

THE WESTERN ROUND-UP



October 2021

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



Western PA Region members enjoy a visit to
Hahn Auto Restoration in Harmony, PA - one of the top
auto restoration shops in the U.S.A. - See pages 6-8



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 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.



President's Message



Bob and Karla Doppelheuer

Hello all:

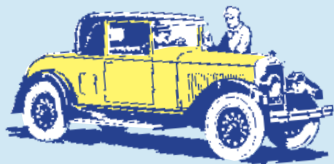
Here we are approaching another holiday season and the end of 2021. Our club has been keeping active with tours, the summer picnic and our cruise/car show.

I would like to talk about our show a little. It came together a little late due to not being able to have meetings and our show committee meetings. Once we got the ball rolling, this club really showed what it can do as a team. Everyone involved had a task and they performed remarkably. We had some good ideas for the future and we are looking forward to getting our show back to what it once was. This year was unique and we once again met the challenge. Everyone should be proud of the effort they put forward.

Sincerely,

Your Western PA Region President

Bob Doppelheuer



Member News



Sam Snively presented Owen Snyder with the Oldest Driver Award at the 2013 Western PA Region Legion Keener Park Car Show.

Our deepest sympathy to Leona and Guy Davis and family on the passing of Leona's father Owen Snyder on September 7, 2021. Owen attended the Western PA Region car show at Legion Keener Park for many years with Guy Davis and other family members. He received the "Oldest Driver Award" in about five of the shows. Guy wrote a wonderful article about Owen,

which appeared in the June, 2019 issue of *The Western Round-Up*. Owen was a WWII Veteran having served in Germany. He and his wife Betty Jane were married for 69 years. Owen was 92 years old.

Nancy McKelvey emailed on October 4 to let us know that long time WPR member **Dave Lizza** was in the hospital. After trying to reach Dave with no luck, a man who works for Dave went to his house and found him laying on the living room floor. He then took him to the hospital. Please keep Dave in your prayers.

Nancy Wolfe also called and informed us that **Jack Wolfe** recently had another fall resulting in more bone damage. Please also keep Jack and Nancy in your prayers.

CALENDAR

Monday, October 25

4:30 p.m. to 8:30 p.m.

Ultimate Tuesday Car Cruise at Kings

Kings Family Restaurant

6297 US 30, Hempfield Plaza

Greensburg, PA 15601

Thursday, October 28

5:00 p.m. to 7:00 p.m.

The Car Cruise at the

Lamplighter Restaurant

6566 William Penn Highway

Delmont, PA 15626

Tuesday, November 16

Western PA Region AACA Monthly

Meeting - Location and time to be

announced.

Sunday, December 5

Western PA Region Christmas Party

Westmoreland Conservation District

218 Donohoe Road

Greensburg, PA 15601

Social & Hors d' oeuvres - 1:30 p.m.

Buffet Dinner - 2:00 p.m.

Toys For Tots collection boxes will be available for donations of new toys.

A registration flyer will be mailed in early November.



Minutes of the September 21, 2021 Monthly Meeting

A meeting of the Western PA Region of the Antique Automobile Club of America was held on September 21, 2021 at the American Legion Post 982, Latrobe, PA (Pipetown). President Bob Doppelheuer called the meeting to order at approximately 7:05 p.m. followed by the Pledge of Allegiance.

There were 17 members in attendance. Louise Marks was in attendance as a guest at tonight's meeting.

Minutes

The Minutes of the August 17, 2021 meeting at the Lincoln Highway Experience, 3435 State Route 30, Latrobe, PA 15650 was printed in the September issue of the Western Round-Up. President Bob Doppelheuer asked if there were any corrections or revisions. Hearing none he asked for a motion to approve the Minutes. A motion for approval was made by Tom King, seconded by Denny Blank and unanimously approved.

Treasurers Report – Mark Jackson

Treasurer, Mark Jackson read the Treasurer's Report for August. President Doppelheuer asked for a motion to approve the Treasurer's Report. A motion for approval was made by Howard Finney, seconded by Bill Holtzer and unanimously approved.

OLD BUSINESS

Membership – Howard Finney

Membership Chairman, Howard Finney, had no report.

Newsletter – Mark Jackson

Mark Jackson thanked those who contributed articles for the September Round-Up, which was again a 16-page issue.

Website – Mark DeFloria

Mark DeFloria asked members to check their inboxes to confirm that they are receiving emails from the Western PA Region.

NEW BUSINESS

October 2021 Monthly Meeting

The October Monthly Meeting will be held at Hoss's Steak & Sea house, 1261 S Main St, Greensburg, PA 15601 our usual monthly meeting location at the American Legion

Post 982, Latrobe, PA (Pipetown). Time - 7:15 p.m.

(Added information since meeting) We will be meeting in their large meeting room on the side as we have done in the past. The reservation is under Antique Auto Club, Mark Jackson. Plan to arrive around 6:00 p.m. for dinner and place your order. Order off of the menu. Dinner is on your own. Hoss's will prepare separate checks for us. Dinner & Social time: 6:00 p.m. - 7:15 p.m. A Short Monthly Meeting will start at 7:15 p.m. Hoss's closes at 8:00 p.m. so we need to be finished and out of the room by then. Please RSVP to Mark Jackson by Sunday, October 17 so he can give Hoss's an idea how many of us will be there. All restaurants are short staffed at this time and this will help Hoss's plan for how many servers they will need. Email Mark at jacksonmark469@gmail.com, or call his cell phone 724-961-3563. Please leave a message if he can't answer. You may also text his cell phone number.)

Tours – Carl Erb

Carl Erb spoke of the Saturday, October 16, 2021, Fall Foliage Driving Tour to The Greenberg Cadillac Museum, Brookville, PA and The Coolspring Power Museum, Coolspring, PA. Meeting Place: 8:30 - 9:00 a.m. at the McDonald's Restaurant- 10 Resort Plaza, U.S. Route 22, Blairsville, Pa 15717. The tour is departing at 9:00 a.m. Please let Carl know if you are planning to attend.

2021 Western Pa Region – Paul P. Bell Memorial Car Show – Bob Doppelheuer / Mark Jackson

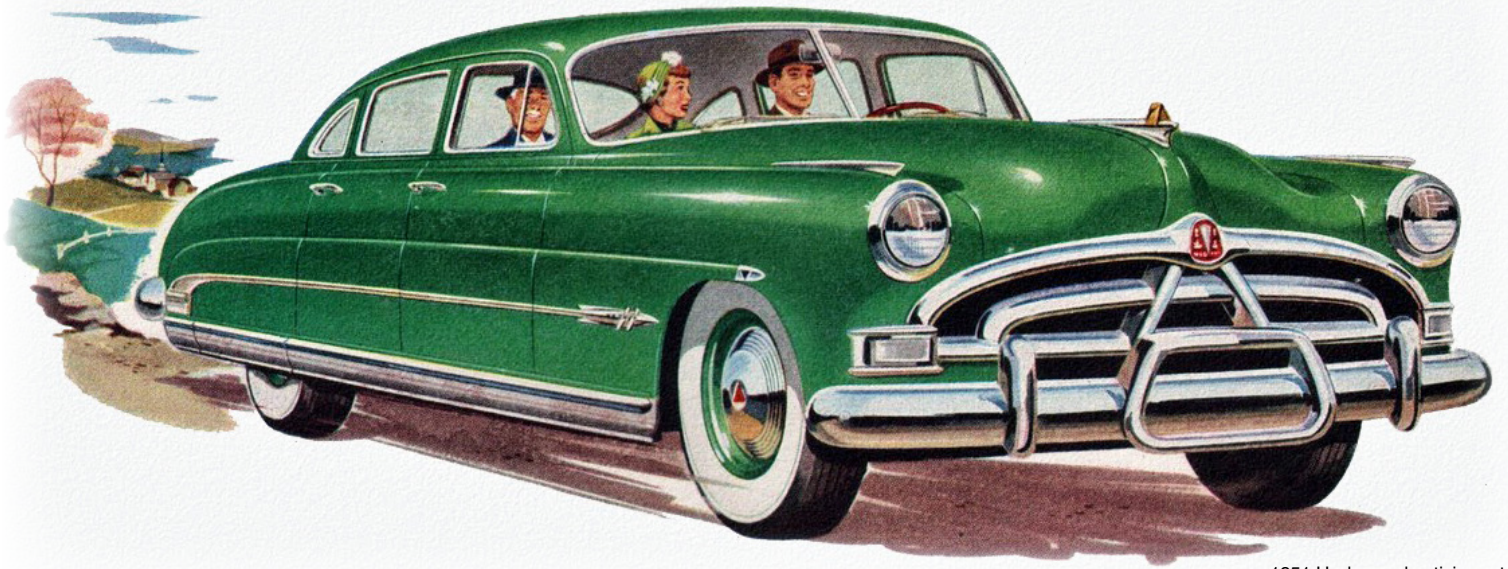
Mark Jackson and Bob Doppelheuer talked about this year's Car Show on September 5, 2021. Discussion included the gate, bake sale, ticket board and comments. The financial report is not complete as all the invoices have not been received and tabulated.

Adjournment

President Doppelheuer asked for a motion to adjourn the meeting at approximately 8:22 p.m. Tom King made a motion for adjournment, seconded by Howard Finney and unanimously approved.

Members enjoyed pizza following the meeting.

--Respectfully submitted by Mark DeFloria, Secretary



1951 Hudson advertising art

They're Still Out There

by Bill Holtzer

Yes, they're still out there and some people are paying what I consider top dollar for cars that are not running.

At the end of July a local auctioneer had an online auction of 15 cars, which were in the Monroeville area. Looking at the pictures, they all looked to be in good condition. A couple of them needed parts, which were there, put on to be complete.

None of the cars had been started or driven since 2000, which is 21 years. They will need to be gone over so they can be started and driven. This can cost big bucks, especially if the parts are hard to come by. Just to replace four tires can cost a thousand dollars or more (mostly more).

Here are the cars and what they sold for:

- 1951 Hudson Commodore 8 Coupe - \$13,300
- 1930 Packard 733 2 door Sedan - \$21,050
- 1930 Pierce Arrow Model B Limousine - \$25,800
- 1938 Buick Special 2 door - \$13,850
- 1968 Corvair Monza Convertible - \$12,150
- 1937 LaSalle Sp. Touring Sedan - \$11,950
- 1932 Plymouth Model PB Convertible - \$23,000
- 1959 Ford Fairlane Convertible - \$13,400
- 1957 Chevy 210, 4 door Station Wagon - \$19,500

- 1913 Cadillac 7 passenger Touring Master - \$35,050
- 1922 Studebaker 4 door - \$8,350
- 1916 Ford Model T Roadster (needed motor put together and a top) - \$5,500
- 1925 Studebaker 4 door Touring - \$22,800
- 1929 DeSoto Model K Roadster - \$20,500
- 1923 Hudson 5 passenger 4 door - \$7,700

These prices had a 10% buyer's premium added on the final price.

The total price for the 15 cars was \$230,450 before the buyers premium. I talked to the auctioneer and he said that the lady who owned the cars said that was about \$100,000 more than she thought they would bring. He also said that she has 15 more to be auctioned at a later date.

Five of the cars from the first auction were going to two museums.

They say the economy is bad, but there are still people out there with the "BIG" bucks.



HAHN RESTORATION & HARMONY VILLAGE TOUR

by Carl Erb



Bill Hahn's daughter Amy and Bob Shugars talk about 1950s era Jaguars. Bob use to own a Jaguar similar to this restored one.



WPR members ponder a 1954 Jaguar body off restoration in progress at the Hahn Restoration shop.

It was a hot sunny day which allowed the participants on this tour to drive one of their collectible cars. Our travel route through the country was a déjà vu experience because just one month earlier we used the same route to go to Dave & Karen Berg's showroom which is in the same general area. We left promptly from King's closed restaurant parking lot in Delmont and arrived at Hahn Restoration in Harmony right on time. We were greeted by William (Bill) Hahn and his daughter Amy with coffee and other beverages and snacks before our tour began. I asked Bill if he was going to talk about some of the awards his cars had received at numerous Concours, AACA, CCCA and other prestigious judged events around the country, but he said he did not really want to talk about himself. However, I will tell you about some of them later in this article.

Bill's shop is divided into three parts, the office and two workspaces. The smaller side of the workshop is the finished product side where his works are complete or nearly complete just waiting for the owners to pick them up or for a few finishing touches. This is also where Amy had our morning drinks and snacks set up for us. The much larger room is where all the heavy-duty work is done, complete with a vehicle lift and self-contained, state of the art paint booth. In the shop during our visit, he had a 1974 Cadillac Eldorado, a 1958 Morgan and a 1954 Jaguar XK120 which he used to tell us about a complete, body-off restoration. Bill's primary business and his main passion for being in the restoration business is to do just that, com-

plete Concours quality restoration of classic and even one-of-a-kind cars. However, there were two other cars in his shop which I cannot begin to describe because they were cars that he was "creating" in his spare time.

I have been to Bill's shop before and heard a different presentation, but today he focused on a recently published article in *Sports Car Market Magazine* about the difference between a "Specialty" restoration shop as opposed to a "General" restoration shop, and Bill was not too happy with the context of the article which was their take on the difference between the two. When we were there Bill had a perfect example of a restoration gone bad that was done to the 1974 Cadillac Eldorado, which was up on a lift. This car had been in a "Specialty" Cadillac restoration shop for 10 years, costing the owner tens of thousands of dollars, and many of the mechanical and electrical accessory items like the power seats and door locks did not even work. The body work and paint job was mediocre at best, and the owner finally brought it to Bill to have the restoration done correctly. He explained that new body parts are available for many classic cars, but many shops will just fill the rusted holes with body putty instead or replace them by simply putting on a new part, like a rocker panel, over the old one without completely removing the rusted parts and trying to blend the seams in with body putty instead of removing the rusted parts and welding in the new ones. To me this would be like those bathroom remodelers who brag about doing the job in one day by putting a new plastic or fiberglass tub over top the old one, which would hopefully



A completed Porsche and Jaguar welcome visitors.



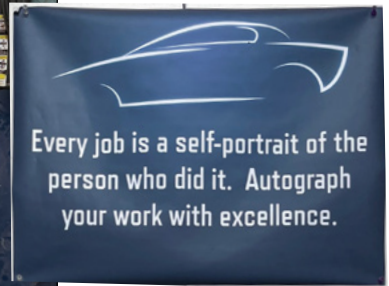
Reworking a mediocre restoration done by another shop on a 1974 Cadillac.



Camille Erb and Sandy DeForia talk with a Hahn Restoration Staff member about a 1958 Morgan



Bill Hahn talks about what it takes to do an excellent restoration.



seal in all the mold and other stuff that should have been removed. YUK!

The 1954 Jaguar, which was in the shop, was a perfect example for us to see a complete restoration in the process of being done, because the car was completely dismantled. Although the engine and drive train were not in the shop at the time, as Bill explained what was being done, we could easily see where body panels were being repaired or replaced and how the frame and brakes were being worked on. It was interesting that Bill had invited Ken Como, the owner of the Jaguar to be there during our tour. Ken is a member of the Pittsburgh Jaguar Club and was very happy to have Bill restoring his treasured car.

Bill went into great detail explaining another project which is the Fiat "Hellcat" that he is in the process of "creating". I couldn't begin to tell you everything he told us about the challenges he faced, so instead, here is a link to a video of Bill telling about the creation of this one-of-a-kind overpowered vehicle. <https://www.youtube.com/watch?v=Pxh5AeeQcXY&t=7s>

As I mentioned earlier, Bill really didn't want to talk about himself, but when you open his website and click on Awards at the top of the page you will see a partial list

of the many awards his restorations have received. Scroll around the rest of the homepage and you will get a better idea of the work that is being done in his shop. <https://www.hahnautore restoration.com/awards/>

I first learned of Hahn Restoration in 2012, when I attended the Walnut Street "Invitation Only Show" which is part of the Pittsburgh Vintage Grand Prix. The HRG Coupe that he restored stood way out amongst the other 150 invited cars on display because no one had ever seen one and had no idea what it was. I thought I knew foreign cars pretty well, but when I took these two photos at that



One of Bill Hahn's proudest accomplishments was the restoration of this one-of-a kind prototype HRG Coupe

continued on page 8

show, I had no idea what the heck an HRG was. The HRG is one of Bills proudest accomplishments because as a one-of-a-kind prototype car very few parts were available and had to be figured out by him and either made by him or contracted out to some other specialty shop.

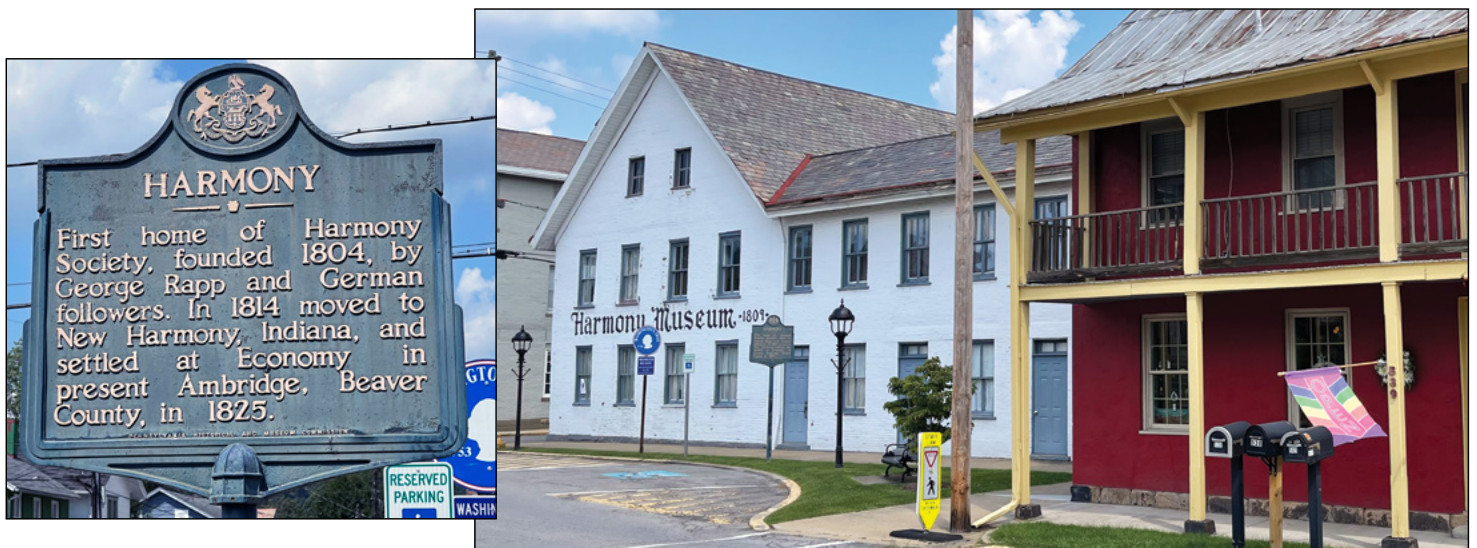
Some other prestigious cars which Bill has restored are 1950's Mercedes Benz 300 SL's which in completely restored condition start on the auction block at around one million dollars, plus. <https://www.hahnautorestation.com/portfolios-type/1956-mercedes-benz-300sl-gull-wing/> Of the 3,258 produced only 1400 were Gullwings and Bill has restored at least two of them. After the tour we thanked Bill and Amy for taking the time to give us a tour of one of the top 20 Classic Car Restoration Shops in the country (scroll down until you see the part about Bill Hahn) <https://www.hahnautorestation.com/wp-content/uploads/2018/09/SCM-Feature-Restorer.pdf> and invited them to join us later in the afternoon for lunch at the Harmony Inn. We then headed the short distance to "Downtown" Harmony for a tour of The Harmony House Museum at 1:00 p.m. and for a late lunch at the Harmony Inn at 2:30 p.m.

Next we took a short drive to "Downtown" Harmony PA where a religious group from Germany settled in 1789. Rather than try to explain the history in my own words, the following brief description of the "Harmonists" is taken directly from the HARMONY MUSEUM WEBSITE where you can read all about this religious group. <https://harmonymuseum.org/history-timeline/> If you want to read a bit more about the Harmonists click on this Wikipedia link - https://en.wikipedia.org/wiki/Harmony,_Pennsylvania There is also a phone number you can call to hear

about Harmony in the "History of Washington's Trail". 412-254-2154 –extension 451

Because the Harmony Museum's three buildings have several small rooms and only a handful of docents, I had previously arranged with the museum's director, Katina Koontz, to have enough docents there to split us into 3 small groups. The docents were very informative and willing and able to answer questions which we had. They gave us a lot of great insight into the lifestyle of the members of the religious group at that time. Two of the larger homes were very interesting with several stories and basements, but I really liked the one-room log cabin which had nothing in it but the absolute bare essentials, like an axe, a butter churner, a spinning wheel, a coffee pot and a few other pots and pans and some rope beds with straw mattresses. After the tour our members had time to walk the short distance through the town to other shops and log cabins in the area. There is an antique shop, an ice cream shop, a weaving shop, a pastry shop and more. Eventually we all wound up at the Harmony Inn by 2:30 where everyone on the tour joined us for an enjoyable meal ordered off the menu. I was worried about Jack Wolfe, who was recovering from a broken foot, but cudos to him for making it up the 20 stairs to our second story banquet room, with the help of his wife, without incident! Link to history of The Harmony Inn <https://northcountrybrewing.com/the-harmony-inn/>

It was a great day filled with a lot of information, a very enjoyable ride and car camaraderie. See you all on the October 16 tour to the Greenberg Cadillac Museum in Brookville PA and the Coolspring Power Museum in Coolspring PA. ■



The Harmony Museum near the historic Harmony village square.



Portrait of Johann George Rapp founder of the Harmonists



A trundle rope bed and other furnishings of the era.



A "sugar cone" supply stands and assorted kitchen items



A cast iron stove which could be fired with wood or coal



Studying the simplicity of the log cabin - (l-r) Doreen and Tom King, Harmony Museum docent, Bob and Barbara Shugars



We all enjoyed the Harmony Inn's great food and friendly hospitality. Notice the face with a mustache on the front of the Inn's 2nd floor.

A TIME CAPSULE DEALERSHIP DISCOVERY



The faded dealership sign



Two 1963 Dodge Dart Convertibles in the showroom



1964 Dodge Polara



Time stopped for this AMC Gremlin.

WPR members John Ross Kuhns and Zach Bell were cruising around the Pittsburgh suburbs this summer scouting for old cars, when they came across a dealership which looked like it had been closed for many years. Upon walking to the front door they found a note from the owner with a phone number on it. They called and were able to talk with him. He explained that an illness forced him to operate the dealership on a very minimal basis. John Ross and Zach were fortunate enough that the owner was willing to come down and visit with them. They enjoyed talking to him about his dealership. The cars that remained were mostly very low mileage, original Chrysler Corporation and AMC brands. John Ross was able to negotiate purchasing a few of the cars and shared these great photos from this time capsule discovery.

Growing up in the 1960's



By Fred Trusty
Vice President - Membership



When I was about 8 or 9 years old I got my first lawn mower. I think I paid \$5 for it. It was basically a used piece of junk but it worked, sometimes. Do you remember the Briggs and Stratton engines with wind up starters? You folded the handle out and then wound it up several revolutions and when you folded it back it would release the spring that turned the engine to start it. It met its demise when I hit a steel pipe sticking out of the ground and bent the crankshaft but with the money I had made cutting yards I bought a brand new Sears Craftsman mower. I wanted the self-propelled model but it cost more so I had to settle for the push type. I paid for the mower, then we went to the pickup counter outside, gave the clerk the sales ticket, and he went back in the warehouse and brought out the big cardboard box on a dolly and then put it in the trunk of my dad's '56 Buick. What a surprise when we got home and unpacked the mower. The clerk had made a mistake and gave us the self-propelled model. I was thrilled, but only for a moment. My dad said we

didn't pay for that mower and to keep it would be stealing. He made me call Sears and tell them what happened. Much to my surprise, they told me to keep the mower. I made a lot of money cutting grass with that mower but unfortunately, it was stolen out of our garage a few years later.

I was now 12 and wanted a paper route delivering newspapers for the Courier Journal but you had to be at least 14. No problem. A kid I knew in the neighborhood was 15 so he got two routes and let me run one of them. I did all the work and he took a cut of the profit. I would get up at 3:30 a.m. every morning, ride my bike to the corner drop off about two blocks away, pickup my papers and then deliver them. Home by 7:00 in time for breakfast and then off to school. Right after school about 3:30 I would go to the drop off corner, pick up the evening edition, make my deliveries and home by 5:30 for supper. There was only one edition on Sunday, but it was much thicker, so no bicycle delivery. I had to walk. Back then you had to collect the money from all of your customers so that meant knocking on doors at night. When I turned 14 the kid that got the route for me was 17 so he gave me both of his routes since he got a job at a gas station. With two paper routes, I was really making bank. Good thing, since I had my sights set on something big in two years, a car.

Can you imagine a 12-year-old kid riding his bike alone in the streets at 3:30 a.m. today? Or how about going door to door collecting money at 9:00 p.m.? The 1960's were a golden time to be growing up. I wish our world was still like it today.

-- The Rummage Box

Name That Car

by Mark Jackson

September's Car



Carl Erb was the first to correctly identify September's Car as a Morris Minor. Gary Wiegand, Bill Holtzer also contacted me and correctly identified the Morris. I did not ask for the year, since these cars were very similar in design and hard to tell one year from another. I believe this was a 1959 model. It participated in our 2021 Region Car Show and Cruise at Legion Keener Park.

The Morris Minor was a British economy family car that made its debut in 1948 and ended production in 1971. It was very practical and the first British car to sell over one million units. It is considered a classic example of automotive design. The car was designed under the leadership of Alec Issigonis, who greatly admired the features of the French Citroen Traction Avant - including the use torsion bars on each wheel rather than the usual coil spring system and rack and pinion steering.

Today the Morris Minor and 1000 are among the best-served classic family-sized cars in the old vehicle movement and continue to gain popularity.

History source - Wikipedia

October's Car



This cool station wagon appeared at the Road King's Car Show at Cedar Creek Park's August Fun Fest this year. Can you name the make and year? Be the first to contact me with the correct answers and win a \$15 Sheetz gift card, which will help put a few gallons in your tank. Email jacksonmark469@gmail.com, or call 724-832-9074 and leave a message, or talk to me in person at a WPR event.

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.

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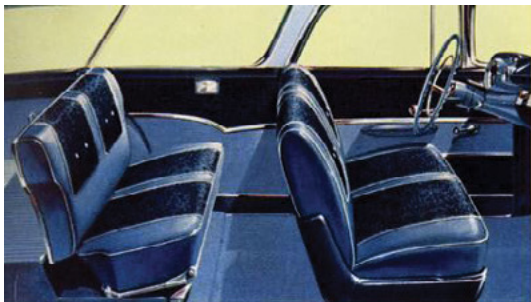
Special thanks to:
Zach Bell, Mark DeFloria, Bob Doppelheuer, Carl Erb,
Bill Holtzer and John Ross Kuhns, whose time
and talent helped produce this issue.



Morris Minor advertising art



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



BEL AIR NOMAD Interior

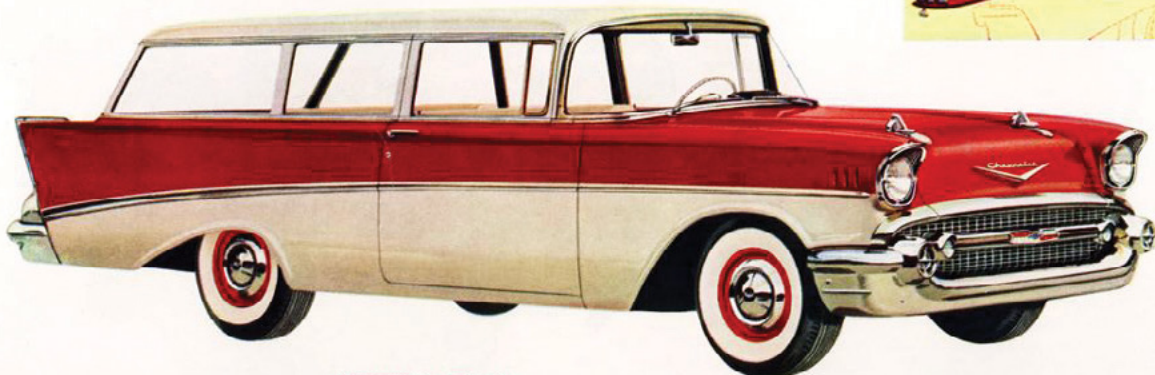
The sports model Nomad is a dream car come true—luxurious is the word for it. In this stylish interior you set your own fashion, with many two-tone color combinations to choose from (as in all Bel Air models). The Nomad's bright metal roof bows accent the textured vinyl headlining.



the **"ONE-FIFTY"** *HANDYMAN* 2-door 6-passenger station wagon

SHOWN IN ONYX BLACK AND INDIA IVORY

Workaday wonders—Chevrolet station wagons! In 6-passenger models the rear seat folds flush with the floor, extending the load platform 35 inches. Interiors in "Two-Tens" and "One-Fifties" are of washable vinyl that thrives on hard wear.



the **"TWO-TEN"** *HANDYMAN* 2-door 6-passenger station wagon

SHOWN IN INDIA IVORY AND MATADOR RED