

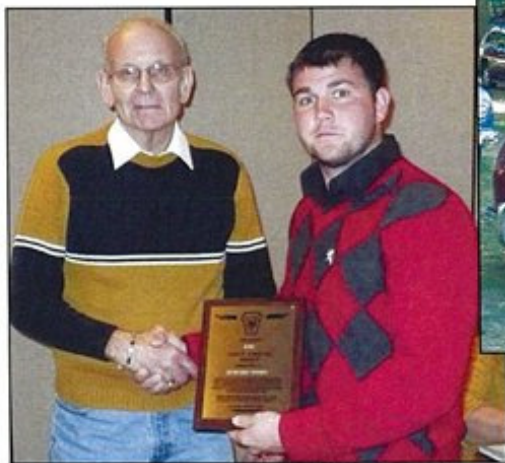
THE WESTERN ROUND-UP



February 2011

Driving for fun since 1950

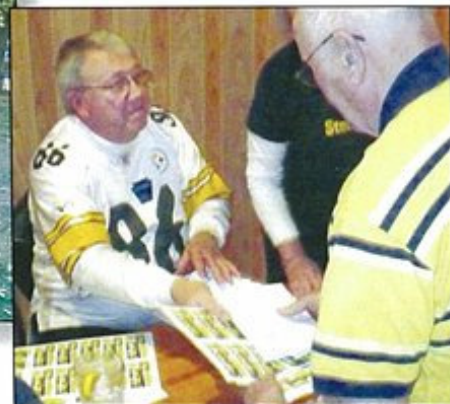
2011 Western PA Region Annual Meeting



John Ross Kuhns, Region Vice President (right) presents the Jack Clark Award for outstanding service to the Region to Howard Finney (left). Howard was Chairman of the wonderful 2010 Founders Tour.



Dave Berg received the Paul Bell Award for bringing the most unique vehicle to a Region event. Here Dave and Karen Berg show their 1952 Bentley Mark VI at the Region's Paul P. Bell Memorial Car Show at Legion Keener Park, Latrobe on September 5, 2010.



Al Wirick (right) picks up a few bundles of 2011 Chance Car tickets from Chuck Speicher (left).

The banquet room at Dino's in Latrobe was a full house as Western PA Region AACA members gathered for the Region's 2011 Annual Meeting on Sunday, January 23. The Meeting successfully concluded the Region's 60th Anniversary year and opened the door to an exciting 2011.

During the Meeting President Harvey Eger gave his State of the Region Report. He pointed out that 2010 ended on a positive financial note due to the success of Chance Car ticket sales, the Car Show and the Founders Tour. This enabled the Region to underwrite portions of activities, and reward those members who worked on the Founders Tour and sold Chance Car tickets with discounts for the Christmas Party. A number of Region Chairpersons also gave their reports.

The membership voted to approve

several amendments to the Region's Bylaws. The proposals for these By-law amendments were published in the December, 2010 *Round-Up*.

A new slate of Directors was elected – Harvey Eger, President; John Ross Kuhns, Vice President; Craig DeFloria, Treasurer; Mark Jackson, Secretary; John Kuhns, Safety Director, and Chuck Speicher, Publicity Director.

Howard Finney was presented with the Jack Clark Award in recognition of his outstanding service to the Region as the 2010 Founders Tour Chairman. Howard also serves as the Region's Membership Chairman.

Dave Berg received the Paul Bell Award for bringing the most unique vehicle to a Region Event. Dave brought his 1952 Bentley Mark VI to the Region's car show on September 5, 2010.

Top 2010 Chance Car Ticket Sellers were also recognized. Tom and Dodie Ulishney were top sellers at 895 tickets. Howard and Betty Ann Finney were second at 610 tickets, Stan and Eleanor Kanick were third at 371 tickets, and Susan Eger was fourth at 229 tickets.

The complete minutes of the 2011 Annual Membership Meeting will be published in the January, 2012 *Round-Up* prior the 2012 Annual Meeting.

At the conclusion of the Meeting members enjoyed a savory dinner and time for fellowship.

Chuck and Lee Speicher had 2011 Chance Car tickets stuffed in envelopes and ready to distribute. Many members stepped up and took a supply to get started selling.

Sincere thanks to John and Vicki Kuhns and family for pulling the Annual Meeting and Dinner together!



2011 Officers

Harvey Eger, *President*
1005 Sleepy Hollow Road, Jeannette, PA 15644
724-523-2399

John Ross Kuhns, *Vice President*
2329 Raymond Avenue, Latrobe, PA 15650
home: 724-539-0889

Craig DeFloria, *Treasurer*
164 Millersdale Road
Greensburg, PA 15601
412-558-3100

Mark Jackson, *Secretary*
133 Alexander Avenue, Greensburg, PA 15601
724-832-9074

John Kuhns, *Safety Director*
2339 Raymond Avenue, Latrobe, PA 15650
work: 724-539-7574 home: 724-539-0889

Chuck Speicher, *Publicity Director*
4558 Ridgeview Drive, Greensburg, PA 15601
724-837-3701

Membership

Western Pennsylvania Region dues are \$10.00 until March 1, 2011 for individual membership and are \$12.00 after that date.

Joint membership dues are \$15.00 until March 1, 2011 and are \$17.00 after that date.

Student membership dues are \$5.00.

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 AACA National Membership Card when you pay your Western Pennsylvania Region dues.

Dues may be paid at the monthly meeting or by mail. If by mail, send your check along with your AACA National Membership Card to:

Craig DeFloria, Treasurer
164 Millersdale Road
Greensburg, PA 15601

Your card will be stamped and mailed back to you.

CALENDAR

Western PA Region AACA Monthly Meetings are held at the American Legion Post 982, Latrobe, PA (Pipetown). Meetings are held on the third Tuesday of every month except December and January beginning at 7:30 p.m.
2011 Meetings: February 15, March 15, April 19, May 17, June 21, July 19, August 16, September 20, October 18, and November 15.

Western PA Region 2011 Rev-Up Party

Saturday, March 26 at the American Legion Post 982, Latrobe, PA (Pipetown) Starting at 4 PM,
Entertainment, Food...Fun...See enclosed flyer.

Norwin Hills Car Cruise - Beginning of 2011 Season
Saturday, April 2, Norwin Hills Shopping Center, Route 30 starting at 5:30 PM. From this point forward, every Saturday in 2011 until the snow flies.

60th Annual Antique Car Show and Parade week of July 5-8, Idlewild Park, more details to follow.

Dublin, Ohio Arthritis Foundation Classic Auto Show and Cruise In, July 8 & 9, 2011 *More details to come...*

Daws Awkscht Fescht - One of the country's largest antique and classic car shows, August 5, 6 & 7, Macungie, PA (Lehigh County near Allentown) *More details to come...*



Member News

Here's a great big Thank You to Barbara Erny for the fantastic job she has done as Treasurer for our Region!

Welcome New Members:

Roger & Jan Christiansen
Latrobe, PA

Michael & Shirley Kohan
Latrobe, PA

Eric Ecker
Derry, PA

SGCV CLASS

*By Mike Petersen
Chairman SGCV Committee*

SGCV – Second Generation Collector Vehicle. There has been a bit of confusion as to exactly what is an SGCV vehicle, how it is certified for the AACA, and how it is evaluated. This article will cover these points and provide additional information about these vehicles.

Just what is an SGCV vehicle?

An SGCV vehicle is factory built (usually post-WWII) and replicates the look/style of a previous vehicle (such as a Cord, Avanti, or Model A) or looks like a vehicle from the past (such as Classic car from the 1930's). As with all AACA vehicles, acceptance by the AACA requires that the particular SGCV vehicle be at least 25 years old or older. A critical point is that the vehicle must have been assembled in a factory and not be a home built vehicle, a kit car, or a modified vehicle.

What are some examples of SGCV vehicles?

The Avanti II, Clenet, Prey Auburn 866 Speedster, Prey Auburn Dual Cowl Phaeton, Pray Cord 810 Sportsman, Shay Model A, Shay T-Bird Roadster, Excalibur, and Zimmer are examples of SGCV vehicles. There may be others whose owners have yet to apply for AACA certification. SGCV vehicles must be certified by the AACA before they can be displayed on the show field at an AACA national meet.

Why do SGCV vehicles require AACA certification before they may be placed on the show field at an AACA national meet?

The AACA SGCV certification process determines that the vehicle is a factory built vehicle and not a home built, kit car, or modified vehicle. For example, it is possible to put an Avanti body on a Camaro chassis. This would not be an SGCV vehicle. It would be a modified Camaro. The title for the car and other related documentation are used by the SGCV Committee to certify that the vehicle is a factory built vehicle.

How does one get an SGCV vehicle certified?

1. The owner of an SGCV vehicle needs to contact the AACA Vice President of Class Judging at least 12 weeks prior to the first AACA national meet that the owner plans to attend with the vehicle.



Photo courtesy of www.RemarkableCars.com

The 1983 Zimmer above is an example of a SGCV vehicle.

2. The VP of Class Judging contacts the SGCV Committee Chairman to send the certification forms to the owner.
3. The owner fills out the forms and sends the forms with supporting documentation to the VP of Class Judging.
4. The VP of Class Judging distributes the forms and documentation to the SGCV Committee.
5. The SGCV Committee verifies that the information is correct for an SGCV vehicle.
6. The SGCV Committee notifies the VP of Class Judging as to the certification or rejection of the vehicle.
7. The VP of Class Judging notifies the SGCV vehicle owner of the results.
8. An Acceptance Card is sent to the SGCV vehicle owner for a certified vehicle.

How does one register an SGCV vehicle for an AACA national meet?

The SGCV vehicle owner must send in a copy of the Acceptance Card with the AACA national meet registration form. The Acceptance Card documents the certification of the SGCV vehicle. The Acceptance Card must accompany the registration card for any AACA national meet. This SGCV certification process and registration procedure seems a bit complicated.

Is the SGCV Committee and the Class Judging Committee working on simplifying this process?

The short answer is "Yes". The goal is that the certified SGCV vehicles are factory built and not home built, kit

continued on page 5

What Your Mother Never Told You About Cooling Systems



By Chuck Crane

Although I'm not a rocket scientist. I did spend about a year at Ford Motor designing cooling systems for diesel trucks. As you well know, internal combustion engines generate a great deal of heat which must be quickly removed. The radiator, fan, fan shroud, thermostat, and water pump must work in age, water no longer circulates as well through the block and heads since rust and scale inhibit the transfer of heat, placing a heavier load on the rest of the cooling system.

The radiator gets rid of heat by conducting it through the tubes and fins to the point where air rushing past the fin can remove the heat by simple convection. But, if those fins are clogged with bugs, too much paint, bent/smashed, or if the fins are no longer bonded to the tubes, that transfer to the air doesn't work. If the liquid in your radiator can't flow through the tubes, that part doesn't work. Your radiator needs to cool between 10 and 15 degrees from top to bottom to do it's job. Short squatty radiators on some cars (like 1928-29 Fords) do not perform as well as taller units (like 1930-31 Fords), even though they have the same capacity. Honeycomb radiators are even worse by their overall design. Increasing the thickness of the core is one way to increase capacity, eg. 1965-66 Mustangs came from the factory with 2 rows of tubes; reproductions can be ordered with

3 or even 4 rows of tubes which helps cooling a bunch. Cleanliness of the radiator is a must and it needs to stay that way-especially if you drive an inherently hot engine like a Ford Flathead V8.

How about the rest of the system? Even though Model T's got by with a thermosyphon system and no water pump (hot water rises to the top of the engine and drops through the radiator as it cools down), most cars are designed with a water pump. Some cars came with outstanding water pumps. My 1933 Ford V8 has twin pumps that handle about 40 gpm each. With no restrictions in the system, it circulated the water so fast it did not have time to cool down through the radiator and boiled over. I restricted the system from 1 3/4 inch down to a 1/2 inch hole before it would cool down properly. Then I found the correct thermostats to do the job. So the thermostat has a dual function-it allows the engine to run at proper temperatures plus it slows the fluid down so it can cool. Many people feel just removing the thermostat from an overheating car (unless it's stuck closed), is the answer-it's not.

What about the fan and shroud? The fan's function is to pull air through the radiator when you're not going fast enough to get the airflow for free. They cost horsepower which is why new cars have either thermostatically controlled electric fans or fan clutches to shut them down when you're driving forward fast enough. For best performance, the fan should be about 1/2" from the radiator and it's tip should be about halfway in/out of the shroud with about 3/4 inch of clearance so the engine can move when you hit bumps. I actually played with a temporary fan shroud on my 33 Ford (they did not come with a shroud) and it did help cooling at idle but it was both ugly and made maintenance a nightmare so I took it out.

So what's a person to do? Get every part of the system in top shape, use a 50/50 mix of antifreeze and water (straight antifreeze doesn't cool as well), and if you're still marginal, add a water wetter agent from your auto parts store to lower the surface tension of the coolant so it will work more efficiently. If you're still overheating, it's time to look for a head gasket leak allowing combustion gases into the coolant-no cooling system can handle that load. And if none of these work, call Mom!

-- AACA Rummage Box



A Repair Shop Message from 1929...

Hold on to Your Model T

According to this well-written postcard message, the C.R. Gleason Company from North Dakota felt that there was no hurry for Mr. Chester Bjorngaard to jump on the Model A Ford bandwagon while he could still get a great value out of his Model T.

Just look at those parts and labor prices and do the math. It just made sense to refurbish and to hold on to that Model T. It makes you wonder what Mr. Bjorngaard did. Perhaps he took his Tin Lizzie in for an overhaul, or perhaps he opted out for four wheel brakes, double the horsepower and a color other than black.

Thanks to Howard Finney for submitting this classic postcard.

Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,
Bottineau, N. Dak. C. R. GLEASON CO.

SGCV Class continued from page 1

cars, or modified cars. The current process is meeting that goal.

What happens at the AACA national meet for the cars in the SGCV Class?

The SGCV Class is a class for vehicles to be evaluated in order to determine that they are essentially as delivered by the factory. This is not a judged class. If the vehicle is evaluated and found to be essentially as delivered by the factory then the vehicle is awarded a "Certified Vehicle Badge" which is similar to HPOF, DPC, and race car badges.

Why would a certified SGCV vehicle fail the evaluation at an AACA national meet?

As with the judged classes, the AACA desire is to have vehicles displayed as they could have been delivered by the factory with factory authorized accessories. In a judged class a vehicle can lose points for incorrect tires,

wheels, lights, radio, and other equipment. The Shay Model A is a good example. A Shay Model A should not pass the evaluation if it has had its factory components replaced by NOS or reproduction Model A components (eg: fenders, horn, lights, steering wheel, wheels, engine).

What can we, as AACA members, do to help the SGCV Committee and the AACA?

Please welcome the SGCV vehicle owners at the AACA national meets. In principle these vehicles are no different than any other manufactured vehicle. These vehicles are an important part of automobile history and their owners are to be congratulated for being part of the AACA and striving to keep their vehicles in an "as factory delivered" condition.

-- AACA Rummage Box

Name That Car!

by Mark Jackson



Hubcap enlargement

After we published the computer enlargement of the hubcap from the photo of Ralph Shearer's mystery touring car several members tried to name that car. Howard Finney guessed a 1922 Durant.

Bill Maurer emailed, "This is a real challenge. The rounded lower trailing doors, front and rear, really throws me. The 1929 Durant has the doors, correct hood vents, but did not offer wood wheels. The 1925 Durant is similar with the cowl vents, but used solid wheels and had cowl lights. The 1920 Dodge has the curved doors but did not have a nickel radiator until 1925 but the fenders were always higher compared to the height of the hood. The 1920 / 1921 Oakland had the curved doors, wood wheels, vertical hood vents but did not have a nickel radiator. The 1926/27 Oldsmobile has the vents, the radiator shape but I cannot determine the outline of the trailing doors. If I only could make out the radiator emblem it might help. I give up, who has the answer?"

Ed and Nancy Vrable spent many hours on the computer trying to identify the car. Ed found a similarity to a 1913 DeSoto Six 55, which was only made from 1913



Can you name the year and make of February's car?

- 1916, but he figured that the car was newer than 1913.

Thank you all for participating and thanks to Ralph Shearer for submitting this photo. Just for fun, I am going to email a copy of this photo to the AACA Library and Research Center to see what they have to say. We'll keep you posted.

The photo above provides a straight forward look at this month's car. I snapped it at a swap meet/show at the Butler County Fairgrounds in the early 1980s. Can you name that car?

Be the first to contact me with the correct year and make, and win a box of brownies. You are welcome to tell me in person, email rpmguy2002@yahoo.com or call me at 724-832-9074. Good luck.

PHILOSOPHY

Keep this philosophy in mind the next time you hear, or are out to repeat a rumor.

In ancient Greece (469 - 399 BC), Socrates was widely lauded for his wisdom. One day the great philosopher came upon an acquaintance, who ran up to him excitedly and said, "Socrates, do you know what I just heard about one of your students...?"

"Wait a moment," Socrates replied. "Before you tell me, I'd like you to pass a little test. It's called the Test of Three."

"Test of Three?"

"That's correct," Socrates continued.

"Before you talk to me about my student let's take a moment to test what you're going to say. The first test is Truth. Have you made absolutely sure that what you are about to tell me is true?"

"No," the man replied, "actually I just heard about it."

"All right," said Socrates. "So you don't really know if it's

true or not. Now let's try the second test, the test of Goodness. Is what you are about to tell me about my student something good?"

"No, on the contrary..."

"So," Socrates continued, "you want to tell me something bad about him even though you're not certain it's true?"

The man shrugged, a little embarrassed.

Socrates continued, "You may still pass though because there is a third test - the filter of Usefulness. Is what you want to tell me about my student going to be useful to me?"

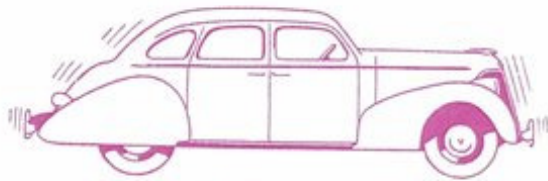
"No, not really..."

"Well," concluded Socrates, "if what you want to tell me is neither True nor Good nor even Useful, why tell it to me at all?"

The man was defeated and ashamed and said no more.

This is the reason Socrates was a great philosopher and held in such high esteem.

“Mini Presentations” Coming Soon...



NO PITCHING !



NO SIDE-SWAY ! NO ROLL !

For 2011 we are trying to schedule a nice variety of short antique automobile related 20-30 minute “Mini Presentations” to be given at the end of each monthly meeting. **Scheduled thus far are:**

March 15 - *Selected short subjects, antique 16mm film presentation.*

April 19 - *License plate collection and story of production with Chuck Speicher*

Tentative: *Antique Automobile Tires; Paint; The History of the Packard Motor Car Company.*

We need your input...if you would like to make a presentation, or have any presentation ideas please contact Mark Jackson, 724-832-9074 or email [rpmguy2002 @ Yahoo.com](mailto:rpmguy2002@yahoo.com).

FOR SALE & WANT TO BUY

Automobile related ads in the *Western Round-Up* are free of charge for Western PA Region AACA members. To place an ad contact Mark Jackson, Editor at rpmguy2002@yahoo.com or call Mark at 724-832-9074.

For Sale: 1969 Corvette Coupe
Original/excellent condition, All numbers match.
Automatic - side pipes, Gold/saddle
Call Lou: 724-834-6813

For Sale: 2006 BMW Scooter \$5,000.
1928 Model A Ford Roadster Pick Up
Janet Bloom: 724-676-4791

For Sale: 5 Tires, L-78 x 15 Wide Whitewall
3 inches. \$100. Ron Underwood, 412-341-7812
Cell 412-303-4927

For Sale: 1981 - 1985 Cadillac El Dorado
parts new and used. Call Joe Vrable: 724-219-3922

For Sale: 1968 Olds Cutlass “S” 2dr.
Bucket seats, console, p/w. Needs restoration.
Includes \$2K in new “Year One” parts.
\$2,500.00 - Or make offer/possible trade
Please call AL: 724-593-2152

Want To Buy: Ford Wheels, 1932 - 1935 and
1941 - 1948, Call Lou: 724-834-6813

THE WESTERN ROUND-UP

The Western Round-Up is the official publication of the **Western Pennsylvania Region of the Antique Automobile Club of America (AACA)**. 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 day of each month in order to be published in that month’s edition.

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 officials. Please advise the editor of any and all needed corrections.

Mark Jackson, *Editor*
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Greensburg, PA 15601
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email: rpmguy2002@yahoo.com

**Special thanks to these members for
contributing their time and talent to this issue:**

Harvey Eger, Susan Eger, Barbara Erny, Howard Finney,
Ralph Shearer, Chuck Speicher, Donna Surace



Western Pennsylvania Region
Antique Automobile Club of America
P.O. Box 882
Latrobe, PA 15650



Come enjoy the "Greatest
Hobby in the World!"

Postcard Flashback - Downtown Greensburg in 1924

MAIN STREET, LOOKING NORTH, GREENSBURG, PA.



There were quite a few Model T Fords on Main Street Greensburg, PA in 1924. Notice the street car tracks in the middle of the street. The Westmoreland County Courthouse is on the left and looks much as it does today. Does anyone remember shopping at Royers? Their slogan was, "Royers, for finer things." Many of these buildings are still standing. Who knows? Maybe a few of the cars survived as well.



The back of the postcard reveals a sincere and simple message from a son to his mom as he traveled.

8-22-24

Dear Mother

I arrived at Greensburg, PA at 1.50 PM this afternoon
and I am staying at the Penn Albert Hotel. This sure is
a pretty city too.

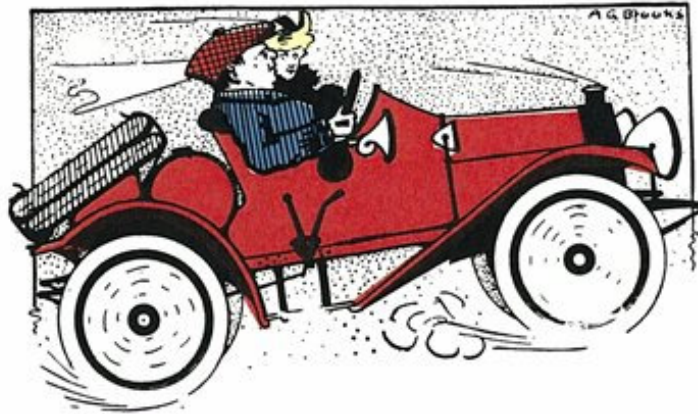
with love your Son Elsworth

2011 REV-UP PARTY

Great food

Games ★

★ Prizes



★ Entertainment

Fun!

Friendship



Cruise on out to the 2011 Western PA Region AACA Rev-Up the Season Party!

Saturday, March 26th

Where: American Legion 982, Latrobe (Pipetown)

Start Time: 4 PM Fire up your engines with munchies and a cash bar!

Dinner: 5 PM, then cruisin' on through the evening with fun, games and entertainment until it's time to catch a ride home.

Cost: \$15.00 per member registration, \$10.00 will be refunded at the door. **Registration will be accepted by CHECKS ONLY.** (Sorry, no refunds for no shows.)

To Register: Clip and send the form below along with a **check** payable to WPR to: Jill Jackson, 133 Alexander Avenue, Greensburg, PA 15601 **or** hand Jill **your check** and registration at the February or March WPR Monthly Meetings.
Deadline March 17th. No late reservations will be accepted.

Be sure to wear your name badge!

Rev-Up Party Committee:

- ★ Donna Surace
- ★ Dominic Surace
- Jill Jackson
- Mark Jackson

Western PA Region AACA 2011 Rev-Up Party Registration Form

RESERVATIONS DUE BY MARCH 17, 2011

I/we will attend the Rev-Up Party on Saturday, March 26, 2011.

Name(s): _____

Members (including children) _____ x \$15.00 each = \$ _____

Non-Members (including children) _____ x \$25.00 each = \$ _____

Total Enclosed (Please make checks payable to "WPR") \$ _____



Please pay by **CHECK ONLY**
Make checks payable to WPR

Send your reservation to:
Jill Jackson
133 Alexander Avenue
Greensburg, PA 15601