

THE WESTERN ROUND-UP



January/February 2021

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



Detail of an antique 1980 Suzuki GS 750 motorcycle
Photo by Bob Doppelheuer. See story on pp 4-5.



2020 Western PA Region AACA Directors

Bob Doppelheuer, *President*
724-366-5930

Craig DeFloria, *Vice President*
412-558-3100

Mark Jackson, *Treasurer*
724-832-9074

Mark DeFloria, *Secretary*
724-836-7414

John Kuhns, Sr., *Publicity*
work: 724-539-7574 home: 724-539-0889

John Ross Kuhns, *Safety*
412-558-0994

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*.

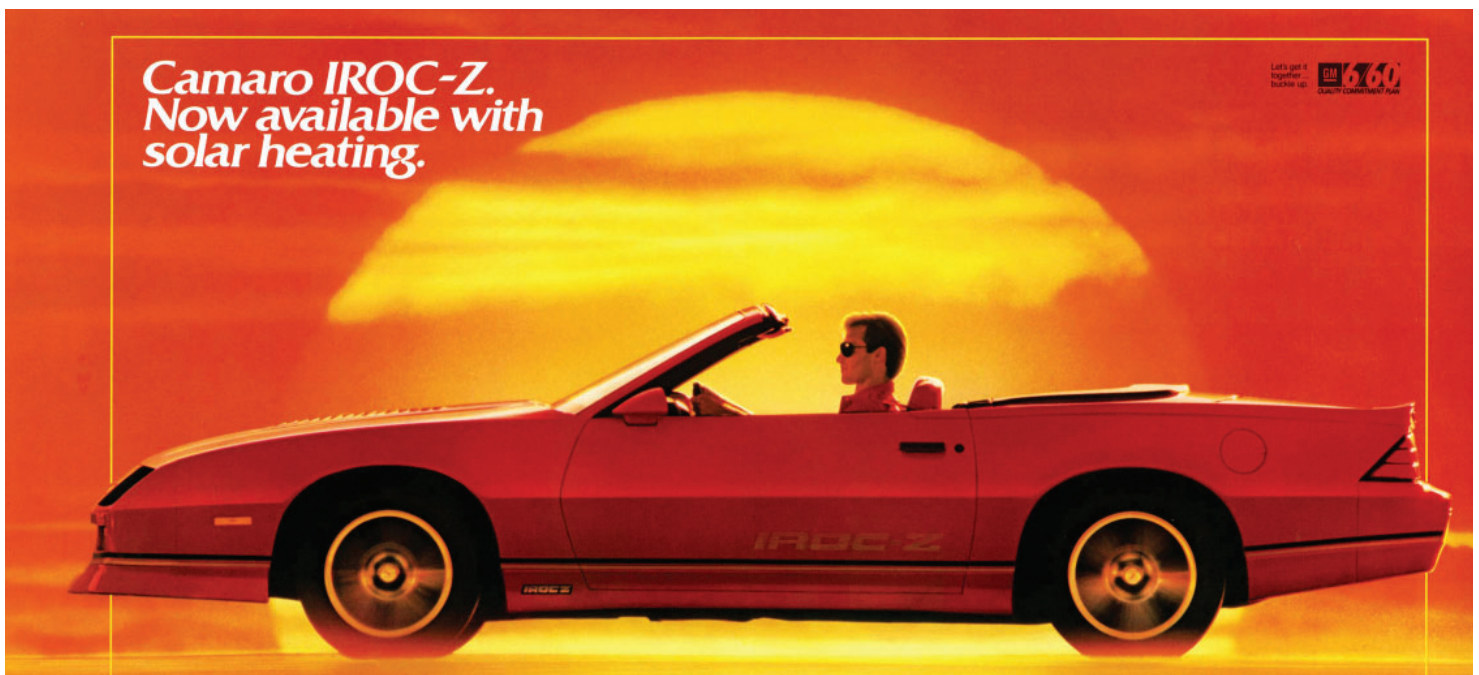
For a Western PA Region AACA new membership application visit: http://westernparegion.org/membership/wpr_application.html

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.

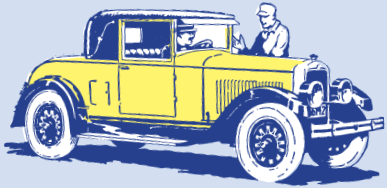
Upon receipt of your membership application, our Membership Chairman will contact you to schedule a convenient monthly meeting for you to attend. Our monthly meetings take place at several venues in the Latrobe and Greensburg, PA area.

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.



From a 1988 Chevrolet Camaro IROC Z/28 Convertible Ad



Member News

Former Western PA Region member Stan Kanick, 82, passed away on December 14, 2020. We extend our deepest sympathy to Eleanor, family and friends. The Kanicks were wonderful, active, hard working members of the Western PA Region for many years. Stan was the owner/operator of Specialty Welding. He loved antique cars and was a "jack of all trades". According to his family, "if dad can't fix it, no one can." The Kanicks made many friends in our region and helped create many warm memories. He and Eleanor were married for 62 years.

Our deepest sympathy to Cris, Molly and Casey Detwiler on the passing of Cris's mother, Dorothy Detwiler on December 25, 2020. Dorothy shared the gift of music as a private piano teacher for over 60 years. She also played the organ for many church services and events and sang with the Westmoreland Choral Society. Dorothy was preceded in death by Martin, her husband of 58 years. Dorothy and Martin enjoyed antique cars along with Cris and Molly. They also provided some extraordinary home-made ice cream for a stop at Cris and Molly's on a WPR Progressive Dinner Tour.

Long time Western PA Region member Ron Sivak, 80, passed away December 28, 2020 at home. We express our deepest sympathy to his family and friends. Ron was a retired truck driver for ABF out of Carlisle. He was a devoted WPR member who regularly attended and supported our region's meetings, car shows and special events. He also worked with Dave Davis and Erik Wigginton at Dave's garage to help keep the WPR chance cars in good working order. Once upon a time, Ron's family owned the Sivak Studebaker dealership and garage in United, PA located between the villages of Mutual and Norvelt. He had a great deal of mechanical "know how" and enjoyed talking about Studebakers with anyone who was interested.

Reference sources - Obituaries

2021 CALENDAR

These Western PA Region events are scheduled, but tentative and subject to change. We will keep everyone posted. Other events to be announced.

No Regular March Monthly Meeting

2021 Annual Meeting & Rev-Up Picnic

Sunday, April 25th

Cooperstown Club Pavilion, Latrobe

1:00 p.m.

Annual Picnic

Sunday, July 25th

Cooperstown Club Pavilion, Latrobe

1:00 p.m.

Western PA Region AACA Car Show

Sunday, September 5th

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*

Southeast Spring Nationals

April 8 - 10th

Hornets Nest Region

Charlotte, NC

Annual Convention

April 15-17th

Philadelphia, PA

Southeastern Divisional Tour

April 19 - 22nd

King of the Road Chapter, Central Florida

Founders Tour (1932-1996)

May 20 - 25th

Mountain State Classics Region

David, West Virginia

2021 Dues Reminder

If you have not already done so, please pay your 2021 Western PA Region AACA dues and AACA National dues as soon as possible. Renewal forms are available online and were included in the *Western Round-Up*.

Not Just About Cars

Story and photos by Bob Doppelheuer



Acquiring this beautiful 1980 Suzuki GS 750 brought back something that was missing from my motorcycling adventures.

As many of you know I am pretty heavy into motorcycles, I have owned at least one every year for 47 years. I have owned my antique Kawasaki since 1986, but I was beginning to get the bug to purchase another. The Kawasaki is a really nice motorcycle and a very rare example, being a factory turbocharged model. The turbo Kawasaki was made in 1984 and 1985 and was the fastest production motorcycle in 1984, making it a pretty cool piece of motorcycle history. This motorcycle being rare means there are not a lot of specialized parts that are available, especially some electrical components. Although it is very fast and fun to ride, it makes me a little nervous riding it so I decided to dive into purchasing more of a rider.

Older Japanese motorcycles are not like older cars. You can rebuild a Camaro, Firebird, Challenger and so on from any number of parts suppliers out there, motorcycles not so. If you decide to rebuild a motorcycle it could take many years to find the simplest of parts. My first street motorcycle was a 1982 Suzuki 650cc, so I have a sentimental attachment to that brand. When I decided to make my very first classic/antique purchase I really wanted to find a motorcycle that would not be impossible to find parts for. Backing up a little, I decided to get another motorcycle instead of a

“driver” car because hey, they are smaller and I can have multiples!! I thought that was very good reasoning. I have a Kawasaki and a Yamaha, so I wanted something different. The choice was either a Honda or a Suzuki. I am not a Honda fan and I never owned one. I decided Suzuki would be my first choice, but I kept my mind open, if something else caught my eye I was open to that also. You can still find a number of new parts for the older Suzuki GS 750, which made that choice a little easier. This decision was not to popular at home. I had to be a little sly about it and kept joking saying, “Oh there’s room in the garage for one or two more motorcycles.” Not going into details about the response to that statement.

The search was on!! I looked at craigslist, not a fan of that route, so I looked on Facebook Marketplace. I called up about a number of motorcycles, but it wasn’t looking good. There were a number of older on/off road bikes that caught my eye, all Yamahas. I was running into a number of no titles, needs carb work, or just plain old ratty. I gave it a break for a while, then bingo!! 1980 Suzuki GS 750, not the Holy Grail, but has a pretty big cult following. This bike was Suzuki’s performance standard motorcycle, not being a cruiser or a full out race-style motorcycle. If this was a car

it would be considered in the class of a Z28 or a Trans Am.

My plans were to purchase a motorcycle at a reasonable price, ride it, not fall in love with it, then put it up for sale. I contacted the seller and was able to call him and talk to him in detail about the bike. Right away I got the impression that he bought the bike just to flip it. He had it for a year and didn't put a lot of miles on it. Not uncommon, so I chalked that up to the norm. When you see pictures, even close ups, you have to figure at least 10 to 20% NOT as nice as the pictures you're seeing. He was very upfront about every blemish on the bike, but I was still expecting to find more. I had to tell myself, "That is a 40-year-old motorcycle with 34,900 miles on it, and it wasn't babied, it was ridden." I was already warned not to try and beat him down on the price, and if I was going to try just stay home and don't waste his time. So I hooked the trailer up and off to Duncansville I went. The whole time I was thinking – what the hell am I doing? I surely don't need another motorcycle, but I had that gut feeling it was going to be ok.

I finally got there. I was in the middle of nowhere and wasn't having a good feeling about it. I showed up and walked over to the bike and met the owner. I tried not to look too excited, but was just a little. The bike was as described, but I kept finding little things to nitpick. I opened the gas cap and no rust in the tank, very big plus. The bike was all original except for the exhaust, which was rusted from the inside out. I requested a cold start to see how it ran when cold. It has been quite a while since I had carburetors on a motorcycle, and that could be a very big expensive issue on an 80's import motorcycle. It fired really easy with no blue smoke. I decided to throw a number and that didn't go very well. He did go down \$100 and I declared victory!!! We loaded the bike onto the trailer, transferred the title and off to Scottsdale I went.

The wife didn't think I was serious about getting my new/old Suzuki. I managed to make it home before she returned from work. You can image the response she had, and from that moment on she has referred to my new acquisition as



The Suzuki GS 750's instrument panel is straight forward and simple.

"the piece of junk". I find that as a term of endearment and took no offense.

I proceeded to go over the bike trying to find issues, the worst thing I found was an exhaust leak that was easily taken care of. Tires, chain and sprockets, brakes, air filter all good. Time to ride! I started off close then eventually started taking it for 100+ mile rides including rides to West Virginia and Maryland. The worst thing that could happen did, I fell in love with the old bike. I put over 600 miles on the bike in a month and found it fun to go slow. This bike only has 66 horsepower. Everything I've had since 1986 motorcycle-wise has had over 100 HP to the rear wheel.

Riding old bikes you are reminded that they have character and are not as fast as you remember them to be, unless it's a turbo. They don't handle or brake like a new bike, but wow what a blast. When I throw a leg over the seat and go for a ride I just have a huge smile on my face, it's motorcycling at its most basic. No ABS or fuel injection, no computer. As much as motorcycling is a passion for me something was missing. This old motorcycle brought back something that was missing. I don't want to say it was passion, but more the nostalgia of a "basic" motorcycle. It took me back to when it all started for me on the street.



To great antique motorcycles by my garage - the 1984 Kawasaki Turbo with my newly acquired 1980 Suzuki GS 750 in the background.



The 1980 Suzuki GS 750 badge glistens in the sunlight calling me to a nostalgic ride.



Minutes of the January 26, 2020 ANNUAL MEETING

The minutes of the November 19, 2019 regular monthly meeting will be printed in the January/February, 2020 Western Round-Up.

The 2020 Annual Meeting of the Western Pennsylvania Region of the Antique Automobile Club of America was held on January 26, 2020 at Dino's Sports Bar and Restaurant, Latrobe, PA. There were thirty-seven (37) members in attendance. The meeting was called to order at 2:00 p.m. by President Bob Doppelheuer.

Minutes of the 2019 WPR Annual Meeting

The minutes of the WPR Annual Meeting held on January 20, 2019 were printed in the December, 2019 *Western Round-Up*. President Bob Doppelheuer 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 Ron Underwood, seconded by Jim Heatherington and unanimously approved.

Treasurer's Report – 2019 Summary

Treasurer Mark Jackson presented a summary of 2019 income and expenses. President Bob Doppelheuer asked for a motion to approve the treasurer's report. A motion was made by Howard Finney, seconded by Becky Blank 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 AACA's finances in order. Denny provided a short summary of the 2019 chance car finances and encouraged members to check out the white folder containing the chance car information.

Charitable Donations – Bob Doppelheuer

President Bob Doppelheuer reported that the club made charitable donations to the AACA Library Building Fund \$500, AACA Library \$500 and our Tool Scholarships during 2019.

State of the Region 2019 – Bob Doppelheuer

President Bob Doppelheuer thanked everyone who helped with their efforts to support the Region. Bob commented on how well the members worked as a team and how nice to see members having a great time. Bob thanked everyone who sold tickets to our chance car that is our largest fund-raising project. Bob remarked that he would like to see more members selling tickets. Bob said that he believed that having the Car Show Committee working on the Annual Car Show early was a big help in planning the show. Bob is hopeful to start having car show planning meetings in February, and having car show planning 90% wrapped up by June. Bob thanked members who help him with the car show for the Visitation

Church in Mount Pleasant. Bob also commented how well the monthly meeting worked out at Hoss's and we are planning to do more remote meetings during this year.

Committee Reports

2018 Membership – Howard Finney

Howard Finney reported that the Western PA Region welcomed nine (9) new members in 2019. The new members included four joint memberships and a single membership.

2019 Rev-Up Party – Bob and Karla Doppelheuer

President Bob Doppelheuer spoke about the "Casino" themed Rev-Up Party held on Sunday, April 14th at the Westmoreland Conservation District (Barn), 218 Donohoe Road, Greensburg, PA 15601. A buffet dinner was provided by Kings Pointe Catering of Mount Pleasant. After dinner everyone enjoyed playing bingo. Door prizes included gift cards, spring flowers to plant and a complete casino game set as the grand prize. Forty (40) members and guest in attendance enjoyed a day of games, prizes and great food!

2019 Annual Picnic – John Ross Kuhns

John Ross Kuhns reported that about forty-five (45) club members and guests attended the Annual Picnic on Sunday, July 28th at the Cooperstown Vets and Sportsmen Association Picnic grounds. The attendees enjoyed barbecue pork, corn on the cob, and other favorites. Deserts were provided by attendees. Games included bingo and a bubble gum blowing contest. Door prizes and prizes for the auction baskets brought in for use at the car show in September were provided. There were a record fifteen baskets brought by members for the car show.

2019 Western Pa Region Annual Car Show

– Bob Doppelheuer & Mark Jackson

Mark Jackson reported that the 2019 Western Pa Region – Paul P. Bell Memorial Car Show was well attended considering the weather forecast. The weather cleared in time for the show but due to the morning rain that occurred around Latrobe many would-be participants' vehicles remained in the garage. The show was well planned and once again a wonderful experience for the occupants of the one hundred vehicles entered in the show that was held on Sunday, September 1st. Mark thanked all the members who helped with the Annual Car Show. The bake sale, 50/50 and the Chinese auction were very popular.

Christmas Party 2019 – John Ross Kuhns

John Ross reported that the Christmas Party was held on December 1st at the DeSalvo's located in Latrobe. This year's

Christmas Party was hosted by John Ross and Blair Kuhns and the Kuhns family. Photographer Ray Adams took souvenir Christmas portraits that were handed out by Ray after dinner. Wayne Shaffer accompanied by his acoustic guitar provided holiday music. There were sixty (60) members and guests were at this year's party. The region collected for Toys for Tots at the Christmas Party.

2019 Chance Car Ticket Sales – Sheila and Joseph Kurtz

Sheila and Joseph Kurtz reported that the total number of tickets sold was 3,363. Forty-eight members sold tickets on this year's chance car. Top ticket sellers were Bettyann and Howard Finney at fourth place with 348 tickets, Dodi and Tom Ulishney at third place with 473 tickets, Becky and Denny Blank at second place with 530 tickets and Carl Erb at first place with 550 tickets sold. Denny Blank sold the winning ticket at the Beaver Car Show in Somerset, PA. The Big 4, Saturday 26, 2019 - 7:00 PM winning number was 3634. The Winner of the 2019 Chance Car was Jan Berry from Beaver, PA. Jan elected to receive the cash option. The 2019 chance car was auctioned off at our Region's annual Christmas Party. The highest bidder was John Ross Kuhns

Newsletter – Mark Jackson, Editor

Mark Jackson thanked everyone who contributed to the Round-Up. Mark thanked Jill and Regis for their help with the newsletter. Mark reminded members about marking on their membership renewal form if they want to continue receiving the newsletter in hard copy form. Members wishing to continue to have a printed newsletter can elect to do so by indicating on the 2020 Membership Renewal Form at a cost of \$10 that is in addition to their annual dues. Mark Jackson reported that he was awarded the "Master Editor Award" by National AACA for the 2019 Newsletter. (secretary note: Mark Jackson is celebrating his 10th year as newsletter editor)

Website – Mark DeFloria, Web Editor

Mark DeFloria thanked all who sent in items for the WPR website. Mark reported that we continue to have many visitors to our web site in 2019, who are taking the time to view several pages including our newsletter. Mark asked the members continue to forward any information that may change such as email addresses. Mark DeFloria reported that he was awarded the "Master Web Master Award" by National AACA for the 2019 Region Web Page.

Region Tours – Carl Erb

Carl Erb reported on the Region's tours conducted in 2019. Carl spoke about the May 5th tour to Lenny's Garage in Altoona, the June 29th tour to Don Pyle's collection in Mount Morris PA. On June 23rd the Western PA Region joined with Pittsburgh Rolls Royce and Jaguar Clubs on a scenic driving tour from Irwin to the Green Gables Restaurant in Jennerstown and the neighboring Mountain Playhouse theater. The Region also had a tour on October 20th tour to the Grice Museum in Clearfield, PA. Carl said he already has some places in mind for this year. The date for the Beaver Car Cruise is June 13th. The organizers of the cruise offered

to put aside spaces for the Western Pa Region members to park together and promote our chance car.

Western Pennsylvania Region Awards

– John Kuhns Sr.

John Kuhns Sr. presented the Region's Annual Awards:

Paul P. Bell Award – *for the most unique passenger vehicle displayed by a member at a WPR event* was presented to Guy Davis 1947 Dodge Truck.

Foster Fike Restoration Award – No award given this year.

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 Denny and Becky Blank, and Carl Erb.

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.*

John and Flo Myers were presented with this award. John Kuhns Sr. once again challenged other members to bring out their antique automobiles.

Director Service Award Mugs were presented to Mark DeFloria, Mark Jackson and John Kuhns, for completing their two years of service as Directors.

Election of Officers

Each year there are three director openings. President Bob Doppelheuer asked if there were any nominations from the floor. No candidates came forward. Three directors whose terms ended agreed to run for office again. President Bob Doppelheuer asked for a motion for the Secretary to cast the ballot for the three members running to fill the three available director positions. A motion was made by John Harvey, seconded by Flo Myers and unanimously approved.

Announcement of 2020 Officers

After a brief organization meeting between the 2020 Directors the followed Director positions were announced.

President – Bob Doppelheuer

Vice President – Craig DeFloria

Treasurer – Mark Jackson

Secretary – Mark DeFloria

Publicity Director – John Kuhns

Safety Director – John Ross Kuhns

Adjournment

President Bob Doppelheuer asked for a motion to adjourn. A motion was made by Debbie Sheetz, seconded by Flo Myers, and unanimously approved. The meeting concluded at 4:10 PM.

Dinner followed the meeting.

Respectfully submitted by Mark DeFloria, Secretary

The Road Less Traveled By - An opinion on our changing hobby

by Guy Davis

Over the past 20 years or so, much discussion has been had concerning the lack of youthful participation in the antique and classic car hobby. Articles have been written in the AACA magazine as well as other auto related publications addressing this issue. Seminars concerning the topic have been highlighted at the annual AACA meeting and conversations amongst fellow members on the need to bring in new blood takes place on a regular basis. Yet, even after many years of addressing the issue, there still seems to be a lack of understanding as to why this great hobby of ours seems to be mostly populated by the gray generation.

The lack of commitment from those under the age of 40 to join and participate in clubs or service organizations is not relegated only to the AACA and Western Pennsylvania Region. When I was president of the Greensburg Rotary Club in 1999-2000, we boasted the largest number of members in the district at nearly 150. Today, we might have 45 members of which maybe 25 attend a meeting. Volunteer fire departments, the Elks, Moose, Lions, American Legion, and VFW, and even our houses of worship often struggle to find younger members to supplement their aging rosters.

Many reasons are given as to why there is such a lack of commitment and dedication from the 18 to 40 year olds to join in and enjoy the activities one finds through membership and fellowship in clubs and hobbies. When it comes to membership in the antique and classic car hobby, I have heard a variety of thoughts and reasons as to why we cannot seem to attract and keep young participants. One reason, that I have not heard as concerns our great hobby, is the idea that perhaps this great hobby of ours has evolved to such a point over the past 20 years that it is may no longer be just a hobby. Perhaps, it has become much more than a hobby. Perhaps, it has become a business, and like any business which someone wants to invest in, there is a need to have expendable capital. Stamp collecting, coin collecting, and having a baseball card collection are hobbies and anyone can get into those hobbies with an extremely limited budget. The same was once true in the antique and classic car hobby. The common man could at one time purchase an attractive, dependable old car for a very reasonable amount of money. Not so anymore. Just look at the prices of antique and classic cars in any auto magazine. In 1971, when I was 15 years old, I purchased my first old car, a 1956 Cadillac four door sedan series 62, from Dr. Murdock's widow. I paid \$350.00 for the car and used it as my daily driver throughout high school and my early years in college. In 1971, three hundred and fifty dollars was a lot of money, especially for a 15 year old, but it was obtainable. I literally cut every lawn on the 500 block of Greensburg's North Maple Avenue and shoveled snow from sidewalks and driveways in the winter in order to accumulate the needed funds for the purchase as well as the future maintenance, licensing, and insurance fees



I purchased this 1966 Corvair Monza from the original owner and drove the dependable sedan as my every day car for five years.

associated with ownership of a car.

As a teenage member of the Western Pennsylvania Region, I attended our monthly meetings with my Dad and brother, Dave. At that time, we met at the Latrobe Sons of Italy Club. I remember one meeting when a fellow club member approached my father and said to him that he had a friend who lived out-of-state who was restoring a 1927 Buick roadster identical to the one which my father owned at the time. The only items needed to complete the restoration were a pair of headlights. It just so happened that my father had an extra pair of headlights along with the lenses and even the headlight bar, all in excellent condition. My dad got the name and address of the gentleman who needed the lights and the very next day, dad carefully boxed the parts and sent them UPS to him. Dad did not charge the man a cent, not even for the shipping. Such an act of kindness was not uncommon in those days, as many in the hobby gave of their time, talents, and treasures in helping fellow hobbyists. Unfortunately, today, the "business" of the hobby often dominates one's actions as the perceived monetary value of such parts has overridden, in most instances, what was once a helpful and charitable act.

Shortly after I joined the Western Pennsylvania Region, a number of other young members also got involved. Former longtime member, Tom Milligan, joined when he was 20 years old. At the time, Tom purchased a 1941 Willys Americar for \$150.00. Together with his father, Tom got the Willys drivable and he was soon participating in club tours, parades, picnics, and mall shows. In the early eighties, Tom purchased a 1949 Lincoln two-door from a fellow worker for \$800.00. Likewise, former member Vince Altieri joined the club in his early twenties after he purchased a 1937 Dodge two door sedan for \$1,000.00 in 1979. If one were to factor in the rate of inflation, today's prices of the two cars which Tom purchased should be \$1,050.00 and \$5,600.00 respectively. Unfortunately, the cost of most vehicles in the antique and classic car hobby has escalated well beyond the rise in

household income for most families and individuals. Had the value of attractive classics mirrored the normal inflation rate of most consumer products, the opportunity for more people with a limited budget, especially our younger people who may not have a high income level, would have had a greater chance of purchasing an antique or classic and immediately participate in the hobby.

During the late seventies and early eighties, I drove a 1967 Oldsmobile Delmont 88 (yes, Delmont, not Delta) fastback as my every day transportation. The Delmont was a limited production model having only been made for two years. My Delmont was a sharp looking car with an attractive light blue exterior and two-tone blue interior. It was powered by Oldsmobile's 425 Super Rocket engine and heavy duty automatic transmission and also boasted factory air conditioning. The local paperboy often studied the Olds and he mentioned to me that he would like to buy it. Though the body needed some repairs due to Pennsylvania's salty winter roads, it was still mechanically very strong and the interior like new. I told the young man that I would sell it to him for \$75.00. He saved his money for the purchase and his grandmother made him a proposition that she would temporarily put the Oldsmobile in her name if he would take her grocery shopping every Saturday. The deal was consummated, and I took pleasure in watching the young driver cruise the local streets in his newly purchased Olds. An extra bonus for the young driver was a stronger, more caring relationship with his grandmother. Again, even after adjusting for inflation, most youngsters today would be able to afford such an expense.

After selling my Olds to the paperboy, I purchased a clean, low mileage 1966 Chevrolet Corvair Monza 4 door sedan from the original owner for \$2,500.00. I drove the highly dependable Corvair for the next 5 years as my every-day car. It could plow through any snow drift effortlessly, although its heater often left me a bit chilly. At that time, I coached a girls softball team in the Hempfield Recreation League. The fold down rear seat of the Corvair as well as its deep trunk allowed ample room for bats, bases, softballs, line machine, scorebooks and rule book. I remember teasing the young ladies on my team by telling them that I drove one of the very few cars ever made that did not have an engine. When they scoffed at my statement, I asked them to help me

get the equipment out of the Corvair and when I unlocked the trunk lid located at the front of the car, and they gazed into the empty "engine bay" they were speechless. I think it was one of the few times that my girls were quiet. I eventually sold the Corvair to a family friend for the exact same price which I paid for it.

So what happened to cause the price of most antique and classic cars to skyrocket well beyond the normal rate of inflation? I have several theories. One theory is the preponderance of television shows dedicated to finding, restoring, or customizing old cars then selling them at outrageous prices. All of a sudden, everyone thinks the piece of rusting junk in their back yard is a pot of gold and they either refuse to part with it or demand such a high premium that it will continue to sit there and disintegrate back into mother earth. Another theory of mine is the proliferation of antique and classic car auctions. Such well publicized and broadcast events along with the usage of the internet allow people from all over the world to place bids which climb into the stratosphere. The auction actually becomes a spectacle in which the common man simply becomes a spectator rather than a participant.

In 1980, I purchased my Shelby Mustang convertible. I knew back then that Shelybs were rare and special, but that is not the reason I bought the car. I bought it because I liked it. I have never purchased an antique or classic car with the idea of "flipping" it to make a profit. Every car I ever purchased was because I liked it. I would enjoy a car for a time then eventually part with it, although some cars I have retained for many years. When I did sell a car, it was not with the intention of making a big profit. I was happy to get out of it what I had spent on the car and if I received a few dollars more that was fine. Due to today's investors, speculators, and profiteers in the antique and classic car "hobby," the price of nearly every desirable make, model, and style has risen well beyond what many people can afford. I would never be able to purchase an original Shelby Mustang today. If I, as an established wage earner, can't buy a vintage high performance car today, or a classic, or even a common run of the mill 1970s station wagon, how in the world can a young person purchase a turn key ready to drive antique or classic automobile? Even long time member, Gary Cooper, remarked 20 years ago, after seeing beautiful custom-built trailers transporting antique automobiles to shows and events, that our fun past time was quickly becoming a rich man's hobby. If you were to say that there are classic cars available for reasonable prices, I would say that most millennials have zero interest in driving around in a 1981 Chrysler K car, a Yugo, Geo Metro, or Plymouth Voyager.

The ownership of a classic automobile has evolved, in many ways, from being the means of participation in a fun hobby to being another asset in one's portfolio. Today, I can obtain a loan from USAA by using my 1966 Ford Mustang convertible as collateral. If you tried that strategy 20 years ago, the loan agent would have laughed at you. I remember as a young member of the Western Pennsylvania Region going



Popular television shows and auctions often focus on getting top dollar for today's classic cars.

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to many local car events, mall shows, and festivals which featured antique and classic automobiles. Many spectators enjoyed viewing the cars and reminiscing about how their father or uncle once owned one very similar. I do not recall the spectators or even fellow hobbyists discussing the monetary value of the cars. Today, unfortunately, it is one of the most common conversation points when studying a desirable classic or antique.

There was a time when owners of antiques or classics enjoyed trading their vehicles for a chance to own or operate another type of automobile. Not a whole lot different from other hobbies or when kids would trade baseball cards. One avenue used by classic car owners who wanted to trade their vehicle for a chance to own something different was by placing an ad in *The Hemmings Motor News*, dubbed the "Bible" of the antique car hobby. How many ads do you see today where someone is willing to make a trade with their antique automobile? Because of the incredible price differentiation between makes, models, and provenience, the idea of swapping cars has become very difficult to quantify. Even the Hemmings magazine itself is an example of the transition of our hobby into a business. What was once a publication of a couple of dozen pages featuring antique cars for sale or trade and a few parts vendors listing their wares has now ballooned into a phone book sized monthly publication with every advertiser wanting to make a buck in the "hobby."

Further proof of how the monetary element now dominates our pastime can be recently seen within our own club. How many times, for example, in the past 4 or 5 years has the winner of our chance car taken the cash rather than the car? If the Mustangs we purchase today were valued at \$2,500.00 to \$4,500.00 and our cash option was \$1,500.00, then maybe the winner would take the car, join the club, and become a valued member. Instead, they take the \$8,000.00 cash option, say thank you, and move on their merry way, never

to be seen again. If I recall correctly, quite a few winners of the Model A's, which were once our primary chance cars, became happy members of our club. Now, the temptation of taking the big cash prize often outweighs the desire and the expense of owning a classic car.

Shortly after my 1934 Packard earned its AACA Senior Award, I received a letter inviting me to display the Packard at the 2009 Concours d' Elegance in Bethlehem, Pennsylvania. Never having been to such an event, I rented a trailer and hauled the Packard across the state. The show took place on the well-groomed lawns of Northampton Community College. I remember studying a gorgeous classic and telling the gentleman shining the car that he had a beautiful automobile. He turned around to say that it was not his car. He was simply the caretaker and transported the car to different events for the owner who was likely on his yacht in the Caribbean. I took a step back, and pondered the situation. I have no animosity or hold any jealousy towards anyone who is financially successful in life, but I realized at that moment that the owner's idea of the hobby was far different than the hobby that I grew up with in my little corner of Southwestern Pennsylvania.

Consequently, I do believe there are many factors which limit our club to seasoned citizens. The high cost of attractive looking antique and classic cars, the expense of restoration work (even if you do a lot of the work yourself), and the storage of a car once you purchase it (I used to park my Shelby in my driveway overnight or take it to work and leave it out in the parking lot all day unattended, but not anymore) are some major reasons which I feel keeps our youth from participating in our great hobby. I feel sorry for the young generation because they may never experience the thrill of driving a high performance car, or open air classic, or even the joy of sitting in the rumble seat of a speedy roadster as it winds its way along that road less traveled by. Hopefully, one day the market will change, and the availability of many interesting classics will then become more affordable to everyone, especially to our potential young members. ■

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

December's Car



Phil Beattie was the first to correctly identify December, 2020's Car as a 1956 Mercury. Bill Maurer also correctly identified this classy convertible. Phil won the Sheetz gift card and the bonus Christmas prize of an antique, original, unused, Winky's drink cup courtesy of Guy Davis. Congratulations Phil. Please enshrine that Winky's cup in a special place in amongst your cool stuff. Also remember that jingle. "Winky's makes you happy to be hungry!" I must confess that it would also make me very happy to own that beautiful Mercury, or one just like it. That car is in good hands at Dennyland.

WPR members were certainly fortunate to enjoy three wonderful tours during 2020, which ended up with visits to amazing car collections. Our sincere thanks to WPR Tour Chair Carl Erb for his careful planning and friendly guidance on these tours. They added much-needed enjoyment and relief to a very challenging year.



January/February's Car



You could see this as an "open book" quiz, or you just might know the answers of the top of your head. Do you remember seeing this car in Carl Erb's story about the WPR September tour to Jim's Cars, which appeared in the October 2020 *Western Round-Up*? (Yes, you can look it up if you want.) Be the first to contact me with the correct make and year of this magnificent sedan and win a \$15 Sheetz gift card. Call 724-832-9074 and leave a message or email jacksonmark469@gmail.com Have fun!

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.

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Western Pennsylvania Region
Antique Automobile Club of America
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Illustration from a 1947 Chevrolet Station Wagon advertisement

This new Chevrolet Station Wagon is the only station wagon with Body by Fisher