunchy man with black hair and a neatly—trimmed black beard. He would remind you of King Henry the Eighth, except Rudy does not eat as much, is friendlier and always wears an open-collar shirt and a wool sports jacket. He also has a PHD in Automotive History.

“Mike,” he says kindly, “you are going to be one of my best students here at Saint Vincent. You are a freshman now, and there is much for you to learn about your major, Automotive History. But just think cars every day, and apply yourself, and you will do just fine. And do not worry as much.”

“Yes, doctor,” I reply.

“How much do you know auto industry executives?”

“Uh, not much, Doctor.”

“Well, I know one of them. He is group executive for General Motors, that is, all five General Motor car divisions and GMC truck division report to him. His name is John DeLorean, and he’s only forty-seven years old.”

“Oh.”

“Well, John told me that General Motors executives do not necessarily become such by merit. Oftentimes, he says, a General Motors man is promoted to executive, or higher executive, because he is a good team player, that is, he is loyal to his boss, dresses properly, and keeps a low profile. My point is when you read about company executives in your auto history books, they are not necessarily management wizards who rose from the ranks by genius and performance. There could well have been some politics involved.”

“But Doctor, that does not mean I should change my major to Political Science, does it?”

“No. You stick with Automotive History. But bear in mind, when you read a history book what you’re reading might not be hundred percent accurate, or the entire story. This is a fact of life we historians live with.”

“Yes, Doctor.”

“Now run along; I will let you get back to your reading. You know the first exam will be on European automotive pioneers.”

“Yes, Doctor. Thank you.” ☺