

THE WESTERN ROUND-UP



December 2021

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



Antique Car Christmas Ornaments by B. Shackman & Co.

Western PA Region AACA Directors



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412-558-0994

for further information see the 2021
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.

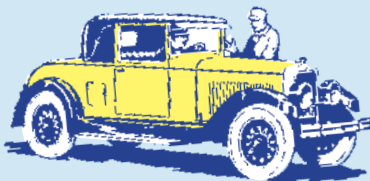
For Western PA Region AACA new membership information visit <http://westernparegion.org/>

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.



Member News

Howard Finney informed us that he recently learned about the passing of WPR member Dennis Slusser, who died on September 7, 2020. Dennis was a member of our region for many years. According to his obituary, Dennis had a successful career as an engineer, first for WABCO in Wilmerding and then WABTEC in Greensburg. He was also a member of several antique car clubs and nationally recognized for antique car restoration. Dennis was 69 years old. We express our deepest sympathy to his family and friends.

Western PA Region 2022 Annual Meeting Date and Details to be Announced

Information on the Western PA Region 2022 Annual Meeting will be announced by email and U.S. Mail once a date and location are determined.



Renew Your Memberships for 2022

Renew with AACA National first. Then renew your Western PA Region AACA Membership. You can renew your national memberships on the AACA website. WPR Membership renewal forms will be emailed to all members and U.S. Mailed with the *Western Round-Up* to members who receive it that way. 2022 renewals are due by the WPR Annual Meeting in January, 2022. We had a great 2021. Don't miss the fun in 2022.



Serve as a Western PA Region Director

We need fresh ideas and energy. Let Secretary Mark DeFloria know if you are interested in being a director candidate for 2022. The election will be held at the Annual Meeting.

Our Christmas Party Returns!



Wayne Shaffer once again added a festive musical flair to the activities by playing Christmas favorites and popular tunes.



(l-r) Three generations - Great Grandfather Jim Salandro, Grandmother Vickie Kuhns and Granddaughter Maisy Kuhns enjoy the Christmas spirit.



The Westmoreland Conservation District barn was beautifully decorated for the Holidays.



WPR member donations overflowed this Toys for Tots box with kindness.

A favorite tradition returned after a pandemic hiatus in 2020. Over 50 Western PA Region members and friends gathered on Sunday afternoon, December 5, 2021 to celebrate the Holidays with a warm and wonderful Christmas Party. Hosted by Mark and Jill Jackson, and Bob and Karla Doppelheuer at the Westmoreland Conservation District barn in Greensburg, the atmosphere was "merry and bright."

Acoustic musician Wayne Shaffer entertained us once again as we socialized and enjoyed a delicious Holiday dinner provided by Kings Pointe Catering of Mount Pleasant. Special hors d'oeuvres were prepared by Mark, Jill and Regis Jackson, which included a selection of cheese curd delights from The Creamery at Pleasant Lane Farms, where Regis works as an assistant cheese maker.

Photographer Ray Adams also returned and took beautiful portraits of attending members and friends by the Christmas tree. Then Ray and his daughter printed and hand delivered

the finished color portrait prints on site that day.

There were door prizes, which included a variety of gift cards, wine from Bella Terra Winery in Hunker and a lonely six pack of Helltown Beer brewed in Mount Pleasant.

Members were very generous donating new toys for the Toys for Tots box. Bob Shugars donated a special wooden toy car and a toy truck that were auctioned off during the party raising nearly \$50 in cash as another Toys for Tots donation.

It was a wonderful feeling to get together again, all wishing and hoping for a happy, healthy 2022 New Year.

Special thanks to John Sr. and Vickie Kuhns and John Ross and Blair Kuhns for sponsoring photographer Ray Adams to take our Christmas portraits this year!



Minutes of the April 25, 2021 ANNUAL MEETING

The minutes of the Wednesday, November 17, 2021 regular monthly meeting will be printed in the January/February, 2022 Western Round-Up.

The 2021 Annual Meeting of the Western Pennsylvania Region of the Antique Automobile Club of America was held on April 25, 2021 at the Cooperstown Club Pavilion, 2541 Thomas St., Latrobe, PA 15650. There were fifty (50) members were in attendance. The meeting was called to order at 1:30 p.m. by Vice President Craig DeFloria.

Minutes of the 2020 WPR Annual Meeting

The minutes of the January 26, 2020 WPR Annual Meeting were printed in the January/February, 2021 *Western Round-Up*. Vice President Craig DeFloria asked if there were any additions or corrections to the minutes. Hearing none, he then asked for a motion to approve the minutes. A motion was made by Lou Zecchini, seconded by Howard Finney and unanimously approved.

Treasurer's Report – 2020 Summary Treasurer Mark Jackson presented a summary of 2020 income and expenses. Vice President Craig DeFloria asked for a motion to approve the treasurer's report. A motion was made by Becky Blank, seconded by Bob Inhoff and unanimously approved.

Audit Committee Report – Becky & Denny Blank Denny Blank reported that the committee consisting of Becky & Denny Blank found all the Western Pennsylvania Region AACAs finances in order.

State of the Region 2019 – Bob Doppelheuer Vice President Craig DeFloria thanked everyone for attending our Annual Meeting following a very different type of year due to the Covid 19 Pandemic. Craig provided an update Regions 501-3C status that the Region is in the process of applying for. Craig reported that the Regions Charter was found to be on file with the state. Craig read a letter from Bob Doppelheuer to the members. Bob was not in attendance due to illness.

Committee Reports

2020 Membership – Howard Finney

Howard Finney reported that the Western PA Region welcomed Zachary Bell as a new member in 2020. Howard told members about a special memorial gathering to celebrate the life of past member Stanley Kanick who passed away December 14, 2020. Howard had informational flyers available for those who would like to attend.

2020 Rev-Up Party – Bob and Karla Doppelheuer

The 2020 Rev-Up Party was postponed, then canceled due to the Covid 19 Pandemic.

2020 Annual Picnic – John Ross Kuhns

John Ross Kuhns reported that about forty-three (43) club members and guests attended the Annual Picnic on Sunday, July 26, 2020 at the Cooperstown Vets and Sportsmen Association Picnic grounds. The attendees enjoyed roasted pork and turkey, rigatoni, parselied potatoes and corn on the cob. As an additional precaution, the WPR directors requested that members not bring desserts to share this year. Post Avenue Catering provided and served cake. Games included bingo, water balloon toss, Oreo cookie game and a bubble gum blowing contest.

2020 Western Pa Region Annual Car Show –

Bob Doppelheuer and Mark Jackson

The Annual Car Show was scheduled for September 6, 2020. Mark Jackson reported that the 2020 Western Pa Region – Paul P. Bell Memorial Car Show was canceled due to the Covid 19 Pandemic. The Region had a meeting/picnic for members at the main pavilion at Legion Keener Park. It was a beautiful sunny day. A great day for a car show. Members brought their cars out and displayed them around the pavilion. John and Cindy Harvey helped make the picnic a success. John was the D.J. and added many fun games during the music. Carl Erb provided lessons in Giant bubble making. A water balloon toss contest followed.

Christmas Party 2020 – John Ross Kuhns

The 2020 Christmas Party was canceled due to the Covid 19 Pandemic.

2020 Chance Car Ticket Sales

The Region did not purchase or sale tickets on a chance car due to the ongoing Covid 19 Pandemic.

Newsletter – Mark Jackson, Editor

Mark Jackson talked about the content in the newsletter. Mark thanked everyone who contributed to the Round-Up. Mark Jackson presented Guy Davis with a "Chrome Quill Award" in recognition of his legacy of wonderful story and photo contributions to the newsletter over the years.

Website – Mark DeFloria, Web Editor

Mark DeFloria thanked all who provided information for the Western Pa Region website (westernparegion.org). Mark reported that we continue to have many visitors to our web site in 2020, who are taking the time to view several pages including our newsletter. Mark asked the members to continue to forward any information they would like included on the web site. Members were asked to keep up-to-date with any changes to their email addresses.

Region Tours – Carl Erb

Tour Chair Carl Erb presented a recap of the 2020 tours and polled members present on some great ideas for 2021 tours.

Mark Jackson gave out awards to the members who participated in the self directed “Do It Yourself Tour” spelling out “Western.”

Future Meetings – Craig DeFloria

Vice President DeFloria reported that the directors are looking at some different venues for upcoming meetings. Notice will be provided via email, mail and the Western Round-Up.

Western Pennsylvania Region Awards – John Kuhns Sr.

John Kuhns Sr. presented the Region’s Annual Awards.

Jack Clark Service Award – In recognition of the Region member who contributed greatly to the success of the Region was presented as a joint award to Carl and Camille Erb.

Paul P. Bell Award – for the most unique passenger vehicle displayed by a member at a WPR event was presented to Dave Davis for his 1964 Mercury Parklane four-door sedan.

Foster Fike Restoration Award – No award given this year.

John Ross Kuhns III Participation Award – Given in recognition to the member for driving an antique passenger vehicle the most times during the year to Region events and activities was presented to Tom and Doreen King.

Three outgoing directors were recognized for their service – Craig DeFloria, Bob Doppelheuer and John Ross Kuhns. The standard Director’s Service Award mugs that are traditionally presented were not available due to pandemic-related production delays.

Election of Officers

Each year there are three director openings. Since our region was so long into the 2021 year, all current directors agreed to serve in their current positions until the 2022 Annual Meeting. The members present were in agreement with this. Vice President DeFloria asked the Secretary to cast the ballot for the current directors to continue serving accordingly

Announcement of 2020 Officers

The followed Director positions were announced.

Bob Doppelheuer - President

Craig DeFloria - Vice President

Mark Jackson - Treasurer

Mark DeFloria - Secretary

John Ross Kuhns - Safety

John Kuhns Sr. – Publicity

Adjournment

Vice President DeFloria asked for a motion to adjourn. A motion was made by Debbie Sheetz, seconded by Howard Finney, and unanimously approved. The meeting concluded at 2:40 PM.

After the meeting all enjoyed a picnic dinner served by Post Avenue Catering, which included savory Italian beef sandwiches, fried chicken, rigatoni, green beans, salad and a variety of delicious pies.

Door prize winners were called before the meeting and during dinner. There was also a 50/50 drawing. After dinner most members were ready to go home due to the chilly day. The games that were planned will wait for another, warmer day.

-- Respectfully submitted by Mark DeFloria, Secretary



1941 Packard advertising illustration

The Road Less Traveled By

By Guy Davis

Chances are that many of us at one time or another has owned an automobile that we probably should have never purchased in the first place. For whatever reason, whether the car did not meet our expectations, or whether it may have been misrepresented by the previous owner, or whether it simply developed a whole host of problems after we bought it, we likely would have been much better off had we never laid eyes on the vehicle. In some instances, the purchase may have turned into a financial nightmare. For me, such an event occurred about 10 years ago when I bought a 1994 Ford Thunderbird LX. I have always enjoyed having an older car as my daily driver and I also have an attraction for cars painted in bright, bold or unusual colors. The T-bird I looked at seemed to fit the bill. It was a clean, low mileage, sporty looking vehicle in a luminescent teal color.

Shortly after paying \$2,500.00 for the Thunderbird, I began to use it for transportation to and from work as well as for my ride to the 911th Airlift Wing in Coraopolis where I fulfilled my Air Force Reserves duties. About two months after purchasing the T-bird, the transmission began to “slip” when the car approached 40 mph. Around town, the transmission shifted perfectly, but highway driving became tortuous as it shifted erratically or not at all. After spending \$1,800.00 to have the transmission rebuilt, I thought better cruising days were ahead. Unfortunately, the transmission still shifted improperly. After three or four more visits to the same transmission shop without the problem being resolved, I decided to take the car to a Ford dealership. Another \$1,800.00 got me a new rebuilt transmission which seemed to solve the problem.

During one of my drill weekends at the reserve center, the button which you depress on the gear shift knob to change gears popped out of place while the car was in drive. I was able to turn the engine off, but unable to put the transmission in park. Finally, on the last day of drill after everyone else had long departed, I was able to jury rig the shifter handle so that I could at least get home. A few months after that, the glass on the driver’s side mirror unglued from the shell and fell to the road breaking into many pieces.

My son, Ben, once borrowed the Thunderbird to get to his high school. While ascending a steep hill near Ben’s school, a young lady driving an SUV in front of him suddenly came to a quick stop. Unfortunately, Ben did not stop quickly enough. Although no damage was done to her SUV, the T-bird suffered a scuffed bumper and a crinkled hood. A few months later with the T-bird parked safely in my driveway, a windstorm caused a branch to break free from a large beech tree which is located at the back of my property. The large branch smashed the windshield of the Thunderbird. Parked in the same driveway a few

years later, a worker on my roof top accidentally dropped his metal tape measure. It landed on the roof of the T-bird, leaving a large indent.

After having driven the car for several years in all types of weather as well as on the road less traveled by, the rocker panels on both sides of the car developed severe rust out. The gaping holes, raggedy metal and visible grey insulation make the T-bird look pitiful. My wife, Leona, avoids the car. Because of its low stance to the ground, she finds it too difficult to climb



The Thunderbird's crinkled hood

into and out of and she notes that it is devoid of simple conveniences such as cup holders. My children do not want to be seen in the Thunderbird. They feel it is too new to warrant true collector status, yet so old that it is totally out of style. A few years ago, the odometer stopped working so my logged mileage holds steady at 87,125. There is an aluminum strip at the base of the rear window which was originally painted black. For some reason, the paint flaked off exposing a corroded met-



Severe rust out developed on both rocker panels after driving the Thunderbird for several years in all kinds of weather.

al bar. On the front passenger side, the carpet is often wet. There is no leak in the heater core nor any tear in the door's rubber molding, so I cannot figure out how water enters the cabin. The damp carpet has caused the metal track underneath the passenger's seat to rust.

Recently, on November 17, I drove my Thunderbird to our Western Pennsylvania Region monthly meeting which was held at the Westmoreland Conservation District barn. Fol-

lowing the meeting, I hopped into the Thunderbird, turned left onto Donahue Road and headed home to Greensburg. About a quarter mile down the road, a large deer bolted across both lanes of traffic directly in front of me. How I missed it, I will never know. After a few minutes, my pulse rate returned to normal, and I stopped hyperventilating. Is anyone out there interested in buying a sharp looking Thunderbird painted a bright luminescent teal?



The odometer stuck at 87,125 miles



The back of the T-bird with it PA antique plate

They're Still Out There - Part Two

By Bill Holtzer

In the October Round-Up I had written an article about an online auction in the Monroeville area at the end of July that had 15 antique cars that had been in storage and not started or driven since 2000. I had stated that there was going to be another auction with 15 more cars. They also had not been started or driven 2000.

These 15 cars brought a total of \$295,300, which was more than the first 15 cars, plus each had a 10% buyers premium added onto the price.

When you compare the selling prices of these cars (the conditions are very high) to prices in Old Cars Price Guide, I guess the people buying them know something I don't. Because about nine of them are from the 1920's, and most people don't drive that era of cars except on special tours for the early years.

An ironic thing is that the 1921 Allen car which sold was bought by the grandson of the founder of the Allen Company, which only survived for four years. He wants to own one car from each of those years, and now has three of them.



Here are the cars and what they sold for:

- 1920 Oldsmobile, AACA 1st in 1987 - \$28,250
- 1938 Packard 8 w/dual side mounts - \$31,000
- 1951 Hudson Commodore 2 door Model 84 Coupe - \$22,250
- 1970 Chevrolet El Camino \$16,600
- 1922 Studebaker 4 door, Touring Car, disc wheels - \$15,000
- 1932 Plymouth Model PB Convertible w/rumble seat - \$26,150
- 1925 Studebaker Touring Car w/wooden spoked wheels. This was an extra long bodied car. - \$28,000
- 1938 Buick Special Dynaflex 8 - \$18,000
- 1926 Studebaker Sedan w/disc wheels - \$13,250
- 1920 Dodge Touring Car - \$15,550
- 1921 Allen Touring Motor Car (very rare) - \$21,800
- 1928 Willys Overland Knight 4 door sedan - \$12,150
- 1923 Hudson five passenger, four door sedan, \$12,750
- 1939 Packard Series 17, Model 17 (needs a ton of work) - \$6,500
- 1960 Cadillac Convertible (needs completely restored) - \$27,950

As far as I know the auctioneer doesn't have any upcoming antique car auctions, but if I see any listed I will get it to Mark DeFloria to send an email out so you guys can bid on them.

Fall Foliage Tour - Part Two

The Coolspring Power Museum

By Carl Erb



The variety and scope of these historic engines was amazing.



(l-r) Dave Sheetz, Mark DeFloria & Phil Beattie reading info about one of the larger engines



WPR Tour Members at Plyler's Buffet & Restaurant in Brookville

After our visit to the Greenberg Cadillac Museum, we went to Plyler's Buffet Restaurant in Brookville for lunch. Although the restaurant has the word buffet in its name, because of the Pandemic they only have the buffet set up on weekends when there is some significant event taking place in the area. The combination of the Coolspring Power Museum Fall Exposition and Swap Meet along with the opening of the Greenberg Cadillac Museum was such an event. That was important to our tour because we did not have a lot of time to spend for a meal if we were to squeeze two great events into a one-day tour. The buffet had a large selection of very tasty choices, and everyone was quite pleased with our quick meal and quick service even for those who ordered from the menu. From Plyler's we drove together for the 11-mile trip down PA 36 to the Coolspring Power Museum. Because we were there at the very tail-end of the last day of a 3-day event,

we were able to drive right onto the otherwise crowded show field to park. I knew that we would miss a hundred or more displays of engines that were trucked or traileed in just for the show and had already left, but there were still 35 buildings with hundreds of "hit and miss" engines to view in the two hours we would be there. If one wanted to see and learn everything about the engines in the museum, it would take the entire 3 days of the Fall Meet and Swap.

It is amazing to find a world class museum of this type in the middle of nowhere that attracts participants not just from all over the United States and Canada, but also from some foreign countries as well. The organizers of this event tell me they always have people who travel from Europe, and that they even have a group which frequently comes all the way from Australia. The origin of the museum goes back to the early 1950's and the efforts of two collectors: Paul Harvey and John Wilcox, who lived in the area and started it all. The museum has grown from just a few engines in one building, to historically significant pieces which are now housed in over 35 buildings in the tiny village of Coolspring PA in which I don't think there are more than a few dozen houses. Some of the museum's buildings contain collections of engines with 35 or more different engines as small as one to power a Maytag washing machine, like my grandmother had, to other buildings which house only one engine the size of a locomotive. Today the number of engines is around 300 and the collection continues to grow. On the day we were there we saw the foundation of another building in the process of being built. While many of the

engines are owned by the museum, perhaps a greater number are privately owned and are there on permanent display. At the scheduled events these owner/individuals attend the event to “fire up” their engines to show the visitors their intricate workings, many of which are clearly and dangerously visible on the outside of the engines.

The Coolspring Power Museum was formally chartered in June of 1985 as a registered, tax exempt, nonprofit corporation. During the years since the founding, the membership has steadily grown. The Coolspring Power Museum contains the largest collection of historically significant, early stationary gas engines in the country, if not in the world. Except for a few items in the collection that were driven by the engines, such as compressors, pumps, and generators, and a few steam and hot air engines shown for comparison purposes, the collection contains only stationary internal combustion engines. While the museum has several events throughout the warm months of the year, it is not open to the public on a daily basis. If you did not participate in our tour and wish to visit this incredible museum, open this link to check the schedule for 2022. <http://www.coolspringpowermuseum.org/Events.htm> You



More of the interesting smaller engines on display which served many different purposes and industries in their day.

might also want to open the following link to their home website which contains so incredibly much more information than could possibly be reprinted in this article to learn all about the Coolspring Power Museum. This is one of the most extensive and informative websites I have ever visited. <http://www.coolspringpowermuseum.org/index.htm> And if you go to YouTube and do a search for Coolspring Power Museum you will find a plethora of other videos about it.

Because the rain from earlier in the day had stopped and most of the temporary displays trailered into the open show field had already left, we were able to park on the show field being careful where we parked to avoid getting stuck or at least walking through the mud. Since there were so many buildings to look through and we did not have a guided tour, we all struck out on our own to view the amazing number and variety of “hit and miss” engines. Although we were there at the very end of the 3-day event, there were still plenty of volunteers and owners of these engines on site who were very happy to explain the operation of their unique and historic engines. Most of our

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Building a unique collection – Paul Harvey & John Wilcox unload a Model 4 Klein Engine from John's 1952 International truck



The first Engine House of The Coolspring Power Museum in a field in Coolspring, PA, 1973



A single, small building houses a mammoth engine. There were many different buildings on the Power Museum grounds.



One of the larger buildings with multiple engines



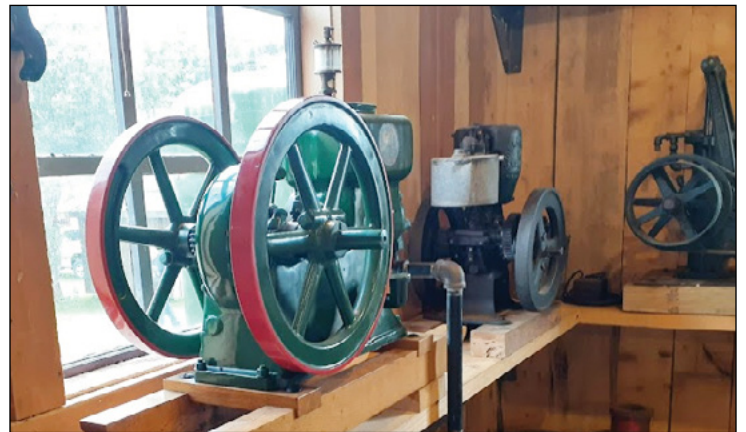
Sandra, Phil, Mark & Toni waiting for "firing up" of the largest engine on the property near the very end of the day.



Debbie Sheetz & Mark DeFloria inside original building.

Fall Foliage Tour - Part Two, The Coolspring Power Museum continued from page 9

tour members stayed for about two hours and I am sure saw less than half the engines on display. A self-tour is possible because all the engines had an information board explaining who made it, where it came from, what it was used for, how much power it had and who owned it. And there were many of those owners or volunteers just waiting to answer questions. Some of the engines were continuously running and for many of the most significant, larger engines there was a schedule posted to let visitors know the times when those engines would be "fired up". The one that some of our group waited until late in the afternoon to see put into action was the largest engine in the collection, which is housed in the Exley Station Building. Rather than attempt to describe this mammoth engine to you, please click on this link, <http://www.coolspringpowermuseum.org/Exhibits.htm> then scroll down to "Exley Station" and click on "Virtual Tour" to read about the history and details of this 140 ton, 75 foot long, 86,800 cubic inch engine, with an 18 foot in diameter, 18-ton flywheel that produces 600 horsepower, as much horsepower as can be found in many of today's Ford Mustangs or Dodge Chargers !!! WOW, ENGINEERING HAS COME A LONG WAY BABY!



Some of the small engines in the first building on the grounds



One of the many owners or volunteers who tend to the engines

Name That Car

By Mark Jackson

November's Car



Cris Detwiler was the first to correctly identify November's car as a 1948 Chevrolet. Bill Maurer and Gary Wiegand also called and correctly identified this car.

Cris remembered that I once told him my first car was a 1948 Chevy Stylemaster sedan. So he knew November's car held a special place in my heart.

I purchased my 1948 Chevy in 1973 from the original owner, who was 93 years old. A friend of mine from Boy Scout Troop 401 lived in Bovard and saw the Stylemaster for sale at a neighbor's house across from his backyard. He knew that I was looking for an old car and told me about it. My dad and I went to look at it. I was 16 at the time and fell in love with the old car. It was a faded, drab green, but looked to be in very good shape. However, the transmission was locked up. Dad once owned a 1946 Chevy Aerosedan and understood the workings of such a car. So we told the owner that we would like to purchase it. The price was \$50, which was just shy of the total I had in savings at the Scottdale Bank. As I was shaking hands with the 93 year old owner his son popped his head out of the house and hollered, "Hey, I've got that car sold!" The old man looked me in the eyes and said softly with a little smile, "First come, first served." That owner's name was Mr. Snyder. I was so grateful that he would sell that great old car to me that I decided to name the Stylemaster after him – "Mr. Snyder". And that's how my family and friends and I referred to my old car as long as I owned it, which was quite a while.

Dad called Bob Shick Towing Service and we had it towed home. Once in our driveway, Dad jacked up the back wheel and started the engine. The Stylemaster fired right up, but was locked in second gear. The raised back wheel rotated in the air as it ran. Dad knew a guy in Jeannette who worked on transmissions named Mr. Stape. We got the tranny out. Took it to him and had it rebuilt for another \$47 (Dad paid). There were many more adventures after that which I have been saving for future stories. Most importantly, in 1973 the 1948 cars had just become antiques. I soon was able to acquire PA "purple plates" and was one proud 16 year old!

December's Car



December's car is a "toy" of mine from long ago. It's seen better days. I would play with it as a kid running it over our living room rug and outside in mounds of dirt and grass. It eventually wound up in our hot attic in a box where my Dad stowed away my childhood treasures knowing that there would be a magic day when I would appreciate them again as an adult. Although the hot attic did a number on this plastic beauty, can you identify the make, model and year of this "well-loved" toy? Be the first to contact me with the correct answer and win a \$15 Eat n' Park gift card. (That's where my family went after church for many years.) Call 724-832-9074 and leave a message or email 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.

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1973 Dodge Challenger advertising illustration