

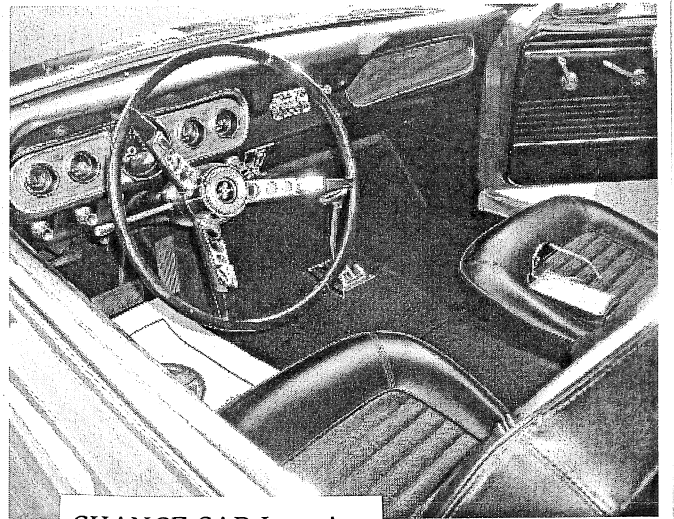
# THE WESTERN ROUND-UP

The Official Publication of the WESTERN PENNSYLVANIA REGION of the AACA

APRIL 2009



Members checking out the 2009 CHANCE CAR



CHANCE CAR Interior

WESTERN PA REGION AACA  
P. O. BOX 882  
LATROBE, PA 15650

FIRST CLASS MAIL

TO:

**THE WESTERN ROUND-UP      APRIL 2009      VOL. XXXXVI, NO.4**

The "WESTERN ROUND-UP"  
is the official publication of the WESTERN PENNSYLVANIA REGION of the AACA  
(ANTIQUÉ AUTOMOBILE CLUB OF AMERICA).

It is mailed to all members of the Region the week preceding the regular monthly meeting. The meetings are held on the THIRD TUESDAY of each month (excluding December and January).

All copy to be included in the newsletter must be in the hands of the Editor by the FIRST TUESDAY of each month in order to be published the following month. 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 and the club officers. Please advise the editor of any and all CORRECTIONS needed.

REGION DUES are \$10.00 until March 1, 2009 for individual membership and \$12.00 after that date. Joint membership dues are \$15.00 until March 1, 2009 and \$17.00 after that date. AACA NATIONAL RULES dictate that you must be a member of the AACA NATIONAL CLUB in order to join a region. Please display your current NATIONAL MEMBERSHIP CARD when you pay your WPR (regional) dues. Dues may be paid at the monthly meeting or by mail. If by mail, send your check along with your NATIONAL MEMBERSHIP CARD to: **BARB ERNY**, 5218 CENTER DRIVE, LATROBE, PA 15650. Your card will be stamped and mailed back to you.

INTIRIM NEWSLETTER EDITOR: **SUSAN EGER**, 1005 Sleepy Hollow Road, Jeannette, PA 15644  
Phone: 724-527-5114 FAX: 724-523-2324 email: [sudifay@comcast.net](mailto:sudifay@comcast.net)

WEB SITE: Please visit our AWARD WINNING web site: <http://www.aaca.org/westernpa>  
Our web site editor is **MARK DEFLORIA**.

**2009 OFFICERS**

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(724) 523-2399

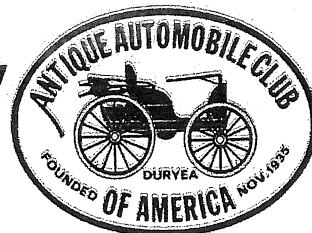
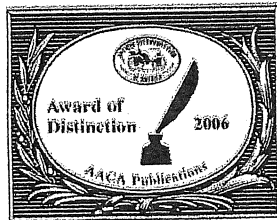
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## PAST PRESIDENTS

By F. L. Nicholls

In 1973, at our Annual Meeting, the Past Presidents were honored following dinner. They were introduced by the first President, George French. For this testimonial dinner, each Past President was asked to submit a brief background on his antique car and how he became involved with the Western PA Region. A booklet with their photographs was given to each member. I am using this booklet for my information here.

Our second President was **Charles J. Davis** who served first in 1958 and as President again in 1970. Charlie started when he bought his first antique car and learned about the AACA and our local Region. He had served in various Region offices before becoming President in '58 and was Treasurer in 1973. He served AACA as a Deputy Judge and at that time was a member of the National Awards Committee. He has participated in six Glidden Tours and had been on three European Tours. He attended every AACA National Meeting in Philadelphia since 1954!

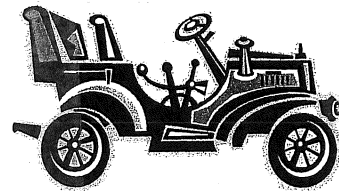
In his garage he had: a 1911 Case Touring, a 1911 Winton Gentleman's Roadster, a 1915 Dodge Touring, a 1927 Reo Coupe, a 1928 Stutz Cabriolet Coupe, a 1929 American LaFrance Fire Truck, a 1936 Buick Sedan, a 1939 Pontiac Coupe and a 1951 Crosley Hoyshot Roadster.

I met Charlie and his wife, Alice, when I joined the club and we became friends. Their home was loaded with antiques and a collection of toys. Alice died in 1992 and Charlie in 1995.

DON'T FORGET

## Kick Off Party 2009

Saturday April 25<sup>th</sup> at 5:30 p.m.  
Dinner will be at 6:00 p.m.  
Bob Inhoffs' band will play for us starting at 7:30 p.m.



American Legion Post 982 (Pipetown)  
Entertainment – Games – Prizes – Cash bar – 50/50  
Region will provide all food. There is a \$2 per member charge to all members who sold 10 or more chance car tickets (we have the list from last year)  
Members and children under twelve are \$15.00  
Non-members are \$20 per person and not eligible for any prizes.

### Menu

Chicken, Rigatoni, Hot Sausage, Italian Roast Beef  
Parsley Potatoes, Rolls, Coffee and Dessert

Questions? Phone John at (724) 539-7574

Name: \_\_\_\_\_  
Number attending at \$2.00/person \_\_\_\_\_ x \$2.00 = \_\_\_\_\_  
Number attending at \$15.00/person \_\_\_\_\_ x \$15.00 = \_\_\_\_\_  
Number attending at \$20.00/person \_\_\_\_\_ x \$20.00 = \_\_\_\_\_  
Total \_\_\_\_\_

SEND RESERVATIONS TO  
JOHN R. KUHNS  
4720 Route 982 North  
Latrobe, PA 15650

Make checks payable to  
Western PA Region

**MINUTES**  
OF THE **MARCH 17, 2009** MEETING  
OF THE WESTERN PENNSYLVANIA REGION  
OF THE ANTIQUE AUTOMOBILE CLUB OF AMERICA

A Meeting of the Western Pennsylvania Region of the Antique Automobile Club of America was held on March 17, 2009 at the American Legion Post 982 (Pipetown) Hall, Latrobe, PA, commencing at approximately 7:30PM. The meeting was called to order by the President, **Harvey Eger**, followed by the Pledge of Allegiance. There were 63 members in attendance. Guests: **Mark Jackson**, a prospective member was introduced as a guest. The President thanked those Members who turned out for the pre-Meeting Dinner, and noted that there were 60 Members in attendance. Each Member who attended dinner was reminded that they must stay to help get the Chance Car Tickets ready, and that they must also take at least 30 Chance Car Tickets to sell. The President then noted that tonight's business meeting would be brief, so that we can get to work on the Chance Car Tickets. For those who did not see this year's Chance Car, it was parked outside the Legion Hall.

**MINUTES of the FEBRUARY 17, 2009 MEETING:**

The Minutes of the February 17, 2009 Meeting were printed in the March Round-Up. The President asked if there were any additions or corrections to those minutes. Hearing none the President called for a Motion to approve those Minutes. Upon Motion of **Howard Finney**, seconded by **Ron Underwood** and unanimously carried, the Minutes of the February 17, 2009 Meeting were approved.

**TREASURER'S REPORT:**

**Barb Erny** then presented the Treasurer's Report. A motion to accept the report as presented was made by **Gary Wiegand** and seconded by **Charley Barron**. The motion was unanimously carried and the Treasurer's Report was approved.

**OLD BUSINESS:**

**TOURS:**

The President announced that we do not have a Tour Chairman for this year. There are, however a number of Tours already planned. The Founder's Tour committee will be running four tours this summer: June 7 (**Harvey Eger**) – July 26 (**McKelvey**) – August 16 (**Sheetz**)– September 19 (**Schifano**). A group from the Region is planning to attend the Eastern Division Spring Meet in Gettysburg on May 28-30. We will be staying at the Eisenhower Inn and Conference Center, which is the Host Hotel. **Marianne Caruso** has blocked a number of Rooms. Marianne was asked to report on the status of the rooms and their availability. In addition, a Tour is scheduled for Dublin, OH on July 10, 11 and 12. Rooms have been reserved at the Hilton Garden Inn for those dates. There are 5 rooms available. If interested, please see **Harvey** after the meeting. We also have a tour scheduled for Macungie, PA on August 7, 8 and 9. Rooms have been reserved at the Hawthorne Suites for this trip. There are 2 rooms still available. Anyone interested, please see **Harvey** after the meeting.

**NATIONAL TOURS:**

**Howard Finney** is Chairman of this event. Howard reported that the last meeting was not well attended. On a positive note, **Nancy Wolfe** has agreed to serve as Chairperson for the auction. We still need someone to design a centerpiece for this event. The President reminded the Members that the Founders Tour Committee meets on the second Tuesday of the month at the Sheraton. The next National Tour meeting is April 14, 2009. Plan to attend and participate; there are plenty of jobs available.

**2009 CHANCE CAR:**

**Eleanor and Stan Kanick** have agreed to handle the Chance Car for this year. They will not only keep and schedule the car but will also be handling the tickets. If anyone is interested in taking the car, please see the **Kanicks** after the meeting.

**2009 WESTMORELAND FAIRGROUNDS SWAP MEET:**

**Harvey Eger**, Chairman of the Swap Meet announced that he has spoken with the Fair Secretary about our concerns over the pricing of the Fairgrounds for this year. Harvey has not yet spoken with the Chairman of the Rental Committee to see what can be worked out. In the meantime, we have reserved the dates...September 24-27.

**KICKOFF PARTY:**

The Kickoff Party will be held on April 25. **John Kuhns** is handling the arrangements. Sign up sheets are available at the Directors' table in the front of the room. Dinner will be served at 6 PM, with entertainment starting at 7:30. Reservations are due by April 17.

**PICNIC:**

The Picnic will be held Saturday July 18 at Cooperstown Club. **John Ross** will chair this event.

**CHRISTMAS PARTY:**

Chairpersons are needed for the Christmas Party.

**MERCHANDISE:**

**Nancy McKelvey** is Region Merchandise Chairman. **Nancy** reported that she had some sample merchandise available for sale, and a catalog to look through for other items.

**MEMBERSHIP:**

**Howard Finney** is Membership Chairman. Howard reported we have two new applicants for Membership. **Howard** read the applications for **Mark and Jill Jackson**, and **Raymond and Sherry Yonitz**. Both were present for their first reading. Another applicant, **Ronald Barnhart** was not present. Action on his application was deferred.

**NEWSLETTER:**

**Susan Eger** is now serving as Editor of the Roundup. **Susan** thanked **Fred Nicholls** for the article that he submitted.

**WEBSITE:** **Mark DeFloria** is Chairman of the Website. Mark was not at the meeting to give a report.

**REGION HISTORIAN:** **Tom Milligan**, Region Historian was not present to give a report.

**HOSPITALITY:**

In light of the dinner before the Meeting, there were no refreshments served this evening.

**ROSTERS:**

Our 2009 Roster must be submitted to National by the end of the month. As soon as the Roster is prepared, it will be printed and distributed. Please see that your National and Region dues are paid. Dues become delinquent at the end of the month.

**2009 CALENDARS:**

2009 Calendars are available. See **Bob Inhoff** if you have not received your calendar. As a reminder, the Board has decided NOT to generally mail calendars to those members who have not yet picked up their calendars. Members may pick up their calendar at our monthly meeting. If you want your calendar mailed, you are asked to send us \$1.00 for postage and handling to **Bob Inhoff**.

**2009 DUES:**

Dues for 2009 are now delinquent. Send Dues payments to **Barb Erny**, Treasurer, 5218 Center Drive, Latrobe, PA 15650. Don't forget to pay your National Dues as well. You must be a current member of National to belong to the Region.

**OTHER OLD BUSINESS:**

The President called for any other Old Business: Hearing none, the President asked if anyone had any New Business. **Tom Ulishney** reported that on July 25, Norvelt will celebrate its 75<sup>th</sup> anniversary with a Fireman's Parade. They would like a number of antique cars to participate in the parade.

**PROGRAM:**

In lieu of a program, the President announced that we will be working on Chance Car Tickets. Everyone who came to dinner is required to remain and work on the Tickets and then take at least 30 tickets with them this evening to sell or purchase.

**50/50 DRAWING/KITTY:**

This months 50-50 (\$54.00) was won by: **James Bowman**, leaving a balance of \$54 for the Kitty which the Region will match, for a total of \$ ?. Badge fines collected tonight amount to \$ 50. This brings tonight's Jackpot to \$ 7. **Joanna Shearer** held the winning ticket number and took home \$ 54.00.

**ADJOURNMENT:**

The President adjourned the Meeting at approximately 10 PM.

**Bob Inhoff**

Secretary

---

## Road Wrap

Protect your car's finish when trailering a vehicle to a show or while driving long distances with RoadWrap. The disposable film, which comes in 18-inch wide by 100-foot rolls, can be cut to fit and left on for up to seven days. It removes cleanly and easily without damaging your car's paint, and protects it against bugs, road grime, and grit.

**CONTACT:** RoadWrap at [www.buyroadwrap.com](http://www.buyroadwrap.com)

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## PRESIDENT'S MESSAGE



As some of you know, I have been traveling over the past few months, and my travels have given me an opportunity to get a “jump” on the start of the “old car season”. I was in Lakeland, Florida, for the Southeastern Division Spring Meet, and had the opportunity to judge some very nice Model A Fords, which are near and dear to my heart. There weren't very many “older” cars at this Meet, save a couple of Model T's, the Mercer Speedster that appears on Page 52 of the March/April issue of *The Antique Automobile*, and a few others. There were about 350 cars in total, which is really a small Meet by AACA standards. The weather was great, as were the accommodations, and the Lakeland Region did a great job putting things together.

Susan and I caught up with Charlie and Connie Schifano in Cape Canaveral and accompanied them to several car cruises and local shows. Charlie had compiled a list of events covering his entire stay in Florida, and we had a lot of fun going to many of them. It sure made me “antsy” for our season to get underway. By the way, be sure to look for a new feature in this issue of the *Western Roundup*: “Cruisin' with Charlie” for a listing of all the local cruises and shows.

I was also in Charlotte for the Eastern Division Spring Meet a few weeks ago, and while there, spent some time at the Charlotte Auto Fair, one of the largest flea markets I have ever attended. This event fills up the Lowes Motor Speedway as well two large adjacent areas with Vendors. They also have a large Car Corral located on the Speedway track, which stretched its entire length. In some parts of the track the cars were 3 deep. There were also cars and trucks

outside of the Track as well. I talked to a couple of folks from the Hornet's Nest Region, who told me there were 250,000 to 300,000 people at the Auto Fair on Saturday.

I was not able to cover all of the Vendors during the time I was there, but I can say that I was disappointed with what I did see. For the most part you would think you were in a scrap yard. And, as far as the Car Corral was concerned, I felt that it was more like a used car lot. Charlotte does not apply the same restrictions as they do at Hershey, where cars in the Car Corral have to be at least 25 years old, so there were a lot of later model cars and trucks for sale.

The AACA Meet was much better this year than last, as we had a beautiful day for a car show. The Meet drew between 350 and 400 cars, which was less than they were hoping to have. I think that the planners were hoping that this Meet would come to be as large as Hershey, but this year's registrations were about half as many as last year. There was quite a variety of cars from the Brass era all the way up through 1984. Ron and Marianne Caruso were the only WPR Members showing a car, and picked up their 5<sup>th</sup> award for their Second Generation class Shay. Congrats to the Carusos.

On a note closer to home, I was very pleased at the turnout for Dinner last month, and the work everyone in attendance put in to get the Chance Car Tickets ready to go. Thanks to everyone who participated; your help was most appreciated.

Harvey Eger

## MESSAGE FROM THE EDITOR

It seems like I just got the March edition out and now the April newsletter is due. I am still waiting for someone with better computer skills to step forward and take on the editor's job so that our club can have a really nice newsletter that reflects well on WPR and its great members. I am also hoping that more members will contribute to our newsletter.

THE AACA NEWSLETTER EDITOR'S MANUAL HAS SUGGESTIONS FOR INTERESTING **MEMBER CONTRIBUTIONS**...PLEASE LOOK OVER THIS LIST AND SEE IF ANYTHING INSPIRES YOU...

### MEMBER STORIES

TOUR REVIEWS/YOUR FAVORITE CRUISES  
NEW MEMBER PROFILES  
WINNERS AND AWARDS  
TALES ABOUT TRAVELS WITH AN ANTIQUE VEHICLE  
MEMBERS' AUTOMOBILIA COLLECTIONS  
ACQUISITION STORIES...FINDING THAT CAR FROM THE PAST  
RESTORATION STORIES...SUCSESSES, GOOFS, NIGHTMARES  
MEMBER UPDATES---ILLNESS, DEATH, LOSS, BIRTHS, MARRIAGES, MOVES  
FAVORITE TRAVEL TIPS FOR TOURS AND CRUISES---SUPPLIES, CLOTHING, FOOD, ETC.

**tell your story.**

### CLUB ARCHIVES AND AUTOMOBILE HISTORY

OLD PHOTOS, ADS, NEWSLETTERS  
FOUNDING MEMBERS' STORIES  
FASHIONS OF A CERTAIN CAR ERA

### TECHNICAL OR MECHANICAL TIPS

### LEGAL, LEGISLATIVE, INSURANCE NEWS AND UPDATES

### CAR SHOW AND JUDGING INFO AND TIPS; SAFETY TIPS

### NATIONAL AACA NEWS AND UPDATES

### PHOTOGRAPHS

COLOR OR BLACK AND WHITE  
CAN BE RETURNED TO YOU IF REQUESTED

**\*\*\*YOUR SUBMISSIONS** MAY BE HAND WRITTEN OR TYPED. THEY MAY BE SENT TO ME BY MAIL, FAX OR EMAIL.

DON'T WORRY ABOUT SPELLING AND GRAMMAR... JUST PUT YOUR THOUGHTS TOGETHER AS BEST AS YOU CAN. WE'LL FIX THOSE THINGS LATER.

I HOPE TO HEAR FROM SOME OF YOU SOON!

Susan Eger

1005 Sleepy Hollow Road, Jeannette, PA 15644. Email: [sudifay@comcast.net](mailto:sudifay@comcast.net)  
Phone: (724) 527-5114, FAX: (724) 523-2324.



# CHECK THIS OUT.



## CRUISIN' WITH CHARLIE

JOIN OUR PAST PRESIDENT **CHARLIE SCHIFANO** AS HE LEADS US INTO ANOTHER FUN SEASON OF NON-STOP ENJOYMENT OF THE AREA'S BEST CAR CRUISES--- LOADED WITH GOOD EATS, COOL CARS, SWINGIN' DJ'S AND LOTS OF OLD AND NEW FRIENDS. BRING A FOLD UP CHAIR, A HAT AND SUNGLASSES...AND YOUR CAR!

### SEASON STARTERS:

- \*SATURDAY EVENINGS, 5-9, NORWIN SHOPPING CTR ON RT. 30
- \*SUNDAY EVENINGS, 5-8+, DAIRY QUEEN IN DELMONT
- \*THURSDAY EVENINGS, 6-9 LAMPLIGHTER RESTAURANT ON RT. 22
- \*APRIL 25, IRWIN MAIN ST. CAR CRUISE, NOON TO 5PM (SEE AD BELOW)

**CHARLIE 724-832-7498**

## 18th Annual Irwin Main Street Car Cruise -- Full Speed Ahead!

( Irwin, PA ) The IBPA, in cooperation with the Borough of Irwin, will be sponsor its 18th Annual Irwin Car Cruise on Saturday April 25th 2009 from 12:00 to 5:00 PM on Main Street in Downtown Irwin. Admission will begin at 11:00 am. Main Street and other streets will be blocked off for the event. Any remaining sewer construction issues will be worked around. The event will be held rain or shine.

\*\*\* NEW

There will be a Corvette Corral ( like last year ) and a new Mustang Corral AND a new Pontiac corral.

( Corral = marked off area just for those types of cars; it allows clubs to gather together )

Because of the construction, entry to the Cruise will be at 2nd and Main by the Post Office

Oldies music will fill the streets under the watchful eye of 'Big Daddy G' Georgeo of Music Power 103.9 WLSW FM. George Recelle is long-time resident of Irwin.

The Irwin cruise, recognized as the first of the season, kicks off a summer of Street Rods, Antiques, and Classic cars and trucks throughout Western Pennsylvania. It has been rated #1 as the Best Cruise in Westmoreland County. The cruise is managed by the Irwin Business & Professional Association, an All-Volunteer, non-profit group, in cooperation with the Borough of Irwin Council.

The Registration Fee has been maintained at the rolled-back \$8.00 by chairpersons Gary Ed. Parking starts at 11:00 am with monitored entry at 2nd and Main ( subject to change ) . Registered cruisers are asked NOT to come any earlier. All cruisers must have their Registration Card for admittance.

Other important information:

- q There will be a Corvette Corral and a new Mustang Corral ( Corral = marked off area just for those entries ) AND a new Pontiac corral
- q Trophies will be awarded in several categories.
- q Cruise t-shirts will be available for purchase
- q Cars will NOT be admitted without an entrance pass.
- q The event has a limit of 350 spaces.
- q All Entries must be insured and street legal.
- q Pre-registrations at \$8.00 must be submitted April 20.
- q Cars will be registered the day of the cruise on Oak Street for \$10.00.
- q There will also be 50-50 raffle
- q ... and lotsa FOOD !!!!!!! and drink !!!!!!!!!!!!!!! and drink ! and food !

# read all about it

To register a vehicle, call Gary Ed at (724) 864-3840 or make a check for \$8.00 payable to the Irwin Business & Professional Association and mail it to

Gary Ed  
1075 3rd Street  
Westmoreland City PA 15692

## 2009 CALENDAR

Since many of our members are “double dippers” and belong to more than one car club, this calendar includes WPR events as well as non-WPR events in and around our region. Please inform me of any needed corrections, changes, additions or clarification as soon as you can. Susan @ 724-527-5114 or e-mail at [sudifay@comcast.net](mailto:sudifay@comcast.net). Remember to double check all information in this calendar with a second source before heading off on a journey!

### APRIL

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- 21 WPR monthly meeting, 7:30PM
- 25 WPR KICK-OFF PARTY, 6PM, Pipetown Amer. Leg.
- 22 - 26 Spring Carlisle SWAP MEET
- 25 CAR SHOW at No. Bedford County High School, 10 AM – 4 PM

### MAY

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- 4-9 Founders Tour, Midland, TX
- 8, 9 Apple Blossom Festival antique CAR SHOW, Winchester, VA
- 12 2010 Founders Tour meeting with H. Finney, 7PM
- 17 Allegheny Rockets CAR SHOW, Vandergrift Park, Vandergrift, 9AM
- 18 WPR Board of Directors meeting
- 19 WPR monthly meeting, 7:30PM
- 24 Laurel Highlands region PICNIC and TOUR @ Twin Lakes
- 28, 29, 30 Eastern National SPRING MEET @ Gettysburg, PA

### JUNE

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- 5, 6, 7 Historic Canal Days in Saltsburg- Chance Car TX sellers needed- see Eleanor Kanick; they usually sell over 200 tickets there!
- 07 Dry run for 2010 FOUNDERS TOUR (Eger)
- 09 2010 Founders Tour meeting with H. Finney, 7PM
- 14 Laurel Highlands region TOUR
- 16 WPR monthly meeting, 7:30PM
- 27 14<sup>TH</sup> annual AACA Museum CAR SHOW & flea mkt, Rte. 39, Hershey
- 28 Laurel Highland's fundraising DINNER, 4-6:30PM, M. Caruso
- ?? Cochran house tour and CAR SHOW, Dawson, PA

### JULY

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- 2,3,4,5 Twin Lakes – Chance Car sales
- 10, 11, 12 Dublin, OH classic CAR SHOW & CRUISE [www.arthritisautoshow.com](http://www.arthritisautoshow.com)
- 12 – 18 Derry Ag Fair Days – Chance Car sales –see John Kuhns
- 14 2010 Founders Tour meeting with H. Finney, 7PM
- 18 WPR annual PICNIC at Cooperstown
- 21 WPR monthly meeting, 7:30PM
- 25 Norvelt 75<sup>th</sup> Anniv., 3-4 pm parade – need antique cars, see Tom Doty
- 25, 26 Flood City region TOUR
- 26 Dry Run for 2010 FOUNDERS TOUR (McKelvey)
- 31 Macungie, 3 day CAR SHOW, “Das Awkscht Fescht” (through Aug. 2)
- ?? Idlewild Park Old Fashioned Days car PARADE

## AUGUST

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- 1, 2 Macungie, cont'd. (see July)  
6 Weatherwood CAR CRUISE, Greensburg, PA  
7, 8, 9 Swigart Museum MEET, Huntingdon, PA  
9 No. Bedford club CAR SHOW @ N.B.County High School  
11 2010 Founders Tour meeting with H. Finney, 7PM  
14 Laurel Highlands region TOUR and PICNIC  
16 Dry run for 2010 FOUNDERS TOUR (Sheetz)  
18 WPR monthly meeting, 7:30PM  
23 Annual auto parts SWAP MEET, New Germany Road  
TBA WPR Progressive DINNER  
?? Chance car drawing

## SEPTEMBER

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- ?? WPR car SHOW (labor day weekend?)  
08 2010 Founders Tour meeting with H. Finney, 7PM  
15 WPR monthly meeting, 7:30PM  
19 Dry run for 2010 FOUNDERS TOUR (Schifano)  
20 CRUISE-IN, 11am to 4 pm, info: 536-7375 Conemaugh Val.elem. sch.  
24 - 27 WPR 3<sup>rd</sup> annual Auto Parts FLEA MARKET  
27 Del Grosso CAR SHOW  
27 rain date for Conemaugh Cruise-In (above)  
30 Fall Carlisle SWAP MEET (through October 4)

## OCTOBER

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- 1 - 4 Fall Carlisle SWAP MEET, cont'd.  
7 - 10 Fall Hershey SWAP MEET and CAR SHOW.  
13 2010 Founders Tour meeting with H. Finney, 7PM  
20 WPR monthly meeting, 7:30PM

## NOVEMBER

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- 10 2010 Founders Tour meeting with H. Finney, 7PM  
17 WPR monthly meeting, 7:30PM

## DECEMBER

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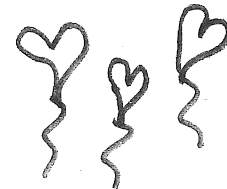
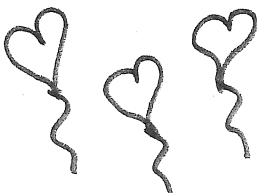
- 19 WPR HOLIDAY PARTY, at Lakeview  
?? Cochran House Tour, Dawson, PA

## Proud to Announce



**Save the Date!**

**Eric & Robin**  
Are getting married  
September 12, 2009  
DuBois, PA



*ZDDPlus™ is a product offered by car enthusiasts to meet the needs of classic car aficionados.*

The automotive industry in general is changing in response to the environmental and financial pressures of today, with little concern for the classic car industry. We are engineers and automotive technicians by trade, and bring many years of problem-solving experience to the task of keeping our classic cars operational and running better than new. We hope one of the solutions we have designed for our own use will meet your needs as well. We have developed ZDDPlus™ to address the needs of classic car owners for an oil that will meet the specifications of the original oil for which their car engines were designed.

#### *Why do we need ZDDPlus™?*

As part of an effort to reduce vehicle emissions, the U.S. EPA offers vehicle manufacturers "credits" for early implementation, as well as penalties for violation of emission reduction standards. The EPA's program called for 100,000-mile catalytic converter life by 2004, 120,000 miles by 2007, and 150,000 miles by 2009. To achieve these goals, automotive manufacturers have pressured their oil suppliers to remove substances from motor oils which would shorten the service life, including the proven EP (Extreme Pressure) additive ZDDP (zinc dialkylthiophosphate). Zinc and phosphorus from the ZDDP can be present in small amounts in the exhaust gas of an engine, depending on the amount of oil which is consumed in combustion. These elements can coat the catalyst reducing the amount of catalyst exposed to the exhaust gases, ultimately increasing emissions at the tailpipe. As a result of the EPA mandate, the ZDDP level in engine oils has been declining since the mid-1990s, roughly coinciding with the implementation of OBDII.

ZDDP has been an important additive to engine oils for over 70 years, and has an excellent track record at protecting the sliding metal-to-metal cam lifter interface. Historically, ZDDP has been added to oils in amounts resulting in approximately 0.15% phosphorus and 0.18% zinc. ZDDP protects by creating a film on cams and flat lifter contact points in response to the extreme pressure and heat at the contact point. The film of zinc and phosphorus compounds provides a sacrificial wear surface protecting the base metal of the cam and lifter from wear. In the course of normal service, this conversion of ZDDP to zinc and phosphorus compounds depletes the ZDDP level in the oil. Studies show that depending on the specific engine and severity of duty, after 2000-4000 miles of operation, the level of ZDDP can drop below that

Classic car motor oil update ---contributed by Al Friend

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considered adequate to provide wear protection to the cam and lifters.

According to the SAE Tech Bulletin #770087 [1], operation of a flat-tappet engine without adequate EP additives such as ZDDP, quickly leads to lifter foot scuffing and cam lobe wear. Camshafts are typically only surface hardened leaving the core ductile for strength. According to the SAE Bulletin, once cam lobe wear reaches 500 µm or 0.020", "subsequent wear is usually rapid and catastrophic."

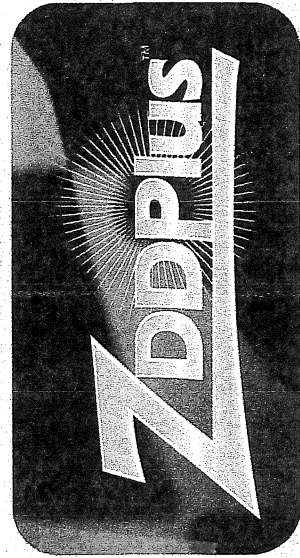
In order to make engines last in the absence of ZDDP, virtually all IC (Internal Combustion) engines designed in the last ten years utilize roller lifters. Today, ZDDP has been removed from practically all automotive engine oils, rendering them unsuitable for use with older engines with non-roller lifters. ✕

#### *Why is it being reduced?*

Contemporary engines with roller bearings no longer require the additional protection of zinc and phosphorus. Not true for classic cars, tractors, muscle cars, etc. Also removing the zinc and phosphorus from motor oil increases the life of the catalytic converter. But classic cars, tractors, etc., don't have cats! Also, as part of its ongoing effort to reduce vehicle emissions, the EPA has mandated that emission systems must have a service life exceeding 120,000 miles. To achieve this, automotive manufacturers have required oil suppliers to remove additive packages from motor oils which could reduce emissions compliance.

ZDDPlus™ is the ONLY EP component which re-establishes the ZDDP levels our classic car engines were designed for, while allowing the car owner to use the base oil of their choice. While some off-the-shelf additives may have some ZDDP, the amount per bottle is small, and when enough is used to get the proper concentration of ZDDP, there is a quart or more of unspecified oil that comes along with it. This dilution of 20% of your oil with an unspecified oil also means there is 20% less of the proper additive package.

[1] Pless, Loren G., and Rodgers, John L., 'Cam and Lifter Wear as Affected by Engine Oil ZDP Concentration and Type', SAE pub 770087, 4(1977)



#### *What's in our oil?*

As lubrication technology improves, so does the base oil used in the manufacture of engine oils. Oils are also changed and updated in response to advancements in engine technology.

Modern engine oil is a precise mix of a base oil with additives totaling 10% or more of the oil by volume. Pound for pound, these additives are each more expensive than the base oil, and oil companies are in business to make a profit. Common sense says that these additives are there with good reason.

Modern engine oil is a multi-purpose fluid in an engine, carrying the heat away from hot spots and releasing it in the sump, as well as providing lubrication to critical areas which need protection against wear. Different additives are put in the oil in order to address the needs of each specific engine system supplied with oil:

- The crankshaft and connecting rod bearings discharge oil into the spinning reciprocating assembly, and an anti-foaming additive keeps the oil from turning into foam.
  - The heat developed on high-pressure contact areas can exceed the breakdown temperature rating of the base stock, so heat stabilizers are added in order to fight viscosity breakdown and ashing.
  - In a multi-viscosity oil, the multi-viscosity characteristic is established by an additive.
  - Acids and byproducts of combustion are neutralized by another additive.
  - A dispersant additive helps keep combustion particulates from clumping.
  - Detergents are added to lower the surface tension to a specific value to help keep contaminants in suspension and off of the metal engine parts. Some detergents also interact with the EP additive to gain an additional level of wear protection.
  - The sliding cam-to-cam-follower interface in a non-roller lifter engine requires a special EP additive, which has historically been the ZDDP that is now reduced in all API rated automotive oils.
- ZDDPlus™ contains the proper amount of ZDDP to give at least an 0.18% zinc and 0.13% phosphorus level when a single 4 oz bottle is added to a normal 5-quart oil change. This level of zinc and phosphorus is the level designed into pre-OBDII oils. Using ZDDPlus™ affords you total control over the choice of oil brand and viscosity.

## What about off-the-shelf additives and supplements?

API oils have always been more than adequate for the engines designed when the oil was current. The use of current API grade oils has always been adequate to satisfy car manufacturer's requirements and warranty demands. Historically, with few exceptions, newer API grades have superseded the performance of their predecessors. The removal of ZDDP has resulted in a clear change to that philosophy. It has never been necessary or desirable to include additives or supplements to any API rated oil to meet car manufacturer's specifications or warranty requirements. In virtually all cases, off-the-shelf additives amount to little more than automotive snake oil. Current additive technology has yet to develop an EP anti-wear agent as effective as ZDDP. Consequently, if these additives actually had adequate levels of ZDDP, they would be incompatible with modern engines and void manufacturer's warranties.

Due to this unprecedented turn of events in emissions requirements, ZDDPlus™ should not be confused with any off-the-shelf additive. ZDDPlus™ should be considered a replacement for a missing oil component critical for older cars.

Current additive technology has yet to develop an EP anti-wear agent as effective as ZDDP.

### Why add ZDDPlus™?

ZDDPlus™ is not a typical oil additive. By adding a small 4 oz bottle of ZDDPlus™ at every oil change, an adequate amount of zinc and phosphorus will continue to protect your classic engine.

### Why can't we use diesel C1/C4 rated oils?

There are some diesel engine rated oils on the market which may still have some ZDDP. There are problems associated with using these oils in a normal gasoline engine, which can become severe in a high-performance gasoline engine. One issue is the high amount of detergent additive, and another is the high viscosity.

High detergent oil has a lower surface tension and lower shear pressure rating which can cause higher bearing wear in gas engines. A diesel engine needs oil with very high detergent capabilities in order to hold the large amount of combustion byproducts in suspension, but it is not optimized for a gasoline engine. The bearing journal size-to-

# ZDDPlus™

displacement ratio on a gasoline engine is designed around the use of a lower detergent oil and relies on a high-shear rating to the oil.

The other problem with high detergent oil is that it actually reduces the friction reduction that the ZDDP affords, especially in a high-performance, high valve spring pressure engine.

The viscosity rating of most diesel rated oils is higher than optimum for our higher revving gasoline engines, and can cause oil starvation in bearings at high rpms.

### Why can't we use racing oils?

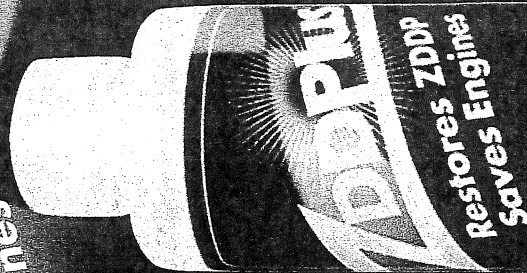
There are some racing oils which maintain a level of ZDDP. Racing oils are optimized for short term severe duty, in contrast to an oil that has been designed for day in, day out street operation. The additive package in a racing oil does not have the same detergent characteristics designed into extended service oils. As a result, racing oils may not have the capability of neutralizing acids and keeping contaminants in suspension. Also, the breadth of choice of viscosity, so important to correct street engine operation over a broad temperature range, is not available in racing oils.

By using ZDDPlus™ in addition to a modern high-quality oil of the proper viscosity for your gasoline engine, the correct EP lubrication level is established, and the oil characteristics remain optimized for your engine.

# ZDDPlus

Restores ZDDP  
Saves Engines

REAL  
ZDDP



THIS PRODUCT IS INTENDED FOR USE ON PRE-OBDIII OFF-ROAD INDUSTRIAL, AGRICULTURAL, RACING VEHICLES ON

After 70+ years of trouble-free, metal-to-metal engine protection,

the E.P.A. is forcing ZDDP (Zinc Dialkyl Dithio Phosphate = zinc and phosphorus) from domestic motor oil.

If your engine was designed prior to the 1990s, the non-roller lifters require ZDDP in the motor oil to avoid premature deterioration.

Don't let the lifters run metal-to-metal.

Keep ZDDPlus™ in your motor oil.

Add a 4 oz bottle of ZDDPlus™

to every 4- to 5-quart oil change.

## Important News About Oil!!!! ZDDP!!!

For 70 years, engine oils have used Zinc Dialkylthiophosphate (ZnDDP) as the most common anti-wear component. In 2005, in an effort to guarantee longer catalytic converter life, the American Petroleum Institute has reduced the amount of ZnDDP to the point that it is of little use in engines with hydraulic lifters. The point between the lifter and the cam lobe has the highest stress/wear load in the Convaire engine. Sure the new oils are "better" for newer engines, but what can you do for your older engine?

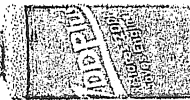
1) Check your oils. There are still a few high performance & some synthetic oils with enough ZnDDP, but you must check carefully. Some "racing oils" do not have the necessary additives for street use. Amsoil 10W40 & 20W50 are street oils & still have excellent levels of ZnDDP. Both offer approximately 1265 (PPM) of phosphorus and 1378 (PPM) of zinc. The reason they say they can still offer this is that newer engines usually specify to use much lighter oil (5W30, 5W20, etc). We offer Amsoil 10W40 & Amsoil 20W50. Although they do cost more, they have the added benefits for aircooled engines as well as the needed additives. See the Main Catalog pg. 122.

Quarts of Amsoil 10W40 C7961 1-6 \$10.65 7-11 \$10.25 12+ 9.80 2 Lbs.  
Quarts of Amsoil 20W50 C12576 1-5 \$11.00 6+ \$10.45 2 Lbs.

2) ZnDDP Additive - ZDD Plus. 4 oz. bottle to treat 4-5 quarts of oil. Contains 2.2 oz. of ZnDDP & 1.8 oz. of regular oil as a transfer agent. This will add enough ZnDDP to the newer oils to protect the lifters & cam shaft for a normal oil change period. Is it absolutely necessary? Most authorities say that it is; the cost is minimal for the protection it offers.

4 oz. Bottle of ZDD Plus C379X 1- \$9.60 2-3 \$9.35 4+ \$9.15 6 oz. ea.

More General Info on Amsoil & ZnDD Plus - Order C3G Free 1 of





# How much do you love saving ?

\$\$\$\$\$\$\$\$ WANT TO SAVE A FEW BUCKS? \$\$\$\$\$\$\$\$\$\$  
Members who plan to go on the Sheets Founders Tour dry run on August 16 are encouraged to get a National Parks Pass in order to save some money on the tour.

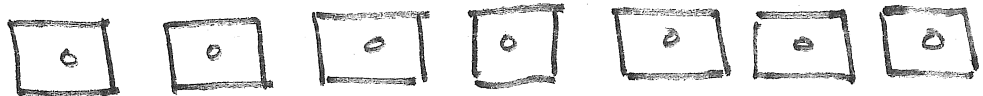
## US National Parks Passes

### America the Beautiful - National Parks and Federal Recreational Lands Pass - Senior Pass

- Cost: \$10
- Lifetime pass for U.S. citizens or permanent residents age 62+
- Provides access to, and use of, all national parks and Federal recreation sites that charge an entrance/standard amenity fee
- Pass may be used for passengers in a non-commercial vehicle (at vehicle entrances), or for pass holder plus 3 adults at per person fee areas. Note: Children under 16 are admitted free
- Provides a 50% discount on some amenity fees
- Non-transferable and generally does not cover special recreation permit fees
- Purchase: In person at the park

### America the Beautiful - National Parks and Federal Recreational Lands Pass - Access Pass

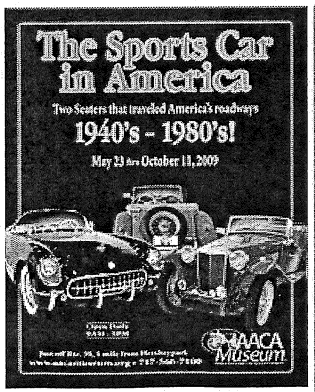
- Cost: Free
- Lifetime pass for U.S. citizens or permanent residents with permanent disabilities



### Cars of our Stars March 23 - May 10, 2009

Visitors come to the AACAA Museum from all over to see a wonderful collection of antique vehicles and ever-changing special exhibitions. That love of all things automotive is also the driving force that brings our many volunteers through the front door each and every day. From March 23 - May 10 the AACAA Museum is recognizing its volunteers and their automotive passion with a special exhibition, "Cars of our Stars."

### May 23 - October 11, 2009



When you think of American sports cars only a handful of nameplates come to mind - Corvette, Cobra the first Thunderbirds and maybe the Viper. Despite the relatively small number of true sports cars manufactured in the United States, American auto consumers have a long tradition of embracing a wide variety of two-seaters imported from all over the world. The Sports Car In America really got started just after WWII when returning American GIs brought back the little MGs they had fallen in love with in England. Soon these cars, and others from manufacturers such as Austin Healey, BMW, Ferrari, Jaguar, Porsche and Triumph, were being imported to the United States on a regular basis where they were sold to an enthusiastic consumer for daily driving and weekend competition in sanctioned events. Smaller American companies like Kaiser, Packard, Crosley and Cunningham also produced spirited two-seat vehicles for this market, followed in the 1960s and 1970s by newcomers like Honda, Mazda and Datsun from Japan. The Sports Car In America covers the history of the two-seat automobile beginning with the first decade of

the 20th century when adventuresome car owners would often take their "gentleman's roadster" directly from the showroom to the track for spirited competition through the emergence of true, purpose-built sports cars to the offerings of the early 1980s. The exhibition begins May 23 rd and runs through October 11 and will feature approximately 20 representative cars from America, Europe and Asia.

**Buckle**

**Up and**

**Drive**

**Safely**

**FOR SALE \*\*\* 1991 BUICK PARK AVENUE - Original - Perfect Condition - 39,000 miles. Purchased New. Black/Burgandy leather. - Classic plates. \$4400.00. Call Lou @ 724-834-6813.**

Members to Remember... in thoughts, prayer, calls or cards:

Charlie Barron has been hospitalized in Conemaugh Hospital.

Kay Stiffey will be undergoing surgery to insert a stent.

Paul Carey is recovering at home.

Bill and Peg Stump are doing well and hope to return to meetings soon.



**RON UNDERWOOD TOOK 1<sup>ST</sup> PLACE FOR HIS TRUCK AT RECENT 'WORLD OF WHEELS' EVENT.**

**WHAT HAPPENS  
IN THE GARAGE  
STAYS  
IN THE GARAGE**

**'What Happens  
in the Garage' Sign**

Our bright-yellow sign cautions those who enter: *What happens in the garage... STAYS THERE!* Ready to hang. Made in USA. Aluminum. 8" x 12".

V64-133 *What Happens in the Garage* Sign \$14.95

# SAVE THE DATE

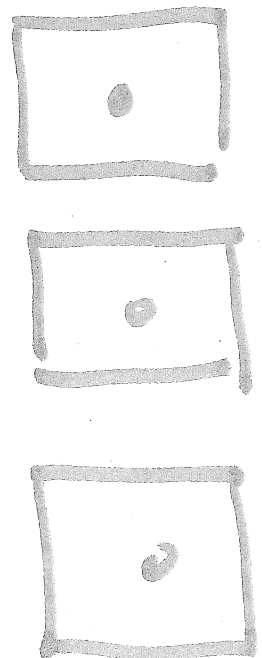
**2009 ARTHRITIS FOUNDATION  
CLASSIC AUTO SHOW & CRUISE-IN  
JULY 10 & 11, 2009**



**YOU WON'T WANT TO MISS THIS  
SPECTACULAR EVENT IN 2009  
... JOIN US IN CELEBRATING OUR  
27TH ANNUAL CLASSIC AUTO SHOW & CRUISE-IN!!**

**VISIT OUR WEBSITE FOR THE MOST UP TO  
DATE INFORMATION ...**

**WWW.ARTHRITISAUTOSHOW.COM**



April showers bring May flowers and ... wet driving conditions. Now that winter is over, we will take to the roads again for holiday road trips and long weekend getaways. You should check your tires (including the spare tire) at least once a month and before every long trip.

As you prepare to hit the road again this spring, consider the following to make sure your tires are ready for the trip and that you arrive safely at your destination:

- Good brakes and many years of driving experience aren't enough to ensure that you'll be able to stop quickly in wet weather. Stopping on a wet road can take up to four times the normal distance on a dry road. During wet weather conditions, drive slowly and keep in mind that stopping distances are longer.
- Check tire pressures monthly and before every long trip to ensure that when you need to stop, your tires can do everything they're supposed to do to help you stop. The correct inflation pressure for your tires is shown in the owner's manual and on the vehicle door edge, door post, glove box door or fuel door. The "maximum inflation pressure" listed on the tire is NOT the recommended pressure.
- Rain water that mixes with oil or grime on the streets can cause slippery conditions which result in unexpected skidding. Slow down and pay attention to the possibility of skidding.
- Make sure you have the alignment and balance of your tires checked regularly so that if you do skid, your vehicle is properly equipped to help you stop safely.
- Rotating tires can sometimes help correct irregular tire wear. Before rotating tires, always refer to your car's owner's manual for rotation recommendations. If no rotation period is specified, tires should be rotated every 5,000 miles.
- In a sudden downpour, driving fast or driving on worn tires can cause your tires to hydroplane. This means that your tires "surf" along on a film of water just like a water skier.
- Slow down in sudden downpours and make sure you check the tread on your tires monthly and before every long trip. Your tires should have at least 2/32 inch of tread depth.

## POTHOLES

Snow and ice of winter have left roads in bad shape. Repeated freezing and thawing of moisture seeps through road surfaces and causes potholes. Keep these driving tips in mind this spring as you travel:

- Hitting potholes can throw your car's front end out of alignment. If you feel your car "pulling" during driving, that's a clue that you could have a problem. Check the tread on your tires -- uneven tread wear can signal misalignment.
- When you hit a pothole you can damage your tires and/or the metal wheels of your vehicle. Keeping your tires properly inflated will help reduce damage from potholes and other road hazards.
- If you hit a severe pothole, have your vehicle checked. The impact of potholes on tires increases dramatically with speed and can cause hidden, internal damage that could lead to premature tire failure. It's best to avoid potholes entirely; but if that's not possible, don't brake during the pothole impact. Instead, apply brakes before hitting a pothole and release them just prior to impact. Braking during the impact sets up the tire and wheel assembly for a "solid hit" against the edge of the hole. Less severe damage occurs when a tire is rolling than when it is skidding over a hole during braking.

Dominic 724-527-5011

Life's short.  
Eat dessert first.

