

# THE WESTERN ROUND-UP



January/February 2022

Promoting the Preservation & Enjoyment  
of Antique Automobiles Since 1950.



1936 Graham steering wheel and dashboard



## 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](http://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/>

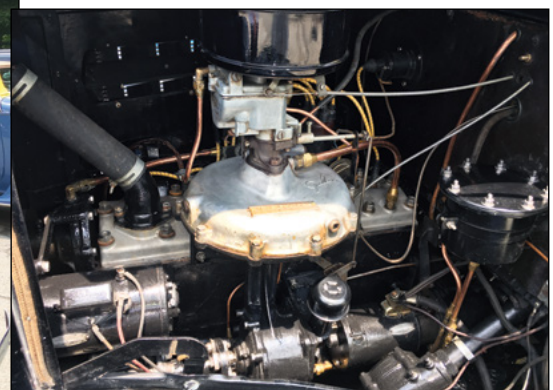
New members must attend a Western PA Region monthly meeting to be voted in and welcomed. Our monthly meetings are held on the third Tuesday of every month except December and January. We are a Latrobe-based club.

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](http://www.westernparegion.org)

Please also feel free to contact any of the directors above with questions about memberships.

## ON THE COVER...



Additional information - Wikipedia

This Graham featured a supercharged engine. Graham introduced superchargers in their engines in 1934 and produced more supercharged cars than any other manufacturer until Buick surpassed them in 1960.

The beautifully designed art deco steering wheel and dashboard featured on the cover of this issue belongs to this 1936 Graham 110 sedan, which participated in the AACA Grand National Meet hosted by our region at the University of Pittsburgh at Greensburg in 2018. It was entered by owner Karl Mueller.

The emerald green highlights not only the dashboard, but also the grill, pin striping, hood vents and hubcaps. The 1936 and 1937 Gramhams featured REO Motor Car Company bodies with restyled front ends and details. In 1938 Graham introduced the famous "Spirit of Motion" body design, or as it was nicknamed, "The Sharknose".

# President's Message

## Final Thoughts



Bob Doppelheuer  
Western PA Region AACA  
President 2019, 2020, 2021

As I sit here writing this, I am struggling to find the words, and that doesn't normally happen with me. In 2022 I will be stepping down as your President and away from the board. First, I want to say it was an honor to be this Region's President and serve on the board of directors these past three years. It seems like only yesterday that Denny and Becky Blank invited me to join this club. I still will remain active and would love to keep on with planning our car show. This year we have interest from some of our membership to serve on the board. I personally think it is a wonderful time for some new blood and ideas to be injected into this club.

I have the deepest respect and love for this membership. You all are like an extended family to me. I also want to thank the board members for their support and guidance. They truly have this club's best interest at heart. I may not have always agreed with everyone on things, but you always had my respect and ear. This club will always have my help when called upon.

Now onto some club business. As I am writing this, we have a very important board meeting scheduled to finalize the Annual Meeting. I know many of you were wondering what was happening with that. With the current situation of no real finances coming in, we are looking to have it at the Westmoreland Conservation District barn this year. We just need to get the date.

Again, it has been an honor and a pleasure to be your President. I love each one of you and God Bless you all.

*Your Grateful President*  
Bob Doppelheuer

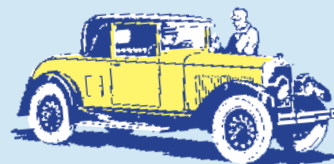
## Annual Meeting Update

We are behind schedule due to the holiday Covid-19 spike, as are many organizations. The Western PA Region directors will be meeting on February 18th to get back on track and plan our Annual Meeting. At this point, it looks like the date will probably be a Sunday in April. Please bare with us. Once we have further information we will send out email notices and registration forms ASAP.

## Reminder - Renew Your 2022 AACA and Western PA Region Memberships Before Our Annual Meeting

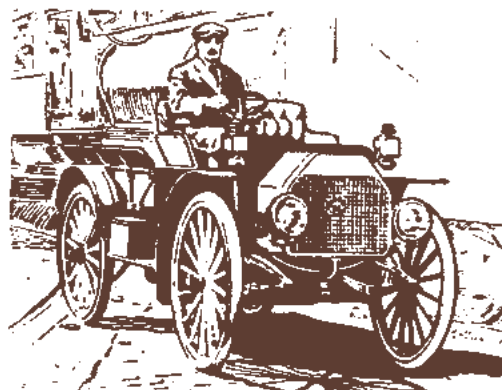
If you have not already done so, please renew with AACA National first. You can renew your national memberships on the AACA website. Then renew your Western PA Region AACA Membership.

An email was sent February 14th as a Western PA Region membership renewal reminder with the 2022 membership renewal form attached. A printed copy of the renewal form will be included with the printed copies of this issue of the Western Round-Up.



## Member News

Our deepest sympathies to Dave and Debbie Sheetz and family on the passing of Dave's father Boyd L Sheetz of Armbrust on Thursday, January 20, 2022. May many warm memories comfort you always. Boyd was 85.





# The Road Less Traveled By

By Guy Davis



"You can have any color you want as long as it's black."- Henry Ford



Many 1930s cars featured deep rich colors and jewel tones.

The use of color often indicates the significance of a certain event or moment in time. For example, we roll out the red carpet for a special guest or dignitary. A young bride wears white to signify purity, innocence and light. During the season of Lent, Christian churches cover crosses and statues in purple cloth. Most attendees at a funeral will wear dark colored clothing to signify mourning and loss. During my navy career, protocol demanded white dress uniforms be worn during the more temperate times of the year while the black dress uniform was donned during the colder months.

So too, the use of color in the automobile industry can often reflect moments in time. During the formative stages of the automobile, functionality demanded a far higher priority than the color the package came in. Immigrants in a developing industrial nation needed dependable transportation at an economical price and Henry Ford provided that product with his black Model T. During the roaring twenties, many automobiles featured two tone paint schemes highlighted by a contrasting color along the beltline. Pin stripeing also became a popular feature. The 1930s produced some of the most elegant and costly automobiles ever produced. Duesenberg, Cord, Auburn, Packard, Pierce Arrow, and Stutz often painted their impressive vehicles in deep rich colors and jewel tones, although it was not uncommon for certain members of society such as entertainers and sports figures to custom order their expensive modes of transportation in bright flashy hues.

Shortly after World War II as the automobile industry geared back up for vehicle production, the colors seen on some cars mirrored those shades of color which adorned our military equipment. I once owned a 1950 Studebaker Champion painted battleship gray. By the mid-fifties, with both WW II and the Korean Conflict now in our past, there was a renewed

optimism in our nation, people were enjoying brighter times, and car makers responded by offering two tone and sometimes three tone color selections on their products. Sierra gold and ivory was a popular choice on the iconic 1957 Chevrolet and Corvettes often sported one color on the body with a contrasting hue in the cove area located on each side of the car. The roof color of many hardtops often differed from the color found on the rest of the automobile. The fabulous fifties was a



Post WWII 1940s cars mirrored color shades of military equipment.



Automakers' response to the renewed optimism of the 1950s resulted in brighter colors along with two and three tone schemes.





The psychedelic sixties and early seventies featured some of the wildest and most vivid colors ever like “hugger orange”.



American Motors held its own against the big three's 60s-70s wild colors by introducing a patriotic red, white and blue combination.

time of pink poodle skirts, blue suede shoes, and colorful cars.

The psychedelic sixties and early seventies not only featured Sonny and Cher, “Laugh In”, go-go boots, and mini-skirts but some of the wildest and most vivid colors ever seen on the American automobile. The boys from Mopar lead the way with color selections named plum crazy, lemon twist, lime light, go mango, top banana, and vitamin C. Ford would not be outdone as their grabber color series included grabber green, grabber blue, grabber orange, and grabber yellow. Other eye catching colors from the Dearborn automaker included calypso coral, vermilion, raven black, and candy apple red. Chevrolet showcased their Camaros, Chevelles, and Corvettes in hues named hugger orange, Daytona yellow, marina blue and cranberry red among other bold colors. American Motors would hold its own against the big three automakers with their patriotic red, white, and blue Javelin.

As the hippie sixties and seventies faded away, the automakers returned to more conservative color choices for their vehicles. This trend has continued unabated for the past several decades. According to a recent PPG Industries report, over 80% of today's cars are painted white, black, gray or silver.

Totally BORING! Gone are the two tones, the hot colors with reflective stripes, and the rich jewel tones which once adorned our classics. As I sat one day in my white Chevrolet cargo van at a traffic light in Forest Hills, I perused the sorry scene of mundane gray and white automobiles surrounding me. Suddenly, I heard the throaty rumble of a high performance engine and looking out my driver's window, I watched a brand new retro Ford Boss Mustang pull up beside me. It was painted in one of the loudest, most brilliant shades of green that I have ever witnessed on an automobile. The young driver of the Mustang noticed me staring at his car. As I wound down my window, he, in turn, lowered his passenger window, and I enthusiastically asked him the name of his car's color. With a smile on his face, he replied, “Gotta have it Green.” I implored the young man to never sell that car. After the traffic light turned green, he waved goodbye and quickly disappeared down that road less traveled by. I sat there in amazement for a second or two realizing that there still may be some hope for the auto industry. “Sock it to me!”



A contemporary Mustang in “Gotta have it Green”.



# Minutes of the November 17, 2021 Monthly Meeting

A meeting of the Western PA Region of the Antique Automobile Club of America was held on November 17, 2021 at the Westmoreland Conservation District (barn), 218 Donohoe Road, Greensburg. Treasurer Mark Jackson called the meeting to order at approximately 7:00 p.m. followed by the Pledge of Allegiance.

There were 28 members were in attendance. Bill Salvatore was in attendance as a guest at tonight's meeting. Bill was previously a member of the Region.

## Minutes

The Minutes of the October 19, 2021 meeting at the Hoss's Steak & Sea House, 1261 South Main St, Greensburg, PA 15601 was printed in the November issue of the Western Round-Up. Treasurer Mark Jackson 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 Becky Blank, seconded by Sheila Kurtz and unanimously approved.

## Treasurers Report – Mark Jackson

Treasurer, Mark Jackson read the Treasurer's Report for September. 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 indicated that he did not have any new membership applications at tonight's meeting.

### Newsletter – Mark Jackson

Mark Jackson thanked John Harvey, Carl Erb, Guy Davis and Debbie and Dave Sheetz for submitting articles for the November Round-Up. Mark thanked all the members that continue to contribute articles for the Round-Up.

### Website – Mark DeFloria

Mark DeFloria asked the members present if they were receiving emails from the Region. Mark reminded the members

to update their emails by emailing the Region if there are any changes.

## NEW BUSINESS

### Tours – Carl Erb

Carl Erb spoke about possible 2022 Region's tours. Carl presented many possibilities. Carl also realized that he was the 2022 Tour Chairman as he was describing possible tours. The membership present agreed and expressed their appreciation for Carl volunteering.

### 2022 Western Pa Region – Paul P. Bell Memorial Car Show – Bob Doppelheuer / Mark Jackson

Mark Jackson expressed how he would like to get an early start with this year's car show. More information will be upcoming.

### Christmas Party – Mark Jackson

Mark Jackson reported that the Christmas Party will be held Sunday, December 5, 2021 with at the Westmoreland Conservation District (barn), 218 Donohoe Road, Greensburg. Hors d' oeuvres from 1:00 pm and Dinner Buffet at 2:00 p.m. (Registration Deadline: November 22, 2021). A registration form to follow.

### 2022 Election of Officers

Treasurer Mark Jackson asked that any member that would like to run for a director's position at the Annual Meeting should let Secretary, Mark DeFloria know.

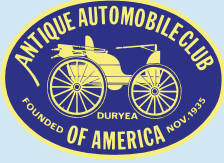
### Adjournment

Treasurer Mark Jackson asked for a motion to adjourn the meeting at approximately 7:52 p.m. Howard Finney made a motion for adjournment, seconded by Flow Myers and unanimously approved.

*Respectfully submitted by  
Mark DeFloria, Secretary*



# My First Car



By Jim Elliott  
AACA President



It is always interesting to ask others about their first car. My Dad's first car was a 1946 Ford that he purchased upon his return from France at the conclusion of World War II. He had hoped to purchase a Chevrolet, but the waiting list was just too long.

My Dad was frugal and often told me that if I could afford my own car, I could afford my own college tuition. Needless to say, that stymied my purchase.

However, after I finished my sophomore year, my Dad partially relented. I would be allowed to purchase a car in May as long as I sold it in August before I returned to campus for my junior year. So the search began.

I wanted a station wagon as I mowed lawns and did odd jobs in the summer. My Dad vetoed the first car I found. A 1959 Edsel with seats that "crunched" as the seat foam was disintegrating. The second car received a similar veto. It was a 1958 Chevrolet with rust holes and a generator light that was blinking.

The third candidate became mine. It was a 1963 Rambler 770 which I purchased for \$235.00 and drove it home. In addition to being a station wagon, it had reclining front bucket seats.

It served me well over the summer even though it got better gas mileage than oil mileage. While gas was 23 cents a gallon, I could buy "reclaimed" (used) oil for 19 cents a gallon. It changed its own oil as it used a quart every fifty miles.

As with every year, summer ended too soon. I sold the Rambler for \$250.00 and took my cash back to college, being the only car I ever sold at a profit.



-- The Rummage Box



SS 396 with dual-purpose Turbo Hydra-Matic transmission for the driving man. If you get tired of shifting, put it in "D"

Even a driving enthusiast can get tired of rowing around town on a gearshift. But there are times when the call of the open road makes you want to stir your gears by hand. A dilemma!

But a dilemma with an answer: order Turbo Hydra-Matic in the SS 396. It's an automatic transmission you can shift—really shift—for yourself. Feeling lazy? Slip the selector into "D" and relax. Want to play expert? So make beautiful music on the gearbox. In the Chevelle for the driving man, it's up to you.

**THE QUICK-SIZE  
MANEUVERS LIKE MAGIC  
CHEVELLE**

1967 Chevelle SS 396 ad

## 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.west-ernparegion.org](http://www.west-ernparegion.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:**  
**Guy Davis, Bob Doppelheuer and Mark DeFloria**  
**whose time and talent helped produce this issue.**



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



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# Name That Car

By Mark Jackson

## December's Car



Gary Wiegand was the first to correctly identify December's toy car as a 1960 Plymouth Fury. Bill Maurer and Nancy McKelvey also guessed correctly.

My Aunt Betty, Uncle Griff and cousins Linda and Leslie lived in Cochranon, PA. Uncle Griff's family owned a Chrysler dealership in the area. Aunt Betty and my cousins knew I loved cars and would occasionally send me a model car or two from the dealership. I had two of these Plymouths, but my dog chewed the tail fins off of the other one, so it doesn't show as well. I still have a white 1960 Plymouth Valiant, but the grill is long gone. (I never liked the look of it anyway.) A cool thing about these dealership models that my dad pointed out to me back then, was that they had spring action front wheels, which operated on little plastic "torsion bars" located underneath the model car. Dad said that was Chrysler's idea to make

their cars ride better, and that they were trying to show that feature on the little model cars.

Interestingly enough, my Grandad Jackson from Mount Pleasant actually purchased a 1960 Plymouth Fury. It was powder blue and white. He was amazed at how huge the car was. It barely fit in his garage. He also found it kind of funny to drive because the steering wheel was a rectangular cube shape rather than round. He said, "I go to turn the wheel and it feels like something's missing." It was a cool car and he had it a long time.

## January/February's Car



Be the first to correctly identify the year and make of this car and win a \$15 Sheetz gift card. I spotted this beauty during Carl Erb's tour to Max Motive last year. Call 724-832-9074 and leave a message or email [jackson-mark496@gmail.com](mailto:jackson-mark496@gmail.com).