

THE ROAD MAP

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THE OFFICIAL NEWS LETTER OF
NEW JERSEY REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

February 2020

Vol. 64 No.02





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February 2020



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UNDER THE HOOD

Notes from the editor



Well, 2020 has started off with a bang!! Check out Dave

Cavagnaro's article on his trip to Barrett Jackson in this issue, it's seriously good stuff. And again another article from Rich Reina on maintaining and troubleshooting you classic car. Honestly folks this type of writing is gold, pure gold. When the membership gets together and shares collective wisdom or experiences with the rest of us through the newsletter, we all win.

Our Region newsletter belongs to all of us and it would be fantastic if all of you would share your experiences in articles every month. Don't worry about grammar or spelling or anything like that, someone will proof the article and make it all shiny and suitable for publication. Give it try!!!

On My honor.....
Jay DeBoey (#1540)
908-963-5985



Back Cover

Front Cover



Roy Hardgrove's 1976 Lincoln, Story on Page xx



Rick Weingart's Model A will be the Cover Car for March 2020



upcoming EVENTS



NJ AACAA EVENTS

FEBRUARY

6th NJ Region AACAA 733rd monthly meeting Morris Plains VFW Post 3401, 45 Tabor Road, Morris Plains, NJ, 8:00 PM

MARCH

5th NJ Region AACAA 734th monthly meeting Morris Plains VFW Post 3401, 45 Tabor Road, Morris Plains, NJ, 8:00 PM

APRIL

2ND NJ Region AACAA 735th monthly meeting Morris Plains VFW Post 3401, 45 Tabor Road, Morris Plains, NJ, 8:00 PM

25TH Dairy Queen Exhibition 231 State Rte 31 S, Washington, NJ 11AM Contact wjpritchett@gmail.com

MAY

3RD 69TH Annual Collectable Car Show & Swap Meet 9AM-3PM 161 East Hanover Ave. Morristown NJ 07960 Contact peter.cullenjr@pseg.com

7th NJ Region AACAA 736th monthly meeting Morris Plains VFW Post 3401, 45 Tabor Road, Morris Plains, NJ, 8:00 PM

15-17th SPRING FLING Newark DE
Contact Bill Pritchett wjpritchett@gmail.com

NEXT MEETING

The February (733rd) meeting of the New Jersey Region AACAA will be held at the VFW on Rt. 53 in Morris Plains

7:30 PM Feb 6th, 2020



AACA NATIONAL EVENTS

FEBRUARY

6-8th AACAA Annual Convention Meeting Philadelphia PA

7-9th - Boca Raton Resort & Club, FL - 14th Annual Boca Raton Concours D'Elegance. Tremendous weekend of events benefitting the Boys & Girls Clubs of Broward County. Contact : Kerry Becker, (954) 537-1010. Website: www.bocaratonconcours.com/event/

27-29th — Winter Nationals — South Florida Region
Brochure : [2020 WINTER NATIONALS](#)

MARCH

1st - Hamburg, PA, Ontelaunee Region, Swap Meet/ Car Corral. Hamburg Field House. Lester Manwiller
Email Lhedgehog1@aol.com or 610-823-4656.

APRIL

2-4th - Southeastern Spring Nationals, Hornets Nest Region, Charlotte NC
Contact : Phillip Cole lakeholme@att.net
Brochure : [2020 SE SPRING NATS](#)

23-25th - Western Spring Nationals & Founders Tour Phoenix Region. Brochure : [2020 W SPRING NATS](#)
Contact : Roger Irland Email Mopar37206@att.net

MAY

7-9th—Central Spring Nationals Auburn IN
Contact Pat Buckley pbuckley@aacaa.org
Brochure : [CENTRAL SPRING NATS](#)

13-16th—Eastern Divisional Tour Eastern Shore of Maryland. Eastern shore and Bay Country Regions
Contact : Charles Emery cemery@verizon.net
Brochure : [EASTERN DIVISIONAL TOUR](#)



All events are to be submitted to the Vice President for clearance.



*A Message from the
Incoming President
February 2020*

We bid adieu to our President for the last two years at the Annual Awards Banquet at the beginning of January. In my estimation, Jerry did a fine job representing us in AACA events and car shows he attended. I only hope I can do as well as he did! The header on Jerry's President's Message often listed his ship, USS Mount Whitney LCC 20. He gets embarrassed when I tease him about it, but he was the Captain of that ship and it is evident he is proud of it! I just hope he is as proud of his efforts as the "Captain" of the New Jersey Region AACA! Now we are looking forward to another great year in the New Jersey Region AACA!



The torch is passed, the Briggs era begins

Last month our Annual Awards Banquet was held for the last time at Zeris Inn in Mountain Lakes. The owners have sold the property and an Assisted Living facility will be built there. For us at this point, that provides two potential benefits. The first benefit is that many members, for one reason or another, grew tired of the facility, and in some cases, no longer attended. A new venue next year should eliminate that!

Another benefit is that, under Abe Platt's tutelage, we have another location to hold a car show for which the Region can obtain another donation!

If anyone has any suggestions regarding the location or format of our future Annual Awards program, please discuss it with Pat Hogan, our Awards Banquet Chairperson.

This month we are off to the 84th AACA Annual Convention, renamed from the Annual Meeting just this year, in Philadelphia. Many New Jersey Region members are involved in this affair. Ray and Judy Fischer are Mike Jones' assistants in producing the Annual Convention. Judy's efforts for this year's convention began immediately after last year's was over as she is responsible for the Trade Show.

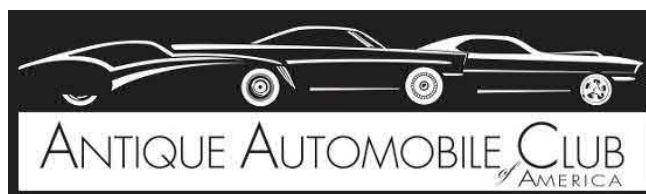
Greg and June Roser are again hosting the AACA Hospitality Suite. A couple years ago, in preparation for his first year hosting, Greg actually attended Bartender's school. Come see if you can stump him with some exotic drink!

Wayne Tuck and I will be presenting in seminars, Wayne with Paula Ruby and myself with Dave Anspach. Wayne and Paula will be presenting the seminar "Region Guide to Successful Membership Recruiting on Saturday at 10:00 AM in the Philadelphia Ballroom North. Dave and I will be presenting the seminar "Publications Producing a Successful Newsletter and Copyright Infringement" on Friday at 1:15 PM in Salon 5 & 6 on the Mezzanine Level. Okay, so neither of these subjects excites you? Check the schedule, it is available on the AACA website now, and pick a couple seminars that do excite you. Stacy Zimmermann at National Headquarters has done a terrific job of obtaining and scheduling subjects and presenters. There really is something for everyone!

Judge's School this year has been divided into two sessions; experienced and inexperienced. Pick your poison and attend one of them! If you are just curious about how AACA judging works, attend the session for inexperienced judges. I guarantee you will look at your car and the judges who try to judge it fairly differently!

Our newly elected VP, Suds Reddy, has created a fine preliminary calendar of events for 2020. You can find it on our website, www.njaaca.com. I expect it will also be published in this road map. Look it over and start making plans for this coming year!

Respectfully submitted,
Art Briggs, President
NJAACA #1469



NJ REGION AACA
Minutes – Jan 5th, 2020 #732
Annual Banquet & Installation of Officers



Outgoing President Jerry Peck called the meeting to order at 12:35PM.

All stood for the Pledge of Allegiance.

All past presidents in attendance were asked to stand and be honored.

All veterans in attendance were asked to stand and be honored.

The New Jersey Region's officers were presented for 2020, and were administered the oath of office by Wayne Tuck.

President Art Briggs, Vice President Suds Reddy, Secretary Gregory Roser, Treasurer Timothy Schimmel, Membership Secretary William Pritchett, VP of Administration Edward Geller

President for 2020 Art Briggs welcomed everyone to the banquet.

Past President Gregory Roser led the invocation for our meal.

Vice-President Suds Reddy gave us the details of the club's upcoming events. Gregory Roser invited all AACA Annual Convention attendees to visit the AACA Hospitality Suite in Room 2301 on Thursday & Friday evenings, where he and June will be hosting for the fourth year. The hours will be posted on the door and at the lobby elevators.

The following guests were introduced: Herb Singe's caretaker Josie, Max Altenburg, Jim Briggs, and Perri Lee.

A motion was made to waive the regular agenda and adjourn the business meeting at 1:00PM.

Awards Presentation

The top 12 points recipients are as follows: Abe Platt, Brian Pritchett, Pete Cullen Bill Pritchett, Bernie Cooney, Bob Smith, LeRoy Gearhart, Bob Hudak, Jay DeBoey, Craig Kunz, Gregory Roser, Bill & Gayle Stroh

Committee awards went to Abe Platt for chairing 12 committees, Bill Pritchett for chairing 6, Bernie Cooney, Pat Hogan and Art Briggs for chairing 4, and to Wayne Tuck, Brenda Zimmerman, Pete Cullen, Herb Singe, Jay DeBoey and Bob Smith for chairing 3 committees. In addition there were 22 members who chaired 1 or 2 committees.

Spring Meet awards for 2019 went to Pete Cullen and Ron Hutchins

Personal achievement awards went to: Abe Platt for "New Membership" and "Participation" (2018/2019), Art Briggs (2018) and Abe Platt (2019) for the "Editor's Award", and to Leif

Mangulson as the "Most Honored Member" for 2019.

The awards ceremony was completed at 2:38PM.

Respectfully submitted,

Gregory Roser
NJAACA #1398
Region Secretary



Membership Secretary Bill Pritchett accepts his certificate of appreciation for his hard work



Vicki and Sven accept the award for Most Honored Member of 2019 for Leif Mangulson....Proud Parents



FEBRUARY ANNIVERSARIES

14.... KING & PEGGY SCHAEDEL	59
21.... ED & DEBBIE SYMONDS.....	38
24.... DUANE & TRISHA COPLEY	46

FEBRUARY BIRTHDAYS

8	CHUCK TOYE
16.....	ROBERT GRUB JR.
19.....	DIANE MANGANELLI
21.....	EDWARD SYMONDS
24.....	BRYAN BURKE
25.....	SVEN MANGULSON
26.....	JOSE DEFREITA
27.....	CHARLES BATES
27.....	PAT HOGAN
27.....	BRIAN PRITCHETT
27.....	STEPHANIE PRITCHETT-WITKOWSKI





The opening of the Barrett Jackson 2020 Scottsdale Auction with the National Anthem

**Barrett Jackson Auction
Scottsdale AZ, January 16, 2020**

By Dave Cavagnaro

*All photos supplied courtesy of
"Barrett-Jackson Auction Company"*

What a day!! Bennie and I 'snowbird' in Saddlebrooke, AZ. The development we rent in offers many activities and keeps all the seniors busy. One of the offerings is for car folks like us. They schedule a bus trip to the Barrett Jackson Auction in Scottsdale.

This was my second time to participate. We



Lot 1101 Buick LaSabre

There was so much traffic going to the auction that we were in stop & go traffic before the exit ramp on the highway. After about 20 minutes of the stop and go we made it to the unloading location. Next was security, this was very much what you experience with the



Lot 1058.1 1957 Chevrolet Bel Air

TSA at the airports. I was fortunate in that we had our entrance tickets as part of the package as the entry ticket line was VERY long.

Upon entering you are in a very large sponsor pavilion. Here many car companies and other auto related vendors have display areas. Ford offers an opportunity for you to participate in a virtual auto race. They have two Mustangs on a platform. The person gets to drive the car on this simulated track. However

boarded the bus for the 2 hour ride. As it turned out the trip turned out to be a bit more then two hours.

the car and driving experience is real, real Mustangs running on real dynos with all the noise, smoke etc. of a real race. As you can imagine the line was very long, so I passed on it. Continuing through the pavilion you are overcome by the luxury vehicles and products on display. The last display area featured Corvettes. They had FIVE - 2020 Vets on display.



Barrett Jackson Staff put final polish on a vehicle

Very impressive, and the crowds were showing the enthusiasm. The crowds at this display as everywhere else were huge. The new mid-engine Corvette sets new standards for sure. Interestingly, it has two



Picture caption

storage areas for luggage. One in the very front where the radiator used to be and one in the very rear. They provide a fair amount of space, but I hope they offer a set of 'custom' luggage like they did back in the 30's.

Next is the main Auction Pavilion. Can't say for sure, but I would guess seating for well over a thousand. Sound levels were high and activity never stops. None of the 'super cars' that you see on TV were being bid on during my visit. Each car that came

up spent about two minutes (or less) on the bidding block. Interestingly, every car I watched was ham-



The Sponsor Pavilion

mered down sold after it made it to the exit ramp. The day I was there, about 400+ cars were to be auctioned. A Daily Car list is provided so you can view the vehicles before auction time and get an idea as to when they will come up for auction. Some of the interesting vehicles I watched were: 1976 Ford Bronco @ 90K, 1989 Nissan Skyline, kind of pick up truck @ 100K, 1995 Ford Bronco @ 67K, 1967 Nova Custom Coupe @ 55K, 1962 Toyota Land Cruiser @ 90K, 1968 Chevelle SS 396 @ 47K and on and on.. One of the very surprising ones to cross the block while I watched was a 1935 Ford Phaeton. I had looked at this car out in the vehicle display tents. It was outstanding, Dark blue duel side-mount with tan leather interior and tan top. A car that a few years ago would have brought a very high price went for 40K. The hobby she is changing.



Picture caption

Exiting the auction pavilion puts you in a carnival type setting. A long food court with numerous

parts, specialty, custom, recreation vehicle, vendors with a sound stage in the center for live musical performers. Again very noisy and busy. On both sides of the center court are auction vehicle display tents.



Hundreds upon hundreds of vehicles to view. The policy has changed since my last visit. Last time, as a vehicle sold, the sale price was written on the sold sticker. It was interesting to see the vehicle and what it sold for. In fact, many had sold at what I considered a very reasonable price. This time only a sold sticker was on the windshield, no sale price was provided.

Continuing down the center court brings you to the performance track area. Here, Chevrolet, Dodge, Ford and Toyota offer you the opportunity to ride in their vehicles. The track is very short and tight. You do not drive, they have professional drivers take you for a ride. The lines are long, but move fast. I chose to do as I did last time, Chevrolet and Dodge. The Chevrolet was a Camaro (no Vettes were there dam it).

The Camaro was impressive, something in the 420 HP range on a tight oval with 90 degree corners.. The Dodge was unbelievable, their track is a bit different. A tight oval like the Camaro, but with two figure eights in the center. The driver takes you through the oval first then does one figure eight to the left and the second to the right. At this point you are traveling as much sideways as forward. My driver, a 19 year old explained that since the track is so small they have the cars set up to use only about 450 / 500 hp of the possible 720 available. Each car goes through two sets of tires per demonstration day. There is a service truck putting new tires for all the the display vehicles off to the side with stacks of worn tires... Another interesting tidbit at the end of the model year the cars are sold (with full manufacture warranty). There is a waiting list of interested buyers, and they are sold in Manhime, PA.

It was back to the auction pavilion to sit and rest while waiting for the exit time when the bus would return. The level of activity had not changed. Calls and whistles from the 'crowd workers' as people placed bids and the internet bids were displayed. A true Auto overload day and happy to let the driver do the return 2 hour trip. Hope to do it again next year....

*Submitted by
Dave Cavagnaro
NJAACA #1270*

A very Special Thank You to Matt Ferguson, Marketing Communications Specialist at Barrett Jackson Auction Company for supplying all of the Photo's in this article.





They're Only Original Once Fred Trusty HPOF Chairman



This is the 5th in a series of articles about original vehicles; Historical Preservation Original Features (HPOF) class. The 1st article was an overview of the HPOF class, the 2nd opened the doors and looked inside, the 3rd looked at the exterior, the 4th looked at convertible tops, trim, glass, wheels, tires, and now we look at the evaluation process.

The HPOF evaluation sheet is different from a class judging sheet. With HPOF there is only one evaluation sheet that the team captain fills out with input from the other judge(s) on the two or three person judging team. The sheet is based on a 30-point system with boxes for individual items that are checked for non-compliance. A copy of the evaluation sheet is on the AACA website under "Publications" and "Judges Guidelines". There is a column for the owner to check off any items that are known to be non-compliant and also a column that the judges use. One thing to note is that the judges don't automatically check a box in their column if the owner has it checked. The owner is under no obligation to check any of the boxes. All we ask for is owners to be honest.

There are two levels of awards with HPOF. The first level is the HPOF "Oval" which would be the equivalent of a First Junior award and the second and most prestigious level is the HPOF Original which is equivalent to a Senior award in class judging. Obviously, the bar is set higher for the Original level than that of the Oval. The sheet is set up so that an older vehicle has a lower compliance threshold as can be seen in the table below.

It should be noted that there is usually some interaction between the team captain and the vehicle owner. The typical scenario is the team captain introduces himself and asks a question about the vehicle such as, "how long have you owned the car?" Most owners are more than happy to share any history with the judges. It's nice to hear the "it's been in the family since new" type of stories.

The judges walk around the car together, look at the engine bay, interior, exterior, and chassis and then step back and discuss what they saw. As with class judging, documentation might be requested.

Many times an owner has purchased the vehicle as is and really doesn't know any of the history of the car. For example, the judges might feel that the car has had a total repaint but unless there is evidence to support their suspensions, the benefit of the doubt goes to the owner. There are also scenarios where a very early car was probably repainted many years ago but the paint has developed a patina of its own to the point that the judges can't determine if it has been repainted or not. So the decision goes in favor of the owner.

There are too many specific scenarios to cover in a short article but if you have any specific questions, please feel free to contact me. My contact information is in the Antique Automobile magazine on the director information page.

Remember, they're only original once.



Abe Platt's 1989 Cougar is HPOF certified.
Consider getting your certification too! It's a proud badge to wear.

Richard N. Payne
CERTIFIED AGENT

Central New Jersey
908-625-1498 CELL
908-572-7005 OFFICE
1fst427@gmail.com



Auto Appraisal Group Inc.

Toll Free 800-848-2886 Fax 888-575-9319 www.autoappraisal.com



Owned by Roy Hardgrove

Piscataway, New Jersey

Photography for this article was provided by Abe Platt

Roy always wanted to own a “Hot Rod” or antique car as long as he could remember. Roy had gotten married, had a wife and children to support, so he put his dream on hold. Roy’s Uncle owned a 1976 Lincoln Continental Town Car, which sat in his garage for about 10 years after he became ill. When he died, Roy’s Aunt was going to junk the car, but he argued that he could take the Lincoln and gradually restore it. His dream had come true after twenty years and he had the Lincoln towed to his home. After installing a new battery in the car, it started right up with the help of a little starting fluid and it ran smoothly.

The fifth generation Lincoln Continental was produced from 1970 through 1979. The 1975 and 1976 models shared

the same body style. The 1976 Lincoln Continental Town Car was introduced on October 3, 1975. This Lincoln has a tan exterior with a saddle brown vinyl “Coach Roof” and has tan leather interior.

Since the car had sat so long in a garage, it needed a lot of work. Especially the “Coach Roof”, which had been mauled by a stray cat that had taken shelter

in my Uncle’s garage over the years. When Roy first got the car, he had to replace the driveshaft, because the original one was dented by his Uncle driving too fast over speed bumps. Over the years Roy installed aluminum wheels, installed a dual exhaust, a completely new braking system, steering box, fuel pump, and did general maintenance. About six years ago he added a continental kit behind the trunk, which added approximately 18 inches to the overall length of the car. Roy had a picture of the Navy Seabees professionally painted on the wheel cover of the continental kit in honor of his son who served 20 years in the Navy. Roy is very proud of his son’s service to our Country.

The car has won many trophies over the years and



DIMENSIONS		POWERTRAIN		OVERVIEW	
Weight	5,344 lbs.	Engine	460 cu. in. V-8 with 220 hp.	Manufacturer	Lincoln
Wheelbase	127.2 in.			Production	43,983 four-door models
Length	232.9 in.	Transmission	3-speed C6 automatic		
Width	79.6 in.			Assembly	Wixom, MI.



he has driven it with his Mother-in-Law to numerous shows and events. She was as enthusiastic as Roy is about old cars and loved the comfort of the Lincoln's smooth ride and comfortable seats, which he had professionally restored a few years ago.

One evening Roy was driving home with his son from a cruise night when his son smelled gasoline. Roy also started to smell a gas odor and pulled

extinguisher handy for emergencies. Roy had the car towed home and had to replace the left side plug wires, small wires on the coil, gas hose, and he also replaced the carburetor.

On two different occasions when driving the Lincoln either to or from an event, Roy has been stopped by the Police. Each time wondering what he had done wrong as an Officer approached the Lincoln. Roy was soon relieved to find out that the officer only wanted to get a closer look at the Lincoln, reminiscing about when his father, or some other relative had owned a similar Lincoln Continental.

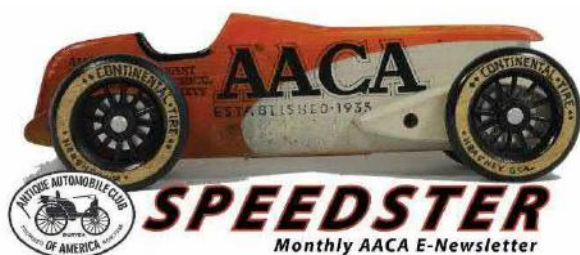
Roy enjoys driving the Lincoln locally and to shows in New York State, Pennsylvania, the Jersey shore. The car has an 8-track tape player plus an adapter to play cassettes and as he cruises along listening to his favorite music, he is ever watchful for red flashing lights behind him, hoping it will be another Police Officer just wanting a closer look at the beautiful Lincoln Continental Town Car.



over to the side of the road. They were about half-way home as smoke appeared from under the hood. Gasoline had leaked onto the engine and caught fire. Thinking quickly, Roy grabbed the fire extinguisher in the trunk and put out the fire and was glad he had the



The Following is reprinted from AACA's
The Speedster Newsletter via email on 1/31/20



Happy 85th Birthday, AACA!

By Stacy Zimmerman, Speedster editor,

szimmerman@aaca.org

Did you know that AACA turns 85 years old this year? It is amazing to me that an idea had by 2 gentlemen in 1935 has turned into the club as we know it today. Without the foresight of Ted Fiala and Frank Abramson, who knows if AACA would even exist today? With a simple concept -- gather folks together for the fun and enjoyment of old cars -- they created this hobby we all love so much.

Did you know that the very first issue of our beloved club magazine was published just 2 years later and was called The Bulletin of the Antique Automobile? Guess who the first editor was? Ted, of course! The sole purpose in creating the magazine was to be able to better communicate with all of the members of this new fledgling organization. Today, Antique Automobile is regarded as one of the best publications in the hobby.

During the 1940s, the club started having annual "outings" to get members to be more active in club activities. This decade also brought the club a set of official by-laws and governing documents, as well as our official colors: Packard Blue and brass. Local regions/chapters became a thing with the Illinois Region becoming the first one. The concept of touring began with the first Glidden Tour in 1946 and our judging system emerged with a grand total of 11 classes. (Today, we have 133 classes!)

The 1950s brought us "Hershey," which is now considered to be the largest antique car show and flea market in the world. This is also when Hershey, Pennsylvania, became the permanent home of AACA National Headquarters. The '60s brought us Judging Schools. The '80s gave us Grand Nationals.

What started out with 14 founding members has continued to grow to more than 55,000 members. We've gone from one meeting a year to an average of 15 shows and tours yearly that gather our members all over the U.S. AACA is currently considered the largest antique car club in the world. In the world! I bet Ted and Frank could never have imagined how their idea would spread!

While many things have changed over the years, one thing has remained constant... this club exists to bring together anyone and everyone who loves old cars. It is our job as the stewards of this hobby to promote the club as much as possible to keep it going for as long as we can. So, raise your glass or grab a piece of cake and help us wish a very happy 85th birthday to AACA this year!

If you are interested in learning more about the history of AACA and how we became the car club we are today, check out [this page](#) on our website

Attention AACA Judges

By now you should have received your January 2020 issue of *The Judge* newsletter in the mail. Just in case you haven't or have maybe misplaced it, click here to view a digital copy.

The judge registration forms for the first 6 events of the year are in this issue. Any Judging Guidelines changes for 2020 are also listed in this issue. Finally, recognition for 2019 Judging Awards are included as well.

Just a reminder that you can also register to judge online on the AACA website [here](#).

Not a current judge, but interested in becoming one? Just attend one of the Judging Schools at any of the Nationals and you are on your way.



Thanks for a Memorable Year in 2019

By Chuck Crane, VP Judging, flivervay@gmail.com



With a total of seven Nationals in 2019 and eight scheduled for 2020, we continue to have challenging and interesting times for our judging community. Since I have been judging since 1977, I fully understand the commitments each of you make in not only going to and participating on the field and in administration, but in continually enhancing your knowledge base of our vehicles and hobby. We are excited to pilot a new Advanced Judging School at Philadelphia this year for experienced judges with more than 15 credits in addition to the usual Judging and Team Captains schools. The advanced school will be shorter and is intended to give updates and what we learned on the field in 2019. It also meets everyone's expectations, you will only take the basic school until you are well-grounded in how the AACA judging system works. Several CJE courses have also been updated.

A key thing each of us can do to help recruit new judges. Attrition has lessened our ranks and we need more judges to keep workloads reasonable. The best judges come from referrals from existing judging team members. This is a hobby within the hobby, and a great way to make friends from all around the country. I can certainly say I learn something every time I go out.

It's Time to Complete Your CJE

By Mark McAlpine, Chairman Continuing Judges Education, mmcalpine18@gmail.com



Well, it's 2020. Another year has flown by. Just as many of us are getting our vehicles ready for the 2020 show season, it's also time for all AACA judges to prepare themselves for the upcoming show season.

The first thing to remember is that to maintain your eligibility to serve as a judge, you need to attend an AACA National Judging School (or for Team Captains, an AACA Team Captain Judging School) this year prior to actually judging. Judging School is offered at the AACA Annual Convention in Philadelphia next month and at every AACA Nationals and Grand Nationals. Special Judging Schools are also offered occasionally, with prior specific approval from the VP of Judging, at other region-sponsored activities. (This year a Special Judging School is being presented in Raleigh, North Carolina, on January 17.) If refreshing your judging skills isn't enough motivation, judges receive one Judging Credit (and a Judging School chip) for attending Judging School if they judge at an AACA Nationals that same year.

We have a great slate of events to choose from this year. Who can resist Miami in late February, where the South Florida Region has a lot prepared for us? April brings us our usual show at Charlotte, as well as the Western Spring Nationals in Show Low, Arizona, near Phoenix. May means it's time for Auburn, with June taking us to beautiful Beckley, West Virginia. The Grand Nationals will be at the NB Center (Bulgan Collection) in Allentown, Pennsylvania, in July, with the SE Fall Nationals in Indiana across the river from Louisville, and the year wraps up at Hershey in October.

Many of you also know that June and I show dogs internationally, so we are familiar with intense competition. Our breed standard is much simpler as we judge the perfect vehicle as being what it was when delivered from the factory to the dealer, but some things are the same in both hobbies... Talk with experienced judges and owners (remember the old times are dying off, so learn from them while you can). Watch kids judging as they are the future. Lunch and socialize with fellow judges and enjoy the diversity of knowledge that they bring. Recognize that we are very scary to members showing for the first time, so please always be nice and professional as we do our jobs. Above all, we judge vehicles because we like it, so have a great time in 2020!

Although attending a Continuous Judges Education (CJE) seminar is not a requirement, we encourage all judges to attend at least one CJE seminar a year to reinforce and expand their knowledge. CJE seminars are offered at every Nationals (not at the Grand Nationals) and usually also at pre-approved Special Judging Schools. Judges receive one Judging Credit (and a CJE chip) annually for attending a CJE lesson if they judge at an AACA Nationals that year. Judges may receive an additional Judging Credit by attending a second CJE the year they reach a judging milestone (e.g., 10 judging credits, 25 credits, 50 credits, etc.).

So, after emerging from winter hibernation, refresh your judging skills by attending Judging School, then expand your knowledge by taking as many CJE lessons as you can this year. I look forward to serving alongside you on the show field.

One final note: It has been my honor to serve as Chairman of CJE for the last two years. It's time to give someone else the opportunity to serve our members and club. Incoming AACA President Jim Elliott is appointing a new Chairman. Like all of you, I look forward to supporting her/him.

The Judge • Antique Automobile Club of America • 501 W Governor Road • Hershey, PA • 17033

**69th Spring Meet – The Mennen Arena
161 East Hanover Avenue,
Morristown, NJ 07960
Sunday, May 3rd 2020 (Rain or Shine)**

So Mother Nature continued her battle with the Region at last year's Spring Meet. Or did you manage to put memories of that rainy day out of mind? Had we had a nice day, or even just a cloudy day, I'm sure the new location at the Mennen Arena would have proven to be a record breaker for show cars!



Hardcore devotion, a wet Chrysler 300

Well, the Region is going to try it once more the same venue and all it has to offer – shade from the sun, air conditioned (or dry and heated, as we appreciated during the last four years) lobby with benches, a great snack bar and real restrooms! The Spring Meet planning committee has been busy with preparations for the Region's 69th annual Spring Judging Meet, which this year will take place on the Sunday before the Region's May monthly meeting.

The registration form and show flyers have already been printed and will be distributed at the Philadelphia Annual Convention and the Hamburg PA swap meet, and will be printed in the February and March Road Map and posted on the Region's website for your use. And it will be mailed to over 400 non-member past participants in our prestigious judged car show.

The Region has held the line for the car registration



Tim's Truck braves the 2019 Spring Meet

fees for yet another year! May I point out that if you preregister before the April 25th deadline, you will not see another quality car show anywhere for less than the Region's \$10 fee! And do not forget to self-nominate if eligible for any of the special Region Trophies listed in the box on the lower left of the registration flyer. Last year we had several trophies not awarded due to lack of your own nominations!

I would like to remind you of another unique member-only benefit we've retained: If you pre-register one car, in addition to snagging the above mentioned discounted fee, you can 'show-a-second-car-for-free' ("Do Not Judge" category). So, get a family member involved and let's see 'the other car' in your garage, even if it may not be quite ready for prime time! And look for the article elsewhere in the Road Map promoting the award sponsorship opportunities available.

And while we're still about three months away from the show, let me remind everyone that volunteers are needed for everything from the registration table to parking to judging and manning the Regions' membership tables. A sign-up sheet will be circulated at the February meeting so the planning committee can make staffing plans. In the meantime, you have twelve weeks to get your cars ready for a great event!

*Pete Cullen, Jr.
NJAACA #1140
Spring Meet Chairman*



69th ANNUAL COLLECTIBLE CAR SHOW

With Swap Meet & Vendors



(Show open to all cars, trucks, and motorcycles)

SUNDAY, MAY 3, 2020 (Rain or Shine)

Sponsored by
The New Jersey Region of the
Antique Automobile Club of America
at

The Mennen Arena
161 East Hanover Avenue
Morristown, N.J. 07960
Gates open at 9:00 A.M.
Judging Starts at Noon
Spectator Donation \$3.00



Vehicle Pre-Registration \$10.00 - Day of Show \$25.00
No charge for pre-1928 vehicles if pre-registered



10' X 20' Vendor Spaces
Pre-Registration \$20.00 - Day of Show \$30.00

1st, 2nd, & 3rd place trophies in 18 classes

Special display class for original unrestored cars (AACA HPOF)



Vehicles 25 years or older will be judged
People's choice awards for:
Modified Vehicles - Through 1995
Modern Classics - 1996 or newer



Special awards for the best 1920 & 1970 vehicles

A UL approved fire extinguisher is required for entrance to show field

For Registration and Vendor Info: Vince DeLisi, 326 East Oak Avenue,
Moorestown, NJ 08057

Tel: 908-803-1570 (cell); email – vincentdelisi@comcast.net

Show Info: Pete Cullen - 973-650-2957

Additional show details, as well as forms may be found at:
www.NJRegionAACA.com



New Jersey Region Antique Automobile Club of America Vendor Registration

The Mennen Arena

161 East Hanover Avenue, Morristown, NJ 07960

69th ANNUAL SPRING MEET - SUNDAY, MAY 3, 2020 (Rain or Shine)

FLEA MARKET REGISTRATION FORM

All Flea Market Vendors must complete a registration form ☐ Numbered spaces will be assigned on a first come, first serve basis. Receipts will be provided upon request.

Registration Information:

CONTACT NAME: _____

BUSINESS NAME (if applicable): _____

ADDRESS: _____

TELEPHONE NUMBER: _____

EMAIL: _____ @ _____

NO. OF SPACES REQUESTED: _____ Preregistered @ \$20.00 = \$_____.00

Each Space approximate size: 10'x20' Day of Show @ \$30.00 = \$_____.00

Please make checks payable to:

NJ REGION AACA

Mail to:

Vince DeLisi
326 East Oak Avenue
Moorestown, NJ 08057

*(must be received no later than **April 25th** in order to receive discount)*

NJ Region Use Only:
Amount Received: \$_____.00; Check # _____

For More Information:

Contact Vince at:

908-803-1570 (cell)

Or email: vincentdelisi@comcast.net

LOCATION: MENNEN ARENA, 161 East Hanover Avenue, Morristown, NJ 07960

69th Annual Spring Show

New Jersey Region AACA - Chartered 1951
www.njregion.aaca.com Email: njaaca@outlook.com

Sunday, May 3, 2020 (rain or shine)

Mennen Arena

161 East Hanover Avenue, Morristown, NJ 07960

Field opens at 9:00 AM

Chairman Pete Cullen 973-650-2957

Chief Judge Ed Geller 908-362-6378

Registration Vince Delisi 908-803-1570

email: vincentdelisi@comcast.net

Flea Market – Vince Delisi

Dash Plaques for the first 250 cars registered

Special Awards for the nicest, authentic

100 year old - 1920 Vehicle on the Show Field

50 year old - 1970 Vehicle on the Show Field

To contact the field in an emergency, please call

Vince Delisi 908-803-1570

Spectator Admission - \$3.00 Donation

REFRESHMENTS & INDOOR REST ROOMS ON SITE

All vehicles pre-1928 no fee if pre-registered

Classes AACA Recognized

1. Brass era 1915 - all vehicles
2. 1916 - 1933 Autos
3. 1934 - 1942 Autos
4. 1945 - 1953 Autos
5. 1954 - 1959 Autos
6. 1960 - 1964 Autos
7. 1965 - 1969 Autos
8. 1970 - 1979 Autos
9. 1980 - 1995 Autos
10. Classics: AACA Recognized
11. Senior Spring Show winners 2015 – 2019

Must display 1st place plaque

12. Trucks, fire engines, military, professional vehicles to 1995

13. Two seat sports cars motorcycles & racers to 1995

14. Mustang, Cougar & Shelby 1964 thru 1995

15. HPOF or Unrestored to 1995

Display only!

People's Choice!

16. Modified vehicles to 1995

17. Modern classics to current

We reserve the right to combine or add classes

Requirements for Judging

- 1) Vehicle must be on the field by 12:00 Noon.
- 2) Must have safety glass in the windshield and wind wings.
- 3) No "For Sale" signs on the judging field!!!!
- 4) On questions of authenticity, the burden of proof is on the owner.
- 5) Vehicles must be driven through the fire extinguisher check and onto the show field!

First place winners at the 2015 thru 2019 Spring Show Meets must register in Class 11 and display 1st place plaque.

Please check your class assignment as well as the information in your registration packet's judging check list for accuracy!

ATTN: NJ Region AACA Members Only

After registering your vehicle for the show, you may pre-register a second antique vehicle registered to you or your spouse without charge. Vehicle must be displayed in the appropriate class, and the registration form needs to note: "do not judge".

Vehicle for display only!

A UL approved Fire Extinguisher must be in the vehicle for entrance to the show field and visible in the vehicle for judging.

Award winners or their representatives must be present to pick up trophies awarded at this show!

Fee Schedule

Pre-registered vehicles - pre-1928 - no fee

No. Fee

Pre-registered \$10.00/each \$

Day of the Show \$25.00/each \$

Car Corral 8X20 \$20.00/each \$

Flea Market spaces 10 X 20

Pre-registered \$20.00/each \$

Day of the Show \$30.00/each \$

Total enclosed \$

Pre-registrations must be received by April 28

Checks Payable to NJ Region AACA

Mail to:

Vince Delisi, Registrar

326 E. Oak Avenue

Moorestown, NJ 08057

vincentdelisi@comcast.net

908-803-1570 (cell or text)

Vehicle Registration Application

Name _____ Region or AACA# _____

Address: _____

City _____ State _____ Zip _____

Make _____ Model _____

Body Style _____ Year _____ Class # _____

email: _____

Will you judge? YES or NO Do you want your car judged? YES or NO

Members' application to be judged for a

Region Annual Spring Show Trophy

Please circle the appropriate category:

Best restored vehicle (first showing)

Directors' Trophy - best unrestored to 1929

Executives' Trophy - best unrestored 1930 - 45

Membership Trophy 1 - best unrestored 1946 - 59

Membership Trophy 2 - best unrestored 1960 - 75

Membership Trophy 3 - best unrestored 1976 - 95

Make _____ Model _____

Body Style _____ Year _____



Rich's Repair Ramblings, February 2020: Electrical 102, The Test Light

First, thanks to club member Paul S who contacted me about last month's column. He told me about a product he has used with great success: ring-shaped fiber battery protectors (the brand he used was Noco), which, when placed under the terminal clamps, help prevent corrosion. Check them out!

Last month, we covered battery basics. Picking up from there, we will presume that your battery is charged, and the terminal connections are clean and tight. Santa has granted your biggest wish, a 12V test light! (If you got coal, you can pick one up for \$15 or less.) Now you ask, how does it work, and how can

you use it to diagnose an electrical problem on your old sled? Test lights are simple and effective, but first we need to understand electrical flow.

For an electrical device to work, electrical current must flow from the battery positive terminal, to the device or "load" (light bulb, dash gauge, motor, whatever), and back to the battery negative cable. The "hot" side of this path is from the positive terminal to the device; the "cold" side is from the device back to the negative terminal. Each device has a dedicated wire on the hot side; but the metal chassis and/or body of the car is used to conduct current ("juice") on the cold side back to the battery. This is why there isn't a separate wire for each and every electrical device running back to the negative battery terminal, which

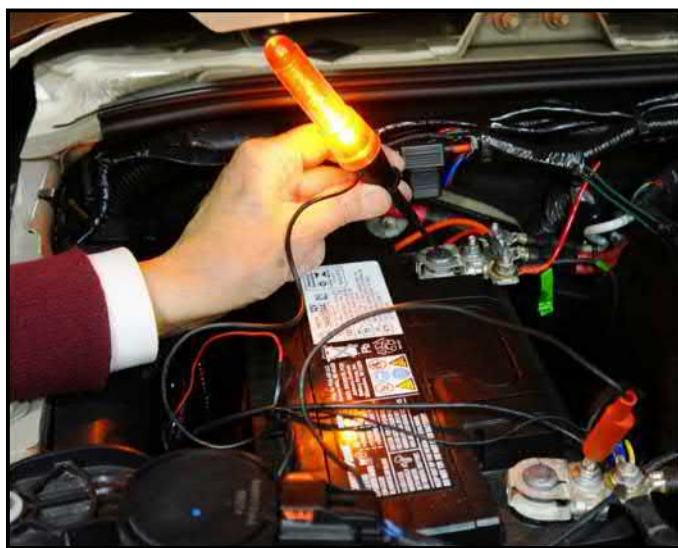


Test light clip on fender bolt, probe on battery positive, test light lights

would double the size of the wiring harness. You only need to ground the load on the cold side to complete the circuit.

A switch in the circuit allows an intentional interruption, so that the device can be turned on or off. Any unintentional interruption in this flow from positive back to negative, such as a shortcut ["short circuit"] or a break in the path ["open"], will prevent the device from operating. Most circuits include fuses; the fuse acts as a fail-safe in case of a short, so that the fuse "blows" before the device can be harmed.

A test light lets you check for current at any point along the hot side of this path. It's a go/no-go check: if the test light illuminates, you have current; if it does not, you don't. For much electrical fault-tracing on our old cars, this is all you need. The test light has a sharp pointed probe on one end; a light bulb inside its clear case; and an alligator clip on a wire at the other end. With the clip attached to any ground point, the test light bulb will illuminate if the probe touches any positive or "hot" 12V source. Let's see what the test light can do. (The following applies to 12V negative-ground systems only.)



Test light clip on battery negative, probe on battery positive, test light lights

Start at the battery to become familiar with the test light's operation: attach the clip to the negative battery post; then touch the pointy end to the battery positive post; the test light should illuminate. If it does not: are you sure the battery is charged? Are the clip and the probe actually touching the posts? Are you sure the test light works? Try a different battery if necessary.

Once that test is done, move the alligator clip to a ground point other than the battery negative post. You may ask "how do I know what is ground?" This is a valid question, and it can be a matter of trial and error. In theory, any unpainted metal surface on the engine, body, or chassis should be ground. Try the engine block, an unpainted fender washer, or a bolt along the firewall. In each case, after attaching the clip, touch the probe to battery positive. If it lights up, you have found a good ground. Avoid anything that might be insulated: paint, rubber, and plastic will not conduct electricity well enough for our purposes. So avoid hose clamps, plastic shields, and any painted surface. (Guys with Corvettes and Avantis play by a different set of rules with their fiberglass bodies).

Moving away from the battery, let's say that a device on your car doesn't work, and you want to check the fuse. A test light allows you to check the fuse without removing it. This also serves as a preliminary check of the circuit entering and leaving the fuse-box. NOTE: you need to know if the ignition key must



Exposed metal areas at top of fuse allow test light probe to touch

be "on" for the circuit to be live. I confess that I've tested circuits which I thought were dead only to realize that the ignition was off and needed to be on!

With the test light's clip attached to a good known ground (re-check at the battery positive if you've moved the clip), touch the probe to either end of the fuse. (In the photo with the modern blade-type fuse, there are exposed metal points in the top which allow this.) The test light should light at both sides. If it lights on one side and not the other, there is a good chance that the fuse is bad. Try a new fuse. If the test light doesn't light on either side, it is more likely that there's

an open circuit in the wiring to the fuse. Remove the fuse and touch the probe to the fuse box terminals one at a time. Power at one terminal means that



Clip on fender bolt, probe on fuse, lit test light proves current is at fusebox

you're getting juice to that terminal. Lack of power at both terminals means that there's a break in the circuit between battery positive and the fuse box.

You may need your vehicle's wiring diagram for the next step. Find a wire which feeds the circuit you're testing. With the pointy end of the probe, pierce the insulation until the tip is touching copper. BE CAREFUL! That tip is very sharp, and I've stabbed myself



Probing red wire through insulation, lit test light proves there is power in wire

more than once doing this. For practice, try a working circuit so you get a feel for how far to insert the sharp probe. If the test light lights, you have juice in the wire. If it doesn't, you're starting to narrow down the problem.

NEXT MONTH: More electrical fault-tracing.



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1941 Nash Ambassador. The car has been sitting inside a building for 3 years and will need some work but is in driver Condition. Kenvil NJ Contact John @862.432.2099 \$6,500



1962 Jaguar Mark II 3.8L Saloon. The car has been sitting inside a building for years and will need some work but is in driver Condition. Kenvil NJ Contact John @862.432.2099 \$9,500



1953 DeSoto Powermaster 4dr. The car has been sitting inside a building for 3 years and will need some work but is in driver Condition. Kenvil NJ Contact John @ 862.432.2099 \$6,500



1959 Nash Metropolitan. The car has been sitting inside a building for 3 years and will need some work but is in driver Condition. Kenvil NJ Contact John @862.432.2099 \$6,500



1973 Mercedes Benz 300 SEL. The car has been sitting inside a building for 3 years and will need some work but is in driver Condition. Contact John @862.432.2099 \$14,000



1949 Oldsmobile Futuramic Ninety-Eight. The car has been sitting inside a building for 3 years and will need some work but is in driver Condition. Contact John @862.432.2099 \$5,500



1954 Plymouth Belvedere 4-Door Sedan. The car has been sitting inside a building for years and will need some work but is in driver Condition. Contact John @862.432.2099 \$6,500



1953 Kaiser Manhattan. The car has been sitting inside a building for years and will need some work but is in driver Condition. Contact John @862.432.2099 \$4,500

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Classifieds

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1950 Mercury Coupe V8 flathead completely rebuilt, many new parts, excellent chrome, OD transmission, runs and drives great. \$30,500. Ray 732-873-3094 (New Jersey)



1952 Ford Custom. – Flathead V8, stick with OD, excellent condition, runs great. Great touring car. \$14,500. Ray 732-873-3094 (New Jersey)

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July 2019 - Number 156



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