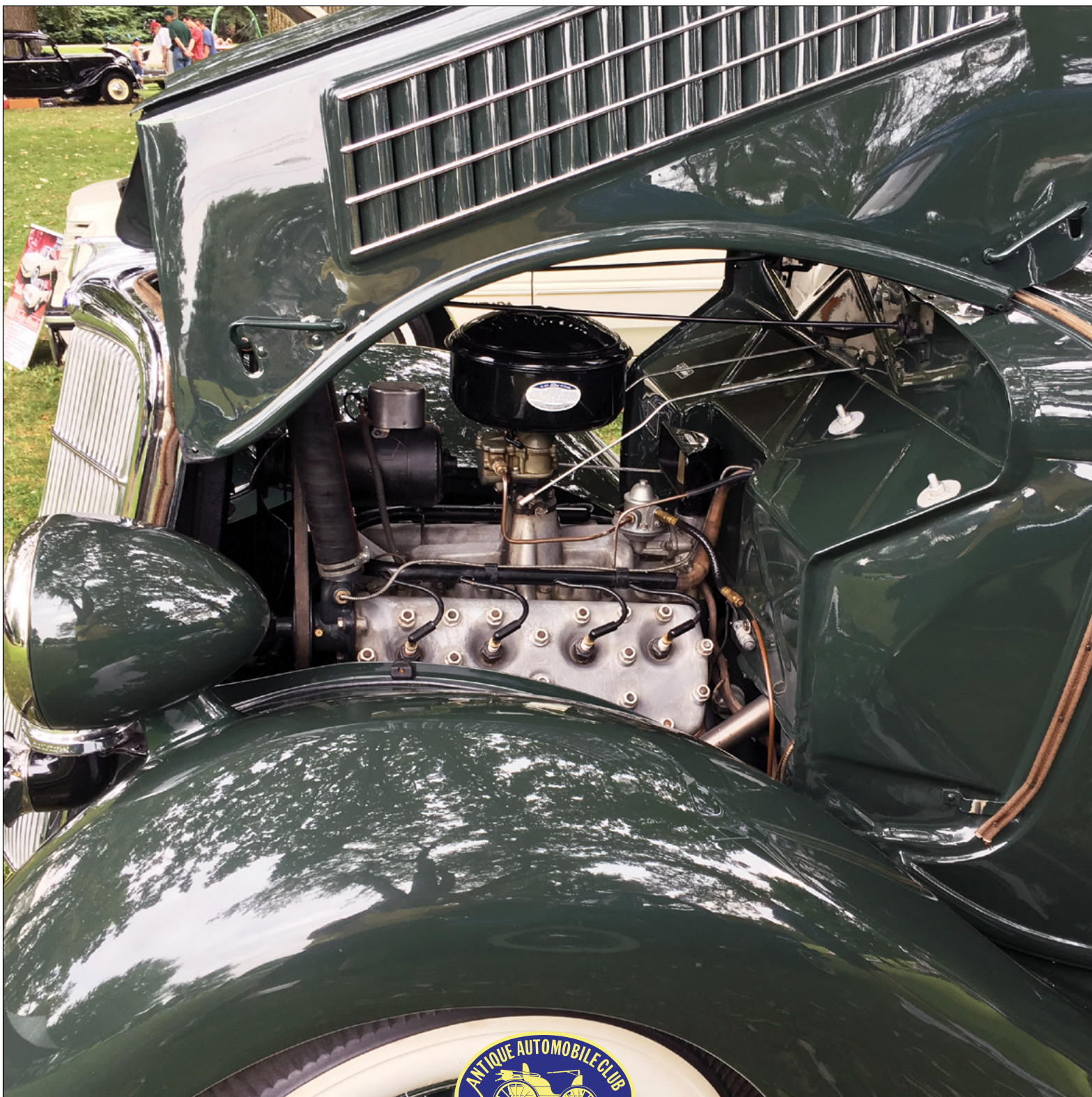


THE WESTERN ROUND-UP



March 2020

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



Under the hood of an AACA Senior 1935 Ford owned by Dave and Nancy Collette at the Western PA Region's 2019 Car Show



2020 Western PA Region AACA Directors

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405 Overholt Drive, Scottdale, PA 15683
724-366-5930

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John Ross Kuhns, *Safety*
2552 Raymond Avenue, Latrobe, PA 15650
412-558-0994

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: <http://www.aaca.org/About-AACA/membership.html> 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.

Things My Dad Taught Me...

"Like the old time mechanic said..."

...Pay me now, or pay me later."



Generations learn from generations. Do you remember any "words of wisdom" or clever "sayings" regarding cars, trucks or motorcycles that your father, mother, uncle or other family member passed along to you over the years? If you would like to share some of these short, but meaningful pieces of advice please send them by email to the editor at jacksonmark469@gmail.com. You can also handwrite or type them out and mail them to Mark Jackson, 133 Alexander Avenue, Greensburg, PA 15601. All contributions will be credited accordingly. Tell us who said it and about what. Thank you.

From Your Region Directors -

COVID-19 Virus Caution Schedule Adjustments

At a recent board meeting, your WPR Directors discussed precautions to help protect our members from the Covid-19 virus during the weeks to come. This is new territory for everyone. As things develop locally and nationally we will have to adjust our activities accordingly.

Please review this recent email sent by Secretary Mark DeFloria about our current schedule adjustments. We cannot predict the future, but will keep you updated on any further changes through emails from Mark, and by phone calls for those members who don't have email.

March Meeting Canceled

Though it may currently seem like an extremely overused phrase, "out of an abundance of caution" the Region directors voted on Friday, March 13th to cancel the regular scheduled monthly Western Pa Region, AACA meeting on March 17, 2020.

April Meeting at Hoss's

Our next meeting be Tuesday, April 21 starting at 6:00 p.m. at Hoss's Steak & Sea House, 1261 South Main St, Greensburg, PA 15601. We will gather for dinner in the private dining room at 6:00 p.m. Our meeting will begin around 7:00 p.m. Dinner will be on your own, separate checks, from Hoss's Menu. The food is good and reasonably priced. Please drive your antique car and park towards the front of Hoss's along South Main Street Greensburg.

Chance Car Postponed

The Region director's voted to postpone the Region's 2020 Chance Car Raffle based on the current unknown conditions related to the COVID-19 virus. The directors voted not to subject our members to possible exposure while selling tickets at various events. Not to mention the number of events that may be cancelled over the next few months. The search for a chance car continues. The present hopeful thought is that the situation will calm down soon and we can proceed with the raffle in the summer, perhaps with a later raffle date, possibly as late as October 2021.

Rev Up Party Postponed

The Region director's voted to postpone the Rev-Up Party to later in the year perhaps late May or early June based on the availability of Westmoreland Conservation District's "Barn."

Car Show Meeting Postponed

Finally, Bob Doppelheuer and Mark Jackson have decided to postpone having a Car Show Planning meeting until a later date.

Hopefully, this elevated state of emergency will not last long.

The Region directors pray that all our members stay in good health and we can resume our regular activities soon.

Best Wishes,
Mark DeFloria
Secretary/Web Editor
Western PA Region, AACA



Here is one of those moments when a photographer gets caught in the reflection of his subject. Mark Jackson is clearly visible with his phone camera in a large plate glass window at the Grice Museum in Clearfield, PA. The photo was taken during the Western PA Region's October, 2019 Fall Tour. This "showroom" window was near the main entrance to the Grice Museum by the parking lot. As you can see, the object of Mark's attention was a 1960 Chevrolet Corvair. On the back wall you can also see some of the famous Grice wildlife mounts. The Grice Museum is also the home of the Central Mountains Region AACA



Minutes of the February 18, 2020 MONTHLY MEETING

A meeting of the Western PA Region of the Antique Automobile Club of America was held on February 18, 2020 at the American Legion Post 982, Latrobe, PA (Pipetown). President Bob Doppelheuer called the meeting to order at approximately 7:35 p.m. followed by the Pledge of Allegiance.

There were 25 members and no guest were in attendance at tonight's meeting.

Minutes

The Minutes of the November 19, 2019 monthly meeting were printed in the January/February issue of the Western Round-Up distributed by email with printed copies of the minutes available at today's meeting. President Bob Doppelheuer asked if there were any additions or corrections to the minutes. John Harvey made a motion to approve the minutes as printed, seconded by Flo Myers and unanimously approved.

Treasurer's Report

The December Treasurer's Report was read by Treasurer Mark Jackson. President Bob Doppelheuer asked if there were any additions or corrections. John Harvey made a motion to approve the report as presented, seconded by Ron Underwood and unanimously approved.

Treasurer Mark Jackson read the January Treasurer's Report. President Bob Doppelheuer asked if there were any additions or corrections. Cindy Harvey made a motion to approve the report as presented, seconded by Flo Myers and unanimously approved.

OLD BUSINESS

Membership – Howard Finney

Howard Finney reported that no new membership applications were received to be read and voted on.

Western Round-Up Newsletter – Mark Jackson

The January/February Western Round-Up was distributed to members by email. Printed hard copies of the January/February Round-Up are available for pick-up at today's meeting. Remaining newsletters will be sent to members who opted to have newsletters mailed. Mark Jackson explained that the emailed (pdf) version of the

newsletters have a number of links to more information regarding the information presented. Mark Jackson asked that members continue to submit articles for the Western Round-Up. President Bob Doppelheuer announced that Mark Jackson received the AACA's "Award of Master Editor" for the Western Round-Up in 2019.

Western PA Region Web Site – Mark DeFloria

Mark DeFloria asked that members notify him of any changes in email addresses. Mark reminded the members present to check the web site for Region related information. Members should forward by email anything they would like included on the Region's web site. Mark then reported that the 2020 membership list is almost complete and needs to be submitted to National AACA prior to our March meeting. Please get your 2020 Western PA Region, AACA in to Mark as soon as possible. Members must also have paid their AACA membership dues. President Bob Doppelheuer announced that Mark DeFloria received the AACA's "Award of Master Webmaster" for the Western PA Region web site in 2019.

NEW BUSINESS

March 17, 2020 Monthly Meeting – Change of Meeting Location

President Bob Doppelheuer spoke about the change of venue for the March 17th Monthly meeting. The meeting will start at 6:30 p.m. at the Lincoln Highway Experience Museum located at 3435 US-30, Latrobe, PA 15650 (near Kingston Dam). A short movie on the Lincoln Highway will precede the meeting.

2020 Chance Car

President Bob Doppelheuer reported that Dave and Debbie Sheetz have volunteered to be chairpersons for the 2020 chance car. Bob also talked about the search for a 2020 chance car. The Region is considering purchasing a "newer" car as a chance car. Our insurance carrier will insure up to the 2001 model year. Bob asked that members contact one of the director's if they have a lead on a possible chance car.

2020 Tours – Carl Erb

Carl was not in attendance at tonight's meeting.

President Bob Doppelheuer spoke about the 2020 Progressive Dinner Tour. The Region is looking for volunteers to host stops for the tour. The Progressive Dinner Tour is a member favorite and always well attended. Last years tour was cancelled due to lack of members to host stops. Typically the tour is held in August and there are stops for breakfast, lunch and desert. John Kuhns (desert) along with Tom and Doreen King have volunteered to host stops for 2020 at tonight's meeting.

2020 Western Pa Region – Paul P. Bell Memorial Car Show – Bob Doppelheuer / Mark Jackson

Mark Jackson and Bob Doppelheuer will chair the 2020 Western PA Region – Paul P. Bell Memorial Car Show. This year's show will be held on Sunday, September 6th at Legion Keener Park, Latrobe. John Ross Kuhn's reported that the Legion Keener Park is reserved. Bob announced that there will be a Car Show planning meeting in early March. Additional information to come.

From the Floor:

Bob Shugars talked about the importance of "color" regarding automobile antifreeze and our older cars. Bob spoke about an article in Hemming's Magazine. Bob spoke about the importance of selecting the correct antifreeze for our older cars. Using the wrong antifreeze can cause damage to the engine seals and radiators.

Inorganic Acid Technology (IAT) is the common green stuff original equipment manufacturers have used for over 70 years. Ethylene glycol is its base chemical, and there are silicate and phosphate additives that make it

compatible with copper, brass, cast-iron and aluminum cooling system components. IAT coolant was used in GM vehicles until 1994. Chrysler used green IAT fluid until 2001, as did Ford (with the exception of some 1999 models that used OAT blue coolant which must be purchased from Ford).

Organic Acid Technology (OAT) commonly referred in GM vehicles by the brand name, Dex-Cool or to other manufacturers as propylene glycol. GM introduced Dex-Cool in 1995 as an "extended life" coolant. Because of the additives in the Dex-Cool orange antifreeze, you do not want to substitute the old reliable green coolant.

Hybrid Organic Acid Technology (HOAT) is usually dyed yellow but comes in other colors like green, pink, blue, red and orange, which leads to a lot of confusion. Often refer to this antifreeze as "global." Normally, HOAT coolants are specified for vehicles newer than 2002, specifically Mercedes, Volvo, Ford, VW, Audi, Chrysler, BMW and Saab.

This is a link to the Hemming's article: <https://www.hemmings.com/blog/article/antifreeze-colors-like-a-rain-bow/>

This is another: www.hemmings.com/blog/2014/08/01/tech-101-the-colors-of-antifreeze/

Adjournment

President Bob Doppelheuer asked for a motion to adjourn the meeting at approximately 8:15 PM. John Harvey made a motion for adjournment, seconded by Becky Blank and unanimously approved.

--Respectfully submitted by Mark DeFloria, Secretary



Western PA Region AACA apparel can be ordered at



2004 Lincoln Place
Route 30 West
Greensburg, Pennsylvania 15601
Hours: M-F 9:00am-6:00pm,
Sat 11:00am-3:00pm
Sun Closed
P: (724) 853-3764
greensburg@bigfrog.com

Direct to garment printing or embroidery

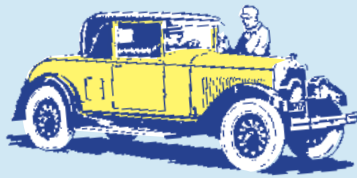
The Region logo is on file. Just ask for the Western PA Region AACA logo or ask them to look under the name "Mark Jackson" for the logo. Printed shirts can be ready in 24 hours. Embroidered apparel takes longer.

You can furnish your own garments or purchase them there. If furnishing your own shirt or garment ask them if it will embroider or print well. Some fabrics do not.



Be an Event Host in 2020 Go the Christmas Party FREE!

Step up this year. Serve as the host of a Western PA Region event, activity or tour and go to the 2020 Christmas Party FREE! This includes serving as a dining stop host on the Progressive Dinner Tour. Perhaps you would like to host the Rev-Up Party in the Spring or the Summer Picnic. Contact Tour Chairman Carl Erb if you would like to host a tour. Contact President Bob Doppelheuer or any director if you are interested in hosting an event or activity. We all welcome fun, refreshing, new ideas!



Member News



Joe Kurtz polishes the Western PA Region Chance Car at the Westmoreland Arts & Heritage Festival in 2019.

It is so hard to say goodbye to someone who made everyone smile. Western PA Region member Joe Kurtz passed away unexpectedly the morning of February 24, 2020.

Joe had a way of keeping things light and lively with his laughter, jokes and expressions. Joe and Sheila Kurtz have been active and devoted members of the Region for several years and participated in many tours and events. They regularly attended our Region's monthly meetings and served as Chance Car Ticket Chairs for 2018 and 2019.

Joe was the guy who was always ready to help. At home he was a mason with the King Solomon Lodge #346, a deacon and elder of the East Liberty Presbyterian

Church, and an active member and past president of the Connellsville Lions Club. With the Western PA Region, Joe also helped set up and judge the Annual Car Show and helped with events whenever he could.

Together Joe and Sheila lovingly restored their 1978 Chevrolet Impala, which was once owned by Sheila's father. The Impala is an AACA Grand National Award winner and has also received top awards from the Vintage Chevrolet Club of America.

Joe was born in Connellsville, PA on November 15, 1949. He served in the U.S. Army National Guard, worked at Kurtz Jewelry in Connellsville and retired from Crown Cork and Seal in 2010.

He and Sheila were married for 43 years. They have a wonderful son, Justin, and daughter-in-law, Kayla. Our deepest heartfelt sympathy to Sheila and family on the loss of such a kind-hearted and friendly man. Another star shines in Heaven.

Our deepest heartfelt sympathy to Dodie and Tom Ulishney for the passing of Dodie's sister Irene M. Senak on March 5, 2020.

Our deepest heartfelt sympathy to Gen and Sam Snively for the passing of Gen's brother Timothy A. Sosko on March 5, 2020.

Welcome new members Lynn and Linda Ferraro of Ligonier. The Ferraros own a 1965 Mustang Coupe.



Cover photo from a Studebaker Lark sales booklet. The first year for the compact Lark was 1959.

The Road Less Traveled By

by Guy Davis



Eric Wigginton prepares to wake the 1947 Dodge Pick Up from its 40+ year slumber.



Dave Davis helps guide the Dodge out of its garage in Southwest Greensburg and onto his flatbed tow truck using chains and a winch for a short journey to his garage.



The old tires held air but the brakes were rusted to the drums thus preventing the rotation of the wheels. Note the debris it dragged towards the ramp.



Thanks to the skillful hands of Dave and Eric the Dodge was able to make it to the 2019 Western PA Region Show.

In the early spring of last year, my brother Dave and I drove to an old, one-car, block garage located in Southwest Greensburg. Inside the dilapidated structure rested a 1947 Dodge pick-up truck. It was obvious that the old battered truck sat dormant within that garage for many decades. A closer look at the rusty relic revealed a multitude of problems: the wood in the bed of the truck had rotted away; the air cleaner was found underneath the cab on the dirt floor of the garage; and the running boards dangled from the frame. Vandals managed to further desecrate the vehicle by crushing in the roof of the cab, smashing the two-piece windshield, spray painting the back window, and setting fire to the interior. In another time and under different circumstances, the old workhorse would have been mercifully towed to the nearby Daniel and Miller's scrap yard where it would have been reduced to a block of rusty metal. No one in their right mind would ever want that sorrowful remnant of a vehicle, let alone be foolish enough to pay any money for it. So, naturally I bought it.

Brother Dave with the help of fellow club member, Eric Wigginton, managed to pull the Dodge out of the garage

by way of the winch on Dave's tilt bed truck. Believe it or not, the Dodge's four flat tires held air though the brakes had rusted to the drums thus preventing the rotation of the wheels. As the truck saw the light of day for the first time in over 40 years, a crowd of onlookers began to assemble. Several men asked me what we were going to do with the piece of junk, to which I replied that we were going to get it started someday then drive it. By the time the onlookers got up off the ground from laughing so hard, Dave and Eric had the Dodge up on the tilt bed and off we went to our garage located just a few blocks away.

Under the skillful hands of Dave, and Eric, the work necessary to get the truck back on the road was completed in just a few short months. On September 1, the Dodge was driven to our annual car show in Latrobe where it received a third place trophy in its class (the only reason it received any award was due to a threatening sky which kept attendance at our show at a fairly low level). Regardless, I proudly drove the Dodge around the winner's circle and received the third place plaque through the windowless windshield frame. As I drove the truck back to its

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Driver Participation Class



Ken Farley
Chairman, Driver Participation Class

Just what is the Driver Participation Class (DPC)? It is unlike any other class in the AACA Judging system. The vehicles may be restored or not. They may be a work in progress or just your touring vehicle. It can be your retired show vehicle as well. Your vehicle can have safety and convenience up-grades performed to them. They are not point judged but visually evaluated.

Like I stated in my last AA magazine article, "Participation, Retired, Recognition, Alternative, Support and Rewarding, these are a few words that explain what DPC offers AACA members." This statement still applies.

Does your vehicle (car, truck, motorcycle, motorbike or motor scooter) qualify for DPC evaluation? As stated in the AACA Official Judging Guidelines in Section 4, pages 4-5 and 4-6: The vehicle must be 25 years or older, must be roadworthy and should be able to pass a state safety inspection. The exterior, interior, chassis and engine components must APPEAR period correct per the original manufacturer. But as stated above, your vehicle may have safety and/or convenience upgrades performed.

What are these upgrades? Seat belts, seat coverings, turn signals, added stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacturer, radio upgrades, electrical upgrades, brake upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system (manual or automatic) and altered exhaust. We have found that these upgrades are what most members perform on their Driver for safety and convenience to be able to drive and/or tour on today's roads and highways.

In 2000, the AACA National Board wanted to increase attendance at National Meets (Nationals). The percentage of AACA members that own and drive DPC type vehicles is far greater than the owner percentage of restored show cars and/or all original vehicles. The National Board also wanted these AACA members to be able to drive around with their Driver vehicle displaying the AACA DPC grille badge for all to see and admire.

As stated earlier, DPC vehicles are visually evaluated and not point judged. This is performed generally by a two-member DPC evaluation team. The DPC evaluation form that you receive at the show field has a shaded area on the front that asks you some questions about your vehicle that must be answered. In the bottom right corner we ask for your signature. On the back of the evaluation form it lists accepted upgrades that we allow. Also, please note on the form it is stated that your trunk lid does not have to be open. We feel that as a Driver you could have your luggage, etc., in there if you stayed overnight for the show and we don't want you to have to place these items out on the ground.

At the Awards Banquet, if your DPC vehicle is certified for the first time you will receive a DPC board, a DPC chip, a DPC grille badge and a congratulations card. The grille badge should be visually mounted on the vehicle. No vehicle will be recertified if it does not display the DPC badge. When you show your vehicle again in DPC to have it recertified, you will receive another DPC chip to mount onto your DPC board and another congratulations card.

There are two National Awards given to two DPC recertified vehicles each year at the Annual Convention in Philadelphia. One is for a prewar model and one for a postwar model.

See the AACA Official Judging Guidelines for further details or attend one of the Continuing Judges Education (CJE) programs presented at all Nationals, except the Grand National, and also given at the Philadelphia Convention. These are conducted by myself and/or the Assistant Chairman of DPC, John Flechler.

Again, in 2000 the National Board's goal was to increase attendance at Nationals by allowing members to display their DPC Vehicles and be rewarded for doing so. When you do so, you are supporting the host Region and the AACA as a whole. I feel you will find the camaraderie at a National to be to your liking. I personally feel that DPC should be the largest class at all Nationals.

I hope I have conveyed what DPC is all about and what it has to offer AACA members. Any questions or comments are always welcome; please contact me by email at kkf163@ntelos.net.

The Rummage Box

Name That Car

by Mark Jackson

January's Car

Gary Wiegand was the first member to correctly identify January/February's car as a 1931 Chrysler Roadster. Congratulations Gary. Enjoy your Wendy's gift card. Over the years The Chrysler Corporation has been responsible for producing some of the most innovative and beautiful automobiles in the world. Gary Weigand is a true Mo-Par man, whose pride and joy is his beautiful 1970 Dodge Challenger T/A. Any time a classic Chrysler, DeSoto, Plymouth or Dodge is featured in this newsletter, or is a part of a WPR tour or show it gets Gary's attention. The variety of automotive passions shared by our members is what helps keep this hobby interesting and fun.



..... Meet the Auto Maker *Walter P. Chrysler* source: Wikipedia



Walter P. Chrysler

Walter P. Chrysler, automobile executive and founder of Chrysler Corporation was born in Wamego, Kansas April 2, 1875. He grew up in Ellis Kansas where he apprenticed in railroad shops as a machinist and railroad mechanic.

Walter then spent a period of years roaming the west, working for various railroads as a roundhouse mechanic with a reputation of being good at valve-setting jobs. Chrysler moved frequently, first to Wellington, Kansas in 1897, then to Denver, Colorado and finally Cheyenne, Wyoming. Some of his moves were due to restlessness and a too-quick temper, but his roaming was also a way to become more well-rounded in his railroad knowledge. He worked his way up through positions such as foreman, superintendent, division master mechanic, and general master mechanic.

From 1905-1906, Chrysler worked for the Fort Worth and Denver Railway in Childress in West Texas. He later

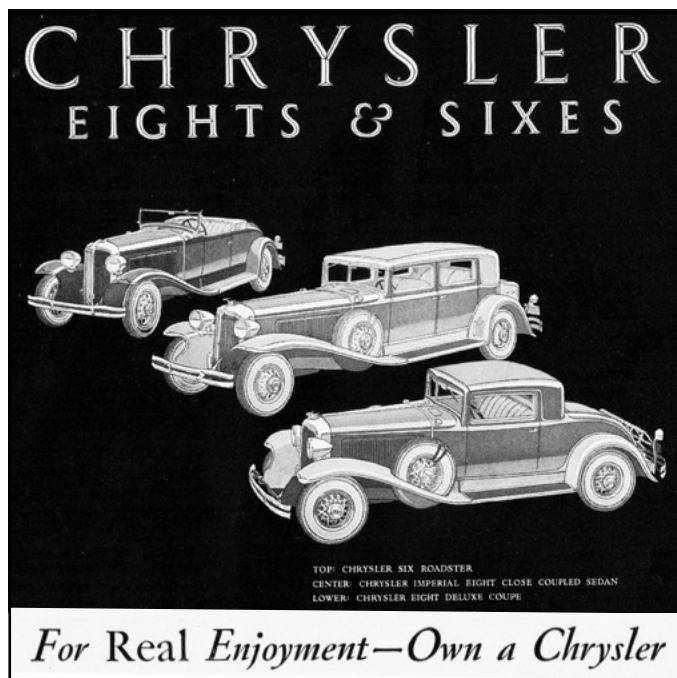


Illustration from an advertisement for the 1931 Chryslers

lived and worked in Oelwein, Iowa, at the main shops of the Chicago Great Western where there is a small park dedicated to him.

The pinnacle of his railroading career came at Pittsburgh, Pennsylvania, where he became works manager of the Allegheny locomotive erecting shops of the American Locomotive Company (Alco). While working in Pittsburgh, Chrysler lived in the town of Bellevue.

Chrysler's automotive career began in 1911 when he

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received a summons to meet with James J. Storrow, a banker who was a director of Alco. Storrow asked him if he had given any thought to automobile manufacture. Chrysler had been an auto enthusiast for over five years by then, and was very interested. Storrow arranged a meeting with Charles W. Nash, then president of the Buick Motor Company, who was looking for a smart production chief. Chrysler, who had resigned from many railroading jobs over the years, made his final resignation from railroading to become works manager (in charge of production) at Buick in Flint, Michigan. He found many ways to reduce the costs of production, such as putting an end to finishing automobile undercarriages with the same luxurious quality of finish that the body warranted.

In 1916, William C. Durant, who founded General Motors in 1908, had retaken GM from bankers who had taken over the company. Chrysler, who was closely tied to the bankers, submitted his resignation to Durant, then based in New York City.

Durant took the first train to Flint to make an attempt to keep Chrysler at the helm of Buick. Durant made the then-unheard of salary offer of \$10,000 (\$230,000 in today's dollars) a month for three years, with a \$500,000 bonus at the end of each year, or \$500,000 in stock. Additionally, Chrysler would report directly to Durant, and would have full run of Buick without interference from anyone. Apparently in shock, Chrysler asked Durant to repeat the offer, which he did. Chrysler immediately accepted.

Chrysler ran Buick successfully for three more years. Not long after his three-year contract was up, he resigned from his job as president of Buick in 1919. He did not agree with Durant's vision for the future of General Motors. Durant paid Chrysler \$10 million for his GM stock. Chrysler had started at Buick in 1911 for \$6,000 a year, and left one of the richest men in America. GM replaced Chrysler with Harry H. Bassett a protege who had risen through the ranks at the Weston-Mott axle manufacturing company, by then a subsidiary of Buick.

Chrysler was then hired to attempt a turnaround by bankers who foresaw the loss of their investment in Willys-Overland Motor Company in Toledo, Ohio. He demanded, and received, a salary of \$1 million a year for two years, an astonishing amount at that time. When Chrysler left Willys in 1921 after an unsuccessful attempt to wrestle control from John Willys, he acquired a controlling interest in the ailing Maxwell Motor Company. Chrysler phased out Maxwell and absorbed it into his new firm, the Chrysler Corporation, in Detroit, Michigan, in 1925. In addition to his namesake car company, Plymouth and DeSoto marques were created, and in 1928 Chrysler purchased Dodge Brothers and renamed it Dodge. The same year he financed the construction of the Chrysler Building in New York City, which was completed in 1930.

Chrysler was named Time magazine's Man of the Year for 1928.

Chrysler turned 61 in the spring of 1936 and decided to step down from an active role in the day-to-day business of the company. Two years later, his wife Della died at the age of 58. Walter, devastated at the loss of his childhood sweetheart, then suffered a stroke. His previously robust health never recovered, and he succumbed to a cerebral hemorrhage in August 1940.

Walter P. Chrysler was inducted into the Automotive Hall of Fame in 1967. ■

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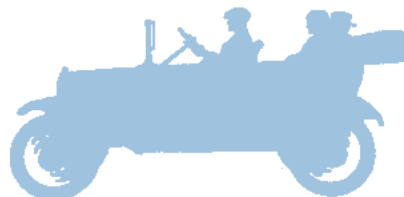
Name That Car

March's Car



New Western PA Region AACA members Lynn and Linda Ferraro of Ligonier submitted this photo for *Name That Car*. According to Lynn, "This car was owned by my wife's grandfather, Mr. J.D. Ashcom. We believe he paid \$299 for it new. We are not sure of too much more, like how long he had it but we understand it was a good product."

Do you know the correct year and make of this car? Be the first to contact me with the correct answers and win a \$10 gift card for Sheetz. Call 724-932-9074 and leave a message or email me at jacksonmark469@gmail.com.



garage, many a bystander gave it a big smile and a hearty “thumbs up.” Quite honestly, I can’t remember the last time I had so much fun driving an antique vehicle.

Once home, I backed the Dodge into the garage, but before I secured the garage door, I turned back to look at the rusty artifact. My thoughts began to drift and I imagined the day when it’s maroon and black paint brightly shined, and how proud the first owner must have been when he drove it off the dealership’s lot. I pondered about the jobs it was asked to perform, the bushels of produce it might have transported to a farmer’s market or a local grocery store or perhaps the tons of gravel it hauled to a construction site, or even the workers who piled into the cab and bed and placed their metal lunchboxes on its floor, and how tired it must have gotten as the years of heavy labor went quickly by. And finally, I wondered as it sat in that cold, damp garage for all those years, if it ever dreamed that one day a mechanic’s magic touch would allow it’s engine to come back to life and for it’s body to feel the warmth of the sun and for it to experience, once again, the joy of the rushing wind as it sped down that road less traveled by.

Epilogue: My brother Dave phoned me on January 26th, and, to my amazement, informed me that the old Dodge truck won the prestigious Paul P. Bell Award for the Most Unique Antique Vehicle to be driven to a Region event or activity in 2019. Will miracles never cease! ■

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.

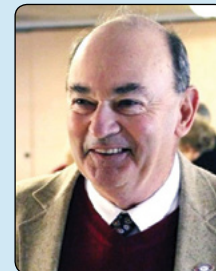
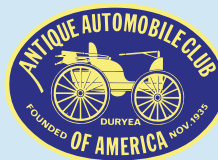
Submission deadlines are the first day of each month for possible publication in that month’s edition.

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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Phone and FAX: 724-832-9074
email: jacksonmark469@gmail.com

*Special thanks to Guy Davis and Mark DeFloria
whose time and talent helped produce this issue.*

Let’s Give Them a Reason to Stay!



Wayne Tuck
2019 Vice-President - Membership

AACA signs up literally thousands of new members every year. I have spent much of my time over the past few years as VP-Membership encouraging our members at both the region and national level to do more recruiting. You have done exactly that. In fact, you have done even more than I should have expected. For that, please accept my sincere thanks and please continue to do the same. (Maybe even more?)

Now with thousands of new members signed up every year wouldn’t you think our membership totals should be growing? Sadly, that is not the case. More members fail to renew their memberships every year than new members signed up. Yes, we lose some from age, deaths, disabilities and the like. This is normal attrition. There isn’t much we can do about that. Why do so many members sign up, stay a year or two and then decide not to renew their membership? We didn’t give them a reason to stay!

New members join for various reasons. Some join for the social aspects such as friendship, fellowship and human contact. Others like to drive their cars with a group. Some even seek technical information and a network of service providers. Some want to lead and be a part of the club leadership corps. Whatever the reason, AACA has the ability to provide it.

Retaining our current members is just as important as recruiting new ones. Does someone call a member that hasn’t shown up for a couple of meetings? Do we communicate well with our new members? Do we show them we are interested in their wants and needs? Does our club provide the activities that are needed to keep everyone’s interest? These are all questions we should be asking ourselves.

The answer is easy. Yes, AACA can provide all of the activities and services any member could want. Moving forward, membership retention should be put near the top of our club’s priority list. Let’s make sure we give every single one of our members good reasons to stay.

The Rummage Box



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Illustration from a 1947 Dodge Truck advertisement