

THE ROAD MAP

Est. 1951

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

JULY 2020

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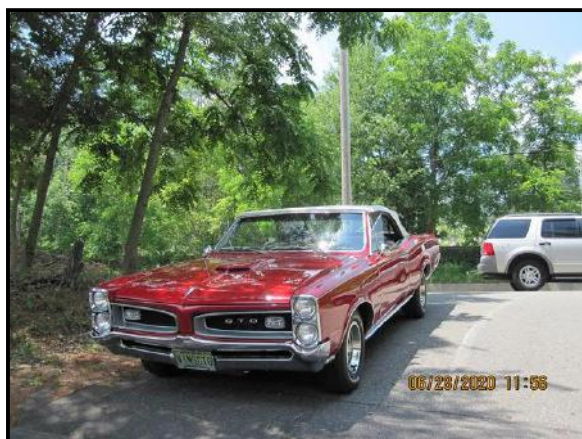
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PJ Ehmann's 1961 Chrysler 300-G is this month's Cover car on page 12



Vince rolled out the GTO for a DQ run see pg. 11 for the story



Art and Grandson Max practice safe mingling at the DQ. See page 11 for more.



*A Message from the
President
July 2020*



Hopefully all are staying safe! Our state is beginning to open up. Slowly!

Half of 2020 is now behind us and very little has happened! As a matter of fact, there has been some discussion regarding cancelling Participation Points for 2020.

It is quite evident that things will never be as they were pre-COVID again. Perhaps nowhere near. I know for sure that many things will change. To some of you, for the worse. To other of us, for the better! To all of you who think you don't need a cell phone and would prefer to revert to the old dial telephones, you have a problem! Same goes for those of you that think learning how to use a computer is a waste of time.

Like everybody else, I needed a haircut desperately. My wife doesn't cut hair! Therefore. I had to wait for the barber shops to be allowed to open. On the appointed day, I showed up at my usual barber shop at 9 AM. A young lady came out with a clipboard as customers arrived, took your name and cell phone number. She told me I would probably get in around 2 PM, so be in the vicinity, as she would text me when I had 10 minutes. Text me? What's that? I saw her tell a couple people they would not have time to make phone calls. Yes, no problem for me as I text A lot!

During the shutdown I had an appointment with the Cardiologist that was cancelled. As soon as doctor's offices could open up for routine visits, they called me and made an appointment. Two days before my appointment, they called to confirm that I would be there. Yes, I'll be there. Okay, Mr. Briggs. There is no waiting inside the office (ie; "Waiting Room"). We are emailing you the usual forms to fill out on line, ask you to do so and e sign them. And when you arrive, do not come in. Call us to let us know you are in the parking lot. We will call you back when we are ready for you. (Can't do that with a wall dial phone!) I believe this will be the new "norm." Just as life changed after 9/11/2001, life will be different after COVID! Very different! Will you be prepared?

There is nothing to be afraid of. Computers don't bite! The only way you can hurt a computer is to hit it with a large hammer! You say you don't know where to start? We have a few members who are fairly well versed in the use of a computer and I am sure they would be willing to help you, myself included!

Our fellow member Rich Reina has been advertising in the Road Map for quite some time that he is available to teach any member how to use their comput-

er for a cup of coffee! You can't beat that! And those who he has helped were very happy they called him!

I guess you are wondering how, early in this article, I could state that, for some of us, things could be for the better post-COVID. I work out of a Philadelphia office, and sometimes a New York City office. Philadelphia is a two-hour commute. New York City is almost as long, and sometimes longer, and I can see it from Haledon! Nothing beats my COVID induced seven step commute from my kitchen table to my computer desk!

Respectfully submitted,

*Art Briggs, President
NJAACA #1469*

UNDER THE HOOD
Notes from the editor



Well, here we are...July and still under restrictions on our movements and gatherings. But we have signs of a bright future. There are cruises during the week again, Cops N Rodders in Hackettstown on Thursday! I went on a tour with the GSRMC, had a blast and it was well attended. A bunch of us went over to DQ for some Ice Cream, and it too was a blast. And God Bless Dick & Bobbi Bettie for chugging along with random fun stuff in cars. So good to get out with the cars again. As we start to get out and about I'd like everyone to remember to be respectful of the people you are with, consider their likelihood of danger in the current environment and wear a mask, it's no big deal to show your respect for others.

This months cover car was a tough choice. PJ has a some wonderful cars to choose from and he let me choose whatever I thought would look good. I went with one that is *not* the norm, a rare classic that is the very start of the horsepower wars. Such an Icon of a car and there it is, on our cover. That Cover car calendar is looking better every month.

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



**NJ REGION AACA
Minutes – June 4th, 2020 #???**



The Monthly meeting for the NJ Region of the AACA was cancelled due to concerns over safety in the times of the Virus COVID 19. Future meetings will be addressed individually as we progress thru this difficult time..

*Gregory Roser #1398
Region Secretary*



upcoming EVENTS



NJ AACAA EVENTS

JULY

18-22nd Region Summer Tour Finger Lakes Region II.
Meeting point is TBD 5 days, details TBD
Contact Pete Cullen peter.cullenjr@pseq.com
(CANCELLED)

18th 9:00 AM 12:00 PM Boonton Fireman's Home
Bob Smith 565 Lathrop Ave, Boonton, NJ
2 Hr. display of cars to entertain residents
(CANCELLED)

AUGUST

9th NJ Region AACAA 739th Meeting and Picnic Morris
Plains VFW Post 3401, 45 Tabor Road
Contact Pete Cullen peter.cullenjr@pseq.com

SEPTEMBER

3rd NJ Region AACAA 740th monthly meeting Morris
Plains VFW Post 3401, 45 Tabor Road, Morris Plains,
NJ, 8:00 PM

19th 12:00 PM 3:00 PM Brookdale Dick Bettle / Bernie
Cooney 8 James St., Florham Park, NJ 07932 in
process of being scheduled

AACA NATIONAL EVENTS

1st - Asheboro, NC - 30th Annual Zooland Antique Car
Show - 1st 175 cars judged. Held on Fayetteville St in
Downtown Asheboro, NC. Contact: Sam Routh, Jr,
Zooland AACAA President at zoolandaaca@gmail.com

12-15th—**(CANCELLED)** - AACAA Eastern Divisional
Tour - Eastern Shore Region & Bay Country Region -
Eastern Shore of Maryland—[Brochure](#)

21-22nd - Annual Grand Nationals - NB Center for
American Automotive Heritage, Allentown, PA

SEPT

13-18th - AAA Revival Glidden Tour - **(CANCELLED)**
VMCCA - Saratoga Springs, NY (vehicles 1942 or ear-
lier) [brochure](#)



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roger_m_bagley@yahoo.com

Roger Bagley (908) 337-4976



AUGUST

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



4th ANNUAL FANWOOD CLASSIC CAR SHOW

Sunday, July 12, 2020
10:00 am - 4:00 pm

The 4th Annual Fanwood Classic Car Show will be on Sunday, July 12, 2020. The car show is held at La Grande Park located at La Grande Avenue, Fanwood, NJ 07023 with on-street parking. The two streets adjacent to the park will be blocked off for the Show Cars. The event will feature 15 plus Food Trucks, Live Music, vendors, a beer garden, trophies, D.J. Oldies, fun for the whole family with a kid's zone. The park is two blocks from the center of Fanwood and has a playground, 2 baseball fields, 5 tennis courts, basketball court, recreation building, open-air pavilion with tables & benches for picnics, restrooms and trees for shade. Trophies will be awarded in several classes. The Car Show is from 10:00 am to 4:00 pm. Registration is **only \$5.00** and starts at 8:00 am.

The event is hosted by "Hot Rod" Mike. For additional information call him at (908) 337-8050. The NJ Region members brought their beautiful antique vehicles to this show for a couple of years now and several cars have received trophies. So, come out and join your fellow members of the NJ Region AACA for an enjoyable day of socializing and showing off your beautiful antique and classic automobiles, as well as meeting other antique and classic automobile enthusiasts showing off their equally beautiful vehicles.

La Grande Park is on La Grande Avenue between 2nd Street and Helen Street and can be accessed from either South Martine Avenue to the east or Terrill

Road to the west. Both are accessed from US Route 22. Take either Terrill Road south or Park Avenue south, which turns into South Martine Avenue.

Thank you for your participation.

Abraham "Abe" Platt

NJ Region Member #1524

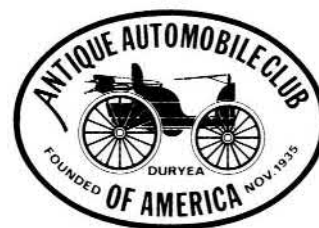
(732) 752-6341 (o)

Cell phone on the day of the event is (732) 433-5319.

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Roger Bagley (908) 337-4976
roger_m_bagley@yahoo.com



CELEBRATIONS

BY BRENDA ZIMMERMAN, NJ AACA REGION #1238

JULY ANNIVERSARIES

3.....	ABRAHAM & ANN PLATT	43
9.....	DON & NANCY BELL	60
11	GENE & LUCILLE NAPOLIELLO ..	UNKNOWN
11	FRED & EILEEN FATZLER.....	69
12.....	ARNOLD & RITA KANTOR	50
14.....	BOB & AGNES BENSON	63
17.....	LARRY & CLAIRE MILOSCIA.....	32
18.....	TEX & LINDA SORRELL.....	56
24.....	LEROY & MARLENE GEARHART.	68
28.....	MANNY & SANDY REIN	58

Happy Anniversary!

JULY BIRTHDAYS

2	MANNY REIN
5	MARY ANN WARY
8	BRENDA ZIMMERMAN
10.....	BOB KAPRAL
10.....	HELEN NEWMAN
11.....	JEN KAPRAL
15.....	BARBARA KEFALONITIS
20.....	LUCILLE NAPOLIELLO
20.....	GEORGE ERNST
20.....	JAY DEBOEY
21.....	MARIE LITTMAN
21.....	RON OLEXA
21.....	LOIS KNECHEL
22.....	BRIAN KAPRAL
25.....	TEX SORRELL
27.....	TONY D'AGOSTINO
28.....	JACQUELYN SYMONDS





Rising To The Challenge in Challenging Times

By Don Barlup

Vice President - National HQ & Library



Some of our National Headquarters staff are working from home, while others are busy boxing up items, preparing for the move to our new Headquarters/ Library building in the Fall. This is a large task and getting a head start on it will make the move much easier.

Steve Moskowitz and Pat Buckley were successful in applying for the federally funded SBA Payroll Protection Plan, assuring that our staff continues to provide all the services that our members have been accustomed to. While construction has come to a halt, due to the national shutdown, materials continue to arrive on site and Steve participates in the weekly construction conference calls. The Construction shutdowns is set to be lifted on May 1st and progress will continue. Our Library staff has also been busy and head Librarian Chris Ritter reports the following: The Library staff has been very busy working from home – scanning books and photos, digitizing slides & filmstrips, making some interactive 3D models, cataloging sales literature, processing research requests and interacting with people. Our jobs have temporarily changed but AACA Library is still alive and well. Mike recently gave our website a facelift and I encourage you to check it out: www.aacalibrary.org. There are still things to be edited, added and adjusted but it is certainly a lot brighter and has a more modern look – a lot like our new building! We'll reopen our doors in just a few weeks and adjust to whatever our new normal looks like. Until then stay healthy and safe.

This too shall pass!

Richard N. Payne
CERTIFIED AGENT

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908-572-7005 OFFICE
1fst427@gmail.com

AACA

Auto Appraisal Group Inc.
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Congratulations Are in Order

By Dollie Flechler, Chairman Judging Administration,
flechlerd@yahoo.com



Congratulations to those team captains who received their certification in 2019 and to those judges who achieved perfect attendance in 2019!

Certified Team Captains:

Dave Birchmire
Vicki Bolton
Dave Ertel
Robert Hobaugh
Lewis Kale
Arman Roubian
James Tack

Perfect Attendance:

Kelly Adams
Susan and Terry Bond
David Bowman
Art Briggs
Mel Carson
Charles Crane
Steve Eason
James Elliott
Dollie & John Flechler
J. Dain and Jean King
Marion and Mark McAlpine
Steven Moskowitz
Dot & Robert Parrish
Mike Petersen
Fred Trusty
Wayne Tuck



MARK FORTE CRS, GRI, SFR
Broker/Sales Associate

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NEXT MEETING TAILGATE PARTY

The August 9th (738th) meeting of the New Jersey Region AACA will be held at the VFW on Rt. 53 in Morris Plains

11:00 AM August 9th, 2020

2019 Judging Award Recognition

By Marilyn Lewis, Chairman of Judges Records, lewisfmjk@yahoo.com

On behalf of the AACRA President, the Directors and the Judging Committee, I would like to congratulate the judges listed below for achieving the indicated judging award. The commitment shown by each of these judges is sincerely appreciated and is the cornerstone of our judging program.

5 Credits

Rebecca	Aldrich	Jack	Harris	R.G.	Lewallen	Jonathan	Smith
Rebecca	Aldrich	Don	Henza	John R	Mahoney	Constance	Smith
David	Anspach	Yovanna	Hernandez	Vicki	Mangulson	Tyler	Tedford
Fred	Caldwell	Thomas	Hernandez	Sven	Mangulson	Joan	Thomas
Jay T.	Cooper	Michael	Hess	Martin	Mayer	Louis	Thomas
Carl D.	Cortner	Joseph	Jordan	Gerald A.	Rau	Denise	Tuck
Ronald	Frenette	Robert	Kopp	Richard	Reina	Philip	Ulzheimer
William F.	Garrow	Craig	Kunz	Michael W.	Rubinstein	Michael	White
				Tammie	Shouldice		

10 Credits

Debra	Anspach	Richard	Flynn	Neil	Osmun	Brian	Salak
David	Anspach	Clifford	Grayson	Cody	Pickard	Michael	Stinson
Travis	Berry	Michael	Hamby	John	Pieczynski	C Alex	Swanson
Philip	Borgia	Brian	Heibel	J P	Price	Denise	Tuck
Shirley	Carson	Samuel	Kern	John	Ramsey	Bryan	Valentine
Anthony	Cecala	Edward	McBride	Merrilyn	Ramsey	Lynne	Valentine
James	Cialdella	Carol	McCutcheon	Richard	Reinbold	James	Wallace
Gregg	Croxtan	Ralph	Messer	Edwin	Rivias	Dennis	Whitaker
Rodney	Dahlgren	Robert	Noll				
Gerard	DeBoey						

25 Credits

Richard	Amspacher	Patrick	Geary	Robert	Merkert	Glenn	Snavely
W.	Boyd	Ann	Goldman	Annette	Morrison	Daniel	Sobczyk
Frank	Branch	Ann	Gover	Amandalyn	Mosby	Bob	Speights
James	Briley	Anthony	Gray	Frederick	Ross	Shellie	Stewart
Judith	Briley	Eddy	Green	Karen	Roth	James	Wilson
Paul	Brower	Greg	Jackson	Thomas	Schwarz	Constance	Yerdon
Christa	Cleaton	Page	Loftis	Zachary	Simons		
Priscilla	Davis						

50 Credits

Jim	Aldrich	Pat	Buckley	Steve	Eason	Ken	Mosby
Fred	Bartemeyer	Paul	Cotner	Carlton	Johnson	David	Thorn
Art	Briggs	George	Crawford	Salvatore	Mento	Barron	Wright

75 Credits

Dennis	Dunn	John	Hanbury	Debbie	Nolen	Angelo	Rumore
Franklin	Gage	Mark	McAlpine	Dorothy	Parrish	John	Sain
Michael	Graff	Marion	McAlpine	Luis	Rodriguez	Harold	VonAhn

Sunday Evening Cruise-In's With Abe & Ann

Warren Village Shopping Center

Article & Photography by Abe Platt

Over the past several years Ann and I have been attending a cruise-in at the Warren Village Shopping Center in Warren, NJ. The Shopping Center is located at the corner of Warrentown Road and Washington Blvd. For those years, one of the local cruise clubs had an agreement with the management of the Country Squire Restaurant as the sponsor, and the club provided a DJ. This location is perfect for a cruise night as there is sufficient parking and there are several restaurants, piz-



za shops, and sandwich shops at this and the two adjacent shopping centers at this intersection. On Sunday, May 31st, both Bernie Cooney and Bob Hudak called me later that evening and told me that they were at the shopping center and that there were several car enthusiasts there. It appears that even with no organizing car club, no sponsor, no DJ, and no official start to the car show/cruise-in season, approximately a dozen regulars showed up. One of the couples that almost always shows up emailed me later and asked: Where Were You? These regulars are part of the cadre of 30 to 40 car enthusiasts that last year continued to meet every Sunday evening until the end of Septem-

ber/mid-October.

Early during the week of June 1st, with great weather forecast for Sunday, I picked up our 2019 Roster and emailed everyone from the NJ Region in the Warren area, plus several other non-Region car folks we have befriended over the years. Come Sunday afternoon/evening (after



5:00 pm) Ann and I went to the Warren Village Shopping Center to join the growing number of car enthusiasts including the following NJ Region Members: Bernie Cooney with his 1985 Cadillac Seville, Bob Hudak (late as always) with his 1939 Ford Fordor Sedan, Bob Rankin with his 1955 Series 62 Cadillac and passenger Andrew Monahan, Rich Nalavany with his 1936 Ford Fordor convertible, Bill & Gayle Stroh with their 1956 Oldsmobile Holiday 88, George Wildman in his friend's modern Ford Mustang, Jack & Esther White with their fully equipped 1968 Jeep 4x4 Army Ambulance, plus three of my non-AACA friends. These included Dominick with his 1965 Chevrolet Corvette convertible, Brian and Linda with their early 1930's T-Bucket hot rod, and Darrin with his 1962 Lincoln Continental. Ann and I drove Ann's 1988 Mercury Cougar LS Special Edition. By the end of the evening we had at least three dozen cars and trucks, plus several drive-bys checking us out for next week. The trucks, including Jack's ambulance were: Mark's custom built/modified Peterbilt 4-axle semi-tractor and a Freightliner with a custom built 9-foot long pick-up bed. This truck originally had a 40-foot straight box body.



All the time at the cruise-in we were mindful of social distancing guidelines and stayed a respectable distance apart, wore our face masks, and keep the groups to around 15 individuals or less. Sorry, I did not have my



camera with me this evening. I did not make that mistake again on the following Sunday, June 14, 2020 when we again participated in this impromptu cruise-in. With another beautiful Sunday predicted, I sent out another mail inviting NJ Region members to participate. This time I extended the distance out from Warren. Another beautiful evening



brought out even more automobile enthusiasts than the week before. With some drivers leaving a little early and others arriving a little later, we had somewhere between 50 and 60 beautiful and interesting vehicles to admire and very gracious owners to talk to. What other cruise-in would you see a 1938 Cadillac LaSalle and two 1941 Packard 120's (a 2-dr. coupe and a 4-dr. sedan) at the same time other than in Warren?

The following NJ Region Members were present this evening: Bernie Cooney with his 1985 Cadillac Seville, Bob Rankin with his 1963 Cadillac Coupe DeVille, Rich Nalavany with his 1938 V-8 Cadillac LaSalle 5011, George Wildman with his 1941 Packard 120 4-door sedan, Suds Reddy with his 1998 AC Cobra, Al Danner's with his 1986 Ford Mustang GT, John Quattrocchi with his 1977 Cadillac Sedan DeVille, Bob and Sharon Bennett with their 1967 Buick Cross Country Station Wagon, Bill & Gayle Stroh with their 2018 Dodge Hellcat, and Ann and myself in Ann's 1988 Mercury Cougar. Other members of the Raritan River Region-Cadillac LaSalle Club included Jay Raskin (Editor



of the Caddy Corner) with his 1956 Series 62 Cadillac convertible, Andrew Monahan (Bob's passenger), and Jack Saverino with his Daughter in his 1978 Cadillac Sedan DeVille. Suds' brother Srikanth brought his 1970 Ford Mustang Boss 302, George's brother had his 1959 Dodge Coronet, and Bob Rankin's sister Ellen and her husband Tim had their 1970's VW Beetle. Our friends from the Curb Appeal Car Club included Oscar Moore with his 1974 Chevy Impala, Derrick Sims with his 1967 Chevy Camaro SS, Kevin Connors with his 1966 Ford Mustang convertible, and Danny Staten (Club President) with his 1988 Ford



Mustang GT convertible. Tonight was a treat for station wagon lovers as there were four beautiful examples: Bob and Sharon 1967 Buick Cross Country Station Wagon' Bill and Janice with their 1955 Chevy Handyman/Nomad, a 1963 Rambler 770 Cross Country, and a 1969 Chevy Kingswood. Most of us will either bring something from home for dinner or purchase from the several choices at these three shopping centers. When open for indoor dining, the Country Squire Restaurant is a favorite with many of the regulars including Ann and myself. Hope to see many more members of the NJ Region AACA at this popular cruise-in location. Happy and safe driving.

Additional pictures are available at:

<https://photos.app.goo.gl/uXs2tdEWnPffH62DA>

Article Respectfully Submitted by:

*Abraham "Abe" Platt,
NJ Region Member 1524*

DQ Ice Cream Day & Display DQ of Washington June 28th

On Saturday, June 28, a display of cars was held at the Dairy Queen in Washington, NJ. The weather was hot and perfect for hot dogs and ice cream that were so graciously provided to the attendees by Grace and Marc Bernstein, owners of the DQ as well as members of the Region. Marc was also not scared of the competition as members Barbara and Nick Matlaga brought their ice cream truck to give some competition. Unfortunately, they forgot their ice cream and related products and left them at home so their 1940 Chevrolet ice cream truck was allowed on the property with a very "stern" warning.

I wish to thank the Bernsteins for hosting our display and look forward to next year.

Article Respectfully Submitted by:

*Bill Pritchett and Marc Bernstein, co-chairs.
NJAACA #963 and #1261*



Nick & Barbara's 1940 Ice Cream Truck



Ken's '57 Bel-Air and Robert's '86 IROC



Robert Rankin's 1963 Cadillac

Region # ..	Name.....	Vehicle
1315	Ackerman, Art	Modern
1477	Bagley, Roger & Kathy ...	1953 MG
1593	Bartholomew, Albert	1987 Olds
966	Bell, Joseph D.	Modern
1261	Bernstein, Marc & Grace	Hosts
1614	Bettle, Dick & Bobbi.....	1965 Lotus
1469	Briggs, Art & Max.....	1997 Miata
1563	Cocuzza, Frank	Modern
1247	Cooney, Bernard.	1985 Seville
1408	Daub, August & Carolyn .	1968 Porsche
1540	DeBoey, Jay	1966 Mustang
1505	Delisi, Vince	1966 GTO
1494	Dulio, Kenneth.....	1957 Belair
878	Figorotta, Frank	Modern
1342	Fischer, Ray & Judy	1953 Chevrolet
1629	Gibbon, Drew	1956 T-bird
1282	Hedderick, Robert	1950 Cadillac
1530	Hudak, Bob.....	1939 Ford
1470	Hutchins, Ron & Nancy...	1988 Porsche
1458	Kelly, Robert.....	1986 Camaro
1480	Kunz, Craig.....	1966 Olds
1480	Kunz, Yvonne	1988 Fiero
1485	Matlaga, Nick & Barbara.	1940 Chevrolet
795	Petrich, Bob & Barbara...	1980 Excalibur
1524	Platt, Abraham & Ann	1988 Cougar
1404	Pritchett, Brian & Sarah ..	1994 Trans Am
963	Pritchett, Bill & Bette.....	1995 Cavalier
1552	Rankin, Robert	1963 Cadillac
1535	Reddy, Sudhakar	1967 Cougar
1553	Reichert Rich & Selma....	1973 Mustang
1647	Rosenberg, Barry	1967 Imperial
1398	Roser, Greg & June.....	1992 M-Benz
1292	Symonds, Edward	1939 Pontiac
1238	Zimmerman, Brenda.....	1953 Chevrolet



FEATURED COVER CAR 1961 CHRYSLER 300-G CONVERTIBLE



*Owned by Peter J. Ehmann
Long Valley, New Jersey
Story written by Jay DeBoey with PJ Ehmann
Photography provided by Jay DeBoey*

In the late 70's a commercial airline pilot stationed out of New Hampshire was rather bored with the cold temperatures and lack of anything fun to do on evenings and weekends. So he started to look for a project. PJ Ehmann, as most of you know is a bit of a Chrysler fan and he was just looking through cars for sale in the papers when an acquaintance of his told him about a Chrysler convertible that was for sale in Long Island. PJ was interested and he made the effort to contact the owner.



The luxurious and well appointed 300-G Interior

ed to Chrysler and had picked up the convertible with the intention of restoring it but never quite got around to it. PJ rented a small plane and flew himself down to Long Island to check out the car and after the inspection and some haggling the car was his.

PJ then embarked on a total restoration. You see, this Chrysler 300-G is a special car. Not only did they make just 337 drop tops, but there are only 61 of them with the custom interior trim code of 888. the custom trim code

The previous owner was connect-

code of 888. the custom trim code

DIMENSIONS		POWERTRAIN		OVERVIEW	
Weight	4,320 lbs.	Engine(s)	375 hp 413ci V8 400 hp 413ci V8	Manufacturer	Chrysler
Wheelbase	126 in.			Production	1,280 Coupes 337 Convertibles
Length	219.8 in.	Transmission(s)	3 Spd TorqueFlite 3 Spd Code 281 Manual	Body Style(s)	2 Door Sedan
Width	79.4 in.			Assembly	Los Angeles CA



2 Carter AFB 4 bbl's with 30" crossing Aluminum Intake tubes delivering 375hp at 5,000 RPM and 495-lbs ft of torque at 2,800 RPM

The version tucked into the 300G made 375hp standard, or an optional 400hp.

Along with other Chrysler letter cars, 1961's 300G is today an alternative Mopar performance car that is respected for its stunning combination of power and styling, bolstered by low production numbers--1,280 hardtops; 337 convertibles--for those who like to add rarity to their performance figures. Backing the engine was the 727 TorqueFlite automatic, which was issued as standard equipment. Like other Chryslers of the day, the three-speed unit was shifted via pushbutton on the dash; it contained first and second gear ratios of 2.45:1 and 1.45:1, respectively.

Styling updates made to the 1961 Chryslers, including the 300G, probably did more to generate higher sales than printed virtues touting the fleet's combination of power and comfort. The changes began with a complete revamp of the front end, where the grille was simply inverted. The top-to-bottom inward canted grille sides were complemented by equally canted quad headlamps, running lamps and bumper ends, while also matching the angle of the rear fins--which were also slightly redesigned. Other than appropriate badging denoting the letter "G," little else appeared to change on the 219.8-inch-long body.

For the Interior, a full-length, front-to-rear tunneled center console divided the interior in two, creating four truly individual buckets seats wrapped in ventilated leather. The front seats retained the swivel feature, making for easy access, while the console was trimmed with lots of chrome and padded armrests that flipped open to expose additional storage areas. The

was for a solid color leather interior that was not embossed.

For those not familiar with the 1961 Chrysler 300-G cars there are a few things that stick out. First is that you will only see them in 4 colors , Black, Red, White, or some shade of Tan. The second is that you will almost never see one with a black interior. PJ's car body code breaks down like this :

Shipping Order # 10/27 (Planned Delivery Date).

Body Style : 845 2dr Convertible

Trim : 888 (custom color choice)

Paint : PP1 (Mardi Gras Red)

Chrysler hammered the NASCAR competition in 1955-'56 with the first-generation letter cars, and set speed records at Daytona in '57 prior to both the AMA ban on motorsports and NASCAR's embargo on elaborate fuel delivery systems. In spite of those two apparent setbacks, Chrysler continued to develop its top-of-the-line V-8 engine, making for interesting street prowlers. Such was the continued life of the letter cars that, by 1961, had traversed the alphabet to "G." The 300G was a muscle car to be reckoned with in street trim, thanks to performance equipment that not only sounded good--413 cubic inches; Cross-Ram; dual four-barrels--but backed it up with 375 or an optional 400 horsepower and a 0-60 MPH time of 8.2 seconds. Though not the fastest time recorded by car magazines of the time, it occurred during a period when most full-size cars could barely achieve 60 MPH in less than 10 or 11 seconds while simultaneously maintaining an air of luxury. If 413 cubic inches sounds like enough fun, try the big-block when it's equipped with dual four-barrels and a Ram Induction system designed to maximize torque.



The front swivel seats allowed easy access/egress

console also housed optional power window controls, ashtrays and a tachometer.



All your information directly in front of you

Primary instruments resided in a dome-like, easy-to-read bubble. The transmission's pushbutton controls resided to the left of the instrument cluster, balanced by radio, heat and air controls to the right. Comfort and convenience options included power seats, power antenna, rear window defroster and air conditioning.

On this Sunny day in May I was able to sit with PJ and talk about how he acquired this car and what made him go through the level of restoration he did. This car's restoration is almost 30 years old and it

looks like it was done yesterday. Back in the mid 70's when this pilot had time on his hands he dove into this 300-G with all the energy and attention to detail that is typical of a person who can fly a plane full of passengers safely from one point to the next. PJ has a clear vision on pretty much everything; "know what you want, then go get it." And for PJ that's his favorite type of cars, the Mopars and Chryslers that shaped American car technology. PJ has other cars, his collection is filled with both the unique and the common. Maybe in the future we can convince PJ and Elsie to allow us to have another special Mopar on the cover. There is special Chrysler in PJ's collection that is one of only 501 ever made. Ask him, maybe he'll tell you about it.



For 1961 the fuax Spare Tire was removed from the rear deck lid



For 1961 the Grill was inverted and the headlights, marker lamps and bumpers were aligned to match the angles.

DICK AND BOBBI BETTLE HAVE A NEW TOUR: HACKETTSTOWN TO FRENCHTOWN ON JULY 18, 2020

Tour: Leave at 10:30 am from VFW in Morris Plains.

Leave at 11:30 am from the Lowe's at 217 Mountain Avenue (Rt 57), Hackettstown

An uncluttered rural landscape of rolling hills awaits on the scenic and splendid Warren Heritage Scenic Byway. Although this ride starts in Hackettstown, it quickly becomes an uncluttered rural landscape of rolling hills. The 19-mile scenic drive follows Route 57—originally laid out in the 19th century as the Morris Turnpike—and stretches southwest from Hackettstown in Warren County to Pohatcong. Then we will head south on Route 519 to Milford, for a total of approximately 35 miles.



Along the way, we will pass the historic district of Beattystown (a sign marks the site of a Revolutionary War march and encampment),

Just off route 57, we're on to the Royal Diner, 150 State Route 31 S, Washington, for "curbside" lunch (menu will be provided so you can order before we leave Lowe's), or you can bring your own lunch. We will eat at the Washington Borough Park and Pool a few blocks away from the Diner.



Back on Rt 57, we can gas up at Guy's Washington Filling Station, a 1920s gas station, with its original, ornate Ionic columns still intact, and gas comes out of an actual vintage gas pump!



Around MM 4, near Stewartsville, watch for the Concrete Mile marker; the site of the first concrete highway in New Jersey and one of the first in the country. Originally done in 1912 by Thomas Edison's



New Village cement plant as an experimental road surface, most of the road has been paved over, but a portion remains.

Although Rt 57, ends around Phillipsburg, the tour continues south towards Milford & Frenchtown. Our final destination, of course, is ice cream at Jimmy's Ice Cream in Milford.

Please let us know (908.354.8236 or bobbil70b@gmail.com) if you plan to attend.





AUTUMN OUTING DINNER/THEATRE RUN

Hunterdon Hills Playhouse

Lewis Black's Hilarious Comedy

"ONE SLIGHT HITCH"



Date : Sunday October 4, 2020

Place: Hunterdon Hills Playhouse

Time: 1:30 P.M. Tailgate Party. Doors Open 2:15 P.M.

Reservations must be given to Hunterdon Hills Playhouse by August 15, 2020

Name: _____

Region Number: _____

Phone Number: _____

We will be selecting our entrees with Hunterdon Hills staff once we are seated. No need to give me a choice now.

Our choices at the playhouse will be:

1. Roast Prime Rib of Beef
2. Salmon with Lemon dill Sauce
3. Chicken Marsala
4. Roast Turkey with Stuffing
5. Lasagna Rolette
6. Vegetable Kabob (Gluten Free)

Price of \$69.50 per person includes full course meal, all the desserts you can eat, the show tax and gratuity.

Please Make Checks Payable to NJ REGION AACA

Mail to: Brenda Zimmerman, P.O. Box 213, Peapack, N.J. 07977-0213

Telephone Number 908-625-0052

Please Indicate your seating preference when registering.

If you have no preference, seats will be assigned for you.

2020 Region Fall Foliage Tour

Lukan's Farm Resort, Hawley, PA

October 16-18, 2020

What else can COVID-19 take away from us? So far, every AACA National show and tour that I had planned to attend has been cancelled. But the planning must go on, and I've confirmed with Lukans that the Pennsylvania Governor is allowing their opening for lodging and dining, with special conditions followed. So, I'm proceeding with planning of what could be the first and only car club tour for 2020. The Region will continue its exploration of the Pennsylvania Pocono area for its annual Fall Foliage Tour. The lodging destination is again the Lukens Farm Resort, and again the weekend AFTER the Hershey swap meet had been scheduled.

On Friday, I'm planning a breakfast meet up location at the Mt. Bethel Diner on Route 611, just about a mile from the Portland Toll Bridge over the Delaware River. From breakfast, we'll head north on 611 to the Castle Inn in the town of Delaware Water Gap for a guided tour, and a possible stop at the adjacent Antoine Dutot Museum, a former school house. Another scenic 10 mile ride along the Delaware River for a group photo op at the Shawnee Inn pavilion before a lunch stop at either the hotel pub or an adjacent tavern. There is also a brewery tour or a distillery tour I'm going to check out. Enough stops for the day, we'll drive the remaining hour along scenic routes to check in at Lukans well before dinner. And then start the weekend off with a little wine & cheese reception (BYO) at the glass house before dinner. For Saturday, plan on visiting the Woodstock Museum at Bethel Woods in Bethel, NY, and a possible tour of Fort Delaware in Narrowsburg, NY, returning to Lukans in time for the Saturday dinner.

At this time, fourteen of the 24 available rooms have been reserved for Region members. I've again been asked to handle the reservations with membership internally, due to the possibility of last minute changes in tourist's plans. So, there is no need to call Lukens to reserve your room or to send a deposit to them directly. This is how reservations will be done:

- Step #1 - Email Pete Cullen at oldcarz57@aol.com to add your name to the list;
- Step #2 – Write a deposit check for \$100, payable to “**Lukans Resort**” and hand it to Pete at a meeting or Region event, or mail it USPS to Peter Cullen, 20 Valley View Road, Verona NJ, 07044
- Step #3 – Get your car ready and packed!

Heres a summary of the facts for 2020:

- Lukan's Farm Resort 539 Long Ridge Road, Hawley, PA 18428. Phone: 570-226-4574 Internet: www.lukans.com
- Friday October 16 through Sunday October 18, 2020.
- Cost: 3 days with 2 nights rooms, 4-5 meals is approximately \$475 plus tax & tips/Couple, Double Occupancy, includes spacious room and delicious meals. (Slight difference in rates for the Deluxe rooms and the Poolside rooms).
- All events and destinations subject to local COVID-19 compliance orders

Recognizing that fall is a peak time, they will hold the rooms for us until Monday, August 16th. Since there are only 22 rooms at Lukans, reservations are first come, first served, with the possibility that I can access additional rooms if still available. If I get a low response from Region members, I will again extend the invitation to members of other clubs.

Optionally, anyone is welcome to join in the fun for just a day trip or even for a one night stay, provided vacancy is available. As Lukan's dining room is also open to the public for meals, and if you are in the area during any part of the tour,

More details about the confirmed tour stops will be provided in a future article. We look forward to another interesting, if not relaxing, weekend! Go ahead and make your reservations NOW!

Pete Cullen

Fall Foliage Tour Master





Rich's Repair Ramblings, JULY 2020: Ten Steps to a better Oil Change.

Changing the engine oil and oil filter is one of the easiest and most straightforward maintenance jobs you can perform on your collector car. What's easier than 'pull the drain plug, swap out the filter, and add new oil'? Would you be surprised if I stated that there are up to ten ways that you might be doing it incorrectly, meaning there could be ten steps you could take to do an even better job?

The following 10 Best Practices are from my own experiences. Read through the list and see if there isn't at least one step which you can incorporate to make the next oil change a better one for your buggy.



When using ramps, also use the parking brake. Chocks on the rear wheels are a good idea too.

#1. SAFETY FIRST! It bears constant repetition: Never work under a car that isn't properly supported. Do not use the vehicle jack (or worse, some cinder blocks) to support a car off the ground. Use quality jack stands or drive-up ramps with sufficient weight ratings when doing any work that involves sliding under something that weighs upwards of several tons.

#2. DRAIN THE OIL WHEN THE ENGINE IS WARM. Yes, "cold" (room temperature) oil will flow out the oil pan. But warm oil flows more quickly, and more importantly, takes more contaminants out with it. The engine doesn't need to be hot – you increase the risk of burning yourself from scalding oil or a hot exhaust pipe. But if the car is cold, let it idle at least until the temperature gauge starts to move. If you don't have a gauge, 5 minutes on a warm day should do it. If you've just driven the car and everything is too hot to touch, waiting 30 minutes or so will work.



Get the temp gauge to move off "C" before draining the oil.

#3. REMOVE THE FILLER CAP DURING THE DRAIN. You'll get faster flow (and again, remove more of the bad stuff) if you take off the oil filler cap and allow air into the engine during the drain. The cap needs to come off anyway! This is the same as punching a 2nd hole in a can when you're trying to pour out liquid.

#4. REPLACE THE DRAIN PLUG WASHER. The drain plug has a gasket or washer, typically made of copper or aluminum, which serves as a seal. The softer metal is designed to be crushed when you tighten the plug. But the washer can stand being crushed only so many times before it's no longer effective at stopping leaks. The trick in replacing the drain plug washer is having a spare one on hand. (Hint: I buy them by the dozen.)

#5. ALWAYS REPLACE THE OIL FILTER. I continue to be amazed at acquaintances who brag that they left the filter in place. It's perhaps worse to remove the thing, empty it, and reinstall it! How much does a filter cost? Stop being so cheap. Leaving the old filter in



Used washer (L) shows crush marks. New one (R) will do better job, costs pennies

place recirculates about a quart of dirty oil directly into your fresh clean oil. It also runs the risk of the filter becoming so full of contaminants that it can no longer do its job. Always be sure to have a new filter on hand before you start the job.

#6. PRE-FILL THE OIL FILTER BEFORE INSTALLING IT. This is one 'best practice' that isn't always practical to do. I do this for one car, but not the other, simply because of the filter's location. If the filter attaches from the bottom, I can add oil to it and keep it right-side-up, avoiding any spills when reinstalling it. However, if the filter attaches horizontally, it's trickier. Sometimes I can add a little oil and get it on there without any spills. We'll need to qualify this best practice with the caveat "it depends".

#7. TIGHTEN THE OIL FILTER CORRECTLY. I've seen engines gushing like the Exxon Valdez because someone forgot to tighten the oil filter. (You should also check that the rubber gasket from the old filter has come off; should it stick to the block, the new filter will never seal properly.) It's just as bad, however, to overtighten the filter. I've witnessed techs hammering a foot-long screwdriver to act as a pry bar to loosen it. For most cars, oil filters should be tightened by hand, without the use of any tool. Tighten until the gasket contacts the engine, then turn the filter another 1/8 to 1/4 of a turn. That's it!

#8. USE THE CORRECT VISCOSITY OIL. Your vehicle manual will identify the viscosity. For most cars built in the last 50 years, vehicle manufacturers have recommended a multi-weight oil good for year-round use, with numbers like "10W-30". The lower the number, the thinner the oil, necessary in cold weather. The higher the number, the thicker the oil, needed in hot engines. The "W" stands for winter. Using the incorrect viscosity oil can damage your old car engine. For example, new vehicles require much thinner oils. My 2016 Volvo calls for 0W-20 weight. Putting that

viscosity into an older car would probably increase oil consumption, and would likely provide insufficient hot weather protection. (The topic of oil viscosity will be addressed in a future Repair Rambling.)

#9. CRANK, BUT DON'T START, THE ENGINE TO BUILD UP OIL PRESSURE. Starting an engine immediately after an oil change runs the risk of starving critical components like bearings of needed oil. A best practice is to disable the ignition (easy on old cars by simply pulling the secondary coil wire) and cranking the engine until oil pressure builds, usually in about 5 to 8 seconds. Taking this small step helps ensure the



Old filter (L) has loose gasket. Add light coat of oil to new gasket. Orange box holds drain plug washer

longevity of internally lubricated engine parts.

#10. RECHECK THE OIL LEVEL 5 MINUTES LATER. The manual states "five quarts with filter", and that's what you put in. But I don't rely solely on the number of quart bottles I've poured. After running the engine for a few minutes, I shut it down, wait 5, then pull the dipstick (car should be on level ground). If it needs a smidgen more, now's the time to do it. I want the peace of mind of knowing that, after an oil change, the level is exactly at the 'full' mark on the stick.

Next month in Rich's Repair Ramblings: Brakes 101.



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1953 marked the epitome of the 1950's Cadillacs' elegant image. New that year was the first Eldorado. It was almost entirely handmade, with many outstanding features being standard. At the other end of the spectrum was the entry level 6219. GM's marketing department was in fine fettle as well. Maybe the lowly 6219 didn't come standard with tons of accessories, but most accessories could be ordered if desired. One could step up to Cadillac ownership and it would not be a big step! Also, Cadillac had a reputation for holding its resale value. Next year you could trade in your old Cadillac and get a brand new Cadillac for a pittance, and even if this wasn't a "top of the line" model, it screamed Cadillac!

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