

THE WESTERN ROUND-UP



August 2013

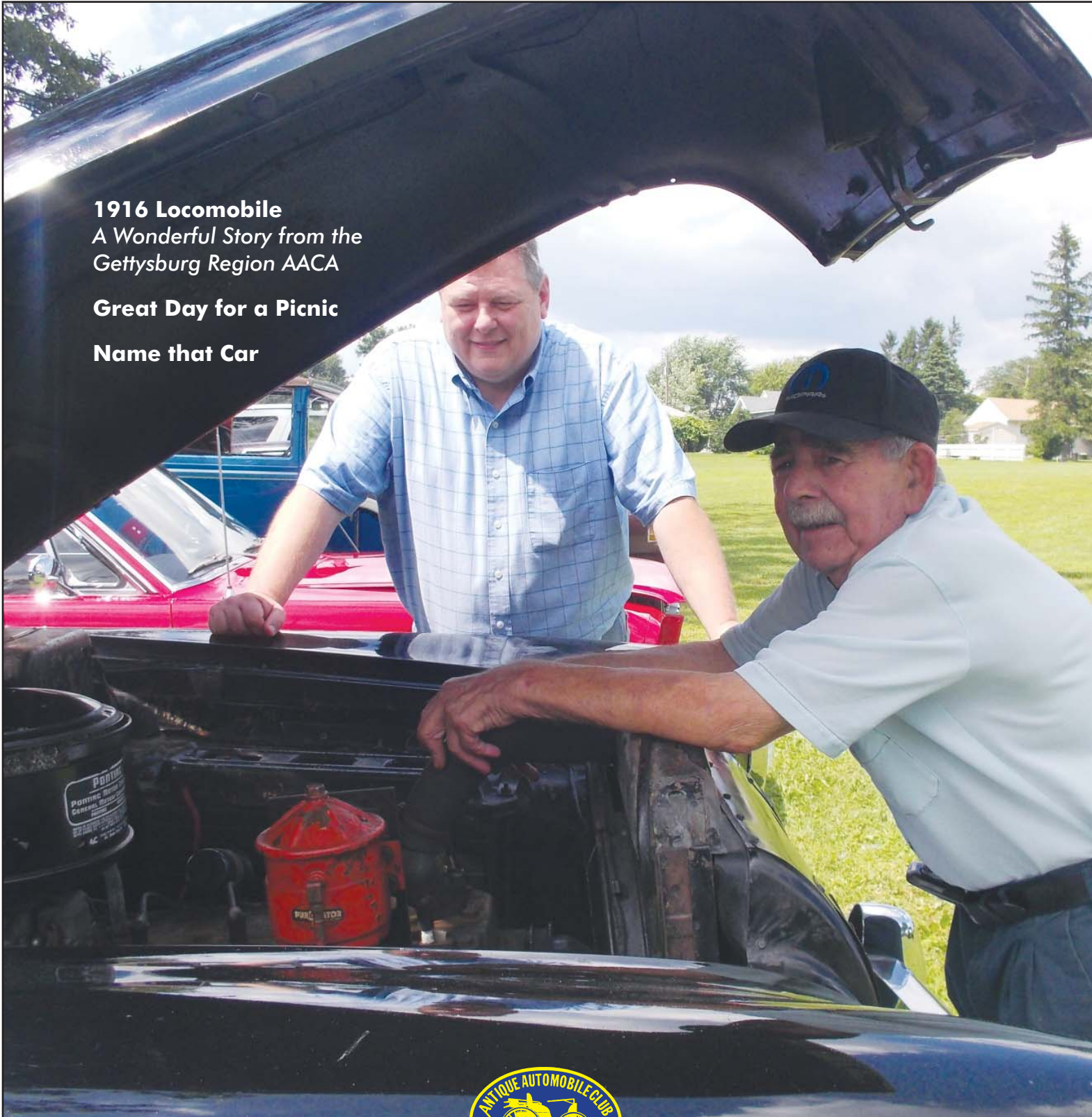
Driving for fun since 1950

1916 Locomobile

A Wonderful Story from the
Gettysburg Region AACA

Great Day for a Picnic

Name that Car



At the WPR Annual Picnic, (l-r) Al Findley and Pete Orazio check under the hood of a 1953 Pontiac AACA HPOF class winner (Historical Preservation of Original Features) owned by John Ross Kuhns

Western PA Region AACA Monthly Meetings

WPR monthly meetings are held on the third Tuesday of every month except December and January beginning at 7:30 p.m. at the American Legion Post 982, 158 American Legion Road, Latrobe, PA (Pipetown).

We start with a business meeting followed by fellowship, a snack and short program. There is also a 50/50 and bonus drawing. Please join us for fun, fellowship special presentations and car talk.

2013 Meetings: August 20, September 17, October 15, and November 19



2013 Officers

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For Membership Information

Contact any officer or

EMAIL: westernparegion@hotmail.com

or

Visit our website: www.westernparegion.org

CALENDAR

Norwin Hills Cruise, Every Saturday from 5:30 - 9:30 p.m. until Thanksgiving featuring antiques, rods, classics, and trucks.

Sonic Drive-In Cruise, Every Monday evening 5:00 p.m. - 9:00 p.m. at the Greengate East Shopping Center, Route 30 Greensburg

Bud Murphy's Cruise, Every Wednesday evening at Bud Murphys's off of Route 119 in Connellsville.

Lamplighter Cruise, Every Thursday evening at the Lamplighter Restaurant, Route 22, Delmont

Saturday, August 31, Latrobe Clearview Auto 2nd Annual Car Cruise, Noon - 4:00 p.m. Clearview Auto 5050 Center Drive, Latrobe, PA. All proceeds benefit the Lloydsville VFD, Trophies, DJ Music, food, 50/50, door prizes, dash plaques to the first 100 cars

SUNDAY, September 1, The Western PA Region AACPA Paul P. Bell Memorial 50th Anniversary Antique Auto, Classic and Street Rod Show, Legion Keener Park, Latrobe. Judging and awards in 23 Classes, DJ music, fabulous food vendors, car corral, auto related flea market, bake sale, Chinese auction, 50/50, fun Kids Corner. Registration is from 9:00 a.m. - Noon. Awards start at 3:45 p.m.

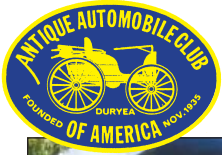
Monday, September 2, Dan Dague Memorial Car & Bike Show For Sight, The Highlands, I-70, Exit 10 Cabela Drive, Wheeling, WV. Sponsored by the Lions Club, Registration \$10. donation. 8:00 a.m. - 12 noon, judging 9:00 a.m. - 1:30 p.m. Awards at 3:30 p.m. Over 165 Trophies, 600 dash plaques.

Saturday, September 14, Waynesburg 12th Annual 50's Fest, 9:00 a.m - 4:00 p.m downtown Waynesburg, PA with 50's music, food and fun.

Saturday, September 14, First Christian Church 125th Anniversary Cruise, 134 Matthews Street, Greensburg 11:00 a.m. - 3:00 p.m. DJ Music, food and fun

Sunday, September 15, The Punxsutawney Region AACPA Marion Center Car Show, Community Park, Marion Center, PA Registration 9:00 a.m. - 1:00 p.m., show 9:00 a.m. - 4:00 p.m., Dash plaques to the first 175 entries. \$5. registration fee, Music & food, car corral, flea market, antique tractors, 50/50, door prizes

Saturday, September 21, 2013 Cruz'n The Mountains Mill Run Recreational Field (Rt 381 in Mill Run, PA) Registration 11:00 a.m. - 2:00 p.m. Fee \$8.00 per vehicle - All vehicles welcome. Trophies awarded at 4:30 p.m. Dash plaques, goodie bags, door prizes, 50/50,



Two Unique Early Cars at the 2013 AACA Central Fall Meet in Grand Forks, North Dakota

Photos by
AACA Director and
WPR Past President
Harvey Eger



1902 White Steamer



1903 Holley, one of five in existence, built in Bradford, PA by the folks that build Holley Carburetors

DJ music, food and soft drinks available.

Sunday, September 22, Word of Life Ministries Car Show, Route 136, Greensburg, 1:00 p.m. - 5:00 p.m. Peoples Choice Awards for each category at 4:30 p.m. Antique, Hot Rod, Custom, Truck, Muscle, Motorcycles, Free Prize Drawing for show car registrants every 30 min. starting at 1:30PM, show Car registration starts at 12 Noon, DJ Glenn Raymer from 770 KFB, no rain date

October 4, 5, Corvair Club/Western PA Region Tour to the National U.S Air Force Museum. Please remember to send in your Tour Registration fee by September 2. A blue flyer was included in July's Western Round-Up.

October 5, German Lutheran Oktoberfest Car Cruise Hebron Lutheran Church, 125 North Liberty Street, Blairsville, PA, 1:00 p.m. - 8:00 p.m. Car cruise, games, live music, basket raffle, German food and beer. Free entry and parking. First 30 cars get a t-shirt and \$5.00 food voucher. Door prizes.

Watch for details on the WPR Fall Pumpkin Run Tour coming up in October!

Car Show Bake Sale

Connie Schifano is asking for baked goods items for the Annual car show September 1. Cakes, pies, cookies, fudge or anything accepted.



If you can't make it to the Car Show to drop off items, please call Connie to make arrangements to pick up, 724-832-7498.

Car Show Chinese Auction

To donate items for the Chinese Auction please drop them off before the Car Show at Three K Cabinets, 4720 Route 982 North, Latrobe or call John Kuhns, Sr. 412-554-3321. Or just bring them the morning of the Car Show.

Great Day for a Picnic!

WPR members enjoyed beautiful weather, delicious summertime food, yummy desserts, games, prizes and friendship on Sunday, July 28th at the Cooperstown Club in Latrobe.



Host John Ross Kuhns and daughter Auria by John's Model A Ford Roadster



Relaxing after a fine picnic meal featuring pulled pork, turkey, corn on the cob and other favorites. Everyone is content and the temperature is just right.



In the middle by the pavilion, Luella Bell judges the water balloon toss. Up front, (l-r), Clay Stoner and Al Wirick seem to have things under control, while other members and guests try to keep their balloons from busting.

Other fun games included a bubble gum chewing contest and horseshoe tournament.



Jill Jackson experiences the full wrath of an errant water balloon.



Applauding the water balloon teams (l-r), Clay Stoner, Debbie Sheetz, Donna Surace, Luella Bell, Al Wirick and Alice Clark



Lincoln Zephyr Legacy -
 (l-r) Guy Davis, his son Ben Davis and Gary Cooper stand beside a beautiful 1939 Lincoln Zephyr, which Gary once owned for many years and restored in the 1960's. Gary eventually sold this V-12 beauty to Guy Davis's father, WPR Past President Bob Davis. The Zephyr still remains in the care of the Davis family. Gary enjoyed seeing it again at the picnic and shared some great stories with those who huddled around it.

A Huge Thank You to John Ross and Blair Kuhns and the entire Kuhns Family Circle for hosting another fantastic WPR Annual Picnic.

BUBBLEGUM BLOWING CONTEST

FIRST PLACE

ALMOST A TIE FOR SECOND



THE CONTESTANTS

I'M CHEWING,

I'M STRAINING

Caught by Clay Stoner - Bubble gum contestants in action!



Minutes of the July 16, 2013 Monthly Meeting

A meeting of the Western Pennsylvania Region of the Antique Automobile Club of America was held July 16, 2013 at the American Legion Post 982, Latrobe, PA (Pipetown). President Craig DeFloria called the meeting to order at approximately 7:31 p.m. followed by the Pledge of Allegiance.

There were ___ members in attendance and no guests.

Minutes of the June 18, 2013 monthly meeting were printed in the July, 2013 *Western Round-Up*. President DeFloria asked if there were any additions or corrections to the minutes. Jack Wolfe motioned to approve the minutes as printed, seconded by Harvey Eger and unanimously approved.

Treasurer's Report

President DeFloria read the Treasurer's Report since Treasurer John Ross Kuhns could not attend the meeting. He asked if there were any additions or corrections to the Treasurer's Report. Ron Underwood made a motion to approve the report as presented, seconded by Tom Ulishney and unanimously approved.

OLD BUSINESS

Membership - Howard Finney

Howard was not able to attend tonight's meeting. Donna Surace asked members present to continue to encourage people who have cars or are interested in cars to join. If you can get their email addresses we can send them information.

There is one WPR membership pending. But this person needs to attend a meeting to become a member.

NEW BUSINESS

2013 Chance Car - Donna Surace

Donna reported that members are doing an amazing job selling tickets. Additional ticket sellers have stepped up. Every ticket sold is one more towards the goal. So far 37% of the goal money has been deposited.

By August 20th you must buy or turn in any unsold tickets in your possession. We need to have tickets available to sell at the WPR Car Show on September 1st. If you think you can sell the tickets you have, keep them, but you can't give back any unsold tickets after August 20th. You are responsible for paying for them.

You are responsible for the tickets you sign out. They are in your name if you trade. Please keep the tickets in numerical order when you turn them in, and make payments by check. We need to keep an accurate record.

Chuck Speicher still has openings on the calendar to schedule the Chance Car to sell tickets.

Westmoreland Arts & Heritage Festival Ticket Sales

Thanks to Chuck Speicher for managing the schedule and to John Ross Kuhns for setting up and tearing down the display and for bringing his cars to display on the dam breast for the duration of the Festival. WPR members sold 652 tickets at the Festival at Twin Lakes Park in four days. There were some tickets sellers who ran low. Periods of rain also affected sales.

There were various problems at the Chance Car Ticket sales booth at the Festival this year. After the display was set up with park approval a WPR member rearranged and moved it. Please do not undo the work that others have done. Ask if you have a question or concern.

There were also some unpleasant verbal exchanges between WPR members during the Festival. We cannot loose sight of being team players. Every member should be treated with kindness and respect.

Constructive criticism is welcome. If you don't like how a job is being handled, and have a better idea, step up and pitch in constructively. Volunteering makes the club successful. In 2014 we will need members to chair the Rev-Up Party, 2014 Chance Car and Christmas Party.

Festival Car Display Conflict - John Kuhns, Sr.

John reminded members present that long time WPR member Guy Davis brought the WPR in to the Westmoreland Arts & Heritage Festival with past Festival Executive Director Olga Gera approximately 25 years ago. From day one, the Festival asked the WPR to have at least four antique or classic cars on display on the dam breast during the Festival. In recent years there has rarely been a third or fourth car on the dam breast. Any WPR member can step up and bring out a car to display on the dam breast. There is room for at least seven cars.

Noticing the lack of cars on the dam breast in recent years, the Festival asked if the WPR could address the absence of cars this year. The WPR board asked John Ross Kuhns if he could help by bringing some of his cars to display on the dam breast this year. Mark Jackson cleared bringing the cars from John Ross's dealership with the Festival Executive Director. John Ross brought out two cars. Several WPR members selling Chance Car tickets at the Festival gave John a hard time about bringing out these cars. Donna Surace was given a hard time as well about this. When you don't know something, you have six WPR directors. All you have to do is ask. John Ross has done a lot for this club and did not deserve this. We don't want to loose him as a member.

President DeFloria asked members to treat each other the way you would "treat your grandmother."

Safety Director Dominic Surace added that we all should have the same goal. He also encourage members to run for the WPR board.

Chance Car Schedule - Chuck Speicher

July 16 -19 Derry Ag Fair

July 20, 21 Pittsburgh Vintage Grand Prix with the Pittsburgh Mustang Club - Mustang is the celebrated marque of the Grand Prix this year. There should be 400 - 500 Mustangs there. We were asked to donate 12 Chance Car tickets for a black tie charity auction for the Grand Prix. We will have a good location and the potential for strong ticket sales.

Mike and Shirley Kohan have the car scheduled for 7-25 Dom and Donna Surace for 7-27 and Jack and Nancy Wolfe for the 28th. There are several openings in August. Chuck asked members to contact him to schedule the Chance Car.

The Car Show - Tom Ulishney

Tom reported that everything is going pretty good. We still need sponsors. Please contact gas stations, auto parts stores, etc. We currently have 15 with 6 more promised. We also need door prizes, Chinese auction items and baked goods for the bake sale. A bake sale sign up sheet will be passed around at the next meeting. All donations are very much appreciated.

Harvey Eger agreed to provide the use of his red Snap-On Tool canopy for the show. John Kuhns, Sr. and John Ross will go through the WPR trailer. Tom will help them straighten things up. We have and need 4 canopies for the Car Show. One old canopy may be worn out.

Award trophies - 1st, 2nd and 3rd place in all classes. We will not mail the trophies. The winner must stay to receive the award or have someone pick it up for them.

Annual Picnic - John Ross Kuhns

The Picnic will be on Sunday, July 28 at the Cooperstown Club in Latrobe. President DeFloria will be taking reservations tonight.

Christmas Party - Donna Surace and Vickie Kuhns

The Christmas Party will be held on December 8th at DiSalvo's Station in Latrobe. It will be a nice family event.

Tours - Mark Jackson

Mark thanked all the dining stop hosts who helped make the 2013 Progressive Dinner Tour a great success on June 29th.

We would like to keep the Ice Cream Social to the Sunday after the regular monthly meeting at Bruster's in New Stanton beginning at 6:00 p.m.

Denny Blank reported that the free food at the Weatherwood Cruise in August is limited to two hot dogs and two drinks per car.

Charlie Schifano reported that one hotel reservation has become available for the upcoming Das Awkscht Fescht in Macungie, PA. It is under Howard Finney's name. The Finney's have decided not to attend the show as per Bettyann's recent foot surgery.

Al Friend reported that a few more people have signed up for the National U.S. Air Force Museum Tour to Dayton, Ohio on October 4 & 5. A high quality projector is now available for Ron Horak's presentation on Flight 93. Al also passed around a photo of Cris and Molly Detwiler with their 1946 Nash and he with his Corvair participating in the invitational show on Walnut Street in Shadyside, which is part of the Pittsburgh Vintage Grand Prix series of special events.

Apparel - Al Findley

Al reminded members present that the deadline to use up WPR apparel points earned selling 2011 Chance Car tickets has been extended to August 30, 2013. Then they will expire.

Newsletter - Mark Jackson

Thanks to the AACA newsletter sharing program, we have received permission from the editor of the Gettysburg Region newsletter, *The Gas Buggy Gazette*, to reprint an interesting article on the finding and acquisition of a 1916 Locomobile, and how the new owner learned to drive and enjoy it.

Webmaster - Mark DeFloria

Mark reported that we are getting twice as many Chance Car ticket sales via the web as last year. Mark also asked if anyone hears of a member, former member, or friend of the WPR who passes on please let him know. Email is the best way to get the word out.

Snacks - Debbie Sheetz

Thanks to Debbie members present enjoyed another delightful snack.

From the Floor...

Bill Maurer reported that Hemmings sponsors a cruise and it is sold out. Bill also attended a tour in Kentucky where all the cars had to be at least 87 years old. It involved 20 cars and 7 days of touring. The tour was lots of fun. He drove his 1926 Model T Ford and it was the newest car on the tour.

Gary Cooper recalled that when he joined the WPR many years ago and attended his first meeting that there were only about 12 people in the room, including him. He reminded all present that this is a hobby. You are supposed to have fun with a hobby and avoid getting too serious.

President DeFloria offered a quote from Henry Ford, "Coming together is a beginning. Keeping together is progress. Staying together is success."

50/50

Donna Surace won \$42. in the first drawing.
Joe Vrable won \$41. in the second drawing.

Adjournment

President DeFloria asked for a motion to adjourn the meeting. A motion was made by Mark DeFloria, seconded by Ron Underwood and unanimously carried.

-- Mark Jackson
Secretary



Deepest sympathy to the family and friends of Lou Springer a WPR member from Laughlintown who passed away in late June.

Here's wishing a speedy recovery to Bettyann Finney who is recovering from foot surgery.

1916 Locomobile: My First Early Car and the Unusual Coincidence

From *The Gas Buggy Gazette*, Gettysburg Region A.A.C.A.



Will wonders never cease! Eighty-year-old artwork of a 1920 Locomobile touring car (below), and a member's 1916 Locomobile purchased last year (left), show remarkable similarities. Note, too, the subtle differences between the standard body (below) and the custom body (left—see text).



Cars can be much more than mere assemblages of sheet metal, rubber, and glass. They often have familiar associations, bringing back fond memories of family, friends, and past joys. My 1916 Locomobile Model 38 touring car, which I acquired just last year, has such an association—with a twist.

Gene Kurtz of Carlisle, Pa. was an older man from my church, a car fan as a young man who lived well into the '90's and who became a friend. When I could entice him to talk about early cars, he always brought forth the unique perspective of someone who had actually lived through an historical era.

Sometime in the 1920's, probably the early '20's, Mr. Kurtz attended the Shade Gap town picnic in the town of that name. A big, beautiful red 1920 Locomobile touring car came driving in, and he, a youthful car fan, went to look at the car and talk to the owner. Being of an artistic bent, he painted a picture of the car, probably from life, capturing a moment in time for posterity and documenting the colors and details of one uncommon luxury car for the decades to come.

My own connection with Locomobile began 80 years after that encounter. When Mr. Kurtz passed on in 2000, I was given the Locomobile painting which he had showed and described to me so vividly. When it came time for me to look for my first pre-war car, I thought of one from the "dark era" of the 'Teens and 'Twenties that are not so popular with collectors today. I wanted that era to pass to the next generation of collectors and looked forward to having something unusual. I immediately thought of Locomobiles.

Locating a Loco

Now, this Connecticut-made car, which was always made in limited numbers and whose production ceased in 1929, was not going to be easy to find. One could not merely look in magazine ads and have a choice of Locomobiles of different years, body styles, and colors. Were any at all available? For 1916, the Locomobile Company of America stated they would produce no more than 4 cars a day, and historians feel that number is realistic. Only 125 to 150 of this discontinued make are thought to remain.

Making connections with Locomobile owners was my start. I located one owner, who told me of a 1916 model he knew of for sale. It was an older restoration, still quite nice. That car was also listed on the A.A.C.A.'s internet forum, and it had been in the Hershey car corral for two previous years, though I had not seen it. He also told me what he felt the sales price would be. My heart sank. Maybe I would have to give up my Locomobile aspirations, I thought, and find something else equally interesting but more affordable.

Events, however, intervened. I was patient, and with time, the asking price of the 1916 Locomobile drifted downward. While I looked at other antique cars, the price of the Locomobile became more realistic, and better suited to my ever practical antique car budget. The fact that Locomobiles don't have the following today that Packards and Pierces maintain aided my cause. And winter time's slackened demand and an economic recession probably fostered the process as well. I made a fair offer and it was accepted.

Locomobiles, though pretty much overlooked today, were expensive luxury cars when new. They competed head-to-head with Pierce-Arrows, were more expensive than the Peerless or the Packard Twin Six, and were more than twice the price of the up-and-coming Cadillac. Aside from certain custom body types, their styling was conservative and evolved slowly. "The policy is to make progress year by year through refinements instead of radical changes," the April 1915 sales catalogue explained. In 1916 they sold 2 models: Model 38 with a 140-inch wheelbase and 425-c.i.d. 6-cylinder engine starting at \$4400, and Model 48 with a 143-inch wheelbase and 525-c.i.d. 6-cylinder engine starting at \$5100. Both came in a variety of standard and custom body styles. Mine, the Model 38, was the smaller of the two models.

Upon delving into Locomobile literature and doing some research, it quickly became evident to me that I got more than I anticipated: the car I purchased had a custom body. Though Locomobile's subcontracted custom builders reportedly applied no name plates of their own, the signs quickly became clear: Standard bodies had rounded door bottoms—mine were square. Standard bodies had a cowl that turned up at the windshield—mine was a more modern style that flowed continuously through the windshield. Standard bodies had an S-shaped fender—custom bodies offered a taut fender shape that met the running board at a sporty angle. Standard bodies, the catalogue said, had



Mr. Kurtz said that younger people of the era, especially, put the tops down in the touring cars. The sleek styling of this custom-bodied car makes it appear several years newer than its 1916 vintage.



The distinctive shape of the nickel-plated headlight buckets was characteristic of Locomobile for years. The projections above the headlights are the parking lights, innovatively visible from the front and the sides.

concealed door hinges—mine were exposed. Though the original owner would have paid considerably more than the \$4400 touring car price, all Locomobiles are uncommon today, so I don't suppose that a custom body adds much value to the car in today's market. It does, however, make an interesting fact to relate. All Locomobiles had steel fenders with aluminum body panels over wood framing, giving lightness and strength as far as 1916 technology would allow.

A Car Like the Painting

What impressed me most was not the Locomobile's past prestige: it was that my new car looked almost exactly like the car in Mr. Kurtz's painting! Though the car he saw was a 1920 model and mine was a 1916, and though his had the standard body details and mine had the custom, Locomobile's slow styling evolution meant that changes were small between those model years. Incredibly, the two cars were much the same: Dark red body, red wheels, black fenders, tan top, whitewall tires, even the gold pin-striping! Only the leather seats—mine were black while the other car's were tan—were different. With so few Locomobiles extant, I could never have planned such a coincidence. Mr. Kurtz would have admired my purchase.

I was also impressed with the integrity of the car's engineering. According to the Locomobile sales catalogue, the manufacturer designed and constructed all components of the chassis themselves, "a condition which permits the most intimate supervision and painstaking in every detail." "The idea is to make the Locomobile better by using better material. Bronze is used instead of aluminum; forgings instead of castings; and expensive special steels take the place of common steels." The company's goal was to make their product "the best built car in America," and let the price be wherever quality took it. By 1920, when Mr. Kurtz saw the car at the picnic, the Model 38 was discontinued and only

continued on page 10

the Model 48 remained; the price for the standard touring car was up to a lofty \$8,200.

Owning and Driving the Machine

After bringing the car back from eastern Pennsylvania, I had to learn to operate it. It spent a few months in Rick Hoover's restoration shop, getting a thorough inspection and having several minor things, such as a water pump repair and new wheel bearings, taken care of. To this owner of 1950's and 1970's vintage cars, who had never before even mastered a standard transmission, the prospect of learning to drive the early machine seemed a bit daunting. I reasoned, however, that the original owner of this auto might just have graduated from a horse—and if he could learn, so could I!



The dashboard has a full complement of gauges, but many of them are hidden by the projecting cowl from the driver's line of vision. Happily, the pedal arrangement is the same as on modern cars.

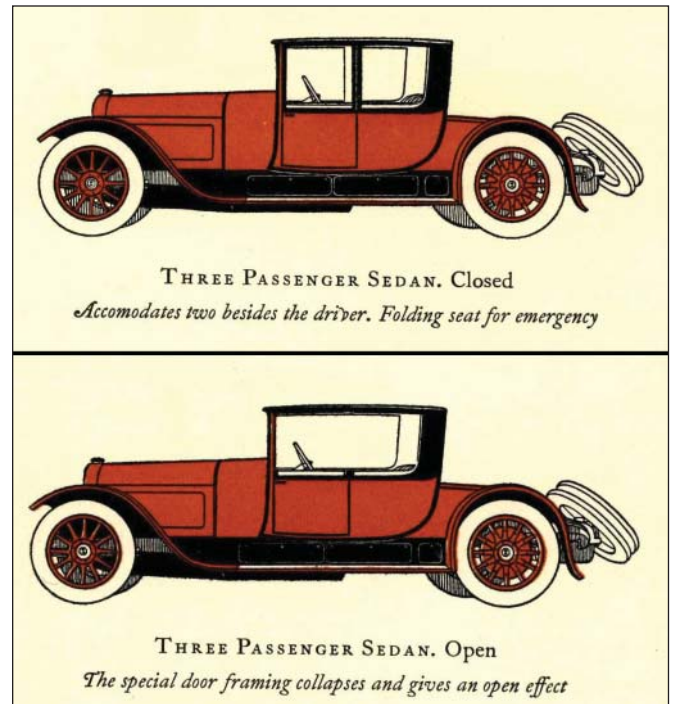
So how did a novice fare in driving a 95-year-old car with 63 horsepower, a 140-inch wheelbase, 25-inch wood wheels, and non-synchronized transmission gears, on modern roads? Rick Hoover generously gave me driving lessons. After learning, I found it not difficult at all. There were a few unfamiliar levers to control—such as retarding the spark to start the car and advancing it to run the car—but they were quickly mastered. Shifting the gated 4-speed transmission at the right time took some more work, because if the engine is not revving at the right speed, the car will simply not go into gear, and it could stall; but that skill, too, has come. Due to its size, the car takes some strength to steer, and great strength to maneuver in the driveway. But once 4th gear is reached—around 20 m.p.h.—cruising is easy.

“In an emergency the brakes will stop the car, instead of only slowing it down,” the catalogue declared, indicating their design for safety and contrasting the car with the typical weak brakes of the era. I found their claim to be true.

Cars of this era take more routine maintenance, I was cautioned. One checks the oil level, the tire pressure, and the radiator level before each outing. And those old jokes about cars' rattling and parts falling off have a little basis in truth: though I haven't experienced that per se with the Locomobile, vibrations can theoretically loosen nuts in the early cars, and they should be checked occasionally. Having a few tools with the car at all times is a wise precaution.

Living in the country, I find many rural roads that beckon with slower speeds and lots of scenery. I was told, “You'll have more fun with this car than with any of your others. Take your time and enjoy it.” As Pennsylvania's state speed limit in 1916 was 24 m.p.h. on open roads and 12 m.p.h. in town, touring speeds of 30 to 35 miles per hour are very comfortable. Though the car, high-powered for its day, can easily do 40 and more, casual touring is most fun. I take the car out at least once a week, driving along the Yellow Breeches Creek and past verdant farmland, and find the prediction correct: The car, because it is so different, is more enjoyable than the later antiques. The early cars truly are fun.

I think Mr. Kurtz would approve. ■



Nothing is new under the sun. Sometimes, what seems like a new idea has existed previously. Though General Motors conceived the first production “hardtop” body styling in 1949, Locomobile offered a similar feature in their 1916 custom bodies. The “three-passenger sedan” was one of their innovative designs.

THE WESTERN ROUND-UP

The *Western Round-Up* is the official publication of the **Western Pennsylvania Region of the Antique Automobile Club of America**. It is published on a monthly basis with January/February being a combined issue.

Each issue is also posted on the Region's website: <http://local.aaca.org/westernpa/> Members may choose to receive this newsletter via email rather than a mailed hard copy. Just contact the editor.

Submission deadlines are the first day of each month for possible publication in that month's edition.

Any items contained herein may be reproduced if proper credit is given. All articles are edited for length, grammar, accuracy and composition. They will be used at the discretion of the editor and Region officials. Please advise the editor of any and all needed corrections.

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Special thanks to the following for sharing their time and talent to help produce this issue:

Denny Blank, Becky Blank, Molly Detwiler, Harvey Eger,
The Gas Buggy Gazette - Gettysburg Region AACA, Donna Surace

Name That Car!

by Mark Jackson

July's Car

Dominic Surace was the first to identify July's Car as a 1958 Ford. He gets the thumb-print cookies.

In the early 1960's one of my best friends lived across the street in the Greensburg suburb of West Point. His name was Tim, and he was a few

years older than me. Tim had muscular dystrophy and was confined to a wheelchair. I was only about four years old and would walk over to his house to play with toy cars and plastic green Army men with him in the long wide, brick planters which lined his family's carport. One day, Tim's dad came home with a used blue and white 1958 Ford Station Wagon. On the roof was a specially designed gray metal mechanism with a swing boom and a suspended leather seat. It acted like a little hoist. This mechanism was to help lift Tim from his wheelchair and swing him into the car seat.

I remember Tim being very happy riding in that '58 Ford. So when I see one today, it always brings to mind my good friend. Tim eventually lost his battle with muscular dystrophy as he became a young adult. He will always have a special place in my heart.



Western Round-Up Classifieds FOR SALE

1977 Cadillac El Dorado Excellent original condition, 26,000 original miles Call Lou: 724-834-6813



1975 Chevrolet Caprice convertible. Light blue with white top and interior. 350 V-8 automatic, p.s., p.b., p.w., p.d.l., a.c., tilt wheel. Original owner, 17,400 miles. Senior Grand National Bomgardner Award, excellent condition including 24 foot CarMate Eagle trailer. \$45,000. Paul Humpleby 717-263-9696 (Pennsylvania)

Four {4} BFG Silvertown 2 1/4 white wall tires 7-50-14 on original 57 chevy wheels with the nubs, mounted and balanced. like new less than 300 miles. \$800.00 Jack Mull 724-523-8985

HELP WANTED

Office in Perryopolis, PA is looking for experienced mechanic, must also able to work on antique cars. Please send resumes to: stacie@neonclock.com (724) 736-2700.

Classified Ad Policy

Classified ads for antique or classic cars or parts are available free for Western PA Region members. After four issues the ad will be pulled unless it is renewed by phone or written request (email or letter) Please notify the editor if the item has been sold.

Photos are acceptable and will be used if there is room. The Round-Up editor and WPR are not responsible for typographical errors or misinformation.

Please submit all classified ad requests to:
Mark Jackson, Editor, 133 Alexander Avenue
Greensburg, PA 15601
724-832-9074 email: rpmguy2002@yahoo.com

August's Car

Do you recognize August's Car? This photo was taken at Macungie Park last year. Be the first to contact me in person, by phone or email with the correct year and make of this car and win a box of Twinkies. Yes, they are back on the market again, 724-832-9074 or email rpmguy2002@yahoo.com.





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



A Sweet Time at Macungie

Photos by Becky Blank



(l-r) Joanna Shearer, Becky Blank, Ralph Shearer, Connie Schifano and Nancy McKelvey

While at the 50th Anniversary Das Awkscht Fescht in Macungie, PA, Ralph Shearer took the ladies out to enjoy CiCi's Pizza, while the guys looked at the cars.



(l-r) Dick McKelvey, Denny Blank, Charlie Schifano and Cris Detwiler

When Ralph returned to the hotel he had a box of CiCi's Cinnamon rolls for the guys to share, what a sweet thing to do. The guys were all smiles.

Out & About

Pittsburgh Vintage Grand Prix

Photos by Molly Detwiler



(l-r) Al Friend's Corvair and Cris and Molly Detwiler's 1946 Nash at the Walnut Street Car Invitational Show in Shadyside, Pittsburgh - a special event of the Pittsburgh Vintage Grand Prix.



Dominic Surace and Mark Jackson sell Chance Car tickets at the Pittsburgh Vintage Grand Prix in Shenley Park. Special thanks to the Pittsburgh Mustang Club for their hospitality.