

THE WESTERN ROUND-UP



March 2021

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



Junkyard Memories, photos by Guy Davis, see pp. 6-8



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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 (AACCA) before joining our Region. For national membership information and to join online visit: www.aaca.org AACCA 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 AACCA 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

Classic Junkyard Photos by Guy Davis

Top photo - A 1954 Studebaker Land Cruiser with a green 1970 Plymouth Fury resting in the background

Bottom left - 1965 or '66 Mustang fastback

Bottom right - Under the hood (what hood?) of a late 1940s Packard ("tub") showing a sturdy flathead straight-eight engine complete with air cleaner.

Western Round-Up CORRECTION

In the Minutes for the Western PA Region AACCA 2020 Annual Meeting, which were published in the January/February 2021 *Western Round-Up*, we stated that the November 2019 Monthly Meeting Minutes would be printed in the March 2021 *Western Round-Up*. The November 2019 Monthly Meeting Minutes were actually printed in the March 2020 *Western Round-Up*. The November 2020 Monthly Meeting Minutes *should have* been printed in this March 2021 issue. However, we *did not* have a November 2020 Monthly Meeting due to the pandemic. So there are no Monthly Meeting Minutes in this issue.

I apologize for any confusion.

-- Mark Jackson, Editor

President's Message

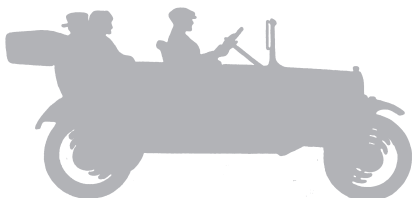
A Few Thoughts



Bob and Karla Doppelheuer

Well, here we are in 2021 and there is a little light at the end of the tunnel. I Hope everyone and their families are safe and doing well. Things are starting to open up and there are even cruises and car shows planned. Hopefully we will be able to have a show of some sort. We are working on having our Rev Up / Annual Meeting in April. For now, we are going to try and combine some events so we can move a little bit back to normal. As always, we try to have our members well being and safety at the front of any decision we make. Please be patient and I am sure we will get our club as active as we can.

Sincerely, Your President
Bob Doppelheuer



2021 CALENDAR

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

Spring Carlisle

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

Downtown Irwin Spring Car Cruise

Saturday, April 24th
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 25th
Cooperstown Club Pavilion, Latrobe
1:00 p.m.



Z&M Cycle All Vehicle Cruise

Monday, May 3rd
Route 30 West, Greensburg, PA
4:00 p.m.

WPR 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

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

A Look at the Graham-Paige Legacy

Wikipedia

Graham-Paige was an American automobile manufacturer founded in 1927 by brothers Joseph B. Graham, Robert C. Graham, and Ray A. Graham. Automobile production ceased in 1940, and its automotive assets were acquired by Kaiser-Frazer in 1947.

Graham Brothers

In 1919, after successful involvement in a glass manufacturing company the Graham brothers began to produce kits to modify Ford Model Ts and TTs into trucks. That led to the brothers building their trucks using engines of various manufacturers and the Graham Brothers brand. Eventually they settled on Dodge engines, and soon the trucks were sold by Dodge dealers. The Grahams expanded from beginnings in Evansville, Indiana. Dodge purchased the Graham Brothers truck firm in 1925, and the three Graham brothers took on executive positions at Dodge.

Graham's new truck line for 1928 included four four-cylinder models ranging from 1/2 to 1 1/2 short tons and one 2-short-ton six-cylinder model, which used the same engine as the Dodge Brother's Senior Six, here lightly modified for truck duty. The Graham Brothers brand lasted until 1929, Chrysler Corporation having taken over Dodge in 1928.



Graham Brothers Trucks advertisement



1929 Graham-Paige 612 Tourer

Graham-Paige

In 1927, with the banking syndicate controlling Dodge trying to sell the company, the Graham brothers decided to enter the automobile business on their own. They purchased the Paige-Detroit Motor Company, makers of Paige and Jewett automobiles, for \$3.5 million. Joseph became president, Robert vice-president and Ray secretary-treasurer of the company. The company's initial offering included a line of Graham-Paige cars with six- and eight-cylinder engines. For a while a line of light trucks was offered under the Paige name, but were soon discontinued when Dodge reminded the Grahams about the non-competition agreement they had signed as part of the sale of the Graham Brothers Company. Grahams earned a reputation for quality and sales quickly rose. Graham also had some success in racing, which helped boost sales. The Graham company logo included profiles of the three brothers and was used in insignia on the cars including badges and taillight lens.

Graham-Paige made most of their own bodies and engines. The Graham brothers had solved a long-standing Paige body supply dilemma by purchasing the Wayne Body Company in Wayne, Michigan, and expanding the factory along with other body plants. They did not have a foundry and contracted with Continental for these services relative to their engines. Some models did use Continental stock engines. Graham-Paige's own engineering department designed most of the engines used in Graham-Paige cars. The 1938–1940 "Spirit of Motion" cars and Hollywood models are frequently incorrectly stated to use Continental engines. After World War II Continental produced a lesser

Photo by User: Jed, Wikimedia Commons

version of Graham-Paige's 217-cubic-inch-displacement engine used in the previously mentioned models. These engines were used in the post-war Kaiser and Frazer automobiles.

Initially, Graham-Paige withstood the onset of the depression well, but sales fell as the decade wore on. The 1932 models were designed by Amos Northup. This particular design has been noted as the "single most influential design in automotive history." The new 8-cylinder engine was called the "Blue Streak." However, the press and public quickly adopted the name "Blue Streak" for the cars themselves. The design introduced a number of innovative ideas. The most copied was the enclosed fenders, thus covering the mud and grime built up on the underside. The radiator cap was moved under the hood, which itself was later modified to cover the cowl, and end at the base of the windshield.

For engineering, the rear kickup on the chassis frame was eliminated by the adoption of a 'banjo' frame. Unlike contemporary practice, the rear axle was placed through large openings on both sides of the frame, with rubber snubbers to absorb any shock if the car axle should make contact. This in turn permitted a wider body. To help lower the car, the rear springs were mounted on the outer sides of the chassis frame and not under the frame. This idea was eventually copied by other manufacturers - Chrysler, for example, in 1957.

For 1934, Graham introduced a crankshaft-driven supercharger, designed in-house by Graham Assistant Chief Engineer Floyd F. Kishline. At first offered only in the top eight-cylinder models, when the eights were dropped for 1936, the supercharger was adapted to the six. Through the years, Graham would produce more supercharged cars than any other automobile manufacturer until Buick surpassed them in the 1990s.

By 1935, the "Blue Streak" styling was getting rather dated. A restyling of the front and rear ends for 1935 proved to be a disaster, making the cars appear higher and narrower. Having no money for a new body, Graham signed an agreement with Reo Motor Car Company to purchase car bodies, paying Reo \$7.50 in royalties for each Hayes-built body. The engines did have new full water jackets. Graham added new front end styling and revised detailing to these bodies to create the 1936 and 1937 Gramams.

Amos Northup of Murray Body was hired to design a new model for 1938, but he died before the design was complete. It is believed the final design was completed by Graham engineers. The new 1938 Graham was introduced with the slogan "Spirit of Motion". The fenders, wheel openings and grille all appeared to be moving forward. The design was widely praised in the American press and by American designers. It also won the prestigious Concours D'Elegance in Paris, France. Wins were also recorded in the Prix d'Avant-Garde at Lyon, the Prix d'Elegance at Bordeaux, and the Grand Prix d'Honneur at Deauville, France. Its cut-back grille later gained the car the name "sharknose", which appears to have origins in the 1950s. The styling was a complete flop in sales. The most reliable estimates, from period publications, suggest the total production of all 3 years of these cars is between 6,000 and 13,000 units. With this low production Graham limped through 1939 and 1940.

Joint Venture

Desperate for a winning offering and unable to retool, Graham made a deal with the ailing Hupp Motor Co. in late 1939. According to the deal, the faltering company entered into an arrangement with Hupmobile to build cars

continued on page 8



Photos by Mark Jackson

Graham introduced their "Spirit of Motion" auto design in 1938. Although praised by other auto designers and recognized with French auto show awards, the unique design flopped in sales. The car was later nicknamed the "Sharknose" because of its cut-back grill design. Production ran until 1940. These photos were taken at Das Awkscht Fescht in Macungie, PA.

The Road Less Traveled By

by Guy Davis



Long since gone to "the crusher", can you identify any of the classics in this wall of stacked nostalgia?



A 1951 or '52 Packard at Smitty's junkyard in Dunbar, Pa.

One of my favorite pastimes during the 1970's was exploring old junkyards. At that time, most proprietors of the automobile graveyards allowed customers to freely roam the acres of rusting metal. You carried your own toolbox with you and if you found a part you wanted, you removed it from the car and carried it back to the office building which was usually located near the entrance to the junkyard. There the owner of the yard would ask you what car the part came from, then he would tell you the price of the part. In most cases the price was reasonable. I remember one time removing a four barrel intake manifold from a mid-fifties Ford and paying the owner of the yard \$20 for it. At that time, my father owned a 1955 Ford Thunderbird which had the original 292 cubic inch engine, but an incorrect two barrel manifold on it. My new found manifold fit perfect and shortly thereafter I was able to locate the correct four barrel carburetor to sit atop the intake. When I was not searching the junkyards for a specific part, I simply enjoyed studying the many automotive artifacts resting all around me.

Two of my favorite junkyards were Smitty's located high in the back hills of Dunbar, and Zelmores just off the Mount Pleasant exit, Route 119 South. Two other junkyards at the time which had a number of older vehicles were Star junkyard located just outside the town of West Newton, and Melvin Sechrist's junkyard in Dawson. I would literally spend hours walking the paths of the yards and climbing atop the stacked vehicles to see if the

engine inside that Road Runner might be a hemi, or if that forlorn looking Mustang fastback still contained its 289 HiPo. A bonus in visiting Zelmores' junkyard in late summer was sitting underneath the old apple tree which was located in the center of the yard. That tree produced some of the most delicious apples I have ever tasted.

On some of my excursions, I would carry my camera with me and would photograph the post war Packards, Nashs, Hudsons, and Studebakers that littered the yards. While perusing Smitty's yard, I photographed an unusual looking Ford Mustang which was painted red, white, and blue. It turns out that Ford only produced the patriotic looking Mustang in 1972 and they called it the Sprint. Unfortunately, this Sprint Mustang was too far gone to save. Near the entrance of Zelmores' junk yard once sat a muscular looking late sixties green Dodge Charger. It was a car that could have definitely been put back on the road with very little effort. One of the neatest looking cars in the Sechrist yard was a 1957 Mercury Turnpike Cruiser with duel antennas and push button automatic transmission. Many of the dinosaurs languishing in the yards could have been salvaged, but the demand for them back then was minimal.

With the passage of time and the corrosive effects of Pennsylvania's weather which quickly turns exposed metal into rusty debris, the demand for most parts from the ancient vehicles became less every day. Eventually, the

continued on page 8

JUNKYARD MEMORIES



This unique red, white and blue 1972 Mustang Sprint was produced for one year only.



A 1950 Nash rests at Smitty's junkyard in 1984 with an early 1960s Ford Econoline van looking over its shoulder



Trees growing around a late 1930s International Pickup.



A 1966 Mustang nesting on top of an early 1970s Buick Skylark at Smitty's in Dunbar, 1984.



With its top stuck between up and down, a 1969 Plymouth Barracuda Convertible was a fun ride once upon a time.



This 1954 Cadillac anchored the end of a row of interesting classics at Smitty's junkyard.

remaining cars were crushed and the metal melted and molded into something new. I sometimes ponder how many rare and unusual cars languished in those yards over the years only to succumb to the crusher's fate. It is also interesting to imagine what the story was behind



These 1949 - early '50s Chevys succeeded the pre-WWII Chevy design platforms and showcased fresh, new ideas.

those cars which once carried families, salesmen, preachers, teachers and teenagers across those roads less traveled by and how they came to be found sitting quietly amongst the trees, shrubs, and briars of those junkyards, their solitude only disturbed by an occasional parts hunter or a young explorer with a Craftsman toolbox, a Minolta camera and an apple. ■



A 1953 DeSoto's "toothy" grill earns its patina.

The Graham-Paige Legacy continued from page 4

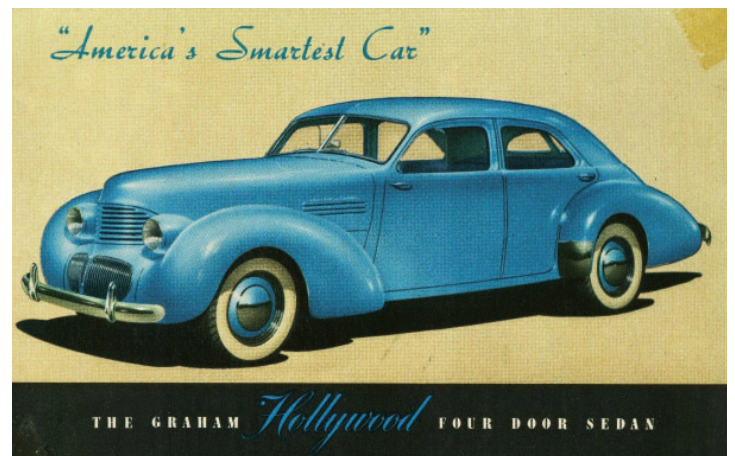
based on the body dies of the stunning Gordon Buehrig-designed Cord 810/812. In an effort to remain in business, Hupp had acquired the Cord dies, but lacked the financial resources to build the car. Hupp's Skylark was priced at \$895, and only about 300 were built.

Graham agreed to build the Hupmobile Skylark on a contract basis, while receiving the rights to use the distinctive Cord dies to produce a similar car of its own, to be called the Hollywood. The striking Skylark/Hollywood differed from the Cord from the cowl forward with a redesigned hood, front fenders and conventional headlights, achieved by automotive designer John Tjaarda of Lincoln-Zephyr fame. The Cord's longer hood was not needed, as the Hupp and Graham versions were rear-wheel drive. This also necessitated modifying the floor to accept a driveshaft. Graham chose the four-door Beverly sedan shape for the Hollywood rather than the two-door convertible, as they wanted the Hollywood to be a popular, mass-market car.

1941 Graham Hollywood Supercharged

Both versions used six-cylinder engines. The Skylark was powered by a 245 cu in Hupp; the Hollywood was available with a standard 218 cu in and an optional super-

charged version, both manufactured by Graham-Paige. While some 1,500 Hollywoods were built, it did not stop the company's slide. After its public introduction, orders poured in. However, manufacturing difficulties caused months of delay before deliveries began. Having bodies ultimately built by the coachbuilder Hayes did not help. Customers tired of waiting, and most of the orders were cancelled. Despite an enthusiastic initial public response, the car actually ended up being a worse flop in the sales department for both Graham and Hupmobile than either



Graham Hollywood advertisement

firm's respective preceding models. The company suspended manufacturing in September 1940, only to re-open its plant for military production for World War II.

Postwar

The company resumed automobile production in 1946 producing a modern-looking new car, the 1947 Frazer, named for new Graham-Paige President Joseph Frazer, in partnership with Henry J. Kaiser. It also began production of farm equipment under the Rototiller name. In August 1945, Graham-Paige announced plans to resume production under the Graham name, but the plan

never materialized. On February 5, 1947, Graham-Paige stockholders approved the transfer of all their automotive assets to Kaiser-Frazer, an automobile company formed by Frazer and Kaiser, in return for 750,000 shares of Kaiser-Frazer stock and other considerations. Graham's manufacturing facilities on Warren Avenue were sold to Chrysler, who used the plants first for DeSoto body and engine production, and finally for assembly of the Imperial for the 1959, 1960, and 1961 model years. ■

Duct Tape & Websites



by Fred Trusty
Vice President - Membership



Duck Tape was invented by a division of Johnson and Johnson in 1943 for military use in WWII. They wanted a tape that was waterproof and strong enough to keep moisture out of ammunition boxes. Originally, it only came in army green. It's believed that soldiers started calling it Duck Tape because it was green and shed water like a duck. It was strong, waterproof, and adhesive backed, so soldiers started using it for repairing just about anything; jeeps, guns, aircraft, and in an emergency, to temporarily close up wounds. During the housing boom after the war, soldiers were using Duck Tape that they brought back with them for all sorts of things. Then someone got the idea to market it as a means to seal heating ducts and the name changed to Duct Tape and the color changed to silver. Ironically, you shouldn't use duct tape to seal HVAC duct work. It can become brittle and fail.

What does Duct Tape have to do with AACA? The antique car hobby has had declining membership for several years now. Older members are passing on and even though we do a fair job at recruiting new members, we aren't keeping pace with the rate of attrition. We need a recruiting tool that is strong and sticky.

Let's say that I need to find a company that can rebuild the power brake booster on my 1962 Oldsmobile Super 88? On my computer, in the Google search bar, I type in "power brake booster rebuilding service" and voila, pages of companies. What if I want to find an antique car club in Louisville, KY? In the search bar I type, "antique car clubs near Louisville KY" and guess what comes up? A list of car clubs in the Louisville area with Kyana Region AACA in the number one slot at the top of the page. There's a reason why it's number one. It's called Search Engine Optimization (SEO), which could be a future article in itself. A couple of years ago, The Kyana Region updated its website, kyanaregionaaca.com. We added lots of pictures of events and a page on how to become a member of Kyana plus a link to the AACA website, aaca.org. In 2020 we signed up 19 new members and for 2021 we have 29, so far. Guess where most of the new members found out about Kyana? Could websites be our digital Duct Tape? Some regions have great websites. Some don't have one at all. Think of the potential if every AACA region and chapter had a great website?

If we want the hobby to continue, we have to go digital. If your region or chapter doesn't have a website, AACA has a team of webmasters that are ready to help you build one. We have a free website template and with the help of our webmasters you can quickly have your own website up and running. Just contact Mary Bartemeyer, VP of Website Development or me. You don't have to be a computer whiz to do this. Give it a try and see how a web-site can help your region's recruiting effort.

-- The Rummage Box

Pay Attention to the Engine



by Jim Elliott
AACA President



When preparing your car for judging, don't forget to pay attention to your engine. First, our judging guidelines require that your vehicle be driven onto the show field. Almost more importantly, the engine provides a multitude of areas where the judging team can find deductions.

Here are my top ten areas in the engine bay that require your attention.

1. Cleanliness – We judge cars to the condition that it was delivered to the original purchaser. Most judges believe cars were delivered new without leaks or rusted parts.

2. Fan belts – Find a period correct or proper reproduction belt. If it is marked with an aftermarket brand, remove the brand by using fine steel wool or paint thinner.

3. Radiator hoses – Make sure the labeling on the hose is correct for period and brand.

4. Hose clamps – A one point deduction can be taken for each incorrect clamp. Reproduction tower top and similar older style clamps are readily available from many suppliers.

5. Radiator cap – An aftermarket cap is readily visible and needs to be replaced with a cap identical to the one supplied with the car.

6. Radiator – Make sure it is clean and free from bugs and leaves. A small toothbrush can be used to clean it. A spray can of "radiator black" paint is a good way to make it look new again.

7. Spark plugs – When visible, the plugs should be period correct and match the original manufacturer.

8. Spark plug wires – Wires with millimeter markings or store brands can result in a one point deduction for each wire. Never use neon colors to "dress-up" the engine.

9. Oil Filter – Fram, Wix and K&N filters may be your preference but will quickly result in deductions.

10. Hood insulation – Make sure yours fits well and has the proper clips. If it is showing its age, it is time to replace it.

I hope this helps you to earn the trophy you are seeking.

-- The Rummage Box

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

January/February's Car



Bill Maurer was the first to correctly identify January/February's car as a 1930 Pierce Arrow. Ron Underwood also called in and correctly identified the Pierce Arrow and the correct year. Gary Wiegand checked in correctly identifying the Pierce Arrow as well. Thanks for participating.

The Buffalo Transportation Pierce-Arrow Museum in Buffalo, New York is housed in a building that was a former Mack Truck showroom. As per their website, "Buffalo-made cars and cycles are considered among the finest ever crafted. The Buffalo Transportation Pierce-Arrow Museum celebrates the region's transportation history with displays of antique vehicles, bicycles, motorcycles, the Women's Transportation Hall of Fame, toys, signs, and historic automobilia unlike any other in the world. The collection focuses significantly on the Pierce-Arrow Motor Car Company and the E.R. Thomas Motor Company – considered by car collecting experts to be among the top 10 best vehicles ever produced."

At this time the museum is temporarily closed due to Covid concerns.

March's Car



When Guy Davis stopped at my house to deliver some color photos from his long ago classic junkyard visits to accompany his "The Road Less Traveled By" article, he hit a nostalgic nerve with me. In the 1970s and early 80s, I too loved stopping at old junkyards looking for parts and checking out the unique rusting hulks. I would usually go with my buddy Joe Vrable or my dad.

I know what the rusty relic is in the photo above, but do you? Take a good look. Be the first to correctly identify the make and year of this car and win a \$15 Sheetz gift card. Call 724-832-9074 and leave a message or email jackson-mark469@gmail.com.

THE WESTERN ROUND-UP

The Western Round-Up is the official publication of the Western Pennsylvania Region of the Antique Automobile Club of America. It is published on a monthly basis with January/February being a combined issue.

Each issue is also posted on the Region's website: www.westernparegion.org. Members may choose to receive this newsletter by email or a mailed hard copy at an additional cost.

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

Any items contained herein may be reproduced if proper credit is given. All articles are edited for length, grammar, accuracy and composition. They will be used at the discretion of the editor and Region officials. Please advise the editor of any and all needed corrections.

Mark Jackson, Editor

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Special thanks to Guy Davis and Bob Doppelheuer whose time and talent helped produce this issue.



Western PA Region AACA apparel can be ordered at



t-shirts, polos, hoodies,
jackets & more

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

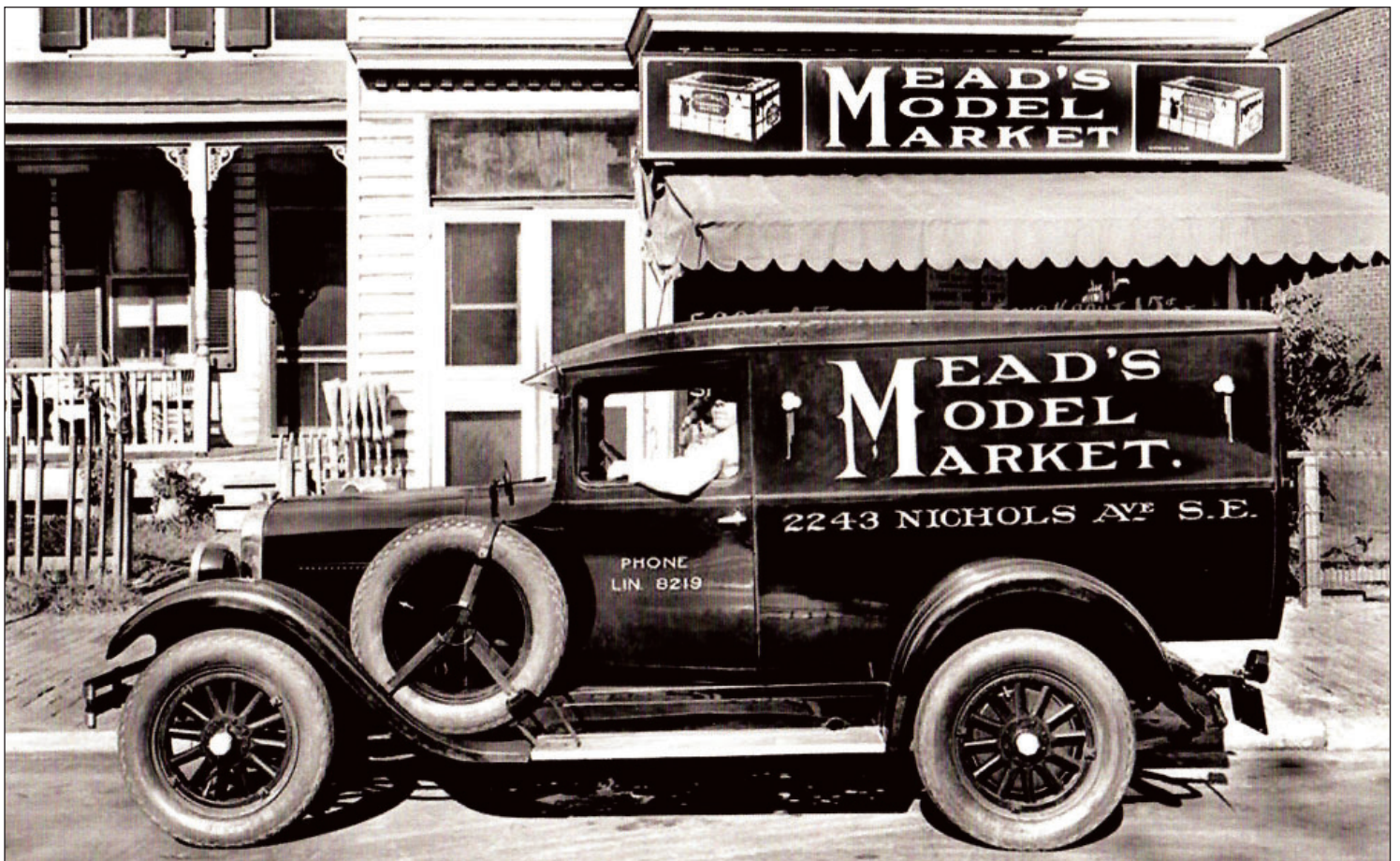
Direct to garment printing or embroidery

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

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



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



Delivery sedan photo courtesy of Guy Davis