

THE WESTERN ROUND-UP



April 2021

Promoting the Preservation & Enjoyment of Antique Automobiles Since 1950.



1914 Overland 79-S at the 2021 AACA Southeastern Spring Nationals, North Carolina - photo by John W. Harvey



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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.

On The Cover

WPR members John and Cindy Harvey recently traveled to North Carolina to serve as judges for the 2021 AACA Southeastern Spring Nationals hosted by the Hornets Nest Region. After they returned home, John submitted a short story about the event to *The Western Round-Up* along with some great photos (see pp 6-7). This issue's cover features one of John's photos. It is a 1914 Overland 79-S owned by Mark and Lori Thompson from West Chester, PA. John also supplied these specs:

- 4 cylinder Speedster
- Less than 50 79-S models produced
- Cost in 1914: \$950.00
\$1,025 with optional Gray Davis electric starter (on this vehicle)
- 35 horsepower
- Tire Size: 33x4
- Wheelbase: 114"
- First year for electric lights



Attention 2019 Chance Car Ticket Sellers

Regarding Chance Car ticket vouchers earned for selling 2019 tickets – the Western PA Region directors decided at a recent meeting to extend the usable period for 2019 vouchers to **December 31, 2021**.

Vouchers can be used towards WPR events and apparel, which can be ordered at Big Frog T-shirts, Route 30 West, Greensburg (see page 11).



by Jim Elliott
AACA President



AACA Membership Must Grow!

The Antique Automobile Club of America membership has a commitment to grow! Every current member has the prospect of bringing in a new member to AACA now! One of the best methods to bring in new members is to talk with them in person. When driving your antique car to fill the gas tank, attend cruise-ins or shows – folks at all times want to look at your car and talk with you about it. This is a good opportunity to tell them about AACA and all it offers to the antique car enthusiast. Please let them know, that to be involved, all AACA members do not have to own a pristine show vehicle. This is a message to convey to any prospective new AACA member. A Drivers Participation Class (DPC) vehicle is a vehicle that has a place on the show field but is perfectly suitable for driving and touring at the same time – including air conditioning and radial tires. The AACA organization includes a great antique car magazine, normally (after Covid-19 is under control) about six-to-eight car show Nationals spread around the country, a Grand Nationals event each year, and usually about four Touring events each year. Library resources are offered to members who can obtain research and restoration information on possibly any vehicle ever produced. The new AACA headquarters facility in Hershey, relocated in Fall 2020 to 800 West Hersheypark Drive (and soon to open to all Members) includes an enhanced state-of-the art automotive research library to benefit all aspects of the hobby. The famed Philadelphia Automotive Library collection is now part of the AACA Library & Research Center. Describe all these advantages to a car person and they will be a great candidate for membership in the Antique Automobile Club of America and keep alive our superb organization!

-- The Rummage Box

2021 CALENDAR

Western PA Region events are subject to change.
If so, we will keep everyone posted.

Spring Carlisle

Thursday, April 22 - Saturday, April 25
Carlisle Fairgrounds, Carlisle, PA

Downtown Irwin Spring Car Cruise

Saturday, April 24

Downtown, Irwin, PA

11:00 a.m. - 4:00 p.m.

No entry earlier than 10:00 a.m.

Pre-registration \$8 at the gate \$10, great food & music

Contact Gary Ed gary-ed@hotmail.com

2021 WPR Annual Meeting & Rev-Up Picnic

Sunday, April 25

Cooperstown Club Pavilion, Latrobe

1:00 p.m.



Z&M Cycle All Vehicle Cruise

Monday, May 3

Route 30 West, Greensburg, PA

4:00 p.m.

WPR Annual Picnic

Sunday, July 25

Cooperstown Club Pavilion, Latrobe

1:00 p.m.



Western PA Region AACA Car Show

Sunday, September 5

Legion Keener Park, Latrobe

9:00 a.m. - 4:00 p.m.



AACA Events

For details visit www.aaca.org or consult your most recent *Antique Automobile Magazine*

Founders Tour (1932-1996)

May 20 - 25

Mountain State Classics Region

David, West Virginia

Eastern Divisional Tour

June 2 - 5

Eastern Shore Region & Bay Country Region

Eastern Shore of Maryland

AACA National Annual Convention

June 4 - 5

Williamsburg, Virginia

The Road Less Traveled By

REMEMBERING RON SIVAK

by Guy Davis



Labor Day Weekend at a Western PA Region Car Show in Legion Kenner Park, Latrobe, left to right: Dick McKelvey, Ben Davis, David Davis, George Whipkey, and Ron Sivak sitting on the Pierce Arrow running board.

My brother Dave and I store our antique and classic automobiles in a garage located in Greensburg. We purchased the building from former long time club member Jim Smith who had stored his collector cars there. Jim had bought the garage from the estate of former club member Paul Andrews who had also stored his antiques and classics there for many years. Consequently, our garage has been the continuous storage site for antique and classic cars for well over half of a century.

When Dave and I took ownership of the garage, we leased several spaces to others who had collectable cars. Over time the renters either sold their cars or found other places of storage. Eventually only one person, Ron Sivak, continued to store his vehicle in our building. Ron owned a clean green 1970 Chevrolet Chevelle SS396. He had bought the car new and used it as his daily driver for many years. It was only a few years ago that Ron put antique plates on the Chevelle and began to display it at local shows including our annual meet in Latrobe. Though the mileage on the Chevelle has ticked over 90,000, Ron kept the car in excellent, mostly original condition.

Ron spent a great deal of time at the garage, far more time than I ever have. He parked his Chevelle in an area closest to the garage door for easy egress and ingress. In

the small office inside the garage, Ron could often be found sitting in his favorite chair located beside a wall on which hung a large print of Pennsylvania birds. From his perch Ron would read the daily newspaper and eat his lunch. Over time, Ron took it upon himself to mow the lawn around the garage and trim the hedges. In the winter, he shoveled the snow. He would often help my brother Dave, my son Benjamin, and family friend and fellow club member Eric Wigginton work on many projects including the club's chance car. Aside from the storage and repair of cars, the garage was the site of Christmas luncheons, family get togethers, and group discussions about politics, sports, and almost any other topic under the sun. In most instances, Ron was present for garage happenings. In many ways, the garage became Ron's second home and we became Ron's adopted family.

Ron was very adept at small engine repairs. At the garage, he fixed my lawnmower and tuned-up my father-in-law's chainsaw. As the knowledge of Ron's handiwork spread, people whose homes surrounded our garage began to show up with mowers, leaf blowers, weed whackers, and chainsaws. Our garage is located in a very diverse neighborhood where family incomes range from impoverished to middle-class. Many of the poorer families would push

their non running lawnmowers to the garage hoping that Ron could fix the problem since they could not afford a replacement. More often than not, Ron corrected the problem, sharpened the blade, changed the oil, and cleaned the machine until it shined and returned it to the grateful owner. Ron never asked a penny for his services. He would show the owner the invoice for the parts he bought for it, and if the owner had the money, he would pay Ron for the parts; if not then it became a gift from Ron's heart. If there is a patron saint for small engine repairmen it is Ron Sivak.

On Monday, December 28th, my brother Dave and I were in the garage working on a car. Ron's sister, Dolores, stopped in to say that Ron was outside sitting in her car and asked if we would like to talk with him. Ron had been receiving treatments for cancer for the past several months and his visits to the garage had been reduced during that time. Both Dave and I were thrilled to speak with Ron who looked a little tired but still maintained his wry smile and the mischievous glint in his eyes. After a pleasant conversation, Dolores drove Ron to his home in Jeannette. The following day, Dave and I were again at the garage only this time I was sitting behind our desk paying some bills while Dave was standing nearby. The phone rang and brother

Dave picked up the receiver. As with most phone conversations, there was the initial exchange of pleasantries, then I noticed a long silence on Dave's part. It was the type of silence that often leaves one with an uneasy feeling. Dave concluded the phone conversation with an expression of condolences to the party on the other end then slowly hung up the phone. With a heavy heart, Dave said that the caller was Ron's sister Dolores and that Ron had died last night.

It seems only fitting that when it comes time for us to leave this life that we do so surrounded by friends and family and at a place that is both familiar and comfortable. Ron's final lap on the road less traveled by took him to the garage where he sheltered his prized Chevelle and where he enjoyed many days with his friends who became family. There is a peace to be found in such an ending. So, if you happen to be in the Greensburg neighborhood someday, please stop into the garage to say hello. It is not a fancy place; just a simple concrete block building filled with old cars and treasured memories. The newspaper will be sitting on a table in the office and there will be friends and neighbors who will carry on a friendly conversation with you. Just don't sit in the chair located under the print of Pennsylvania birds. That space belongs to Ron.



Ron Sivak's clean green 1970 Chevrolet Chevelle SS396 at our garage.

Chevelle photos - Kaitlyn Davis

Ron enjoyed attending the Western PA Region Annual Meetings in January and regular Monthly Meetings throughout the year. He also helped support the region by selling chance car tickets.

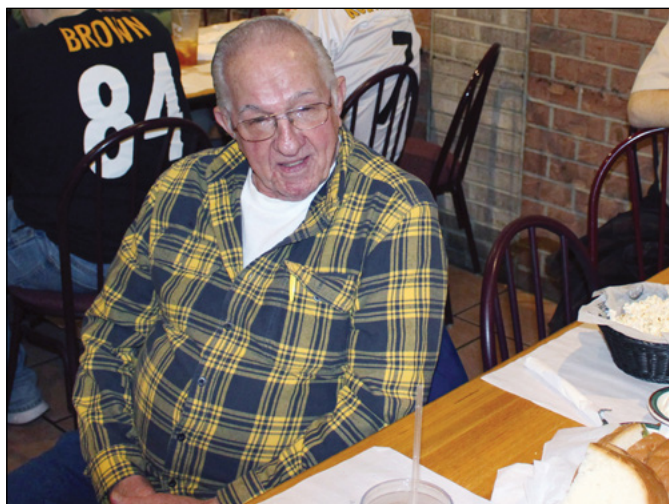


Photo - Mark DeFloria

At the 2021 AACA Southeastern Spring Nationals

by John W. Harvey



Steve Eason – Sanford, NC
1967 Chevrolet Corvette,
1951 Crosley Hot Shot
New Price 1951: \$924.00
• Weight: 1,184 lbs
• Wheelbase: 85”
• Gas Tank: 6.5 gallons
• Oil Capacity: 2 quarts
• 44 cubic inch displacement
• 26.5 horsepower
• Tires: 4.50 x 12

The AACA successfully held the 2021 Southeastern Spring Nationals - Charlotte, NC. The event was held on April 9th and 10th at the Embassy Suites in Concord, NC. Although the Spring 2021 Charlotte AutoFair was cancelled, the Hornets Nest Region still hosted this event.

AACA Senior Master Judges and Western PA Region members John and Cindy Harvey drove to Concord to enjoy the event, see a lot of friends, and judge on Saturday. John also taught the 10am judging school on Friday. The Harvey's did not enter a vehicle for this event.

There were 238 vehicles registered for the event. The forecast for rain during the event was probably responsible for some of the vehicle no-shows. There was a very brief rain shower on Saturday about one hour before judging was to begin. Due to the ongoing threat of rain, Chief Judge, Dave Bowman released the vehicles from the showfield at 2:30pm. After another very brief rain shower, the award presentations were held on the showfield immediately after the show. There was no evening awards banquet scheduled due to Covid-19 restrictions.



Bill Brunker – Sherrills Ford, NC, 1967 Pontiac GTO
2020 AACA Zenith Award Finalist



Martin Burke – Leonard, TX, 1969 Mercury Cyclone Spoiler II
Dan Gurney Special



AACA judges meet with their teams and prepare for judging at the 2021 Southeastern Spring Nationals.



Peter Ratledge – Townsend, DE, 1911 Ford Model T 4 cylinder Touring



Elizabeth Bell – Hudson, NC, 1978 Chevrolet Corvette
This gentleman used an air blower to dry the car after a short rain shower.



Paul Haddock – Charlotte, NC, 1969 Buick Skylark GS 8 cylinder Coupe



Linda Park – Franklinville, NC, 1950 Ford F1 8 cylinder

Flashback - from the July 1964 issue of Hemmings Motor News

Courtesy of Ralph Shearer

● NON-FORD CARS FOR SALE ●

LINCOLN Continental 1942 coupe, complete, near mint, engine, transmission new condition, V-12. Write 1238 Adams St., Fairborn, Ohio, Ph: 878-4951.

1927 BUICK coupe, excellent shape, mechanically sound. Best offer over \$650. 1954 classic Buick Skylark convertible, has original chrome wire wheels, runs well, original owner. Best offer over \$300. Chuck Pennington, 309 So. Brainard, LaGrange, Ill. FL2-4287.

1933 CHEVROLET coupe, good restorable condition or parts car, runs good. First \$100. Bill Spurling, 1929 Rhode Island, Evansville, Ind.

1928 PACKARD 7-passenger sedan. Mint. Will trade for brass era auto or sell outright. George Ellen, 2835 W. North Shore, Chicago 45, Ill. 262-5965.

BOARDWALK Electric, 1927, 3 wheel tiller steering cart, 2 speeds, runs very quiet on original hard rubber tires, good condition. Make offer around \$250 or trade for most any pre-war car of equal value, picture 25c, SSAE. Don Reed, 805 Ninth St., Three Rivers, Mich.

1939 BUICK Special Opera coupe. This car was made specially for a party in England and has a factory installed right hand drive. Real exciting and different to drive. Very good original condition. Probably the only one in the U. S. \$525. Robert Johnson, 3647 No. Troy, Chicago, Ill. Ph: 588-6913.

NOTICE—1938 Packard Super 8 4-door sedan, 39,000 actual miles. Very nice. Also extra 1937 Packard parts car. 4 door sedan. Both for \$595. L. G. Puch, Rt. 1, Waverly, W. Va. Ph: 679-3127.

EARLY International Highwheeler. 2 cylinder chain drive. Good restorable condition, \$450. Hyman Loeb, 4675 S. Archer, Chicago 2, Ill. 523-1500.

PICKUP truck 1928 Chevrolet, restored, extra motor, transmission, differential, wheels, etc., including original blue finish. \$1000. Ed Valentine, 3584 Medina Line Rd., West Richfield, Ohio, Ph: 659-6420.

CADILLAC 1941 Model 67 rare, only 315 manufactured, original, nice. Asking \$650. Mack, 16401 W. 7 Mile, Detroit 35, Mich.

1928 REO 1 ton Speed Wagon, runs good. Wm. G. Weeks, Drums, Penna.

1930 HUPMOBILE, original upholstery, good tires, good running condition. Asking \$500. Call 609-585-8538. W. E. Bozarth, 46 Spicer Ave., Trenton 10, N. J.

1929 PLYMOUTH coupe. Rough but restorable, runs, \$50. W. W. Ives, 841 So. Davis, Ottumwa, Iowa.

● NON-FORD CARS FOR SALE ●

1933 ROCKNE, 1933 Dodge, 4-door sedan, six cylinder, both restored inside and out, also Collector's item 1950 Dodge roadster newly restored, good motor. 1933 Rockne 4-door unrestored. Robert Fox, Rt. 11, Springfield, Mo. UN9-7032.

1926 AJAX 4 door, 1930 Willys 4 door, 1931 Buick 8 Deluxe. All are running and in good unrestored condition. Will deliver. Bill Thompson, 1319 No. College, Ft. Collins, Colo. 303-482-9396.

FOR Sale: 1928 Ford 4 door sedan, Briggs body. \$150. 1929 Ford 2 door parts car \$75. 1929 Essex sport coupe with rumble seat, restored, beautiful car. \$1350. 1937 Ford 4 door deluxe convertible sedan, nice. \$750. 1935 Plymouth 4 door sedan, all original, mint condition, \$495. 1929 Chevrolet 4 door sedan \$1000. S.A.E. please. Warren F. Prather, 480 E. Walnut, Martinsville, Ind. Ph: D12-3138 after 5:30 p. m.

TWO 1949 Chrysler Town & Country convertibles, both in restorable condition. Write J. D. Hagan, 2824 Arrowhead Dr., Rapid City, S. D.

31 AUBURN sedan, 50,000 miles, excellent interior, side mounts, 2-speed rear end, new paint, runs perfect, \$500. 32 P. A. Plymouth sedan, twin side mounts, trunk w/rack, motor rebuilt, excellent body, original paint, perfect fenders, \$400. 32 Chevrolet Victoria and 32 Chevrolet sedan, unrestored, \$200 takes both. 27 T sedan, 10,000 actual miles, show room condition, make offer. Pictures 50c. S.A.E. Please. Orrin C. Olson, Rush City, Minn.

1919 BUICK, unrenowned, running condition, good tires, no body back of windshield. Don Sebring, RR 3, Hillsdale, Mich.

LINCOLN 1947 Continental convertible, 53 Merc engine, good condition, \$650. Herb Bromley, 1709 Market, Long Beach, Calif. GA2-9655.

CROSLEY Hot Shot convertible, 1950. Good condition, drive home. Asking \$495. Wayne Greene, 118 East Osborne St., Sandusky, Ohio.

NEW mint 1951 4-door "88" Oldsmobile. Only 196 miles, unbelievable but true. Hydramatic, radio, heater, \$600 worth extras, color green. Ready to drive anywhere. This car a real collective item. Bargain \$3500 or best offer. It interested write original owner. Car stored inside 13 years. Nath Baker, Sandgap, Ky.

CADILLAC 1941 sedan, black, WSW tires, radio, 46,000 actual miles, none like it anywhere. Virginia Schmidt, 2022 Barker, Peoria, Ill.



by Fred Trusty
Vice President - Membership



Bring an Extra Pair of Pants

I want to tell you about an adventure I had while on the 2019 AACA Founders Tour in Seward, Nebraska. The Founders Tour is for vehicles from 1932 all the way up to vehicles 25 years old. This was a hub tour which means each day you travel from the motel to different attractions and back to the same motel each night. The tour would be covering about 150 miles per day so I decided to drive my 1966 Chevy Bel Air since it has air conditioning.

A couple of weeks before I left, I checked the mechanicals on the Bel Air and found the a/c compressor that was replaced 7 years ago was leaking and all the bushings in the front suspension were just plain worn out. Normally, I would have done the suspension work myself but I found myself really pressed for time so I took it to the auto repair shop that I have done business with for many years. They replaced the a/c compressor, inner and outer tie rod ends, idler arm, and center link.

The tour started on a Monday but the AACA National at Auburn, Indiana was the Saturday before the tour. Pretty tight schedule, but doable. My plan was to leave Auburn right after the awards dinner and drive part of the way to Seward. I already had a motel room reserved about 5 hours from Auburn so I would have a leisurely drive to Seward on Sunday with plenty of time to unload the car from the trailer and relax on Sunday evening.

I slipped out of the awards dinner early and walked to my truck and trailer and what a shock. Someone had hit the trailer fender on the driver side and I had a flat on the other side of the trailer. On top of that the right side of the trailer was in very soft grass so the small floor jack I had would just sink into the ground. Fortunately, a man parked around the corner from me asked if I needed help. He had one of those little portable air compressors so we put air in the tire and I was able to pull it onto the asphalt where I changed the tire. Now I had no trailer spare for my long trip to Seward. Worse though was the fender would rub the tire if you hit a hole or uneven pavement. What to do? Fortunately, my

trailer has removable fenders so I took it off and armed with a hammer and a piece of 2 x 4, I performed some metal bump- ing on the tailgate of my truck. It looked pretty good so off I went. I made it to my motel about 2:00 AM that night and had no problem falling asleep.

The tour was great. One day I rode with Dave Kontor in his 1967 Camaro and another day Dave and I rode with Marty Roth in his 1954 Cadillac convertible. We're lucky that we didn't end up in jail that day. One morning it was raining so Marty rode with me in the front seat and John and Paulette LaBarr rode in the back seat of the Bel Air. In Nebraska, the roads are mostly laid out in large grids and it's always windy. I had been complaining that morning that the wind was so strong it was causing the car to drift side to side. Right after lunch we were driving down a two lane road and came to a T intersection with a four lane highway. Not long after we turned right we heard a loud pop. Keep in mind that we're travelling about 60 mph down a flat perfectly straight four lane undi- vided highway. The car seemed to be drifting to the right so I turned the steering wheel to the left but nothing hap- pened. I kept turning until it stopped. Then I turned it all the way to the right and nothing happened. I looked over at Marty and said, "We have no steering." Talk about that deer in the headlight look from my 3 passengers! A 1966 Bel Air has drum brakes front and rear and my car has no power brakes. If not adjusted correctly, drum brakes can pull to one side or the other so I decided to let the car coast as far as it could before I applied the brakes. Did I mention that there had been flooding in Nebras- ka and the drainage ditch on the right side of the road was full? We had semi-trucks whizzing by on the left which left us in the proverbial "stuck between a rock and a hard place" scenario. The car was slowing down but then it started to drift to the right. The right wheels were already at the edge of the emergency lane and the grass. Since I al- ready had a shower that morning, there was no need for a bath. Time to gently apply the brakes. By this time the right side tires were already in

continued on page 10

Bring an Extra Pair of Pants
continued from page 9

the grass so when I hit the brakes they locked up and slid straight until we were stopped. And then came that big sigh of relief from everyone, ah.....ah.

Crawling under the car revealed that the nut on the pitman arm was gone and the pop we heard was the stud coming out of the socket. Obviously, the cotter pin was never installed, the nut was not tight, so it backed off. Several other drivers on the tour stopped to lend a hand with a jack and some tools. John Nikodym went to the next little town and bought a nut and cotter pin assortment at Napa Auto Parts. Less than an hour

later the roadside repair was finished and I was on the way again. I can't understand why my passengers rode back with someone else. Rumor has it that Marty had to get back to the motel to change his pants. We laugh about it now, but this was an adventure that we will never forget. Part of the fun of the old car hobby are the friends and the memories you make.

And yes, two mechanics lost their jobs because of this negligence. In the next issue we will cover what not to do and say if you're driving a 1954 Cadillac convertible and get pulled over by the sheriff in a small Nebraska town.

-- The Rummage Box

The Cadillac
SERIES *62* **CONVERTIBLE**
for 1954

It makes the standard of the world!

Convertible tops are made only in one, black, blue or green. The entire top assembly is constructed with an ever-latest rubber for added resistance and waterproofing. Top material is durable, high-tensile rayon and cotton.

One of the best loved motor cars in all the world, the Cadillac Convertible this year is new in styling, finer in performance and more glamorous than ever in its interior decor. Three inches longer in wheelbase and over two inches lower in silhouette, the 1954 Convertible features the dramatic "dropped door" silhouette, new panoramic windshield, new cool air intake, new dual exhaust posts, new grille and new styling lines and trim throughout. Its all-leather interiors have been completely restyled—and are offered in combinations of dark and light leather. Interior color options include two-tone green or blue, green or blue with white, and solid red, black or tan. Here, most certainly, is one of the most beautiful and dramatic Cadillac cars ever designed.

The Series 62 Convertible features the panoramic windshield, which completely eliminates corner posts and provides extra wide unobstructed driver vision. The window lift and new side-latch are electrically operated.

As do all 1954 Cadillacs, the convertible features a new cool air intake arranged across the base of the windshield. This feature, in fresh note in Cadillac styling, provides increased ventilation to the interior.

a page from a 1954 Cadillac sales brochure

CLASSIFIEDS



For Sale - Die Cast 1979 Pontiac Firebird Trans AM
New in an unopened box. 1/18 scale, Road Signature Collection. Paid \$50 Sell for \$35
724-961-3563 - Mark Jackson

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

March's Car



Guy Davis's photo from the early 1980s of this old rusty relic at Smitty's Junkyard in Dunbar got a lot of attention. Bill Maurer was the first to contact me with the correct answer, which was a 1941 Chevrolet. Gary Wiegand, Lou Zecchini, Bob Inhoff and Howard Finney also checked in to identify the Chevy. Most had it spot on, which is amazing considering the deteriorated condition it was in.

Many of our region's members have an "eye" for old cars. Driving along country roads we easily spot that old deteriorating Nash, Studebaker, Ford, etc. peeking out from under a pine tree or around the corner of an old garage. What I find more amazing is that I still remember where I saw them many years after they're gone.

I attended Boy Scout Camp Conestoga in Bakersville, Somerset County, as a Scout and Staff member for many years. On the little dusty road into camp there was a white house on the left with an old, rusty 1958 Edsel sitting back in the lawn. It was blue, white and rust. That Edsel disappeared years ago. But to this day, if for some reason I drive that road, I still look for it by that house.

April's Car



In 1982 Jill and I were returning from a trip to Cape Cod. On the way home we stopped at a Holiday Inn near Allentown and were surprised to find a car show taking place at the hotel featuring all one make. All the car shows I attended until then featured a wide variety of makes. This was something new to me. What specific make do you think this show was about? Can you name the year and make of the classy convertible coupe in this photo? Be the first to contact me with the correct answers and win a \$15 gift card to Dairy Queen. (It's getting to be ice cream weather.) Call 724-832-9074 and leave a message. Email jacksonmark469@gmail.com or talk to me in person at the Annual Meeting, April 25th at the Cooperstown Club Pavilion.

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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email: jacksonmark469@gmail.com

Special thanks to Guy Davis, Kaitlyn Davis, Mark DeFloria, John Harvey and Ralph Shearer whose time and talent helped produce this issue.



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



**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.



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



An elegant lady stands beside a Renault Limousine circa 1912 while a chauffeur holds her well-groomed dog. Photo courtesy of Guy Davis