

THE WESTERN ROUND-UP



April 2020

Promoting the Preservation & Enjoyment of Antique Automobiles Since 1950.



1948 Chevrolet Fleetline Aerosedan - Western PA Region 2019 tour to Don's Cars



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Membership Information

Do you like old cars? We at the Western PA Region of the Antique Automobile Club of America are excited to share our fun and exciting activities, events and resources.

You don't have to own an antique automobile to become a member, However, you must first join our national club, The Antique Automobile Club of America (AACA) before joining our Region. For national membership information and to join online visit: www.aaca.org AACA is the largest and oldest antique automobile club in the world and offers a wide variety of resources, and activities. All national members also receive the beautiful *Antique Automobile Magazine*.

For a Western PA Region AACA new membership application visit: http://westernparegion.org/membership/wpr_application.html

New members must attend a Western PA Region monthly meeting to be voted in and welcomed. Our monthly meetings are held on the third Tuesday of every month except December and January. We are a Latrobe-based club.

Upon receipt of your membership application, our Membership Chairman will contact you to schedule a convenient monthly meeting for you to attend. Our monthly meetings take place at several venues in the Latrobe and Greensburg, PA area.

To learn more about our club and activities visit our website: www.westernparegion.org

Please also feel free to contact any of the directors above with questions about memberships.



Illustration from a 1971 Pontiac brochure cover

President's Message

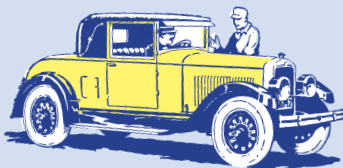
Keeping the Faith

First off, I hope everyone is staying safe during this unprecedented crisis the world is experiencing. I would imagine the car club hasn't been on most of our minds lately, myself included. We are still here and will be ready to kick into action as soon as safely possible. We still have events on the calendar such as the summer picnic and of course our car shown in September. We will need to pull together as group like we always have and always will. Your board and President are still here and on the job and ready to go back into action as soon as we can. Your wellbeing and safety are always the number one concern and we will hold off on meetings until it is safe to hold one. With that said we will be cancelling the April 21st meeting at Hoss's. I know that was really a no brainer but we have to make it official. Hopefully we could have one in May, we will have to play that month by ear and see how things develop in our state. When we can get out I bet we will see some pretty well detailed cars!! I will say I can't wait to finally see a healthy everyone and get on with our lives the best we can. Until then if you have any questions you can always contact me at 724-366-5930 or any of the board members. Please be safe everyone and may God watch over you and your families.

Sincerely,
Your President
Bob Doppelheuer



Bob and Karla Doppelheuer



Member News

Our deepest sympathy to Sandy and Mark DeFloria and Craig and Casper DeFloria and the DeFloria family on the passing of Sandy's mother Jane R. Ament on Wednesday, April 15, 2020. Mrs. Ament was 92 years old. May loving memories comfort you always.

CALENDAR

IMPORTANT - PLEASE NOTE

Due to COVID 19 virus precautions and mandates we had to cancel some of our 2020 events. All others are now tentative depending on the situation in our area. We will keep everyone informed and make adjustments accordingly.

CANCELED - April 21st meeting at Hoss's, Greensburg

CANCELED - 2020 Rev-Up Party due to restrictions

TENTATIVE - May 19th Monthly Meeting - American Legion Post 982

TENTATIVE - June 13th Beaver Falls Car Cruise

TENTATIVE - Annual Picnic - Sunday, July 26th
1:00 p.m. at the Cooperstown Club Pavilion, Latrobe

TENTATIVE - Sunday, September 6th, Western PA Region AACA Paul P. Bell Memorial Antique Auto, Custom and Street Rod Show at Legion Keener Park, Latrobe

POSTPONED - Chance Car acquisition and ticket sales.

The Road Less Traveled By

by Guy Davis



photos by Ben Davis

This 1964 Mercury Parklane four door sedan was discovered sitting amongst the tall grasses in back of a junkyard in Warren County, PA by Dave Davis this past November. Untouched for a number of years, Dave struck a deal with the owner, brought it back to Greensburg. Then carefully brought it back to life.

Today's collector car environment appears to place greater importance and value upon coupes and convertibles when compared to four door sedans. Such evidence can be found by studying vehicle auction results as well as advertised prices for antique and classic automobiles. In almost all cases, the two door models demand a higher premium than their four door counterparts. Most popular car magazines also tend to devote the greatest amount of space covering sporty looking coupes, resplendent roadsters, attractive cabriolets, and the drop top convertibles. When was the last time you saw a four door version of the Chevrolet Biscayne, Ford Galaxie, or Plymouth Belvedere grace the cover of any car magazine? Unfortunately, it seems as though the four door sedan has become the lonely stepchild in the classic car family.

At a time when two door vehicles attracted younger buyers, four door models were likely purchased by a family man who desired comfort, reliability, and convenience in his mode of transportation. It would have been unusual to see Ward Cleaver pull into his driveway on the TV series "Leave it to Beaver" in a 1962 Chevrolet Corvette roadster instead of the Plymouth Fury four door sedan which was seen weekly in the popular sitcom. Jim Anderson in "Father Knows Best" would have looked rather odd driving a 1957 T-bird instead of the 1957 Ford Custom 300 Fordor sedan which was better suited for a responsible family man to own. It seemed only natural that a mature gentleman would carry about his business behind the wheel of a dignified four door automobile.

While the sportier cars of old may have greater appeal today, they often lacked the creature comforts that were more prevalent in four door models. The purchaser of the four door auto usually had the disposable income required to check off a number of factory options when ordering his new means of transportation. Consequently, we often find four door sedans with a host of accessories not seen in the spartan two door cars. Those accessories might include an automatic transmission; power assisted steering, brakes, and windows; Wonderbar or signal seeking radio; power antenna; cruise control; and air conditioning to name just a few. What the four door sedan may have lacked in styling, it more than made up for it in comfort and convenience.

This past November, my brother Dave made his annual trek into the deep woods of Warren County in Northwestern Pennsylvania in search of the elusive white tail buck. Though he did not return with any venison, he did bring home a different type of trophy: a 1964 Mercury Parklane four door sedan. Dave spotted the vehicle sitting amongst tall grasses in the back of a junkyard. Upon further investigation, it turns out that the 18 foot long behemoth had languished there untouched for a number of years. The only intrusion into the vehicle occurred on sunny, pleasant days when the junk yard workers consumed their lunches in the sofa-like comfort of the Mercury's interior. Dave and the owner of the junkyard struck up a deal and the big Mercury now resides in Dave's garage in Southwest Greensburg.



The 1964 Mercury Parklane is 18 feet long and features the unique “Breezeway” roof design. Tilted inward, the back window is divided into three sections. The middle section can be lowered to allow fresh air to flow through the passenger compartment.



With only 27,000 original miles, this Mercury Parklane also features a Multi-drive Mercomatic transmission, air conditioning, AM-FM radio, cruise control, seatbelts and tinted glass. All options work.



The original interior offers living room couch-like comfort. Some junk yard employees enjoyed eating their lunch in the Parklane.

The Mercury turned out to be in incredible original condition showing only 27,000 miles on the odometer. It sported its original paint, interior, and mechanics. Inside the glovebox were the original owner’s manual, invoice, and other associated paperwork. It was a local car having been purchased in the nearby town of Corry. It’s original owner had checked off a number of options when he ordered it including the Multi-drive Mercomatic transmission; air conditioning; AM-FM radio; cruise control; seat belts; and tinted glass. What is remarkable is that every option still works like the day it was new. Dave only had to go over the brake system, and buff out the paint. It



Under the hood of the Parklane. Surprisingly, Dave only had to go over the brake system and buff the paint after checking it out.

Continued on page 8

Family Story Links 1946 Lincoln Photo to Musical Satire Band Leader Spike Jones

by John Ropelewski, AACA member from Erie, PA

My name is John Ropelewski. I am a longtime AACA member from Erie, Pennsylvania. I meet a bunch of "old car guys" for lunch every Wednesday to discuss politics, the state of the world, and the clunkers that we drive when the weather is good.

One member of our gang, Ed Group, has a daughter named Valerie Wilson who publishes the "*Sidelight*," the newsletter for the Lake Erie NY AACA region out of Buffalo. As such, she is on the mailing list for copies of other regional and chapter newsletters as a courtesy and to keep informed of their news and events.

One recent Wednesday, Ed brought me a copy of an article that was printed in the January/February 2020 issue of the "*Western Round-Up*," the newsletter of the Western PA Region. This article was originally written in 2010 by Mr. Fred Nicholls, who had recently passed away. It was reprinted as a tribute to him.

Although I had never met Mr. Nicholls, I was extremely interested in his article. In it, he describes his interest in 1940s Lincoln Continentals and his purchase of one. Mr. Nicholls had looked at several Continentals before he purchased the car that he ultimately owned for six years.

One of the cars that he had considered, a 1946 model located in Erie, PA, had zebra-covered seats and a leopard headliner, both of which were made, as I recall, from natural animal hides. Fred described the car as a "Disaster."

My uncle, the late Elmer Drum, owned that car when it wasn't a "Disaster."

Some of my earliest childhood memories are of riding in that Lincoln, listening to the gurgle of the mighty V12 engine, and being yelled at to "Quit playing with the power windows." Uncle Elmer always said that the Lincoln was originally owned by the 1940s band leader Spike Jones. Spike and his group, the City Slickers, were known for their zany performances and flamboyant outfits.

You could see the connection in the Continental.

The car did indeed have zebra skin seats, a leopard skin headliner, and interior door moldings that were trimmed in snakeskin. This upholstery job, however, was not done in an amateur fashion. It all looked professionally done to me the many times that I rode in and studied that car. I had often wondered how the Lincoln had found its way to our area and ultimately wound up in the hands of

my uncle.

A few years after Elmer passed, I asked another family member, my Uncle John, how Uncle Elmer acquired the Lincoln. Uncle Elmer and Aunt Helen (my mother's older sister) lived in McKean, PA, a small farming community just outside of Erie. Elmer owned and operated an automotive repair shop and wrecking yard at his residence. One day in 1954, a buddy of his showed up at the garage to show Elmer his latest purchase, the 1946 Lincoln Continental.

Uncle Elmer was in love! He had to own that car at any price! A deal was struck and the car was his.

When I asked how the connection to Spike Jones was determined, Uncle John told me that Ish Kabibble (aka Merwyn Bogue), who once worked as a sideman and comedian for Jones's band, was originally from the Erie area. Uncle John and Uncle Elmer had always surmised that the car found its way to our area through Bogue.

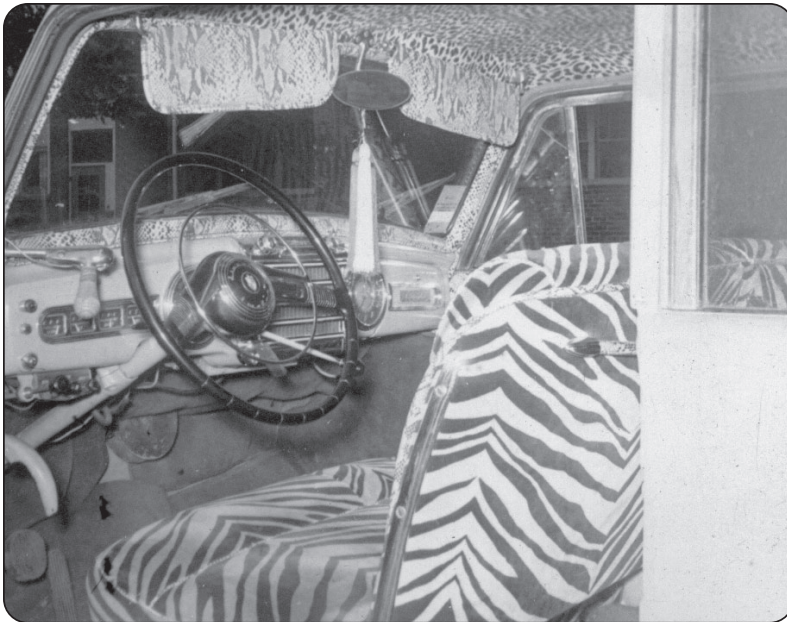
As the years went on, the car had deteriorated somewhat, especially after being stored outdoors covered by a cheap plastic tarp. Uncle Elmer decided to resurrect the old girl and started by rebuilding the V12 engine.

One day in 1968, Elmer called me with the news that my Aunt Helen had lost her job due to a plant closing, and so he intended to sell both of his hobby cars: the Lincoln and a 1951 Cadillac convertible. He said that I could take my pick for \$400.

At the time, I was 21 years old and had very little money and even less common sense. I scraped up some money and chose the Caddy (another story for another time) because it was drivable, while the Lincoln still needed water pumps and paint.

Uncle Elmer sold the Lincoln. I understand that the car stayed in the area although I lost track of it over the years. A photo that accompanied Mr. Nicholls's article showed a white instrument panel and a portion of a white quarter panel. When my uncle owned the car, these items and the rest of the car were black.

Over the years, I have owned many antique and special interest cars, among them a 1939 Lincoln Zephyr with the mighty V12 engine. I have belonged to several car clubs, but most importantly, I have made lasting friendships with some great people. I like to think that Uncle

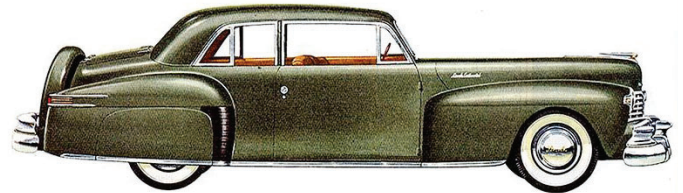


According to Western PA Region member Fred Nicholls' story about his search for a late 1940s Lincoln, the car he drove to Erie to look at was "a disaster". Apparently, Fred was startled and amused by the car's interior, so much so, that he took this photo. When the seller told Fred that the car's interior was "original", Fred must have thought that the seller was pulling his leg. Fred was an AACA Senior Master Judge and most likely was looking for a car with an original "from the factory interior." Little did he know that the wild interior he was looking at was purportedly customized for legendary musical satire band leader Spike Jones. Spike and his band, The City Slickers, were famous for their crazy renditions of popular tunes and wearing outlandish suits and outfits during their shows.

Upon seeing this photo in the March issue of the *Western Round-Up*, which we share with the Erie Region AACA, John Ropelewski recognized this interior and was kind enough to share the story of his Uncle Elmer's 1946 Lincoln. Looking closely at this photo you can see that this crazy interior was expertly done for someone special.

Elmer and the "Spike Jones Lincoln" started it all.

My uncle's 1946 Lincoln Continental coupe was a very unique car with a significant history. I certainly hope that the car got the attention that it deserves.



The Lincoln Continental Coupe

Advertising illustration of a 1946 Lincoln Continental Coupe

Looking Back - Spike Jones

20th Century Master of Musical Satire

by Mark Jackson

Lindley Armstrong Jones was born December 14, 1911 in Long Beach, California. His father was an agent for the Southern Pacific Railroad, and his friends gave him the nickname "Spike". It has been said that a railroad restaurant chef once showed young Spike how to get music out of anything including pots and pans with knives, forks and spoons. Spike's parents later got him a snazzy set of drums and he was on his way. As a teenager, he started his own band, Spike Jones and His Five Tacks. He further developed his drumming talent and eventually drummed for many noted Hollywood Orchestras in the late 1930s.

On the side, Spike and a few friends began playing novelty tunes for their own amusement. He enjoyed experimenting with different sound effects - pistol shots, horns, whistles, etc., orchestrating and tuning them to work with the music. Eventually, they formed the group Spike Jones and The City Slickers and earned a contract with RCA Records. In 1941 they recorded an anti-Hitler song called "Der Fuehrer's Face". It became a huge hit. With the U.S. entry into WWII, Spike and The City Slickers recorded many more satirical songs. They also entertained our troops overseas during the war. In 1944 they recorded their signature hit, "Cocktails for Two."

Success came at a fast and furious pace. People needed to laugh and Spike Jones and The City Slickers worked



Wikimedia Commons photo by Spikejj / CC BY-SA
(<https://creativecommons.org/licenses/by-sa/4.0>)

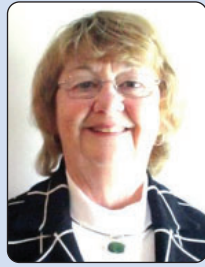
Band leader Spike Jones is dressed to perform with The City Slickers. Jones often used tuned pistol shots (blanks) to punctuate portions of a song they were satirizing. At times on stage and on live television, after Spike shot into the air, a few stuffed ducks and feathers would then fall onto the stage.

Continued on page 10

Youth Development Update



Paula Ruby
Vice President
Youth Development



The 2019 year was my first year in Youth Development and it has been a little challenging at times. Most of the year has been spent trying to get an idea of where the regions stand in developing a plan to get their membership involved in reaching out to student and junior members. The individual regions serve as the home base and the first step in getting the youth involved in the hobby and maintaining their interest. The feedback that I have received as a result of my outreach to the separate regions is positive on a local level. Some of the activities that have been confirmed are having programs for the youth at their local events and some are also reaching out to Scout troops in the area to peek interest and involvement. Where we fall short in Youth Development is that the regions are not taking the next step and offering their local student and junior participants a membership in the National Club.

The use of the Hagerty Youth Judging program is an excellent tool in working with the youth at local shows. Getting the children involved at the local shows with their parent's encouragement will give them a hands-on adventure that will hopefully develop them into wanting to come to more events. Letting the kids get in the cars and possibly go for a ride would be something that they will never forget.

Again, this year, participation in the student scholarship program has been well received. At the Annual Convention held in Philadelphia in February 2020, six students were awarded with \$1,500 scholarships. Receiving these scholarships are an important benefit of being a student member in our organization.

I would like to see all regions develop a goal for next year and involve the youth in their activities they host throughout the year. If we all work to recruit and engage at least one new student or junior member in our regions, this will likely increase parent involvement and engagement as well.

In closing, let's collaborate about what we can do to help the youth and get them more involved. By doing so, we are ensuring the future of our organization.

-- The Rummage Box

The Road Less Traveled By - 1964 Mercury Parklane - continued from page 5

will make a wonderful presentation in AACA's HPOF class.

So, the next time our club sponsors a tour on a sweltering August afternoon, for those members who drive their spiffy convertibles, be sure to wear plenty of sunscreen, a wide-brimmed hat, and sunglasses, and for those members who bring their gas-guzzling, bone-rattling muscle cars, be sure to pray that your car's temperature gauge does not keep climbing into the red zone, and for those who will drive their two-seater sportscar, hope that there will be plenty of rest stops so that you can climb out of that soapbox, stretch your legs and get some circulation back into your feet. And by the way, while at that rest stop, you might want to wave to brother Dave and his entire family as they effortlessly cruise past you in that roomy, air conditioned Mercury listening to Jan & Dean

Mercury presents the newest, most luxurious entry in the medium-price field . . . the Park Lane

The Park Lane is a new series of Mercurys—the most luxurious of all the '64 Mercurys. They were specially built for the medium-price car buyer who wants more than the usual—whole lot more.

There's a big, powerful, more than the usual look. And, as you can see from the picture below right, there's far more than the usual luxury for a medium-price car. Notice the rich interior decor. The warm shades of walnut-lined trim. The convenience of signed indicators on the front fenders, where you can keep your eyes on them. And the wonderful spaciousness.

Greater roominess and riding power, too. A 4-cylinder, 390 cubic inch V-8 is standard! And you can go all the way up to an 8 barrel, 427 cubic inch V-8. This is the second million of the Super-Mustang engine that set a new, all-time record against every stock car in the most recent Pikes Peak Climb.

All this . . . plus the year's most beautiful styling choice.

But just a wide choice of models, but too completely different looking cars. The Mercury Park Lane with Overseer Design (the most window space for visibility or new new Mercedes styling. See both '64 Mercurys. We're sure you'll find them superior to every way luxurious medium-price car. www.mercury.com, 1-800-368-2262, write-overseer

1964 Mercury
No finer car in the medium-price field

Unusual luxury
Unusual room
Unusual features
Unusual power
The unusual is standard in this medium-price car

on the FM oldies station while enjoying the journey on that road less traveled by. ■

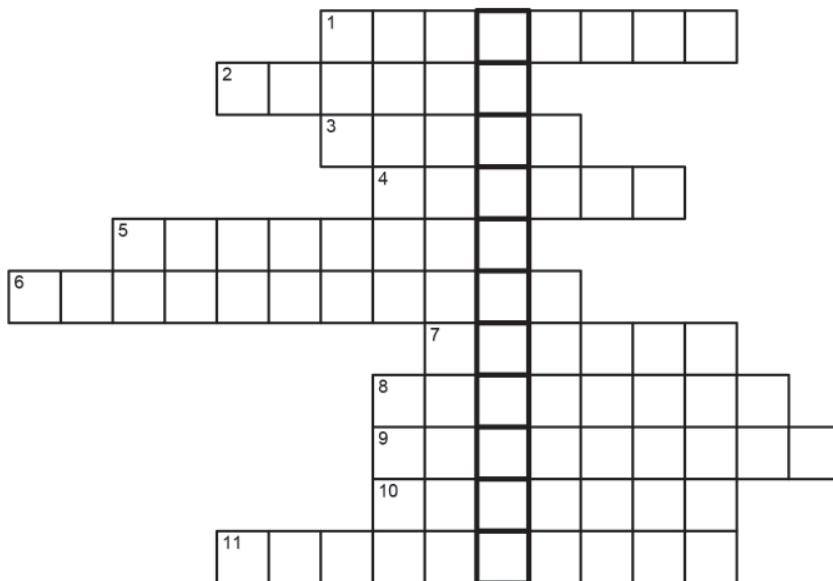
Hidden Word Puzzle - Antique Car Names Part 2



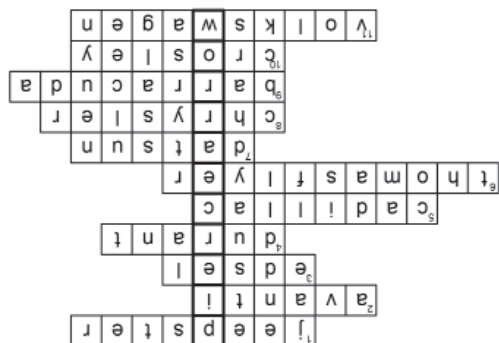
Find the hidden antique car name in the bold rectangles by filling in the answers to the antique car name clues in the puzzle. Answer key is below upside down.

THE CLUES

1. GIs coming home from WWII liked these fun cars, which reminded them of the dependable vehicles they had used in the service.
2. A stylish sports car by Studebaker, which continued to enjoy limited annual production even after Studebaker stopped making cars in 1966.
3. Named after Henry Ford's son and launched with a very expensive advertising campaign.
4. An executive with the first name of William, left General Motors to start this car company.
5. The first electric starter was installed in one of these cars.
6. Won the 1908 New York to Paris "Great Race"
7. This car became today's Nissan.
8. Car company founder also built a famous art deco style skyscraper in New York City, which still stands tall today.
9. A sporty Plymouth, which was named after a long skinny fish with big sharp teeth.
10. This versatile company made cars, car parts, radios and appliances.
11. Looked like a "little bug." Translated, the name means "Peoples' Car."



The hidden antique car name is:



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 by email or a mailed hard copy at an additional cost.

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.

Mark Jackson, Editor

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Special thanks to Becky Blank, Guy Davis, Ben Davis, Bob Doppelheuer and John Ropelewski from Erie, PA whose time and talent helped produce this issue.

Name That Car

by Mark Jackson

March's Car



New Western PA Region members Lynn and Linda Ferraro of Ligonier submitted the photo of March's Car, which belonged to Linda's grandfather, J.D. Ashcom. This little car got a big response from our members. Ron Underwood was the first to correctly identify the car as a 1939 Crosley. Myron Shoaf was hot on Ron's heels calling with the correct answer only ten minutes after Ron contacted me. Ron was first, so he won the Sheetz gift card. Gary Wiegang and Jim Heatherington also called about the Crosley. Both Jim and Myron provided some great insight as to the uniqueness of the Crosley car and its brilliant, versatile developer Powel Crosley, Jr.

Powel Crosley, Jr.

One of America's Most Versatile Entrepreneurs and Industrialists

Powel Crosley Jr. (September 18, 1886 – March 28, 1961) was an American inventor, industrialist, and entrepreneur. He was also a pioneer in radio broadcasting, and owner of the Cincinnati Reds major league baseball team. In addition, Crosley's companies manufactured Crosley automobiles and radios, and operated WLW radio station. Crosley, once dubbed "The Henry Ford of Radio," was inducted into the Automotive Hall of Fame in 2010 and the National Radio Hall of Fame in 2013.



Powel Crosley, Jr.

He and his brother, Lewis M. Crosley, were responsible for many firsts in consumer products and broadcasting.

In 1916 Powel Crosley, Jr. co-founded the American Automobile Accessory Company with Ira J. Cooper. The company's bestseller was a tire liner of Crosley's invention. Another popular product was a flag holder that held five American flags and clamped to auto radiator caps. By 1919 Crosley had sales

Looking Back - Spike Jones continued from page 7

tirelessly to provide those laughs and more. They created many clever parodies of popular and classical music along with original novelty tunes. Spike was very proud of the musical talent in his orchestra. It took a special knack to play great music and do comedy. He was constantly on the look out for interesting elements to add to his shows – voice actors, dancers, comedians, acrobats, novelty performers along with talented musicians. During the late 1940s and into the 1950s, in addition to regular recordings, Spike and The City Slickers had their own national radio show, were featured in several movies, and performed live shows across the USA.

Spike was a savvy businessman and promoter. He arranged for The City Slickers to tour by train using their own railroad cars for musicians and equipment in order to get from town to town. To promote their concerts The City Slickers would often do a publicity parade through town dressed in long underwear playing to the crowds' delight. For their shows Spike and the City Slickers dressed in wild suits and performed with colorful, crazy props and instruments, providing constant laughs and surprises.

While The City Slicker performances were wild and funny, Spike Jones also had a love of great "straight" music. He had a second band called "The Other Orchestra", which featured a smooth, full, big band sound. Spike was a master

showman, who balanced his performances so that audiences didn't get tired of any one thing.

Spike Jones and The City Slickers were also pioneers in early live television and performing in Las Vegas. They starred in several television shows through the 1950s.

As rock and roll entered the music scene in the mid-1950s Spike began to change his style. He found rock and roll a challenge to satirize, and evolved into a more low key orchestra renaming The City Slickers to "The Band That Plays for Fun." Entering the 1960s Spike continued to record satires while developing a refreshing, light jazz sound with "Spike Jones' New Band," which cut several pleasing albums.

Spike Jones was a driven performer, who kept a brisk schedule. He passed away on May 1, 1965 at the age of 53 from emphysema complications. Upon his passing, his son Spike, Jr. (then in his teens) finished Spike Sr.'s contracted performances. ■

Reference source - Wikipedia

Visit YouTube for a wide selection of Spike Jones videos from television performances and more.

of more than \$1 million in parts. He also diversified into other consumer products such as phonograph cabinets, radios, and home appliances. Crosley's greatest strength was his ability to invent new products, while his brother, Lewis M. Crosley, excelled in business. Lewis also became head of Crosley's manufacturing operations.

In 1920, Crosley first selected independent local dealers as the best way to take his products to market. He insisted that all sellers of his products must give the consumer the best in parts, service, and satisfaction. Always sensitive to consumers, his products were often less expensive than other name brands, but were guaranteed. Crosley's "money back guarantee" set a precedent for some of today's most outstanding sales policies.

Of all Crosley's dreams, success at building an affordable automobile for Americans was possibly the only major one eventually to elude him. In the years leading up to World War II, Crosley developed new products that included reviving one of his earliest endeavors at automobile design and manufacturing. In 1939, when Crosley introduced the low-priced Crosley automobiles, he broke with tradition and sold his cars through independent appliance, hardware, and department stores instead of automobile dealerships.

The first Crosley Motors, Inc. automobile made its debut at the Indianapolis Motor Speedway on April 28, 1939, to mixed reviews. The compact car had an 80-inch (200 cm) wheelbase and a 38.87-cubic-inch (637.0 cm³), two-cylinder, air cooled Waukesha engine. Crosley estimated that his cloth-top car, which weighed less than 1,000 pounds (450 kg), could get fifty miles per gallon at speeds of up to fifty miles per hour. The sedan model sold for \$325, while the coupe sold for \$350. Panel truck and pickup truck models were added to the product line in 1940. During the pre-war period, the company had manufacturing plants in Camp Washington, Ohio; Richmond, Indiana; and Marion, Indiana. When the onset of war ended all automobile production in the United States in 1942, Crosley had produced 5,757 cars.

After World War II ended, Crosley resumed building its small cars for civilian use. His company's first post-war automobile rolled off the assembly line on May 9, 1946. The new Crosley "CC" model automobile continued the company's pre-war tradition of offering small, lightweight, and low-priced cars. It sold for \$850 and got thirty to fifty miles per U.S. gallon. In 1949 Crosley became the first American carmaker to put disc brakes on all of its models.

Unfortunately for Crosley, fuel economy ceased to be an inducement after gas rationing ended, and American consumers also began to prefer bigger cars. Crosley's best year was 1948, when it sold 24,871 cars, but sales began to fall in 1949. Adding the Crosley "Hotshot" sports model and an all-purpose vehicle called the "Farm-O-Road" model in 1950 did not stop the decline. Only 1,522 Crosley vehicles were sold in 1952. Crosley sold about 84,000 cars before closing down the operation on July 3, 1952. The Crosley plant in Marion, Indiana, was sold to the General Tire and Rubber Company

Crosley liked to label himself "the man with 50 jobs in 50 years," a catchy sobriquet that was far from true, although he

did have more than a dozen jobs before he got into automobile accessories. Crosley helped quite a few inventors up the ladder of success by buying the rights to their inventions and sharing in the profits. His work provided employment and products for millions of people.

Here are some of the Crosley's company's more noteworthy accomplishments:

- introduced the first compact car to American consumers (in 1939)
- became the second company to install car radios in its models
- the first to introduce push-button car radios
- introduced soap operas to radio broadcasts
- introduced the first non-electric refrigerator (Icyball)
- introduced the first refrigerator with shelves in the door (Shelvador)
- launched the world's most powerful commercial radio station (WLW, at 500 kW)
- installed the first lights on a major league baseball field
- introduced newspapers broadcasts by radio-FAX (Reado)
- the first American carmaker to have disc brakes on all its models (in 1949)

Source - Wikipedia



Photo - Mark Jackson

The compact Crosely automobile was the celebrated marquee at the 2013 Das Awkscht Fescht car show in Macungie, PA. Here a team races the clock to assemble a Crosley and get it running. They did so in around 15 minutes.

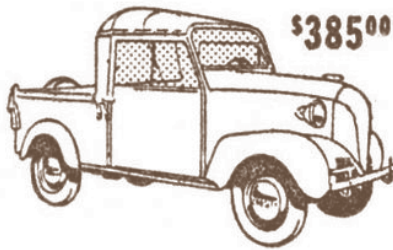
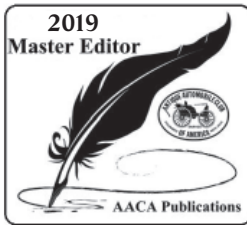
April's Car



Let's not forget those beautiful "square cars". The magic is in the details. Which marquee was famous for this unique headlight-fender design? All I am looking for is the manufacturer's name. Be the first to contact me with correct name and win a \$10 Sheetz gift card. Call 724-832-9074 and leave a message or email jacksonmark469@gmail.com.

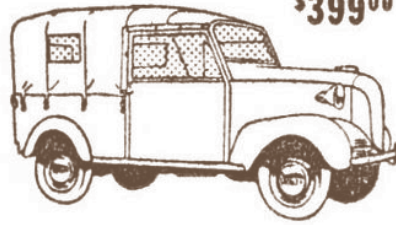


Western Pennsylvania Region
 Antique Automobile Club of America
 P.O. Box 882
 Latrobe, PA 15650



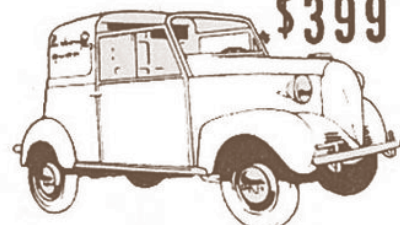
\$385⁰⁰

PICKUP DELIVERY



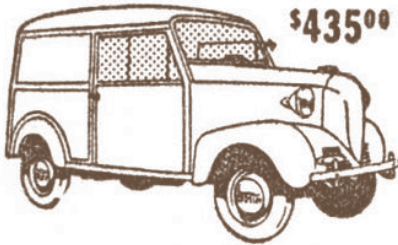
\$399⁰⁰

COVERED WAGON



\$399

PARKWAY DELIVERY



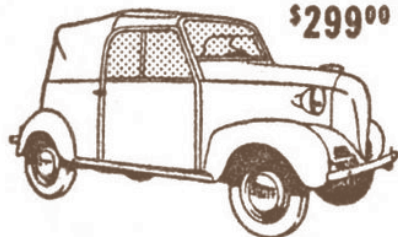
\$435⁰⁰

PANEL DELIVERY



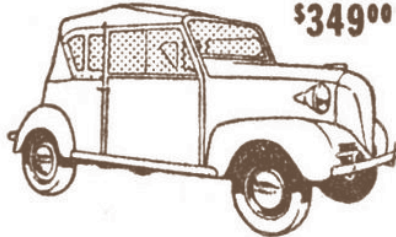
\$450⁰⁰

STATION WAGON



\$299⁰⁰

CONVERTIBLE COUPE



\$349⁰⁰

CONVERTIBLE SEDAN

New ALL STEEL TOP-1942 CROSLLEY CAR!

MEETS TODAY'S Defense Economy Demands!

These are the times for driving a Crosley. Despite general price rises, the first cost and operating upkeep of the Crosley Car are lowest in auto history—well within the most modest budget. Imagine equalling the mileage of Cannon Ball Baker, and getting 50 miles to the gallon easily, when he drove his Crosley from coast to coast and half way back again. Covered 6,517.3 miles. Used 129 1/2 gallons of gas; averaged 50-50 miles. Touring operating costs approximate that of four distance phone calls. With this amazing economy and with a gasoline shortage and curtailment, it's patriotic to drive a Crosley!

NOW GREATLY IMPROVED FOR '42

After two years of constant testing and improving, the Crosley Car is perfected and completely modernized. Has sure and positive starting; greater acceleration; better hill climbing ability; motor is sturdier, more rugged. And now the brand new, all-steel top, two-door, four-passenger sedan with all safety glass is added to the line, which includes convertibles, station wagon, panel, pickup and parkway delivery models.

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Auto dealers facing a car shortage are suggesting sales and maintaining organizations by adding the Crosley line. Write for offer.

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 If we have no dealer in your territory, write for special driver agency proposition.
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