

# THE WESTERN ROUND-UP



July 2020

Promoting the Preservation & Enjoyment  
of Antique Automobiles Since 1950.



*A Fun Do It Yourself Tour*  
See page 3



1940 Chrysler Convertible dashboard



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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](http://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](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](http://www.westernparegion.org)

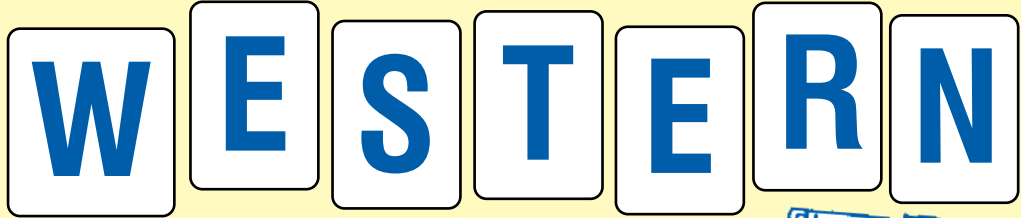
Please also feel free to contact any of the directors above with questions about memberships.



# Drive Your Old Car



Spell



## Win Prizes!



**T**he pandemic challenges we are dealing with have inspired some creative approaches to doing the things we like to do. Here's a fun way to get out and enjoy your old cars. This idea is adapted from a self-touring concept which the Erie Region AACA is currently doing according to a recent issue of their newsletter, *The Sidelight*.

**From now until November 30, 2020**, drive your antique or classic car(s) to different places anywhere throughout Western PA – near or far. Stop at places with names beginning with each letter used to spell WESTERN. Take a photo of your car by a sign at each place to prove you were there. These “places” could be towns, parks, historic landmarks, churches, businesses, stores, restaurants, etc. Be as creative as you can to get fun photos to represent each of the seven letters that spell WESTERN. Yes, you will need to find **TWO** places with names that start with E.

The photos can be taken on different days. You can also take multiple photos on the same day. If you have more than one antique or classic car your photos can be with whichever car you choose to drive that day. You don't have to be in the photos with the car, but you can be and include family and friends if you wish. It's up to you.

The main idea is to get your old cars out on the road, enjoy driving them and represent the old car hobby in our communities. People really enjoy seeing our old cars out and about. Nearly everyone has an old car story. They bring back memories and make folks smile.

Here's an example of possible places to stop and visit to spell out **WESTERN** with photos:

- W** – The Westmoreland Museum of American Art in Greensburg near the sign
- E** – The town of Export using a sign by the fire hall, post office or a town marker
- S** – The town of Somerset – same idea as Export
- T** – Twin Lakes Park – by an entrance sign
- E** – Any Eat n' Park restaurant
- R** – The town of Ruffs Dale
- N** – New Stanton Park by an entrance sign

Take the photos with your phone or a digital camera. When you have collected photos for each of the seven letters email them to Western PA Region Webmaster/Secretary Mark DeFloria at [westernparegion@hotmail.com](mailto:westernparegion@hotmail.com) Regular film photos are acceptable. Just U.S. Mail them to Mark DeFloria, 123 Fosterville Road, Greensburg, PA 15601.

**Remember safety first** when you stop at places to take photos. Be aware of traffic and be mindful of private property.

Prizes will be presented at the Western PA Region Annual Meeting in January, 2021. If pandemic restrictions are still in effect at that time we will recognize participants at the earliest possible opportunity in 2021.

Ultimately, we will develop a Powerpoint slide show which we will present at a future meeting and post on our Region's website.

# Hupmobile

Source - Wikipedia



1909 Hupmobile Model 20 roadster - photo by Anackire

Wikimedia Commons <https://creativecommons.org/licenses/by/2.0/deed.en>

In 1909, Bobby Hupp co-founded Hupp Motor Car Company, with Charles Hastings, formerly of Oldsmobile, who put up the first \$8,500 toward manufacturing Hupp's car. They were joined by investors J. Walter Drake, Joseph Drake, John Baker, and Edwin Denby. Drake was elected president; Hupp was vice president and general manager. Emil Nelson, formerly of Oldsmobile and Packard, joined the company as chief engineer. Hastings was named assistant general manager. In late 1909 Bobby's brother, Louis Gorham Hupp left his job with the Michigan Central Railroad in Grand Rapids and joined the company.

Hupp Motors obtained \$25,000 in cash deposits at the 1909 automobile show (the lowest capitalization of Detroit's eight major car makers) to begin manufacturing the Hupp 20. The first cars were built in a small building on Bellevue Avenue in Detroit, Michigan. The company immediately outgrew this space and began construction of a factory a few blocks away at E. Jefferson Avenue and Concord, next to the former Oldsmobile plant. The company produced 500 vehicles by the end of the 1909 model year (the fall of 1909). Production increased to more than 5,000 in the 1910 model year.

Henry Ford paid the Hupp 20 the ultimate compliment. "I recall looking at Bobby Hupp's roadster at the first show where it was exhibited and wondering whether

we could ever build as good a small car for as little money."

In 1911 Hupp became one of two automakers pioneering the use of all-steel bodies, joining BSA in the U.K. Hupp's Chief Engineer Emil Nelson approached Hale & Kilburn Company in Philadelphia looking for help with developing an all-metal body for the Hupp 32. Hale & Kilburn had pioneered the replacement of cast iron with pressed steel for many parts for the interiors of railway carriages. According to Nelson, "None of the Detroit plants would contract" to make an all-steel body for the Hupp 32. Edward Budd and Joseph Ledwinka were employed at Hale & Kilburn at the time, Budd as the general manager and Ledwinka as engineer. Budd was interested in the project. Hale & Kilburn had built some body panels for King and Paige but Budd had grander aspirations which the Hupp project would permit him to pursue.

Budd and Ledwinka worked with Nelson to develop means to manufacture Nelson's design for this body. They devised a system where the body's numerous steel stampings were welded together by hand and supported by a crude system of angle iron supports that held the welded subassemblies together. The disassembled bodies were shipped by rail to Detroit where they were put back together, painted and trimmed in the Hupmobile factory. Both the touring car and a coupe were made by this process and even one Hupmobile limousine.

Several thousand all steel touring cars were made before Emil Nelson resigned as Hupp's Chief Engineer in 1912. Hupmobile's commitment to this leading edge



The Hupp Motor Car Company, Detroit Michigan in 1911

Wikimedia Commons, Public Domain

approach did not survive his departure. The rest of the Hupp 32 production used conventional body assembly processes.

Bobby Hupp left Hupp Motor Company in 1913. The Company continued to grow after its founder left. Hupp competed strongly against Ford and Chevrolet. DuBois Young became company president in 1924, advancing from vice-president of manufacturing. By 1928 sales had reached over 65,000 units. To increase production and handle sales growth, Hupp purchased the Chandler-Cleveland Motors Corporation (Chandler Motor Car) for its manufacturing facilities.

Sales and production began to fall even before the depression in 1930. A strategy to make the Hupmobile a larger, more expensive car began with the 1925 introduction of an 8-cylinder model, followed by the elimination of the 4-cylinder Hupmobile after 1925. (Hupmobile made only 4-cylinder cars from 1909 to 1924.) While aiming for a more lucrative market segment, Hupp turned its back on its established clientele. This was the same mistake that many other medium-priced carmakers made at the same time. In an attempt to capture every possible sale, they offered many different models. With Hupmobile's low production volume, the result was that no model could be produced in sufficient quantity to achieve economy of scale.

In the early 1930s Hupp abandoned its more conservatively styled product line and turned to industrial designer Raymond Loewy to design its 1932 Hupp cyclefender, a flashy roadster that did well at the track, but sales continued to decline. 1934 saw the introduction of a striking restyle called the "Aerodynamic" by Loewy, as well as the lower-priced series 417-W using Murray-built slightly-modified Ford bodies.

Despite technical innovations, squabbles among stockholders and an attempted hostile takeover in 1935 took

their toll on the company. By 1936 the company was forced to sell some of its plants and assets, and in 1937 Hupmobile suspended manufacturing.

A new line of six- and eight-cylinder cars was fielded for 1938, but by this time Hupp had very few dealers, and sales were disappointingly low.

Desperate for a return to market strength, on February 8, 1938, Hupmobile acquired the production dies of the Gordon Buehrig-designed Cord 810, paying \$900,000 for the tooling. Hupmobile hoped using the striking Cord design in a lower-priced conventional car, called the Skylark, would return the company to financial health. Enthusiastic orders came in by the thousands, but production delays soured customer support.

A Joint venture

Lacking adequate production facilities, Hupmobile partnered with the ailing Graham-Paige Motor Co. to share the Cord dies. Hupmobile and Graham both sold

*continued on page 9*



1938 Hupmobile 855-E - photo by Dave\_7, Lethbridge, Canada,  
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The 1941 Hupmobile Skylark used dies from the Cord 810.  
Photo taken by John Lloyd of Concrete, Washington at the  
2009 AACA Eastern Fall Meet at Hershey, PA  
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1931 Hupmobile K-321 Sedan - photo by Sicnag  
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# The Road Less Traveled By

by Guy Davis



Editor's Note: In the December 2018 Western Round-Up, Guy Davis penned an article concerning automobiles which were used in movies and on TV during the 1960s. The following article picks up where that article left off and focuses on the cars which became famous because of their appearance on TV shows and on the big screen during the 1970s.

The decade of the 1960s produced some of the most unusual vehicles ever featured on both television and at the movies. From the Batmobile to the Monkeemobile to James Bond's gadget laden Aston Martin to Herman Munster's Munster Coach, there seemed to be no end to the custom-made vehicles that entertained us almost as much as the characters that drove them. It is very unlikely that we will ever again see a period of time when custom car makers produce some of the wildest, most flamboyant vehicles for the entertainment industry.

Following the wild and crazy sixties, the 1970s came upon us with a more sedate line up of automobiles for both the small and large screens. Though the vehicles used in our favorite TV shows and at the movie theaters



The Dukes of Hazard had some wild and crazy adventures in their 1969 Dodge Charger similar to the one above. Photo by Sicnag Wikimedia Commons <https://creativecommons.org/licenses/by/2.0/deed.en>



Starsky and Hutch were Southern California police detectives who used their sporty 1975 Ford Gran Torino to chase bad guys in their popular television series. Photo by Poudou99 Wikimedia Commons <https://creativecommons.org/licenses/by-sa/4.0/deed.en>

may not have “wowed” us as much as those from the previous decade, they none-the-less left an impression upon us as well as a strong association between the cars and characters. For example, what is the first image that comes to your mind when you recall the TV show “Dukes of Hazard”? For some of us, it might be Daisy Duke squeezed into a junior miss sized flannel shirt and blue jean cut-offs, but for the majority of us, it would be a bright orange 1969 Dodge Charger with a large number 01 painted on both doors and a confederate flag painted on the roof. If you found yourself inside the cab of a 1951 Ford F-100 pick up truck during the TV years of 1972 -1977, you might just be driving through a Los Angeles neighborhood looking for junk with “Sanford and Son.” The pair often picked up discarded items for their junk business in their weathered red pick up. If you decided to see a movie in 1971, it might have stared a character named Kowalski driving a 1971 Dodge Challenger at a very high rate of speed across several states in the film “Vanishing Point.” If such high speed chases were not to your liking then maybe you would rather sit on your sofa at home and watch the “Brady Bunch” climb into the Brady’s 1971 Plymouth Satellite station wagon or maybe you’d enjoy singing along with ‘The Partridge Family’ as they toured the circuit in their multi-colored 1951 Chevrolet bus.

Farrah Fawcett starred as Jill Monroe in the TV series “Charlie’s Angels,” and was often seen driving a white 1976 Ford Mustang Cobra II. The late Burt Reynolds was



The Partridge Family in their 1951 Chevrolet touring bus in 1970. The popular sitcom about a musical family featured cast members l-r: Shirley Jones, Jeremy Gelbwaks, Suzanne Crough, Susan Dey, Danny Bonauce and David Cassidy. Photo - Wikimedia Commons, public domain

a hit in the movie “Smokey and the Bandit” while driving a black 1976 Pontiac Firebird. For those of us who enjoy wholesome family oriented shows, “The Waltons” which aired from 1972 to 1981 provided such a venue. Perhaps we can imagine riding with John Boy and Jim Bob in the family’s 1929 Ford pick up truck. Starsky and Hutch chased bad guys in their red and white 1975 Ford Gran Torino during the 1975-1979 TV seasons. The popular 1970s TV series, “Happy Days,” featured Henry Winkler who played the leather jacketed Arthur Fonzarelli. The Fonz rode a number of different motorcycles in the series including Harley Davidson’s Knucklehead and Panhead models as well as a 1949 Triumph Trophy TR5 Scrambler Custom.

The 1973 George Lucas film “American Graffiti” featured budding actors and actresses, music from the fifties and sixties, and an interesting variety of vehicles from the post WW II era. One of the main characters in the movie, played by Richard Dryfuss, drives a blue 1967 Citroen 2CV as he searches for a mysterious blond played by Suzanne Sommers who is always shrouded behind the wheel of a white 1956 Ford Thunderbird. Another prominent actor, Ronny Howard, takes his date, Cindy Williams, to Mel’s Drive-In in a slightly customized white 1958 Chevrolet Impala. Cindy’s car is a turquoise and white 1958 Edsel Corsair. Tough guy John Milner (played by Paul LeMat) raced his yellow 1932 Ford Deuce Coupe against a big block black 1955 Chevy two door sedan driven by a young Harrison Ford. A chopped-and-channeled, red 1951 Mercury custom sedan provided transportation for Bo Hopkins and the Pharaohs who were always skirting the law. Sadly, today the Mercury is said to be rusting away in a New York junkyard where the present owner refuses to part with it. Through out the movie, great songs from the fifties and sixties fill the background soundtrack and there is a special appearance by legendary DJ Wolfman Jack who is seen spinning the records and encouraging high school graduate, Richard Dryfuss, to see the world and experience all that is waiting for him at college and beyond. It appears that the Wolfman is trying to tell young Dryfuss not to be afraid to venture down that road less traveled by.

During the 1974-1980 TV seasons, James Garner played the character Jim Rockford in the popular series, “The Rockford Files.” Of the different model Pontiac

*continued on page 8*



One of the many fun movie related features at Universal Studios, Florida is this replica of Mel’s Diner from the movie American Graffiti. Out front are a 1932 Ford Deuce Coupe, 1956 Ford T-Bird and 1955 Chevy two door sedan which were made famous by the characters who drove them in the movie. Photo by John Ross Kuhns

Firebirds which he drove in the show, none stood out better than a gold 1978 Pontiac Firebird Formula 400. The longest-running police drama in American television history, "Hawaii Five-O," aired throughout the entire decade of the seventies and starred Jack Lord as Detective Captain Steve McGarrett whose state police team included Danny "Danno" Williams, Chin Ho Kelly, and Kono Kalakaua. They were often seen riding in a black 1974 Mercury Marquise across the Island of Honolulu in search of international secret agents, criminals, and organized crime syndicates.

Even though the vehicles featured in the films of the

1970s and on television were not as radical as those seen in the 1960s, they still hold a special place in automotive history.

Many of those vehicles are now on display in museums or in private collections while others have been destroyed or their whereabouts unknown or uncertain. Regardless of the present status of any of these famous icons, we can still view them on TV reruns, and even imagine ourselves riding in a black Mercury Marquise with tires smoking and squealing in hot pursuit of a wanted felon speeding down the scenic island highways of Honolulu. At last we force the fugitive's car into a ditch at which point he knows that he has no choice but to surrender. Book 'em Danno. ■

## PHOTO FLASHBACK - from a collection provided by Al Wirick

**Editor's Note:** A few years before his passing, long time Western PA Region member Al Wirick gave me a shoebox of old photos which he thought our members might enjoy seeing someday. 2020 marks our Region's 70th Anniversary and is the perfect time to share some of these historic images. Watch for more in future 2020 issues of *The Western Round-Up*.

### A Look At Some Western Pa Region Chance Cars From The Past



The 1989 Chance Car - a 1955 Chevrolet Bel-Air four door Sedan  
The winner was Dee Werner of Derry.



The 1991 Chance Car - a 1967 Chevy II Sport two door hard top  
Paul Bell (left) with the winner Michelle Abraham of North Huntingdon



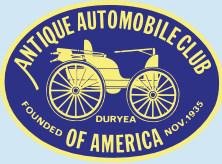
Sally Wirick with the 1993 Chance Car - a 1978 Corvette - Silver Anniversary Edition. The winner was Arthur Donofrio of West Mifflin



Sally Wirick selling tickets in the rain for the 2002 Chance Car, a 1967 Mustang Convertible. The winner was Harry Moyer of Derry



# NOT Closed for Business



Steve Moskowitz  
AACA CEO



**T**hese times are certainly a gigantic challenge for all of us and most likely the biggest challenge we have ever faced as a world, country and individually. There is a lot of pain and suffering occurring, but in the midst there are all sorts of wonderful things happening by those who refuse to let this pandemic define them in a negative way.

In the scheme of life and death, health or no health, the car hobby may feel insignificant. In that respect it is. However, some day the virus will be contained, life will get back to a new normal and we, as the most progressive and optimistic country in the world, will find a way to start enjoying life again. In the meantime, many of you have down time and are missing getting out with your cars and socializing. I feel bad for the donut shops and ice cream stores as our hobby certainly supported them well! I am certain, many of you are finding garage time with your cars and handling needed projects at home. You may not be aware that there are other active ways you can get involved in AACA and the hobby by simply heading to

your computer. There is an extremely active community at [www.aaca.org](http://www.aaca.org). Our forums are buzzing with interesting topics, one, "Period Images to Relieve some of the Stress" should reach 50,000 views by the time you read this and race car fans can see an amazing thread of early photos title "Period RACE Car Images to relieve stress." There are many other topics you can read or join in on the conversation.

We also have two Facebook sites, the club official site is Antique Automobile Club of America and there is a very active group site that is approaching 20,000 members, AACA Antique Automobile Club of America. These are also great ways to interact with fellow members and hobbyists from all over the world. There are many great photos and interesting topics presented on Facebook!

Make sure we have your correct email address at national, as the monthly Speedster online magazine will not miss an issue. If you are not getting it or not bothering to open it up you are missing the latest news on the club. It is especially important now given our changing environment to stay up to date as to what is happening with the club.

Your national staff has not missed a bit. We are here for you. You can reach us by mail, phone or email. Staff is working from home but we are finding ways to get the job done so do not be hesitant to reach out to us. Hopefully, as you read this, we are back at full strength and here to serve you. In the meantime, stay active and don't give up as better days are ahead. That's a promise from all of us.

-- The Rummage Box

*Hupmobile continued from page 5*

similar models, all to be built at Graham-Paige's facilities. While each marque used its own power train, the Graham edition, called the Hollywood, differed from the Skylark in a few minor details.

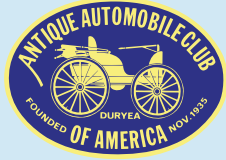
In 1939, deliveries of the Hupmobile Skylark finally began. Unfortunately, it had taken too many years to produce and most of the orders had been canceled. Production lasted only a couple of months, and only 319 Skylarks were produced. Hupmobile ceased production in late summer. Graham-Paige suspended production shortly after the last Hupmobile rolled off the line.

In a constant effort to remain competitive, Hupp introduced a number of new automotive features. They were one of the very first U.S. automakers to equip their cars

with "free wheeling", a device that enjoyed immense, but brief, popularity in automobiles in the 1930s. Hupmobile also pioneered fresh-air car heaters with the Evair-Conditioner.

**Editor's Note:** When I was a kid I had a habit of asking adults what kind of car their family had when they were kids. A fond memory is the response I got when I asked this question to my Scoutmaster Bob "Duke" Davidson of Troop 401 Greensburg. Duke's eyesight wasn't that good, so he never learned to drive, but he proudly answered, "We had a Hupmobile!" I regularly walk past the 1920s era house in Southwest Greensburg where he grew up. Beside it is a little, white, wooden garage. As I walk past I think of Duke and imagine the Davidson family Hupmobile sitting inside that little garage. ■

# Almost Classics in China



John McCarthy  
Vice President - Endowments



We visited China several years ago. On the morning of our day in Wuhan (pop. 9 million), as we were returning to the riverboat for lunch, at the end of the pier were two old cars, a Lincoln Zephyr and what looked like a 1947 Cadillac. I was not expecting to find any old cars in China as anything that was no longer productive in China was scrapped.

The Lincoln Zephyr appeared to be a post-war model, and in doing some research I confirmed it was a 1946. There was surprisingly little rust on either car so they must have been well cared of over seventy plus years. The grille, bumpers and other bright work had all been painted silver and were somewhat pitted. On closer inspection I could see that modifications had been made to the Lincoln. The gearshift was on the floor indicating the Lincoln V-12 and transmission had been replaced, and in all like-

lihood the entire drive train had been replaced as the axle hubs stuck out quite far preventing hub caps or wheel covers from being used.

The “Cadillac” was an imitation but had a lot of similarities to a 1947 Cadillac. While I was looking at it one of the old men who was playing cards in the “luncheonette” came out with a big smile on his face. I smiled back and gave him “thumbs up” which hopefully was not a negative gesture in China. He opened the passenger door and the interior also looked Cadillac, had manual transmission and a gallon can of oil on the floor. Like the Zephyr, the grille, bumpers and bright work had been painted silver and showed a fair amount of pitting. I did some research and found this car was a Zimgaz 12 or GAZ-12 ZIM that were produced in Russia from 1950 to 1959. Don’t be misled by the “12” as it has an aluminum block straight 6 displacing 214 cubic inches producing 90 horsepower – maybe in Russia they count valves instead of cylinders. In researching the GAZ-12 ZIM on the Internet, it seems Russia was a big copier of cars. In addition to copying the 1947 Cadillac, copies of 1931 and 1934 Fords, 1930 Chevrolets, 1932 Buicks, 1947 Chryslers and 1942 and 1956 Packards were all produced in Russia. It is doubtful any royalties were ever paid to the original producers of these cars.

-- The Rummage Box



Ad illustration for a 1947 Cadillac

## 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](http://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.

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*Special thanks to Guy Davis and John Ross Kuhns whose time and talent helped produce this issue.*

# Name That Car

by Mark Jackson

## June's Car



June's car got a lot of our members calling and emailing with the correct answer. With an early morning email Tom King was the first to correctly identify that snazzy yellow sportscar as a 1954 Kaiser Darrin. Hot on his heels were Cris and Molly Detwiler who also correctly identified June's car. Then later the same day Bill Maurer called with the correct answer. Bill remembered that our Region once had a member who owned a Kaiser Darrin. Correct answers were also called in by Bill Holtzer, Norma Mascia and Gary Wiegand. Thanks to all who checked in.

The Kaiser Darrin was produced by Kaiser Motors in 1954 only. It was designed by famous auto designer Howard "Dutch" Darrin and is noted for being the first American car equipped with a fiberglass body and doors that slid on tracks into the front fender wells. The Darrin prototype was unveiled to the public in September 1952 two months before General Motors debuted the Corvette. Only 435 Kaiser Darrins were produced. It was intended to compete with European roadsters and other American roadsters being developed at the time including the Chevrolet Corvette and the Ford Thunderbird. The Darrin was a good performer overall, but was underpowered and did not measure up to the Nash-Healy or Triumph TR2.

Dutch Darrin felt that the early 1950's compact Kaiser Henry J deserved better than the boxy design with which it was outfitted with and set out to prove it. He used his own funds, and without notifying Henry J. Kaiser produced a two seat roadster design and clay model in early 1952. He then contacted Bill Tritt who had pioneered the use of fiberglass in sports car bodies to have him build a prototype body. The body was then shipped to Darrin's design shop and mated to a Henry J. chassis. Darrin then invited Kaiser to see the car. When Kaiser saw it he became upset because he declared that he was not in the business of selling sports cars. However, when Kaiser's wife, who

had accompanied him to the shop, saw the car she said. "This is the most beautiful thing I have ever seen. I don't see why you aren't in the business of building sports cars. I don't think there will be many automobile companies that won't go into the sports car business after seeing this car." Those words changed Henry J. Kaiser's mind and Kaiser Motors moved forward on the development and production of the Kaiser Darrin.

The public found the car attractive. It was said that the Kaiser Darrin looked like it was "trying to give you a kiss." However, a hefty price tag of \$5,668 (more than a Cadillac 62 at the time) and some design problems discouraged Kaiser dealers from ordering the car for their show rooms. (Source - Wikipedia)

## July's Car



Here's a photo my son Regis took at the 2018 AACA Grand National Meet the Western PA Region hosted at the University of Pittsburgh at Greensburg. It's hard to believe that it's been over two years ago since this historic event. Can you name the year and make of this car? Be the first to contact me with the correct answers and win a \$10 Sheetz gift card. Call 724-832-9074 and leave a message. Email [jacksonmark469@gmail.com](mailto:jacksonmark469@gmail.com) or tell me in person at the Annual Picnic on July 26th.

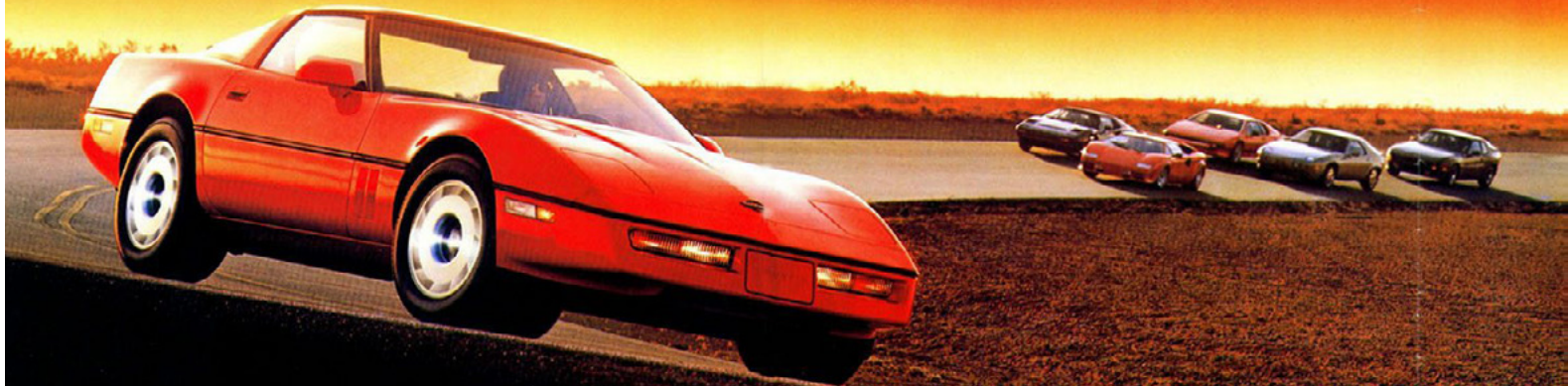
Regis took a bunch of great photos that day. I have a folder of them on my computer and use a slide show of them on my desktop as a screen saver. So I get to enjoy those pristine autos on a daily basis.



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



THESE GREAT EUROPEAN EXOTIC CARS HAVE ONE THING IN COMMON . . .



THEY'VE ALL BEEN BEATEN BY AMERICAS EXOTIC CAR . . .

**CORVETTE.**

Ferrari, Porsche, Lotus, Lamborghini. They're Europe's exotic few. And they don't let just anyone into their club. But in the case of the Chevrolet Corvette, they really don't have a choice. In independent tests

conducted by the United States Automobile Club, Corvette was the overall winner. So please join our European friends in welcoming a new world-class champion to their exotic club. The 1985 Corvette.

USAC Competitive Rank

	Corvette	Lamborghini Countach	Porsche 944	Ferrari 108 GT5	Lotus Esprit Turbo	Porsche 9005
Total Points	21	18	14	11	9	9
Acceleration 0-60 (sec.)	4 (8.00)	6 (15.33)	1 (7.50)	1 (8.43)	5 (15.00)	2 (8.50)
Braking 60-0 (ft.)	6 (129.22)	3 (135.0)	4 (139.2)	1 (143.1)	1 (144.7)	5 (135.1)
Safety (sec.)	6 (16.13)	3 (16.36)	5 (16.33)	1 (16.36)	2 (16.40)	1 (16.40)
Lateral Acceleration (g's)	5 (1.91)	6 (1.92)	4 (1.86)	1 (1.87)	3 (1.85)	1 (1.82)
Price as Tested	\$26,700	\$103,700	\$26,121	\$60,370	\$50,304	\$43,495

Scoring based on an Olympic system in which first place is awarded 6 points for placement. USAC certified tests, January 1985. All cars listed were tested models available for sale in U.S. at time of testing and equipped with various high-performance options. Corvette's Manufacturer's Suggested Retail Price is \$24,891, includes dealer prep. Tax, license, destination charges and optional equipment additional.

**TODAY'S CHEVROLET**