

THE WESTERN ROUND-UP



September 2016

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



INSIDE:

Joint Tour to the National Museum
of the United States Air Force

2016 Paul P. Bell Memorial Antique
Auto, Custom & Street Rod Show





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Visit our website: www.westernparegion.org

Our 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). You do not have to own an antique car to join us.



Casper and Craig DeFloria tour the Air Force One Gallery at the National Museum of the United States Air Force, Dayton, Ohio.

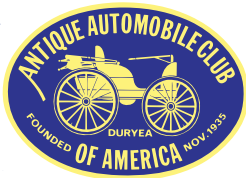
This past month has been very busy for the Western Pennsylvania Region. Last month's meeting was held for about 20 to 30 minutes in a dark cell phone lit building. Interestingly, the power went out and wasn't going to be restored till the next day. Thank you all for your patience and for sticking around to hear about our clubs news.

Additionally, Casper and I were able to attend the tour to the National Museum of the US Air Force at the Wright Patterson Air Force Base and it was incredible. There were so many planes and so much to look at it was overwhelming. Casper and I touched a Stealth Bomber, Northrop Grumman B-2 Spirit, shhhhhh we weren't supposed to touch them. But, how could you not? The planes were simply magnificent. I could fill pages of our adventure around the museum. Casper really enjoyed being in some of the fighter jet cockpits. There was something special when Al Friend talked and shared his experience around the B52... the stories made the plane come alive again and you could vividly imagine the stories that Al shared. It was an amazing trip!

Every year, I enjoy something new at our car show. To me, it's like Christmas. It's tradition. I may be bold in this statement, but I strongly believe it's one of the best car shows in western Pennsylvania. I look forward to our show every year. And, it wouldn't have been possible without the help and dedication from our members. Sure, the weather was beautiful, it wasn't too hot and definitely not too cold; I'd say it was just right. And we all know that no matter how much preparation goes into the car show that the weather dictates the turnout. And what a turnout this year! Additionally, It seemed like we were selling chance car tickets, baked goods, 50/50 tickets, and silent auction chances all day. This year it was an honor to call the winning vehicles to drive around the pavilion to pick up their plaques; I really enjoyed the privilege to do that. Most importantly, I believe everyone had a great time! And that's what counts the most! Enjoying antique automotive history, sharing these experiences with others, and having a good time doing it!

-- Craig DeFloria





Grand National Meet 2018 Planning Meeting

Monday, September 26, 2016

starting at 7:00 p.m.

at the Greensburg Ramada

Hope to see you there!

2016 Calendar of Events

September 20, Tuesday - Western PA Region Monthly Meeting, 7:30 p.m. American Legion Post 982, Latrobe (Pipetown)

September 24, Driving Tour to Clayton, the home of Henry Clay Frick, and the newly remodeled Frick Car and Carriage House Museum. Leave from the Greensburg Train Station parking lot at 9:00 a.m.

September 28 - October 2 - Fall Carlisle - Collector Car Swap Meet, Corral & Auction, Carlisle Fairgrounds, Carlisle, PA

October 15, Saturday - Western PA Region Pumpkins and Pancakes Tour - Join Cris and Molly Dewtiller for a scenic drive to the Ohiopyle Fall Festival and a Buckwheat Cake & Pancake Supper.

October 18, Tuesday - Western PA Region Monthly Meeting, 7:30 p.m. American Legion Post 982, Latrobe (Pipetown)

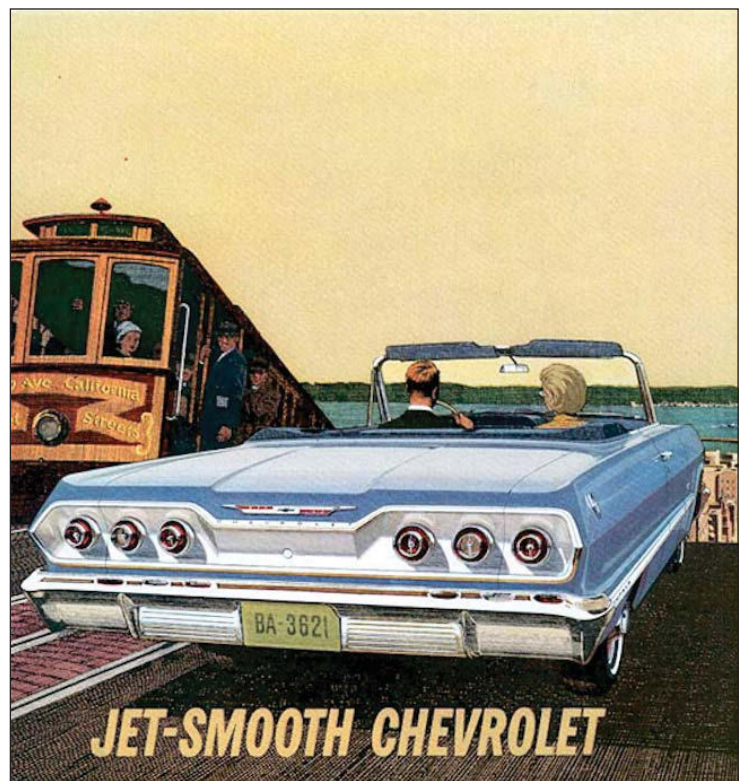
October 23, Sunday - Western PA Region Pizza Social, 6:00 p.m., Pizza Siena, Greensburg Shopping Center, 408 E. Pittsburgh St., Greensburg.

November 15, Tuesday - Western PA Region Monthly Meeting, 7:30 p.m. American Legion Post 982, Latrobe (Pipetown)

December 3, Saturday - Western PA Region Christmas Party

Please Note: **August Meeting Cancelled Due to Power Outage No August Minutes**

The August 16, 2016 Monthly Meeting of the Western PA Region AACA was cancelled shortly after members gathered at the American Legion in Latrobe due to a storm and widespread power outage. Although those present briefly discussed a few items standing in a circle with cell phone flashlights, no formal meeting was conducted and no minutes were taken. The American Legion personnel informed us that the power would not be restored until after 11:00 p.m. that evening. So the meeting was cancelled and members returned home.





Outside the National Museum of the United States Air Force



Left: In the nose of a WWII bomber, Above: The Korean War Gallery



A P-40 Warhawk with a Flying Tiger face in the World War II Gallery



Planes in the Cold War Gallery

Joint Tour to the National Museum of the United States Air Force Flies High!

Years of patience and persistence resulted in an extraordinary touring experience August 19 – 21, as Western PA Region members together with members of the Pittsburgh Corvair Club finally got to visit the National Museum of the United States Air Force in Dayton, Ohio under the careful guidance of Al Friend and his team. Al is a long time member of both clubs.

A federal Government shutdown closed the museum in 2013 just as a large joint tour group from both clubs arrived in Dayton that year. They drove all that way only to be greeted by locked gates! As disappointing as this was, an excellent plan B was put into action zeroing in on alternate Dayton points of interest – a Packard Dealership Museum and the Carillon Historical Park. In the end it was still a great tour, but the Air Force Museum was left unseen. Both groups decided shortly afterwards that a return trip to visit the museum should be planned for the future.

Upon learning that a fourth building was to be added to the museum, Al Friend determined that summer of 2016 would be a good time to return for a tour since that was when the fourth building was to be finished and opened. In the mean time he continued to report tour plan progress at the WPR monthly meetings, and provide informative insights for regular publication in the *Western Round-Up*.

These included details on the fourth building's progression and contents, hotel reservation procedures, special tour presentations, final registration, meals and the "flight plan." (the journey out)

The morning of Friday August 19 tour participants met for breakfast at a Bob Evans restaurant just off of Interstate 70 west of Washington, PA. There they got acquainted with each other before continuing to Dayton. Some of the Pittsburgh Corvair Club members drove their Corvairs on this long Interstate journey – shepherding the other vehicles like peppy, little 1960's sheepdogs. Believe it or not, the starting day of this tour was National Aviation Day, which is based on Orville Wright's birthday. It was also Al Friend's birthday!

With a planned rest stop along the way, the tour arrived at the Hope Hotel on the Wright Patterson Air Force Base around 2:00 p.m. This was the same hotel where the first Dayton Tour group stayed in 2013. The Hope Hotel is named after comedian Bob Hope in honor of his years of entertainment service to our troops. The accommodations were great once again. The Pittsburgh Corvair Club had put together a wonderful hospitality suite complete with cookies, snacks, beverages and movie entertainment.

Later that evening all enjoyed a great dinner at the hotel

and then returned to the hospitality suite for special presentations and stories. These included a PowerPoint presentation by David Donatelli, who was in New York City on September 11, 2001. As a civil engineer, David led the team effort to rebuild the subway system under the fallen twin towers. Charles and Sarah Lucas of the Pittsburgh Corvair Club also presented a PowerPoint about their recent flight in a 1929 Ford Tri-Motor airplane at the Beaver County Air Show

Saturday morning Al Friend had all gather at the hotel lobby for an Air Force Museum tour briefing. He informed all that today was Family Day at the Museum. So as the day progressed the Museum would be quite busy. He advised everyone to head to the new Building Four first before it became too crowded with visitors wanting to see the new exhibits. He then handed out museum floor plan maps with special notes pointing out the new building and the location of the B-52 Bomber in Building Two. There he would be giving a presentation at 2:00 p.m. about the enormous plane he served on as navigator during the Vietnam War.

Upon arriving at the National Museum of the United States Air Force, the first thing one sees is a grouping of four neat, rounded, quonset hut-styled buildings. Walking towards them you are taken back by their sheer size. The gigantic steel, arched-roof support beams and anchors indicate that the contents are both special and substantial.

Admission to the museum is free. As you enter and make your way through it, you truly realize that this is a "world class" institution! The quality, quantity and diversity of the displays are astounding! You could certainly spend several days exploring here.

In order to start at the new Building Four the tour group

had to hustle through the other three connected buildings. Arriving at Building Four early that morning was a great idea. There were very few people yet. The new galleries in there focused more contemporary topics. The Presidential Gallery featured Air Force One planes from the Truman, Eisenhower, Kennedy, Johnson and Nixon administrations.

A humbling experience was to walk through the Air Force one plane which took President Kennedy to Dallas in 1963, and then brought him back to Washington in a casket. This was also the same Air Force One which later took President Nixon to the People's Republic of China in 1972.

In order to preserve the interiors of the Air Force One planes, transparent Lexan walls were installed to prevent visitors from touching anything. These walls made the walk ways through the planes somewhat narrow. Before entering these planes people have to fit through a narrow Lexan gate at the base of the stairs. This helps sort out those who might be too large to tour the planes as they are now configured.

Building Four also featured a Global Reach Gallery, Space Gallery (with Mercury and Gemini space capsules and a Space Shuttle experience), and Research and Development Gallery.

Leaving Building Four and heading to the other buildings one has to pass through the bottom floor of the Missile Gallery. These are examples of the various generations of missiles which can carry a nuclear warhead, whether stationed in a silo or elsewhere. Al advised everyone to look up when entering this gallery in order to appreciate the height of the missiles on display. If you ventured into the other corners of this building you could see scale cut-away

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Above: In the Southeast Asia War Gallery, Jill Jackson talks with Al Friend under an example of the expansive B-52 bomber he served on. Right: Al Friend relays amazing first hand stories and information about the B-52 to tour participants gathered under the plane's huge bomb bay doors. Top Right: B-52 photo display.

models of an underground cold war era Nike missile site, and replica of a full-sized underground command center.

The galleries in the other three buildings housed and displayed aircraft and related items from the dawn of aviation up to the cold war. Some of these planes were the only ones left in the world. Many were displayed hanging from the ceilings as if they were flying. There were also many in-



A Sopwith Camel from World War I looking for the Red Barron



A special tribute to the Tuskegee Airmen



The P-51 Mustang was one of the fastest and most maneuverable long-range propeller fighter planes. It served both in WWII and Korea.

teractive displays on the principles of flight and flying. As the Family Day crowd grew larger the friendly museum guides had their hands full with a wide variety of special activities and demonstrations.

The history in this museum is presented with a remarkable focus on humanity. In addition to an outstanding Air Force Hall of Fame, other special displays located throughout the complex are devoted to topics like American POWs during World War II complete with actual artifacts, the Holocaust; the Tuskegee Airmen, the first African American military pilots; the Berlin Air Lift, a massive post war food and aid effort; and a video of actual airstrikes in Afghanistan from the viewpoint of soldiers on the ground calling for air support. You get an appreciation not only for the airplanes, but for the pilots, crews, ground crews, mechanics, leaders, soldiers and civilians past and present.

At 2:00 p.m. tour members met in Building Two at the Southeast Asian War Gallery by the B-52 Bomber for Al Friend's stories about his service experiences on that plane. The immense B-52 was suspended so that all could walk underneath it. Tour members gathered with Al under the plane where the bomb bay doors were opened and lighted so they could see up into the body of the aircraft. On the floor below the bomb bay doors was a large vinyl photo you could stand on showing bombs falling to a target below. The passionate insight Al provided as he pointed out different features and characteristics of the B-52 was the kind of stuff you only get from the guy who's been there. His stories portrayed the power and capacity of this amazing aircraft combined with real world problems, solutions, strategies and tragedies faced by the crews. Updated versions of the B-52 still continue to serve our country.

After Al's presentation, tour members continued to enjoy the museum until around 4:30 p.m. Then they headed back to the Hope Hotel for dinner and more service related stories at the hospitality room including a special presentation from Dan Heckmann, a friend of Al's, whose father served in France during WWII after the Normandy invasion. Dan's father seldom spoke about his experiences during the war until Dan's brother interviewed him and wrote down some memoirs a few years before his father passed away. The stories he shared were very moving.

On Sunday many folks headed home, while others visited Dayton sites Al had planned out as optional Sunday tours. The Western PA Region AACA extends a huge, sincere thank you to Al Friend, his planning team and the members of the Pittsburgh Corvair Club. This tour was absolutely fantastic. Your careful planning, attention to detail, hospitality and guidance made for an unforgettable experience.

Editor's Note: Jill and I were among the Western PA Region members who were on the 2013 tour to the National Museum of the United States Air Force when it was forced to close its doors. We were delighted to be a part of the return tour in 2016 and happy that our son Regis was able to join us. I wish more Western PA Region members could have joined us this time. Craig and Casper DeFloria, Jack and Nancy Wolfe, Myron and Connie Shoaf and Joe and Tammy Vrable can tell you what a great experience this was. All I can say is that when Al Friend and company plan a tour – go!



Class Four Autos 1954 – 1959 on the showfield near the kids' play area. Visitors enjoy the modified classes at the new expanded showfield.

No matter how hard we work and prepare the ultimate success of a car show is determined by the weather. There are those who will be there rain or shine, and there are those who won't take their cars out of the garage if there is a decent chance of rain in the forecast. When the forecast is for a beautiful day with pleasant temperatures and little chance of rain (20% or below) they all come! For the second year in a row the Western PA Region was blessed with a "perfect day" for a car show – sunshine, blue skies, pleasant temperatures and almost no chance of rain.

Many people regard the Western PA Region's annual car show, hosted at Legion Keener Park in Latrobe, as their favorite local show of the summer. They enjoy checking the cars out under the trees within the park's natural beauty.

Our show is unique since it continues to be a judged show based on a vehicle condition criteria points system. Many area car shows are now unjudged cruises or operate on a "people's choice" system for awards. Our show is also one of the few local shows for antique and classic vehicles 15 years old and older only.

With the weather forecast continuing to look great for show day, September 4th, the Car Show Committee anticipated a large number of cars rolling in. Last year great weather attracted about 230 cars, which ended up seriously crowding the showfield around the pavilions. In order to increase our capacity this year, John Ross Kuhns got permission from the Latrobe Parks Department to open the gate to the large grassy ballfield area behind the food vendors.

Last year, the largest car show categories were the modified cars and their number seemed to be growing.



Chuck Speicher wears his official Packard service jacket while polishing his beautiful 1937 Packard convertible.

We decided to place Modified Classes 16, 17 and 18 in the new, expanded area. As the cars drove in this area quickly filled and became very popular.

The day before show day Bob Doppleheuer, Mark Jackson, Tom Ulishney, Dave Sheetz and John Ross Kuhns mapped off showfield class areas based on the attendance indicated by 2015's judging sheets. This helped improve showfield congestion considerably. Look at Mark DeFloria's 2016 car show photos on the Western PA Region website. These photos show the classes arranged very neatly with most of the cars lined up attractively.

Judging started around 1:00 p.m. We were a little short on judges this year, so several had to judge two or more classes. After judging, new member and 2016 Scan Tool Scholarship Winner Austin Kyslinger was asked to walk the showfields and count how many cars were in each class. Austin counted 280 vehicles. He said that some of them sort of came and went, but he determined that about 280 were on the show field at once. According to Chief Judge Howard Finney and Registration Chair Carol Calabrace, this was a record – the largest show ever.

Other areas of the show also buzzed with activity. The Silent Auction and Bake Sale were very busy. Molly Detwiler and the Bake Sale crew sold out of goodies. Tammy, Joe, Joey Vrable and girl friend Maggie kept young folks busy at the Kids' Corner racing Hot Wheels and coloring antique car pictures. They also had lollipops for all who wanted one.

D. J. Pete Highlands kept everyone informed and entertained, while Boy Scout Troop 405 and Barry's Italian Ice offered great food and refreshments at reasonable prices.

During the opening ceremony, the Troop 405 Scouts participated in a tribute marking the 15th Anniversary of September 11th. There was also a large, patriotic "Never Forget" poster on display the entire day.

After welcoming all to the show, President Craig DeFloria announced the awards and the Region's traditional awards parade around the main pavilion began.

Sincerest thanks from Car Show Co-chairs Bob Doppelheuer and Mark Jackson to all who helped in any way to make this year's car show a shining success!



Bruce Egen proudly displays the President's Award he received for his 1957 Chevrolet Wrecker.



Mark Jackson presents a Senior Recognition Award to Jeff and Dawn Lentz for their 1932 Nash Convertible Sedan.

Best of Show

1970 Oldsmobile
Michael Plumb

President's Award

1957 Chevrolet Wrecker Truck
Bruce Egen

Oldest Driver

Owen Snyder - 87 years young

Youngest Driver

Shaq Varner - 16 years old

Longest Distance

Mary Jo Graham
Titusville, PA - drove 140 miles

Senior Awards

1932 Nash Convertible Sedan
Jeff and Dawn Lentz
1935 Ford Five Window Coupe
David Collette
1948 Nash Super 600
Cris Detwiler
1951 Hudson Hornet
Ken Schulte
1956 Lincoln Capri
James Sadler
1960 Corvette
Ron Horak
1964 Austin Healey
Glenn Wunderley

1964 Mercury Montclair
Jim Vigna
(AACA Grand National Winner)

1967 Buick Skylark
(AACA Grand National Winner)
Howard Finney

1970 Camaro Z 28
(AACA Grand National Winner)
Dave Sheetz

1970 Dodge Challenger T/A
Gary Wiegand

1980 Dodge Mirada
Dave Powers

1983 Pontiac Grand Prix
Molly Detwiler

Class 1

Antique Autos through 1935

1st - 1931 Chevrolet Independence
Three Window Coupe
Lewis Gainfort
2nd - 1928 Ford Model A Roadster
Roger Clark
3rd - 1929 Chevrolet Cabriolet
John Ross Kuhns III

Class 2

Production Autos 1936 – 1948

1st - 1936 Packard Dietrich
Convertible Sedan
Michael Sabo

2nd - 1937 Packard Coupe
Convertible
Chuck and Lee Speicher

3rd - 1942 Ford
Scott Petrosky

Class 3

Production Autos 1949 – 1953

1st - 1950 Plymouth Deluxe
John and Betty Berlin

2nd - 1950 Willys Jeepster
Craig DeFloria

3rd - 1949 Pontiac Streamline Deluxe
Larry Kulick, Jr.

Class 4

Production Autos 1954 – 1959

1st - 1954 Buick Skylark
Steve Apter

2nd - 1956 Ford Thunderbird
Convertible
Susan Gainfort

3rd - 1955 Ford Crown Victoria
Skyliner
Lewis and Susan Gainfort

Class 5

Production Autos 1960 – 1964

1st - 1960 Austin Healey 3000 BT 7
Tim Plesz

2nd - 1963 Chevrolet Impala SS
Eugene Sosko



Debbie Sheetz presents Derek Bush with a third place award for his 1961 Austin Healey Sprite Bugeye.

3rd - 1963 Chevrolet Impala SS
Craig Werksman

Class 6
Production Autos 1965 – 1971

1st - 1970 Oldsmobile
Michael Plumb

2nd - 1968 AMC Ambassador
Otis Thomas

3rd - 1968 Chevrolet
John Myers

Class 7
Production Autos 1972 – 1977

1st - 1976 Ford Elite
Eldon Leonard

2nd - 1977 Ford LTD
Lou Kovacs

3rd - 1973 Dodge Challenger
Allen Berkley

Class 8
Production Autos 1978 – 1983

1st - 1978 Ford Thunderbird
Bob and Theresa Landis

2nd - 1982 El Camino
Roni Coal

Class 9
Production Autos 1984 – 2001

1st - 2000 Rolls Royce Silver Seraph
Scott R. Drab

2nd - 1986 Trans AM
Peggy Kozar

3rd - 1985 Buick Riviera
William Maraney

Class 10
All Corvettes 1953 – 2001
(stock only)

1st - 1957 Corvette
George and Pat Whipkey

2nd - 1954 Corvette
Tom Milligan

3rd - 1995 Chevrolet Corvette
Jim Berniak

Class 11
All Modified Trucks through 2001

1st - 1954 Ford F100
Joe and Ruby Shifflet

2nd - 1956 Ford Pick Up
Bob Lantz

3rd - 1938 Chevrolet Truck
Paul and Marla Mallich

Class 12
All Stock Commercial Trucks
through 2001

1st - 1999 Dodge Ram 2500
Roy Crownover

2nd - 1947 Chevrolet Truck
Leonard J. Willochell

3rd - 1935 Ford
Paul Ford

Class 13
All Ford Mustangs through 2001
(stock only)

1st - 1993 Ford Mustang GT Coupe
Caleb Middlekauff

2nd - 1967 Mustang Coupe
Tom and Dodie Ulishney

3rd - 1966 Ford Mustang Convertible
James Frankiewicz

Class 14
Street Rods through 1948
(steel body only)

1st - 1935 Plymouth Sedan
Bob and Janice Niebauer

2nd - 1933 Chevrolet Sport Coupe
Mike Dempsey

3rd - 1933 Chrysler CT-8 Royal
George Stump

Class 15
Street Rods through 1948
(fiberglass body only)

1st - 1937 Ford
Norm Ferri

2nd - 1934 Chevrolet Coupe
Terry Slusser

3rd - 1932 Ford
Scott Stercho

Class 16
Custom & Modified Cars
1949 – 1965

1st - 1963 Plymouth
Don Cole

2nd - 1955 Chevrolet Bel Air Sedan
Terry Kovach

3rd - 1955 Chevrolet Bel Air
Glenn Beichner

Class 17
Custom & Modified Cars
1966 – 1980

1st - 1973 Chevrolet Camaro LT
Darlen Fine

2nd - 1968 Mustang
Doug Fox

3rd - 1967 Chevrolet Chevelle
Convertible
George Maers

Class 18
Custom & Modified Cars
1981 – 2001

1st - 1987 Corvette
Bob Mihalinec

2nd - 1987 Monte Carlo
Mike Conforti

3rd - 1993 Pontiac Firebird
Larry Snow

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Bob Doppelheuer judges a modified 1960 Chevrolet at the new expanded showfield.

Class 19
Production Factory High
Performance Cars 1962 – 1969
(stock only)

- 1st - 1967 Pontiac GTO Sport Coupe
Fred Mansfield
- 2nd - 1966 Pontiac GTO Convertible
George Santmyer
- 3rd - Chevrolet Camaro
Shawn Ulery

Class 20
Production Factory High
Performance Cars 1970 – 1976
(stock only)

- 1st - 1970 Dodge RT Challenger
Ken King
- 2nd - 1971 Dodge RT Challenger
Frank Smartnick
- 3rd - 1971 Dodge
Vince Brentnel

Class 21
Production Factory High
Performance Cars 1977 – 2001
(stock only)

- 1st - 1987 Buick Grand National
Bob Doppelheuer
- 2nd - 1995 Pontiac Trans AM
Jim and Yvonne Lovejoy
- 3rd - 1977 Pontiac Fire AM
Mike Kozar

Class 22
All Sports Cars through 2001
(two seats) except Corvettes

- 1st - 2001 Chrysler Prowler
Joe Nepsa
- 2nd - 1952 MG
Dennis Pennington
- 3rd - 1961 Austin Healey,
 Sprite MK, Bugeye
Derek Bush

Class 23
Special Interest Vehicles
through 2001

- 1st - 1973 Land Rover Series 3
 Convertible
Christian Sabo
- 2nd - 2001 Ford F150 4x4
 Don Snyder
- 3rd - 1971 AM General M35A2
 Greg Vidakovich

Class 25
All Motorcycles through 2001

- 1st - Honda Goldwing
Randy Hayes



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: **www.westernparegion.org**. 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.

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

Craig DeFloria, Mark DeFloria and Jill Jackson

Name That Car

by Mark Jackson

August's Car



John Ross Kuhns was the first to correctly identify August's car as a 1933 Chevrolet. This amazing original car was at Spring Carlisle. The owner trailered it all the way from New Hampshire. I don't know who went home with it, but I know that several of our attending members would have liked to.

September's Mystery Guest



In tribute to the recent fabulous tour to the National Museum of the United States Air Force, here is September's Mystery Guest. Can you name the type of flying machine this is? Be the first to contact me with the correct answer in person, email rpmguy2002@yahoo.com or call 724-832-9074 and win a bag of Hershey Miniatures.

Western Round-Up Classifieds FOR SALE

Trunk mat (carpet) for 1949-1952 Chevrolet, in original box. Custom made to fit, medium gray in color. Complete with instructions and also material to cover spare tire well. (This material is different from the mat material.) May fit other GM cars of same vintage. Asking \$75 plus shipping costs if required. Call Jim Heatherington at 412-672-0914.

1965 Corvair 110 h.p. engine

with four carburetors - \$200.

Wire wheels for Ford Model A

Phone Guy at 724-837-8376

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:
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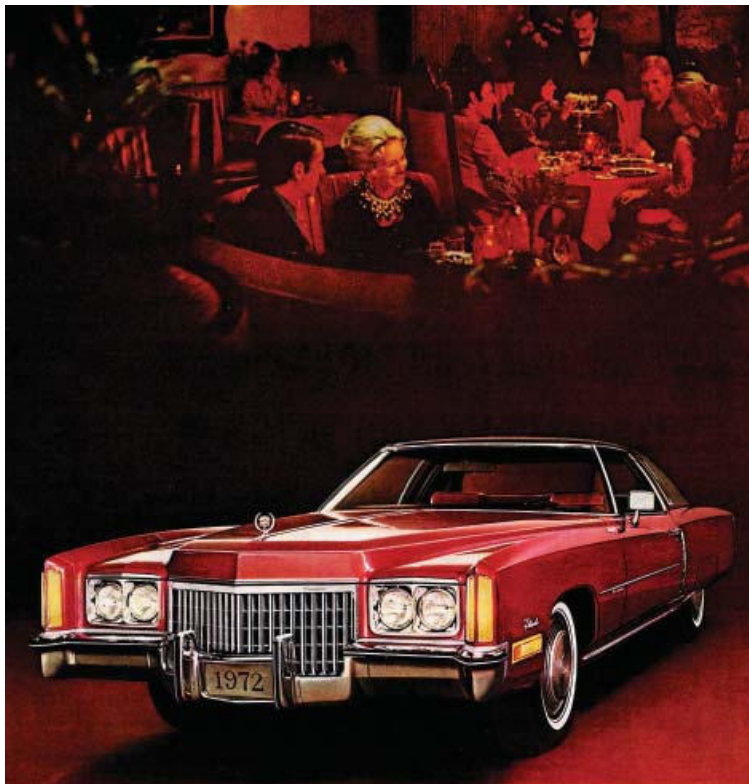
is famous for the Hot Spot and Ram's Horn attachment which pulverises the spray until it is practically gas and distributes it equally among all the cylinders; thereby increasing acceleration, speed and smoothness of running, giving greater economy and longer life.

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Western Pennsylvania Region
Antique Automobile Club of America
P.O. Box 882
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A very special car for very special people. Eldorado by Cadillac. It looks to be exactly what it is--the world's most elegant personal car. And, with its 8.2 litre engine, it acts the part. Moreover, Eldorado is the only luxury car with front-wheel drive, variable-ratio power steering and Automatic Level Control. In addition, you may now specify American-made, steel-belted radial tires (inset) for your Eldorado. Also available: a Dual Comfort front seat



and Track Master, Cadillac's skid-control braking system. As the classic coupe shown or as the only luxury convertible built in America, this is motoring at its finest. Maybe it's presumptuous to imply that any car can change your life-style. In the case of Eldorado, maybe not. Judge for yourself when you see your authorized Cadillac dealer and test-drive the Eldorado of your choice.

Cadillac Motor Car Division.



Please turn in your chance car tickets!

A Chance Car winner will be determined by the four digit PA Lottery number drawn at 7:00 p.m. on Saturday, October 29th. Please turn in your sold chance car tickets and any unsold tickets to Alice Shaulis before or at the October 18th monthly meeting. Please turn in all monies by check and have the ticket stubs arranged in numerical order based on the top right number. If you cannot get your tickets to Alice, get them to Region Treasurer Mark Jackson. Tickets can still be signed out if you think you can sell them by then. *Sincere thanks to all ticket sellers for your work and support.*