

THE WESTERN ROUND-UP



October 2020

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



September tour to Jim's Cars - See pages 4 - 7



2020 Western PA Region AACA Directors

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for further information see the 2020
Western PA Region Roster, which is
available on the Region's website.

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.

Marquis Colony Park:
If Lincoln Continental made a
station wagon, this would be it



1969 Mercury Marquis Colony Park advertising illustration

Watch for Updates on Future WPR Events

The Covid-19 global pandemic has painted 2020 as an unpredictable year the likes of which none of us have ever seen. Fortunately, we were able to get in some wonderful events during the summer and into the fall. Now we find the pandemic "spiking" again across Pennsylvania and the USA.

Our heartfelt thanks to John Ross Kuhns and family, Bob and Karla Doppelheur and Mark and Jill Jackson and all who helped put together the July and September 6th picnic/meetings. Sincerest thanks to Carl and Camille Erb for planning, organizing and hosting three absolutely wonderful tours this year to the private collections: Al's Cars, Jim's Cars and Dennyland. Bravo! Bravo! Bravo! And thanks to Tom and Doreen King

for putting together the fantastic Old Car Ride tour this summer. And let us not forget that we did indeed have a very nice Annual Meeting/Dinner at Dino's in January thanks to John Kuhns, Sr. before all this pandemic stuff hit.

As for now - Please watch for future notices and updates from the Western PA Region directors regarding activities and meetings. These will be by email, in the Western Round-Up or special flyers or postcards.

There are currently no meetings or events planned for November or December. That could change. We are all hoping for the best. The directors will act with the appropriate precautions in mind.



Now is a good time to renew your membership for 2021 with AACA National. You can do so online at www.aaca.org or mail in the forms that come with the *Antique Automobile Magazine*. AACA has carefully adapted to the pandemic canceling and rescheduling 2020 events after much study and consultation. We are hoping for the best nationally, as there are now many AACA events planned for 2021. We have a great national club which does all it can to act in our best interest.



Western PA Region AACA apparel can be ordered at



t-shirts, polos, hoodies,
jackets & more

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.

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



But don't get the idea we're just another pretty face

**Citroën. The car
that looks more beautiful
after you drive it.**



Jim's Cars Tour

September 27, 2020

By Carl Erb



Getting started at Hoss's with Tour Chairman Carl Erb.



Upon arriving participants parked carefully along the lane to Jim's collections



A friendly wave from Dodie Ulishney



A high-performance Mustang and an Aston Martin greeted visitors as they entered Jim's stable.

With earlier in the week predictions for rain on Sunday evening, I was quite pleased to see most of our members show up in the parking lot at Hoss's in Greensburg driving one of their collectible cars. Denny & Becky Blank—2000 Chevy Monte Carlo; Phil & Toni Beattie—1965 Corvette; Bill & C.J. Mauer—1965 Plymouth Fury; Cris Detweiler—1948 Nash Super 600; Bill & Karen Holtzer—1935 Ford Coupe; Tom & Doreen King—1963 Corvette; Charlie and Connie Schifano—1955 Chevy Bel Air; Howard & Bettyann Finney—1967 Buick Skylark; Dave & Debbie Sheetz—1983 Chevy Z28; Toni & Norma Mascia—1981 Fiat; Carl & Camille Erb—1952 Citroën 15CV; and Mark & Jill Jackson in their trusty “classic” Jeep. We also had three guests, Rodger Cottrell in his Mustang and Bill and Trudy Johns in their 2017 Corvette. Please forgive me if I left anyone out.

In all we had 39 people, including three guests, signed up for the tour with only one cancellation by Mark & Sandra DeFloria because they were unexpectedly thrust into grandchild babysitting service because of the 3-week early arrival of a newborn granddaughter named Parker. Mother and daughter doing just fine. Grandparent/

babysitters probably still recovering!

The trip I had mapped out to Jim's Private Car Collection in Westmoreland County was a short one, but there were 26 turns with a few quick left/right—right/left turns, a couple of missing road signs and another one completely hidden by trees in the direction we were driving. I am always worried about someone getting lost on one of these trips, but I assured everyone that it would be a pleasant, slow trip through the country being led by me in a 1952 six-cylinder car which would enable everyone to keep together and we did.

Upon arrival at Jim's property at the end of a private road you see a magnificent example of a very large brick Williamsburg Colonial home surrounded by many acres of grass (mowed by Jim himself) and a beautifully constructed stone wall that seems to stretch on forever. We drove along the stone wall past the house on the paved driveway that also goes past his “barn” and continues to the “stable”. We circled around the stable to park our cars along the driveway then walked back to it for Jim's

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An early 20th Century gas station set up with original memorabilia



This Plymouth Prowler turns a lot of heads when Jim takes it out.



Jim shares stories about his cars, signs and license plates.



This silver 1996 Corvette was Jim's first and got him started collecting.



An award winning 1929 Marmon. Notice the "M" emblems under each headlight.



A colorful 1933 Plymouth four door sedan



Along the stable back wall – a faithful Mercury, Lincoln and Cadillac



A wonderful collection of die cast cars in beautiful oak cases

presentation. It was a very nice warm day and Jim had the two large garage doors to the stable open. As our group approached the entrance to the building, they were awe stricken by the number of cars and the signs and license plates. The signs covered all the walls and some even hung from the ceiling.

Jim had rearranged the cars in his stable just for our group to create a large open area in the middle where we could set up our folding chairs to listen to him tell us about all his cars, automotive signs, license plates and other automotive memorabilia. Jim had obviously spent a lot of time preparing for our visit because he had printed up a list of all his cars with just a few significant details about each one. To tell you all the details of all Jim's cars in this article would be impossible, but here a few details of some of the cars that Jim feels are his most significant ones. He began by telling us about the cars in the barn which were all rare, early 1900's automobiles except for one very colorful "street rod".



1911 Ford Model T

- Serial No. within first 50,000 made
- Southern track car made with wider wheel stance to straddle ruts of cotton wagons, made for southern states. Less than 1% of cars made from 1911 to 1915 were Southern Track.
- Car is from Texas and is all original never restored.



1912 Ford Model T

- Completely original restored Model T equipped with speedometer and odometer reading
- Car has original miles of 3500 with full documentation back to 1941 registration.



1930 Pierce Arrow Model B Four Door Sedan

- Car is all original with external paint refreshed and interior restored
- Straight 8-cylinder engine with speed to 90 MPH
- Equipped with gentleman cigar lighter in the rear and crystal perfume bottle for the lady





The beautiful, spacious 1935 Cadillac Limousine original interior complete with jump seats

1935 Cadillac V8 engine with the Detroit Lubricator Carburetor



1935 Cadillac Four Door Limousine

- Completely original car, interior and exterior equipped with jump seats and rear luggage rack
- V8 engine with Detroit Lubricator Carburetor
- Mechanical driver settings to adjust shocks for city, highway, and sport driving
- Art Deco headlamps and taillights

In the stable Jim had all but one of his corvettes lined up along the right wall. There are 14 corvettes in his collection including two collector editions, four Indianapolis Pace Car replicas, two ZR1's first year and last year, and a 50th anniversary edition. His first Corvette, a silver 1996 which got him started collecting, was across the room in front of the replica of a 20's/30's gas station. Against the back wall were several of his modern family cars including a more modern-day Cadillac, Mercury and Lincoln. Along part of the left and back wall in the corner were five early 1900's cars including a couple of Ford Model A's, the 1935 Cadillac Limousine, a 1930 Pierce Arrow and

even a Jeep. On the rest of the left wall were two classic Mercedes convertibles, and a Plymouth Prowler. In the left front corner of the stable was the replica gas station with many automotive signs, a full tray of one-quart oil bottles, an early Coca Cola chest type vending machine, a very tall visible gasoline pump and countless other things that would have been in a gas station of that era. In the middle of the stable Jim had positioned a Ford Mustang and an Aston Martin at angles to each other to show the similarities between the design of the bodies of both cars. He explained the reasons for those similarities was because of Ford's ownership of Aston Martin from 1991 to 2007 which most of us knew nothing about.

The decor of the stable was overwhelming. On the walls were porcelain, lighted, and neon gasoline signs from every company you could think of along with oil signs, oil cans, car dealer signs, traffic signs, and street signs. There were also Phillip Morris tobacco signs, from

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A panoramic view from the hood of a 1929 Marmon as members enjoy the antique cars and memorabilia in Jim's barn "man cave"

As a tribute to long time Western PA Region member and *Western Round-Up* Chrome Quill Award winning author Fred Nicholls, and to help celebrate our Region's 70th Anniversary in 2020, we share this article reprinted from October 2013. Fred passed away November 6, 2019.

Looking Back...

The Old Hershey

By F. L. Nicholls



As I understand it, the modern vendors have it made. They have macadam underneath, no more mud or gumbo. Let's go back 45 years to my first time at Hershey. In 1966 Ann and I, on our way home from a vacation, parked our car by the stadium, and covered the flea market in less than an hour, finding a NOS Eagle radiator cap for our 1931 Chevrolet.

The following year we drove the Chevy to Hershey, stayed in a motel in Harrisburg, rented a car and parked the Chevy under the stadium. On Saturday evening, we went to the Award Banquet at the high school, and Ann signed up for a room at a new motel to be built, called the Hershey Motor Lodge. In 1967, I hauled the Chevy to Hershey and sold it.

In the following years I joined with Paul and Dave. Somehow, I got the job of ordering the spaces. You received the application in the mail, returned it with the number of spaces you wanted plus a check. Several weeks before the event you received a confirmation, stickers and a map showing where your spaces were located in the field. Good or bad, you took what you got. In 1972, we had level spaces and sold three cars. Paul had a 1940 or '41 Buick sedan, Dave had a Ford retractable, and I had a 1960 Cadillac Series 60 Special sedan. All sold. At first we stayed in a motel owned by a friend of Paul's. Later we moved to the Hershey Motor Lodge. Living was great. In the late 70's Paul bought a motor home, and our spaces were bad. We shored up the coach on one side to get it level, an outstanding engineering feat (ask Gary Cooper.) In 1981, we got better spaces, and only had to dig in the front wheels.

In 1982, I learned if you stopped at the Hershey Region office you could pick your spot. I drove down to their office and selected four spaces, level and near the exit from the Blue Field to the Red Field (Hershey Nursery ground), Next year I had a trip to New York and stopped again. I was number two in line, ahead of the Kanter Brothers (now big time repro parts). We were offered any space in the newly opened White Field. I stayed in the Blue and took

seven spaces, level and right at the exit to Red Field. The year was 1983, and we stayed in the same spot 'til 1993. This was due to the Region leaving you the same spaces if you desired. Good thinking. In 1993, we had to move because Herco was expanding the park and area.

In the early 80's Dave got a motor home. We turned over our rooms to Alan Terek, and I stayed with Dave. Jack Clark joined and we had a great time.

Part Two:

We still had seven spaces in Blue Field, although they are not as good as the previous years. This was our last time in Blue. In 1994, we were moved to White Field. Our seven spaces fronted on the old airport runway - no mud or gumbo. They redesigned White Field to get more spaces, and we were moved around the corner. These spaces were good. 1995 was Paul's last year at Hershey, and he was truly missed. Dave had taken on trailer sales, so with trailer display and our goodies, business was good. In 1995, I started to sell off my toy collection, and continued thru my last year, which was 2001.

Side Note:

During our years in 1991 the grass was rather tall, so in 1992 I took a rotary mower and Ann mowed.

Looking Back:

In the late 70's the Porta-Johns got really bad. Something had to change. The next year Paul and Dave borrowed a Scotty trailer. We now had our own bath plus cooking stove and oven. Paul had made friends with the owner of a local market and here we bought fresh meat and supplies. Paul cooked up a storm and we lived good. We had the set up for three motor homes and in the early nineties Ann was with me. She enjoyed Hershey 'til we quit. The three of us sold some cars and bought some. I remember driving home a 1957 Caddie convertible for Jack, also driving home an early 1960's Lincoln sedan for Dave. Luella drove home the 1975 Mercedes Benz 450SL I bought. We had a lot of good times, fellowship and fun.

The Evolution of the Corvette



By Bob Parrish
Vice President - National
Awards



There have been eight generations of Corvettes in its 68 years of continuous production.

The C1 or “solid axle” Corvettes were built from 1953 to 1962. Only 300 were built the first year, 1953. The fabled Chevy V8 engine appeared in the 1955 model at 265 cu. in. which was enlarged to 283 cu. in. in 1957. The Corvette 4 speed and Fuel Injection were introduced in '57 for the very first time.

The second generation, C2 (1963-1967), saw the birth of the Stingray, increases in power to the 327 engines to a top rating of 375 fuel-injected horsepower. The styling of the “mid-years” was, and remains one of the most admired automotive designs ever. Big Block, 396 and 427 cu. in. engines were first offered in 1965. They spelled the end of fuel injection in Corvettes until 1985. Full 4-wheel disc brakes came to the Corvette in 1965.

Launched in 1968 and produced through 1982, the C3 generation had a makeover styled after the concept Mako Shark design and offered T-tops for the first time. The 454 cu. in. engine debuted during this time, as did the Federal Government’s emission control mandates

which killed horsepower. In 1970-1972 there were approximately 60 ZR1-optional cars built.

There were no 1983 Corvettes produced for sale due to delays in the manufacturing quality of the new C4. Once launched, C4 production ran from 1984-1996 and gained in sales to those buyers that wanted an affordable Corvette for everyday use. In 1990 Chevrolet released the second “King of the Hill” ZR-1 and its LT5 engine designed by Lotus and built by Mercruiser. 1994 was the last year of this version of the ZR-1.

The C5 (1997-2004) was the most advanced Corvette ever for the time with the introduction of the high-performance ZO6, and continued improvement in the suspension and braking systems.

The C6 generation (2005-2013) introduced the LS2 engine, producing a base 400 horsepower and 400 pounds of torque. The ZR1 returned in 2009.

Looking at the C7 (2014-2019) finds the return of the Stingray badging and the production of the ZR1, super Corvette in 2019. It came with a super charged 6.2 liter V8 engine producing an astounding 755 horsepower and superior performance.

The newest generation, C8 – 2020 is also a revolutionary design: having a mid-engine and total body styling change, with exceptional horsepower and performance gains.

To commemorate the Corvette evolution, the Tidewater Region, AACA in conjunction with its next Annual Meet, plans to have a Corvette representing each year of production. You can learn more by visiting traaca.com

-- The Rummage Box

Tour to Jim's Cars, September 27, 2020 continued from page 7

the company for which Jim worked for many years. Other tobacco signs included Marlboro and Chesterfield signs that were additional Phillip Morris brands.

After Jim's presentation we spent some time walking around looking at the cars in the stable closer and asking Jim additional questions about them. We then walked up the driveway to his barn where in the basement he had fashioned an incredible "Automotive Man Cave". Cars displayed in the basement of the barn included 7 of his oldest and most significant cars, which he had already told us about while in the stable and one dazzling red hot rod. The man cave also included a huge, organized collection of model cars beautifully displayed in oak framed glass cases, a cozy seating area and even more signs and

automotive memorabilia on every wall.

From the barn, about half our tour members left to return home and the rest of us travelled together to a county park where we enjoyed each other's company, the picnic meals we had brought along and our discussion about Jim's incredible cars and showrooms. It was a beautiful day that allowed us to blow the carbon out of some of our old cars and see one of the most incredible private car collections anywhere.

We greatly appreciate Jim allowing us to visit his treasured collection of cars and automobile memorabilia and for the great presentation he gave to us about it. I just hope that sometime in the near future those of you who were not able to be with us on this tour will be able to visit Jim's Cars. Jim has indicated that this is a possibility. ■

Drive Your Old Car



Spell

W E S T E R N

There's still time to drive your old cars and spell WESTERN by taking photos of it by signs for places that start with each letter in that word. Mark Jackson needs only two more letters for his classic 2004 Jeep Grand Cherokee Limited.

Win Prizes!



"W" is for Westmoreland Conservation District where Mark works at Donohoe Center in Greensburg



"E" is for Eat'n Park on Route 30, Greensburg. Mark has "eat'n" here with his family for over 55 years.



"S" is for Sunoco on Mount Pleasant St., in Greensburg, a favorite place for gas, lottery tickets and hot dogs.



"T" is for Tom's Bar and Turina's Pizza on South Main Street, Greensburg - Good pizza!



"R" is for Rite Aid on Pittsburgh St., Greensburg for things we need.

Now all Mark Jackson needs is another "E" and an "N". Get out and have fun collecting your letter photos. Email them to Mark DeFloria at westernparegion@hotmail.com or if sending prints mail them to Mark at 123 Fosterville Road, Greensburg, PA 15601. **The contest deadline is December 31, 2020.** Cris and Molly Detwiler have their photos completed. Join in the fun! Mark will post them on the website, and YES there will be nice prizes!

CLASSIFIEDS



For Sale - Beautiful 1966 Mustang Coupe with only 14,000 miles. Six-cylinder automatic, \$15,900
Call: 724-925-3272

For Sale - 1976 Corvette Coupe - automatic, air, matching numbers, 40,000 original miles, excellent-complete \$15,000.

Model A Ford Trunk - 28-31, complete with luggage rack and mounting brackets, excellent condition - Retail \$790. Sell \$300. firm.

Model A Ford - 28-31 Sedan Rear Fenders - original steel - left and right side, \$600. pair or OBO

Call Lou Zecchini - 724-834-6813

Name That Car

by Mark Jackson

September's Car



Bill Maurer was the first to correctly identify September's car as a 1940 Cadillac. We also heard from Al Terek, Denny and Becky Blank and Gary Wiegand.

As I mentioned previously, Jill and I photographed this car when we visited the Classic Car Auto Mall in Morgantown, PA a few years ago. We were on our way to the AACA Annual Meeting in Philadelphia at the time. Located between Lancaster and Philadelphia, all we had to do was take the Morgantown Exit off of the PA Turnpike and we were at the Auto Mall in about ten minutes. The building is in plain view beside the PA Turnpike.

Again, I repeat, this place is worth a visit! You will not be disappointed. Plan to spend an hour or two or more. There is no fee for admission, but you must sign the register at the service desk upon entering. There are hundreds of cars for sale and there are professional salespeople to help if needed. Otherwise, you can just enjoy strolling through this shopping mall repurposed into a classic car showplace.

The collection of original barn finds is truly amazing in scope and variety. It includes firetrucks and many unique commercial vehicles.

There is a nice hotel joining the mall. Perhaps this could make a fun, overnight tour destination for our Region in the future once the pandemic is over.

October's Roadside Memory



Trick or Treat! October's photo features a place rather than a vehicle. Pennsylvania is full of roadside wonders and interesting places. Can you identify this roadside place and what it was used for? Do you know where it was located? (Hint - It was in Westmoreland County for many years.) Finally, do you know what happened to it?

Be the first to answer these questions correctly and win a \$15 Sheetz gift card. Call 724-832-9074 and leave a message, or email me at jacksonmark469@gmail.com.

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

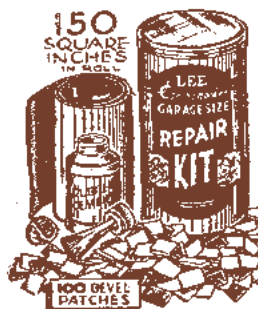
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*Special thanks to Carl Erb, Jim's Cars and Fred Nicholls
whose time and talent helped produce this issue.*

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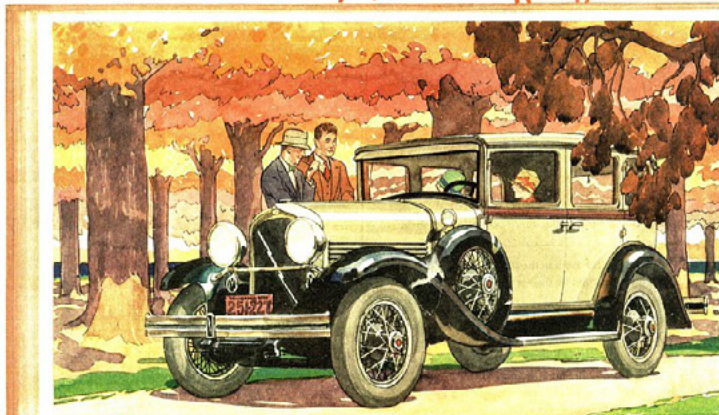


Western Pennsylvania Region
Antique Automobile Club of America
P.O. Box 882
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NEW SERIES

MARMON STRAIGHT 8s



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In flowing, sweeping lines—luxury in every detail of interior. Performance made brilliant by Marmon-built straight-eights (rather than the customary six). Value, the greatest you have ever been asked to consider in any automobile. In short, after

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NEW SERIES MARMON 75
Even Greater Luxury—New hood and front end design. Double chromium plating. New five-spoke wheels. New colors.
Power—Even further developments in "28" motor. 75 to 85 miles per hour.
Easy Riding—Now more than ever, the "easiest riding car in the world."

\$1965

NEW SERIES MARMON 60
New Beauty—New front end, larger lamps, double chromium plating. New colors. New, interesting interiors.
Power—Larger motor. 65 to 75 miles per hour. Added smoothness and flexibility.
Easy Riding—A famous Marmon characteristic now even more pronounced.

\$1465

When Pierce-Arrow
endorses . . .

*the last word is said
where fine car improvements
are concerned*



The Pierce-Arrow patrol sedan is a modern-day version of the one below, painted twenty-one years earlier. Time changes the look but never the excellence of America's finest motor car.



BECAUSE Pierce-Arrow has ever been free from the necessity of finding new features as sales stimulants . . . and for the reason that no features were ever so important as the entry of America's finest motor car . . . the Pierce-Arrow endorsement of an engineering device is the most coveted in all motoriums.

Protracted and intense observation, and tests which only great worth may survive, must precede any approval by Pierce-Arrow engineers. Even then, extended service-periods must ensue before the endorsement is made public.

The new Pierce-Arrow transmission is a

case in point. It was present in Pierce-Arrow for months before it was officially announced. It had to prove that it would insure flawless gear-shifting at any speed—that the *downward* gear would yield an easy 60 miles an hour, and *quickly*—before being finally presented to Pierce-Arrow owners.

The three groups which comprise the new Pierce-Arrow line are as appealing to the eye as to the keenest mechanical sense. All are slender, low-slung, and exceedingly fine in finish and in appointments. Each is a true paragon of its type.

And so Pierce-Arrow again easily commands nationwide preference among fine cars.

In the purchase of a car from income, the average allowance on a good used car usually more than covers the initial Pierce-Arrow payment

PIERCE-ARROW

THREE NEW GROUPS OF STRAIGHT EIGHTS • 12 TO 14-INCH WHEELBASES • 200 TO 2000 AT BUFFALO
(Custom-built Models up to \$35,000)