

THE WESTERN ROUND-UP



October 2026

Promoting the Preservation & Enjoyment
of Antique Automobiles Since 1950.



At the 2026 Western PA Region AACA Car Show
a 1976 Ford Bronco is assigned to its judging class



A 501(c)3
Public Charity
Organization

Directors

Debbie Sheetz, *President*
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John Kuhns, Sr., *Vice President*
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Tony Mascia, *Publicity*
724-244-5656

Phil Beattie, *Safety*
724-205-1661

For more information see the WPR roster available on our website.

How to Become a Member

Do you like old cars? The Western PA Region of the Antique Automobile Club of America (AACA) invites you join our region. Make new, like-minded friends. Enjoy our fun activities, events, and "know-how networking."

You don't have to own an antique vehicle to become a member. However, you must first join our national club, The Antique Automobile Club of America, before joining our Region. For national membership information and to join on line 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*.

Then visit our Western PA Region website for membership information, forms and examples of our activities <http://westernparegion.org>

Our new members are required to attend a Western PA Region monthly meeting to be introduced, officially voted in and welcomed. Our region's 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, which take place at several venues in the Latrobe and Greensburg areas.

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

Calendar 2026

Western PA Region Monthly & Special Meetings & Locations

Tuesday, October 20 Monthly Meeting at 7:00 p.m.

Location - American Legion Post 982, 158 American Legion Rd, Latrobe (Pipetown)

Tuesday, November 17 Monthly Meeting at 7:00 p.m.

Location - American Legion Post 982, 158 American Legion Rd, Latrobe (Pipetown)

Western PA Region Events

Driving Tour to The Air Heritage Aviation Museum at the Beaver County Airport - Postponed until Spring, 2027

Christmas Party - Sunday December 6
at Rizzo's in Crabtree, PA - More information to follow.



2027 AACA National Events

[See aaca.org](http://aaca.org) - [Events - National Shows and Tours](#)
for details and registration links

February 4-6, 2027 - Annual Convention

King of Prussia, Pennsylvania - AACA National 717-534-1910

February 18-20, 2027 Winter Nationals

Melbourne, Florida - AACA National 717-534-1910

April 8-10 - Southeastern Spring Nationals

Charlotte, N.C. - Hornets Nest Region - 704-847-4215

June 3-5, 2027 - Eastern Spring Nationals - Fredericksburg, VA

June 6-11, 2027 - Founders Tour - Winchester, VA

July 22-24, 2027 - Central Spring Nationals - New Ulm, MN

August 25-28, 2027 - Central Fall Nationals - Crystal Lake, IL

September 8-11, 2027 - Special Fall Nationals - Vernon, NY

September 19-24, 2027 - AAA Glidden Tour - Branson, MO

October 5-8, 2027 - Eastern Fall Meet - Hershey, PA

October 25-29, 2027 - Eastern Divisional Tour -
Swedesboro, NJ



A Cascade of Sponsorship Thanks

Here are some samples of the Car Show Judging Class Sponsor thank you prints which will be framed and presented to this year's Judging Class Sponsors in appreciation for their 2026 Car Show support.

Photos are by WPR member Regis Jackson.



WPR President Debbie Sheetz and Dave Sheetz strike classic poses with their 1935 Ford.

What a busy year the Sheetz's have had. We came home long enough to do laundry and repack for the next adventure. Dave and I traveled to Montana with our RV and back using different routes. Visiting National Parks and you know we can always find a car museum or two to visit or even sleep in their parking lot. We also took our RV to Hershey this year for the first time. We had a great time.

We went on our third Glidden tour to Dover Delaware. Touring took us through Delaware, Maryland and a ferry ride with the car to New Jersey. We had a great week of driving and seeing car museums, plantations and air museums. Touring has introduced us to many new friends many of which we also saw at Hershey. I truly wish more of our club members would join us on a tour. Running our 1935 Ford on an international speedway at Dover was certainly the highlight for both of us.

There will be no meeting in December. We will have a Christmas party at Rizzo's in Crabtree on December 6th.

Yes we have had a lot of rain but there is still time to find a sunny cool crisp day to get a car out for a ride...

-- Debbie

Thanks to all of our 2026 Car Show Judging Class Sponsors and our members who reached out to them. We hope you all will be with us again in 2027 and hope to welcome additional new sponsors to the Western PA Region AACA Car Show!



Minutes of the September 15, 2026 Monthly Meeting

A meeting of the Western PA Region of the Antique Automobile Club of America was held on September 15, 2026 at the American Legion Post 982, Latrobe (Pipetown). President Debbie Sheetz called the meeting to order at approximately 7:00 p.m. followed by the Pledge of Allegiance. There were twenty-six (26) members in attendance. There were no guests at tonight's meeting.

Minutes of the August 18, 2026 Monthly Meeting

The August 18, 2026, Monthly Meeting was held at the American Legion Post 982, Latrobe (Pipetown). President Debbie Sheetz asked if there were any corrections to the August 18, 2026 minutes as printed in the September 2026 issue of *The Western Round-Up*. Hearing none, Debbie asked for a motion to approve the Minutes. A motion for approval was made by Brian Ellicker, seconded by Bill Holtzer and unanimously approved.

Treasurers Report – Doreen King

Treasurer Doreen King read the September Treasurers Report. President Debbie Sheetz asked for a motion to approve the Treasurer's Report. A motion for approval was made by Tony Mascia, seconded by Brian Ellicker and unanimously approved.

OLD BUSINESS

Membership – Howard Finney

Howard was not present at tonight's meeting. No Report.

Newsletter – Mark Jackson

Mark Jackson, Editor of *The Western Round-Up*, thanked all the members who contribute articles, photos and articles for *The Western Round-Up*. Mark thanked Cris and Molly Detwiler, Regis Jackson, Flo Myers and Debbie Sheetz for providing information and articles.

Website – Mark DeFloria

Mark DeFloria reminded members to please continue to let him know if they have an address or email address change. Mark asked the members present if they were receiving emails from the region. Chance car tickets remain available online from our web site.

NEW BUSINESS

Sunshine Committee – Flo Myers

Flo was not present at tonight's meeting. No Report. The

WPR Sunshine Committee consists of Flo Myers, Sheila Kurtz, Molly Detwiler and Becky Blank. Please let a member of the committee know when you become aware of a member who can use some sunshine.

Car Show – Flo Myers

President Debbie Sheetz reported that the weather cooperated with a beautiful day for our show. Debbie thanked all the members who came out and helped with the show. Debbie and the members present expressed appreciation for the efforts of Flo Myers, Show Chairperson for all her work with the car show. Debbie stated that members who helped went above and beyond to make the show a success. Debbie also recognized the Shannock Valley AACA Region members who attended the show and participated in judging. The vendors all reported good sales during the show. We had 183 Vehicles on the show field. Debbie reported that a show chairperson (s) is needed for next years show.

Tours – Tom King

Tom King reported that we were looking for someone to put together a tour in October. More information will be provided at later time.

2026 Chance Car

The Region's 2026 Chance Car goes off on October 17th. The antique car is a red 1994 Mustang GT Convertible. Tickets are available from Debbie Sheetz. Contact Doreen and Tom King to schedule to take the car out to sell tickets. Tickets can be purchased on-line from the Region's web page.

The members present discussed taking the car to the Hershey Region AACA Car Show, as there were spaces still available and ticket sales were lagging this year. Molly Detwiler offered to drive the car to and from Hershey. President Debbie Sheetz and the Region directors present at tonight's meeting conferred for a few minutes. Then Debbie announced that the directors voted to take the car to the Hershey Region AACA show. Debbie asked that the members return to her any tickets, stubs and money at or by the as soon as possible.

WPR Badge Fines

WPR Badge Fines of one dollar each were collected during the meeting from those not wearing their WPR name badges. The collected amount was added to the previous amounts collected bringing the badge fine kitty. The winner of the collected pot is

then randomly selected from the WPR Roster at the meeting. #47 was selected, John Kuhns Sr. John was present. As always, it pays to attend!

Drive Your Antique Car Award

Cris Detwiler won the September Meeting's Drive Your Antique Car Award drawing. Members who drive their antique cars to a WPR meeting or event are eligible for the drawing to receive this award and treasure it until the next event, when it is passed on.

Meeting Snacks – Toni Beattie

Many thanks to Toni and Phil Beattie for providing snacks and bottled water for tonight's meeting.

October 20st Monthly Meeting

The October Monthly Meeting will be Tuesday, October 20th at the American Legion Post 982, Latrobe (Pipetown).

Adjournment

At 8:13p.m. President Debbie Sheetz called for a motion to adjourn. A motion was made by Tony Mascia, seconded by Becky Blank and unanimously approved.

-- Respectfully submitted by Mark DeFloria, Secretary

Drive Your Antique Car Award



Cris Detwiler receives the Drive Your Antique Car Award from WPR President Debbie Sheetz at the September Monthly Meeting for driving an antique car to the meeting. Cris will enjoy possession of the award until the next WPR meeting or event when it will be passed on. Members who drive an antique car to a WPR event are eligible by drawing to win custody of this coveted award.

The mounted timing chain symbolizes taking time out to enjoy driving your antique cars. When you drive them you also stir fond memories within many members of our community when they see you pass by.

Sharing Keeps the Story Alive



By Charlotte Dahlenburg
Great Southern Region
Newsletter Editor



There's something special about old cars. It's not just the chrome or the curves, or even the sound of an engine that doesn't quite purr the way new ones do, it's what they represent. These machines carry more than just people, they carry memories. Some are deeply personal, the first time behind the wheel, a long summer road trip, cruising to your favorite diner with the windows down and music up. Others reflect the broader journey we've taken as a society, the innovations that pushed the industry forward, the missteps that taught us hard lessons, and the trends that defined entire generations.

In every restored panel and every original detail, there's a story waiting to be told. Some of those stories are well-known: iconic models, historic races, design breakthroughs. But just as important are the stories that live quietly in the hearts of everyday enthusiasts. Stories of rebuilding a car with your grandfather; of breaking down on the side of the road and finding help from a stranger; or of finally tracking down the vehicle you always dreamed of owning.

That's the real heart of this club. Yes, we love the cars. But more than that, we love what they mean. We're memory keepers, in a way. We help ensure that the past doesn't disappear beneath the dust and rust. We can't remember everything. But together, we can preserve the memories that matter most, the ones that connect us, inspire us, and remind us why we do what we do.

So here's my ask to you: send in your stories to your local region or chapter newsletter editor or share with the entire AACA club. Tell us about the car that got away or the one you finally found. Share a road trip memory, a restoration saga, or even a photo with a few lines about what it means to you. Big or small, every story adds to the rich tapestry we're building and once it's shared, it lives forever.

-- The Rummage Box

The Road Less Traveled By

by Guy J. Davis



The original owner of this 1970 Ford Mustang Boss 302 parked it in his Latrobe backyard in 1974, where it sat immobile for 52 years.

Tony graduated from Latrobe High School in 1966. Shortly thereafter, Uncle Sam came a calling and Tony soon found himself immersed in the jungles of Vietnam. Following his deployment to Southeast Asia, he was stationed at Fort Bragg in North Carolina. In order to visit home when on leave, Tony needed a proper means of transportation, and on a car lot at Luther Ford in Homer City, he spotted a factory fresh bright yellow 1970 Ford Mustang Boss 302. Following a payment of \$3,472.00, plus \$17.00 for registration and plate fee, the young soldier proudly sat behind the wheel of his shiny, new spirited pony which would become a life-long attachment.

Ford first manufactured the Boss Mustang in 1969 in order to wrestle away the SCCA Trans-Am championship trophy from the Chevrolet Camaro which had captured the crown in 1968 and 1969. With Parnelli Jones racing a Boss 302, Ford won the Trans-Am title in 1970. The SCCA's homologation requirements necessitated manufacturers offer similar models to the general public. The street model Boss 302 contained a high revving engine topped by a Holley 780 CFM carburetor, four speed manual transmission with Hurst shifter, staggered rear shocks, reinforced shock towers, larger sway bars, heavier duty

spindles, rolled fender wells for larger tires, and eye-catching graphics. For the general public, Ford produced only 7013 Boss 302s in 1970, many of which were raced, altered, or destroyed during the hey day of street racing.

Following his stint in the Army, Tony returned home to Westmoreland County for good. He found employment, married, raised a family, and joined several sportsmen's clubs. In 1974, for reasons known only to Tony and God, he parked his prized Boss 302 in the backyard of his house in Latrobe where it would remain immobile for the next 52 years. As time ticked by, those who knew of the Boss would try to purchase it from Tony but he refused to part with his prized steed. Years turned into decades, and the story of the Boss ballooned into folk-lore proportions. Knowledge of its whereabouts was kept secret by those who continued to dog Tony in order to try and purchase the legendary car.

Several years ago, I heard a rumor about a yellow 1970 Boss Mustang sitting in a back yard of a home in Latrobe. Having a fondness for Ford Mustangs, I did some further investigating, and alongside of my son Ben we peered into the backyards of several homes on the street where the Boss was supposedly



Many tried unsuccessfully to purchase the Mustang. After the owner's passing in April, a letter I left him years earlier led his family to me.

located. Stepping about 15 feet onto the property between two homes, we looked around a corner and to our amazement; we realized that the rumors and stories of the mysterious Mustang were true. There in the middle of a yard sat a yellow 1970 Boss 302 still resting on its original factory polyglass tires. Ben and I did not go any further onto the property, but walked up onto the front porch of the home and knocked on the door. No one answered and after several more attempts in the ensuing months, no contact was ever made with the owner. My final thought on the matter was to leave a letter in his mail box explaining who I was, my interest in his Boss, and how I would like to restore it and preserve it as an important piece of automotive history. There was no response to my letter and so I concluded that the owner who shunned away many other offers over the years was simply not interested in letting the car go.

This past June, I received a text message on my old flip phone from a woman named Tracey. Since I do not text, I proceeded to phone her and we engaged in an enjoyable and informative conversation. It turned out that her father was Tony, the original owner of the Boss 302! She informed me that her father had passed away in April and as she was going through his

home she came across the letter which I had written to him years earlier. Tracey revealed to me that her father never saved anything, but for some reason, he had kept my letter and she wanted to know if I was still interested in acquiring her Dad's beloved car to which I responded yes. We agreed on a price and on July 28 my brother Dave drove his tilt-bed truck to Tony's house to retrieve the yellow Boss. Pennsylvania weather is not kind to metal, plastic, or vinyl and all mice need a cozy abode, but with a lot of elbow grease, new parts, and a fresh coat of yellow paint, this piece of automotive history should speed down that road less traveled by once more. Aside from its unique race-bred heritage, this Boss is a one owner car with 22,000 original miles, and came with the sales slip from Luther Ford along with a lot of precious memories from Tony and his family.

They're Still Out There!

by Bill Holtzer

These vehicles are up on Route 356 before you get to Butler, PA.



Here are a 1957 Chevy Station Wagon and 1958 Chevy pick up truck.



This 1976 Ford Bronco has a cloth top and still has a Bicentennial plate on it.



A 1955 Ford cabover truck with a slant bed on it.



A 1948 GMC Silversides Bus with a split windshield and a custom decorative wing ornament



Historic Western PA Region AACA "Plate" at Cafe 993 in Manor

Once upon a time, cozy diners and family restaurants would offer "Blue Plate Specials" to help promote their savory home cooked meals and build their loyal customer base. Western PA Region member Brian Ellicker recently came across an interesting "plate" at Cafe 993 in Manor, PA. Rather than a "Blue Plate Special" with ham and eggs or a hot meatloaf sandwich, this "plate" hangs above the Cafe 993 door. It has some "blue" print on it along with some yellow logos. What makes it "special" is that it's a Western PA Region AACA 50th Anniversary license plate from 1985.

Thanks Brian for sharing this photo. You can see this plate for yourself and enjoy a hearty breakfast or lunch at [Cafe 993 located at 100 Manor Harrison City Road, Manor, PA 15665](#)

When YOU Come to a Crossroads...



By Phillip Cole
2026 Executive Vice President



In the Spring of 2000, I attended a communications workshop for nonprofit groups, churches and civic clubs in Nashville, Tennessee. The main topic of this workshop was “Life in the 21st Century”. Looking at the list of speakers, I couldn’t help but notice that one speaker had given his session a different topic, “Survival in the 21st Century”. I made a point of arriving early for his session, because his topic had really caught my eye. He began with a surprising prediction, “Over the next twenty-five years, one out of every four nonprofit groups will cease to exist!” Sadly, in my own community I have witnessed the truth in this gentleman’s prediction: Churches have closed their doors; civic groups have ceased to meet; and, community projects are no longer supported. And yes, we have seen a slowing of loss in AACA membership which has been overcome...But that’s not the end of the story.

Now, entering the second quarter of the 21st century, as members of AACA we find ourselves at a crossroad. Are we

going to continue to just survive or are we going to flourish and move forward? I would ask that we all follow these three aims to help us move forward:

Reaffirm our Mission: The mission statement of AACA clearly states that we strive to be “America’s Premier Resource for the Collectible Vehicle Community.” Our mission statement should be the core value of who we are and where we are going.

Embrace Change: Coming to a crossroad means we may have to make some daunting decisions. But if we want to flourish and move forward, we must be willing to embrace change and encourage growth.

Be Supportive of AACA: Moving forward and overcoming road blocks that confront us are always best achieved through supportive community. We should all be supportive at the local level through our regions and chapters and at the national level through our national events. And yes, the best way to form and grow our supportive community is to encourage others to join us.

One of my favorite poets is Robert Frost. I recently discovered a concise but powerful quote where Frost gave advice about facing a crossroad: “The only what out is through...”

As we seek to flourish and move forward in the coming days and years as members of AACA, let’s buckle up and drive straight through.

-- The Rummage Box

A Look at Some Classy 2026 Hershey Auction Action



Western PA Region Director/Secretary Mark DeFloria took these photos during the recent 2026 Hershey Auction featuring two incredible cars that you don't often get a chance to see in the flesh. On the left is a 1934 Duesenberg Model J



Convertible Berline. On the right, a 1934 LaSalle Series 50 Convertible Coupe makes its way past the crowd.

Many Western PA Region members visited and participated in Hershey this year and the weather was great.

Franklin - The Air-Cooled Engine Pioneer

Source - Wikipedia

Photo - Public Domain

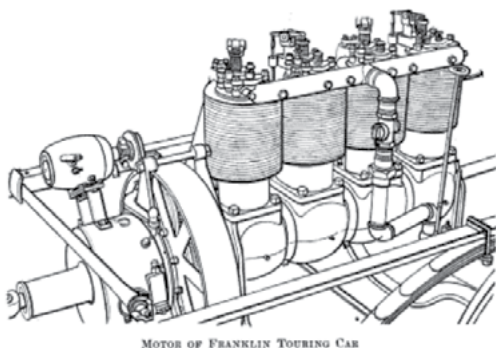


A 1907 Franklin Model D roadster with Mrs. Frank S. Bliven at the wheel with her daughter. Frank S. Bliven was a Washington D.C Franklin dealer

The Franklin Automobile Company was an American automobile manufacturer between 1902 and 1934 in Syracuse, New York. Herbert H. Franklin, the founder, began his career in the metal die casting business before establishing his automobile enterprise.

The two major characteristics of their automobiles were their air-cooled engines and in the early years their lightness and responsiveness when compared with other luxury cars.

All Franklin cars were air-cooled, which the company considered simpler and more reliable than water cooling, and the company considered light weight to be critical in making a well-performing car given the limited power of the engines then available. Most Franklins were wood-framed, though the very first used an angle iron frame (1902) and, beginning in 1928, the heavier cars adopted a conventional pressed-steel frame. Lightweight aluminum was used in quantity, to the extent that Franklin was reckoned to be the largest user of aluminum in the world in the early years of the company.



Early Franklin air-cooled engine

Offerings for 1904 included a touring car model with a detachable rear tonneau and which seated four passengers. The transverse-mounted, vertical straight-four engine, producing 10 hp was mounted at the front of the car. A two-speed planetary transmission was fitted. The car weighed 1,100 lb. List price was \$1,300. By contrast, the Ford Model F in 1905 was priced at \$1,000, a Cole 30 was \$1,500, the Ford Model S \$700, the high-volume Oldsmobile Runabout \$650.

Franklin cars were technological leaders, first with six cylinders (by 1905) and automatic spark advance, in 1907. Demonstrating reliability, L. L. Whitman drove a Franklin from New York City to San Francisco in 1906 in 15 days 2 hours 15 minutes, a new record.

Franklin was the undisputed leader in air-cooled cars at a time when virtually every other manufacturer had adopted water cooling as cheaper and easier to manufacture. Before the invention of antifreeze, the air-cooled car had a huge advantage in cold weather, and Franklins were popular among people such as doctors, who needed an all-weather machine. The limitation of air-cooling was the size of the cylinder bore



1919 Franklin advertisement



Beautiful 1929 Franklin art deco advertisement illustrated by Elmer C. Stoner.

and the available area for the valves, which limited the power output of the earlier Franklins. By 1921, a change in cooling—moving the fan from sucking hot air to blowing cool air—led the way to the gradual increase in power.

Franklins were often rather odd-looking cars, although some were distinctly handsome with Renault-style hoods. Starting in 1925, at the demand of dealers, Franklins were redesigned to look like conventional cars sporting a massive nickel-plated "dummy radiator" which served as an air intake and was called a "hoodfront". This design by J. Frank DeCausse enabled the Franklin to employ conventional styling. The same year, Franklin introduced the boat-tail to car design.

In 1930 Franklin introduced a new type of engine which ultimately produced 100 horsepower, with one of the highest power-to-weight ratios of the time. In 1932, in response to competition amongst luxury car makers, Franklin brought out a twelve-cylinder engine. Air cooled with 398 cubic inches, it developed 150 hp. It was designed to be installed in a light-weight chassis, but the car became a 6,000-pound behemoth when Franklin engineers were overruled by management sent in from banks to recover bad loans. Although attractive, the

Twelve was the wrong vehicle to be building after the crash of 1929 and the subsequent Great Depression. The cars sold poorly and failed to recover the company's investment. The company declared bankruptcy in 1934. Car production did not survive, but the name and assets were sold.

Production of air-cooled engines for commercial and aircraft use was continued by Aircooled Motors of Syracuse. This company was bought after World War II by Preston Tucker. The flat-six engines were fitted with water-cooling jackets and used in the short lived Tucker automobile. The company was sold again after Tucker was disbanded.



1932 Supercharged Air-Cooled Franklin Twelve (V12) advertisement

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 nine times per year. Combined issues are January/February, March/April and November/December. Monthly issues are May, June, July, August, September and October. Issues are posted on the Region's website: 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.

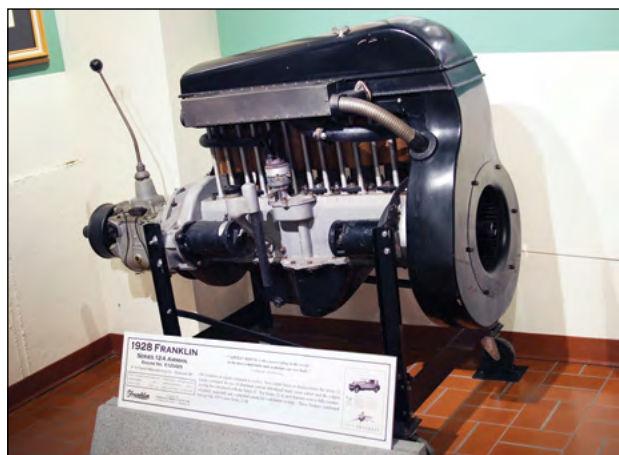
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Guy Davis, Ben Davis, Mark DeFloria, Brian Ellicker, Bill Holtzer, Regis Jackson and Debbie Sheetz for their time and talent, which helped produce this issue.



1928 Franklin Series 12-A Airman Engine



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



Name That Car

by Mark Jackson

September's Car



Bill Maurer was the first to correctly identify September's Car as a 1980 Dodge Mirada. This AACA Senior Award Mirada was shown by owner Dave Powers at the 2026 Western PA Region Car Show on September 6th.

The Mirada was a mid-sized, rear-wheel-drive luxury coupe built on the Chrysler J-body platform. Introduced during a period when Chrysler was facing deep financial instability, it was designed to compete directly against the Ford Thunderbird and Chevrolet Monte Carlo. The slant grille design was inspired by the mid-1930s Cords. Miradas were discontinued in 1983.

Resource - Wikipedia and AI

October's Car(s)



Jill and I saw these two antique cars in tow at a Sheetz station on our way to a wedding several years ago. Can you identify the make and model of these two coupes? It's hard to tell the exact years, but I will tell you they are from the early 1960s.

Be the first to contact me with the correct answers and win a Sheetz \$10 gift card if you have not won one already. If you've already won this year go ahead and contact me with your guess just for fun. Email jacksonmark469@gmail.com or call 724-832-9074 and leave a message.