

THE ROAD MAP

Est. 1951

THE OFFICIAL NEWS LETTER OF
NEW JERSEY REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA
NOVEMBER 2020

Vol. 64 No.11





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November 2020



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2021 CALENDARS ARE HERE

Back in the Spring we approached all of the folks who had put their cars on the cover of the Roadmap for permission to build a calendar.

And here it is!!! The first

NJ Region AACA Roadmap cover car calendar for 2021.

The Calendars are \$15 each with no shipping costs. Orders can be made by using the link below. Payment can be made by cash or check made out to the club and mailed to

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Morris Plains, NJ 07950

Orders need to be made by December 3rd
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ORDER HERE : <https://www.yearbox.com/njaaca/>



**The Road Map
The Official
Publication of the
New Jersey Region**

Antique Automobile Club of America
Serving Northern New Jersey since 1951

Editor : Jay DeBoey
67 Fairmount Road
Long Valley, N.J. 07853
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UNDER THE HOOD

Notes from the editor



As I sit here trying to wrap up another newsletter in a time when content is scarce and people are at each others throats over the most mundane things. I wonder what I can write that would put a smile on peoples faces, make them chuckle or reminiscent of things that they have done in their life. How about a good car story.....

In 1978 as I was about to graduate from Randolph high school, I was driving a 1960 Volkswagen that I had bought for 30 bucks and rebuilt with scraps lying around the shop I worked in during that time. It had a 40 horse motor, a rag top pull back sun roof and the AM radio worked like a charm. We all drove junk like that back then. Some of us drove the family cast away, others drove things like grandpa's old Electra 225 they bought for a \$1 from well meaning grandparents. And we all loved those jalopies because they were our freedom. And a friend of mine was about to offer me a chance of a lifetime.

This particular friend was very into Sunbeam Tigers, he ran all over the tri-state area snatching them up in any condition (mostly awful) and he would patch them together and sell them. Well, he found one that wasn't so bad off in the rust department and he needed a few bucks. He offered me his 1969 Firebird for \$400 and I was ecstatic. To go from a 40hp 1960 bug to a straight up V8 Firebird was beyond my wildest dreams. It didn't really matter that there was no trunk floor to speak of or that the bottom half of the quarter panels were gone.....this was a serious upgrade and I jumped at it. Minimum wage at the time was \$2.30/hr and I had put away a few hundred bucks. I knew how to rebuild VW engines at that point, how hard could a V8 be? I could change a clutch, rebuild a carb and I had a few tools. So I made the deal and in a few days I was driving to work in my hot rod. That thing could do burn outs like a pro dragster. That's how I learned how expensive tires are.

That summer I learned how to weld a new quarter panel on and got an introduction to body hammers and sanders. My first time with a buffing wheel and compound didn't go well, but it was a lesson. I learned how to wire a car stereo, fog lights and a CB radio. I got used to changing tires and using the tire mounting machine and of course I could change my oil in 5 minutes. Yes sir, the summer of 78 was a blast. I had bought my sisters 66 Chevelle and a 71 Pinto with a busted harmonic balancer too. I went from 1 car to 3 in less than a year.

By the summer of 79 I was graduating Basic Training at Ft. Dix and was on my way to Ft. Belvoir for AIT. The firebird was gone, the Chevelle was too and I was left with the Pinto which was actually ok since the second gas crisis was upon us. The point of this whole story is that our cars are our souls. They are tied to us in very emotional ways. That Firebird was my canvas and I learned so so much on that car that it will be forever in my heart as the one that made me a car nut.

I'd like to encourage every one of you that has a similar story to jot it down in an email and I will put it

right here on this page so you can share with everyone the car that lives in your heart forever, and linked you to this great hobby.

On a side note, you will see a new way to share with everyone who the brain trust of the NJ region is below. This is a temporary place for it while I figure out to best handle some new guidelines from national on peoples private contact information. It seems that providing email addresses isn't a wise thing to do anymore with the amount of unscrupulous folks out there. Keep in mind you can always get hold of all of these people by going to the Members only section of our website. If you need help with that, contact Leif Mangulson for help.

On My honor.....

Jay DeBoey (#1540)
908-963-5985

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ANTIQUE AUTOMOBILE DISPLAY

Sunrise Senior and Assisted Living of Morris Plains, NJ

Text and Photo's submitted by Abe Platt

At the end of September 2020, the NJ Region AACA website received a request from Shannon Cook, the Executive Director of the Sunrise Senior Living facility in Morris Plains, NJ. She was reaching out to the Region to determine if there was any possibility to have a socially distanced car show for the residents of this facility. She indicated that the residents "are suffering greatly having been in their rooms for 6 plus months and need something to pick their spirits up." Bill Pritchett made the initial contact with Shannon and then forwarded her request on to me on September 30th to coordinate. He also sent an email out to the general membership that same evening. I called Shannon the following morning and confirmed the details for an antique automobile display. At my request, Bill sent out a follow-up email to the general membership to confirm the time, location, and details of the display. We agreed on 10:30 until noon on Satur-



Duffy and his 1967 Electra 225, Bette's 1957 Bel Air



Clockwise : Cliff, Dick, Duffy, Bill, & Steven enjoy the warm day.

day, October 10th as the AACA Eastern Fall Nationals in Hershey was canceled and re-scheduled to November and moved to Gettysburg, PA, and knew that there would be Region Members available. We selected a rain date of Tuesday, October 13th and hoped we would not have to use it. This apparently was a good choice as my phone and email started to buzz almost immediately with activity from NJRAACA Members wanting to participate.

Saturday, October 10, 2020 turned out to be a beautiful day for a Car Show (antique automobile display) as was evident by the fact that twenty members with their spouses and friends arrived in fourteen antique cars from every decade from the 1930's thru the 1980's. The following NJRAACA Members participated: Dick Bettel with his 1930 Ford Model A; Dave Cavagnaro

with his 1940 Chevrolet Sport Sedan; Bob Smith with his 1950 Ford Custom; Walt Terry with his 1953 Mercury Monterey; Bill & Gayle with their 1956 Oldsmobile Holiday 88; Bill & Bette Pritchett with Bette's 1957 Chevrolet Bel Air; Nick & Barbara Matlaga with their 1964 Chevrolet Impala SS; Bobbi Bettel with her 1965 Lotus Elan 52 roadster; Duffy Bell with his 1967 Buick Electra 225; Brian Pritchett with his 1968 Ford Mustang GT fast-back; Cliff Stern with his 1974 Triumph TR6; Roy Hardgrove with his 1976 Lincoln Mark IV; Abe & Ann Platt with Ann's 1988 Mercury Cougar LS Special Edition; and Steven John as a passenger and Sam James driving modern. Our friend Daren McCann joined us with his 1962 Lincoln Continental. Sam is a new NJRAACA member and came by to see what we do at these events. Apparently, Sam just purchased a Ford Crestliner and spent most of his time speaking to Bob and Walt and admiring their beauties.

Shannon had the entire back parking lot set aside for our vehicles so there was no traffic other than the residents and staff to watch out for. Shannon and her staff set up a couple of tables which contained coffee and



Nick & Barbara's 1964 Impala and Brian's 1968 Mustang



Steven, Brian, Bill, Gayle, & Daren enjoying each others company.

bagels and fixings that our member took advantage of hardily.

The residents of these assisted living facilities always amaze and surprise me with their comments and their stories. One of the ladies being helped around by a young staffer looked at Dick's Model A and stated that her father had a small car like this, a Durant. I stopped short and asked if she knew who Billy Durant was and his ties to GM, she said no, but she loved the Durant and riding in it. This was one of three comments/stories that made my day. The other was from another female resident who had six children when she looked at Bill and Gayle 1956 Olds and said that all four of her sons had Chevy's just like this, but different colors. I did not correct her but listened to her talk about her boys and of all of the young girls that were always around her house. Wonder-

ful memories! The last comment that I will bore you with was from one of the male residents who saw Brian's Mustang and told me that his two sons both had Mustangs, but not at the same time, and how much they loved those cars, and how much trouble they got into with those cars. Again, wonderful memories!

This was a very pleasant event, both for the participants in this event and for the residents and staff of the Sunrise Assisted Living/Senior Living facility. The reason I spent so much of my time in helping arrange these events is that it is another place and time for our members to socialize and it is a great way for us to give back to the seniors in these communities and hope that when and if we are residents in the future, that there are others like us that will bring their antique automobiles for us to reminisce about.



Walt's 53 Merc, Cliff's 74 Triumph & Dave's 1940 Chevy

Please go to the News & Photos section of the NJ Region's website to see additional pictures of this event <https://njregionaaca.com/news-photos/>. Or go to the NJ Region's Face Book page for a pictorial essay on this event; <https://www.facebook.com/NewJerseyRegionAACA>. You can also use the following link to go to my Photo Album for my pictures of this event: <https://photos.app.goo.gl/RR5MwjNH4t6NHEJT8>.

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

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NEW JERSEY REGION ANTIQUE AUTOMOBILE CLUB OF AMERICA

Application for Membership

In order to be considered for membership, applicants must have current membership in the Antique Automobile Club of America and be sponsored by a New Jersey Region member in good standing.

Date of Application	<input style="width: 90%;" type="text"/>	AA CA Membership No.	<input style="width: 90%;" type="text"/>
Name	<input style="width: 90%;" type="text"/>		D.O.B.
Address	<input style="width: 95%;" type="text"/>		
City	<input style="width: 40%;" type="text"/>	State	<input style="width: 10%;" type="text"/>
		Zip	<input style="width: 10%;" type="text"/>
Phone	<input style="width: 15%;" type="text"/>	Bus. Phone	<input style="width: 15%;" type="text"/>
	Name of spouse <input style="width: 40%;" type="text"/>		

Region use only
Introduced <input style="width: 90%;" type="text"/>
AACA Paid <input style="width: 90%;" type="text"/>
Region Paid <input style="width: 90%;" type="text"/>
Voted <input style="width: 90%;" type="text"/>
Region No. <input style="width: 90%;" type="text"/>

If you would like your anniversary and/or family birthdates noted in our region newsletter please note the information you wish to appear.

Anniversary	<input style="width: 90%;" type="text"/>	No. Yrs.	<input style="width: 90%;" type="text"/>	Spouse birthdate (day and month)	<input style="width: 90%;" type="text"/>	Children {Note name(s) and date(s)}	<input style="width: 90%;" type="text"/>
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Ownership of an antique car is not required.
However if you do own one or more antique vehicles, please fill in this section. (Use reverse side if necessary)

Year	Make	Model	Body style
<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>
<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>
<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>	<input style="width: 90%;" type="text"/>

List other automotive interests, including other clubs and other AACA Regions

<input style="width: 95%;" type="text"/>
<input style="width: 95%;" type="text"/>
<input style="width: 95%;" type="text"/>

Applicant:

Dues are \$20.00 annually, and payment must accompany this application. Applications received and accepted during the months of October, November and December shall include membership for the succeeding year with no additional fee. If your spouse is a member of AACA, the spouse will automatically become a Region member at no additional charge.

Applications become effective following the presentation of the application, and the applicant, at a regular Region business meeting. Acceptance of the applicant requires approval by the membership at the following Region meeting.

Applicant signature:

Sponsor — Should be sure the applicant is a member of AACA, and consider whether or not the applicant is of good character and would be an asset to our organization, and is dedicated to the preservation, restoration and maintenance of automobiles and automotive history.

I recommend
for membership in the New Jersey Region AACA.

Region No.

Sponsor's phone

Membership Secretary – Bill Pritchett.
6 Columbine Road, Whitehouse Station, NJ 08889
908-534-9069

APPLICATION FOR NEW MEMBERSHIP

Antique Automobile Club of America

America's Premier Resource for the Collectible Vehicle Community Ownership of an antique vehicle is not required for membership

Antique Automobile Club of America • 501 W. Governor Road, Hershey, PA 17033 • Phone (717) 534-1910 • www.aaca.org

New Member Information (Please Print)

First Name	M.I.	Last Name	Spouse/Partner First Name	M.I.	Last Name	Date
Address						
City		State/Province		Zip/Postal Code		Country
Signature		Email Address		Telephone #		

Sponsor Name & AACA Membership Number or Address (Sponsorship by a current AACA member is OPTIONAL)

Please contact me about joining a local region ☐

MEMBERSHIP OPTIONS

ANNUAL MEMBERSHIP (Includes Spouse/Partner) ----- \$40.00 ☐

Enjoys voting privileges, receives the bi-monthly issues of ANTIQUE AUTOMOBILE magazine, is eligible to join an AACA region and/or chapter and is eligible to exhibit cars and compete for national prizes and annual awards. Membership entitles you and your spouse/partner to limited free research in the AACA Library & Research Center.

FOREIGN (NON-USA) MEMBERSHIP ----- \$50.00 ☐

Enjoys the same privileges as annual membership.

FIRST TIME 1/2 YEAR MEMBERSHIP ----- \$20.00 ☐FIRST TIME EVER AACA member who joins between June 1st and October 15th. Enjoys the same privileges as annual membership.STUDENT MEMBERSHIP (Ages 13-25 – for student ONLY) ----- \$12.00 ☐

Enjoys the same privileges as annual membership. Applicants must include copy of student identification or proof of enrollment.

JUNIOR MEMBERSHIP (Age up through 12 years old) ----- \$10.00 ☐

Members receive quarterly newsletter – WHEELS. Date of Birth _____ required for Juniors.

U.S. LIFE MEMBERSHIP ----- \$700.00 ☐FOREIGN (NON-U.S.) LIFE MEMBERSHIP ----- \$900.00 ☐

Life memberships enjoy the same privileges as annual membership. The surviving spouse/partner of a Life Member shall remain a Life Member at no additional cost. A three (3) year payment plan is available. Call us for details.

AACA MERCHANDISE

Dues Billed Annually

Dues are billed annually only. There is no pro-rating of dues and back issues of ANTIQUE AUTOMOBILE may not always be available.

Item	Qty	Unit Price	Total
Certificate of Membership 8 1/4" x 11"		\$6.00	
Enamel Car Badge 4 1/4" x 3" Gold/Blue		\$22.00	
Bumper Sticker 4 1/4" x 3" — Blue with AACA Logo in Gold		\$2.00	
Package of 8 Emblem Window Decals		\$3.00	
AACA Aluminum License Plate Frame		\$14.50	
Merchandise Total			
Membership Total			
Total Amount Due			

For more merchandise selections visit our website at: www.aaca.org (Merchandise prices include U.S. shipping & handling - call for foreign pricing)

Payment Method: (All prices Stated in U.S. dollars)

☐ Check or money order enclosed payable to AACA. (U.S. funds only) Any check dishonored by a bank will be subject to a charge of \$25.00.Charge to: ☐ Visa ☐ MasterCard ☐ Discover

Card # _____ Expiration Date _____ CV# _____

Authorized Signature _____

Rev. 7/17

ANTIQUE / CLASSIC CAR SHOW PARADE

Somerset Run and Sterling Pointe 55-plus Adult Communities



Officers Morales & Reid of the Franklin Police Department

participating car owners that wished to do so could park their vehicles at the Sterling Pointe Clubhouse where the residents would have an opportunity to take a closer look at our antique and classic automobiles. Please note that social distancing and face masks were a requirement when we were parked for display.

On Thursday morning, October 15th, as I was reading the newspaper, I read the article, "Pretty in Pink" in the Courier News and wondered if we could possibly have a "Pink" cruiser join our parade. Several communities in Somerset County have pink cruisers to publicize "Breast Cancer Awareness". So, I immediately called the office of the Somerset County Prosecutor, Michael Robertson, and spoke to his secretary Lynn Partington. I mentioned the article and indicated that I am a member of the New Jersey Region of the Antique Automobile Club of America (NJRAACA) and several other national and local car clubs. I indicated that I am the NJRAACA Chair for a classic and antique car show parade that we are conducting Tuesday, October 20th. I mentioned, I had read the article, "Pretty in Pink" in that morning's

A couple of weeks prior to the end of September Charyl Friedman, the Lifestyle Director of Sterling Pointe, a 55+ adult community in Somerset, NJ, reached out to me to determine if I would be interested in helping her set up an antique/classic car show parade for their residents. Our initial communications included the possibility of two other adult communities in the immediate area being a part of the parade. A couple of weeks later, one of these communities dropped out of the planning. This left two communities that would be part of the parade route, Somerset Run off New Brunswick Road and Sterling Pointe off Weston Road, both in Somerset. The parade was scheduled for Tuesday, October 20th with Wednesday, October 21st as a rain date. The plan was to have participants gather at 1:00 PM at Colonial Park parking lot G on Mettlers Lane with the parade starting at 1:30 PM. Once we had driven around both communities, those



John Cirrito with his 1939 Pontiac Deluxe sedan

Courier News and wondered if we could possibly have a "Pink" cruiser join our parade. The Prosecutor's office is attempting to have at least one "Pink Cruiser" in each of the 19 communities in Somerset County. However, by Tuesday morning I had not received a response to my request.

Tuesday, October 20, 2020 started out with scattered showers so Charyl and I had an early morning telephone conversation and decided to proceed as the weather forecasts indicated clearing conditions during the day. Apparently, the early morning sprinkles kept some car owners home. Ann and I departed our home and headed to the Middlesex Texas Weiner to meet up with Roy Hardgrove and Henry Guzman so that we could caravan to parking lot G. We had to keep our speed down to less than 30 MPH as Henry was driving



Bernie Cooney's 1953 Cadillac Series 62 sedan

ANTIQUE / CLASSIC CAR SHOW PARADE*(continued)*

his original 1928 Ford Model A Fordor sedan. When we arrived at the designated meeting location, we found a couple of NJAACA and Running Board A's (RBAs) members already there. I asked Henry to park with the other Model A's for display purposes and for him to meet the other Model A owners. A couple of more cars arrives as did Charyl. As I introduced myself to Charyl and was signing in the participants, a "Pink" police cruiser pulled in and two police officers emerged. I introduced myself and asked if they were joining our parade. They responded with big YES. Officers Morales and Reid were with the Franklin Township Police Department and told me they were there to participate and to assist in any way that they could. More cars had arrived at that point and the officers proceeded to check out the classics parked in this mini car show as did the participating car owners.



Running Board A's present and running.



Charyl with Bob Rankin's 1963 Cadillac Series 62 Coupe

By 1:30 PM, we had seventeen cars driven by members of the NJAACA, the Galloping Hill Cruisers (GHCs), the RBAs, and three unaffiliated car owners. These cars were from every decade from the 1920's through the 1990's except for the 1940's. At one point I thought this was going to be an all Ford show until some GM and Chrysler products started to arrive. The four Model A's included one for each year from 1928 through 1931. We were only missing a 1927, which the members of the RBAs said were very rare. We caravanned to the entrance of Somerset Run where Judy Clickner, the Lifestyle Director of that community, joined us as our guide. The drive on public streets was made very easy as our police escort raced ahead to block each of the cross streets from parking lot G to Somerset Run and then to Sterling Point. These two officers were heaven sent as they made this parade one of the easiest regard-

ing street traffic that we participated in this year. When I got home that afternoon, I emailed a heart felt thank you to the Somerset County Prosecutor and the Franklin Township Police Chief for sending us these two "Guardian Angles".

The members of the NJAACA included: Dick and Bobbi Bettie with their 1930 Ford Model A roadster; John Cirrito with his 1939 Pontiac Deluxe sedan; Bob Hudak with his 1939 Ford Fordor Deluxe; Bernie



Frank Spataro's 1986 Dodge 600 Turbo, Bill & Gayle's 1956 Oldsmobile Holiday 88 and Bob Rankin's 1963 Cadillac Series 62 Coupe

Cooney with his 1953 Cadillac Series 62 sedan; Bill and Gayle Stroh with their 1956 Oldsmobile Holiday 88; Bob Rankin with his 1963 Cadillac Series 62 coupe; Al Danner with his 1968 Ford Mustang GT; Roy Hardgrove with his 1976 Lincoln Continental Town Car; Abraham and Ann Platt with their 1988 Mercury Cougar LS Special Edition; and Greg Roser with his 1990 Cadillac Brougham. In addition to Greg and myself, the other members of the GHCs were Tom Patterson with his 1951 Ford Vicki and Tom Petrusko with his 1986 Dodge 600 convertible. The other two members of the RBAs were Doug Pyatt with his 1929 and David Allison with his 1931 Ford Model A Tudors. The two unaffiliated car owners are residents of Canal Walk where we did the same type of Car Show Parade on August 21st. They were Frank Spataro with his 1986 Dodge 600 Turbo convertible and Greg Richardson with his 1963 Chevrolet Impala SS. As we drove through each of the communities, residents that owned antique or classic cars joined in the parade adding several cars to the line of participating cars.

This was a very pleasant event, both for the participants in this event and for the residents and staff of Somerset Run and Sterling Pointe. When I got home on Tuesday afternoon, I sent an email to both Charyl and Judy thanking them very much for giving us the opportunity to show off our antique vehicles. I told them that we are proud of our treasurers and are always very happy to share them with others. We very much appreciated the many thank you's that were tossed in our direction by the residents as we drove by. Today turned out to be a beautiful day and I am so happy that we all had the opportunity to socialize, both before and after the parade. In my



Henry Guzman's Original 1928 Model A Ford Sedan

emails to both Lifestyle Directors and to the Somerset County Prosecutor and Franklin Township Police Chief, I included a link to my photo album for this parade.



Tom Patterson's 1951 Ford Victoria

Please go to the News & Photos section of the NJ Region's website to see additional pictures of this event <https://njregionaaca.com/news-photos/>. Or go to the NJ Region's Face Book page for a pictorial essay on this event; <https://www.facebook.com/NewJerseyRegionAACA>. Also, click on the following link to go to my Photo Album for my pictures of this event: <https://photos.app.goo.gl/Evymmr8r3iYioFd9>.

Article and photographs respectfully submitted by:

Abraham "Abe" Platt

NJ Region Member #1524

NOVEMBER BIRTHDAYS

6 ROBERT SMITH

9 KEITH MURPHY

9 ANNABELLE WILMER

13.... RAY ROBERTOZZI

14.... GREGORY MCCANN

18.... WALTER SMITH

24.... BOBBI BETTLE

24.... LEIF MANGULSON

24.... KEN SWAN

28.... HERB SINGE

30.... SANDY REIN





Car Stories that we are Losing

By Myron Smith

Vice President - Regions, Western Division



Car Stories That We are Losing Myron Smith VP Regions - Western Division As our car hobbyists age we're losing a lot of good car stories. Here are a couple of my favorite stories. Carl Louis Samuelson was a distant relative of my father. He was born in 1910. I always knew him as "Sam" or "Sammy."

His father had a barber shop in Wausa, Nebraska. I believe the shop was next to the Ford Garage. We used to call dealerships "garages" not "car stores." As a kid, he hung around the dealership and eventually it became his job to sweep out the service area every day. He was paid for every wrench he found on the floor while sweeping. (I don't recall how much.) He said he thought mechanics sometimes intentionally dropped wrenches on the floor and left them just so he could get paid more. He grew to an adult height of 6'-1" at an early age.

Periodically, the dealer would round up a group of guys and they would go to Omaha to the assembly plant to pick up new cars and drive them back to Wausa. At a young age of between 10 and 14, Sammy was allowed to go with this group to pick up new cars. I'm not sure how they got to Omaha, but I suspect it was by train. When they picked up the new Fords, they were instructed to drive them full throttle, wide open until the engine seized. At the first stop, they would go to a restaurant for rolls and coffee while the cars cooled down. Then they would repeat the process, and each time the 'new' cars would go a little farther before stopping. He said that by the time they got to Wausa, 150 miles from Omaha, the cars were pretty well broken in for the customers. Sam eventually became an electrical engineer in Minnesota. He lived to be in his 90s.

My second story involves my Dad's cousin's purchase of a new 1959 Mercedes 190SL. Jerry was a bluecollar worker for Northwestern Bell Telephone company in the late 1950s in Omaha. He was transferred to Alaska where he worked for a period of time making really good money and having nothing there to spend it on. He returned to Omaha and one day after work, in his work clothes, he walked into the Mercedes dealership. The salesmen, accustomed to

dealing with affluent members of society, ignored him completely. Finally, the owner of the dealership came out of his office and asked Jerry if he could help him. He said "Yes, I want that one," pointing to the red roadster on the showroom floor. The owner then said "OK, it'll take us a few minutes to get it out of the showroom." As he drove away, the dealership owner is reported to have said to the salesmen, "let that be a lesson to you boys." The insinuation being, you couldn't tell who had the money for a Mercedes by what they were wearing and since the owner sold the car he would not have to pay a commission to a salesman.



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Broker/Sales Associate

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NEXT MEETING

The next meeting of the New Jersey Region AACA will be held well,
Truth is, nobody knows
for 2020

FEATURED COVER CAR 1988 PONTIAC FIERO



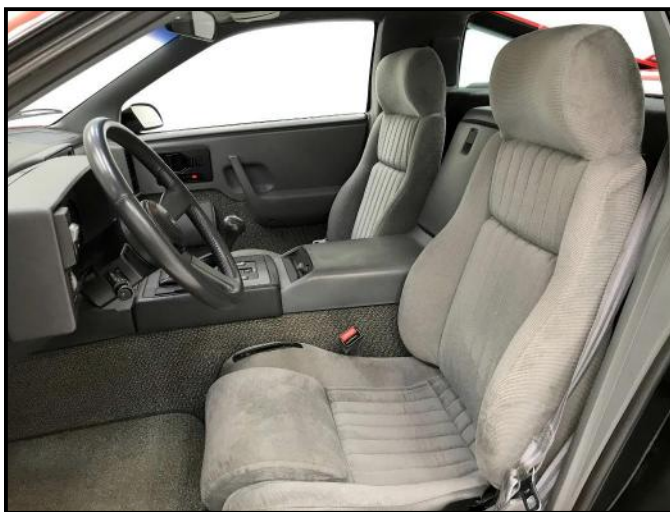
*Owned by Yvonne Kunz
Hopewell, New Jersey
Story & Photos by Yvonne Kunz*

So How did Yvonne end up acquiring a 1988 Fiero GT? Well, it all started in 1953.

Lina Kunz convinced Wm Kunz Jr. to purchase a 1929 LaSalle, which he had serviced since 1931. The beautiful sedan was well cared for and passed down to his daughter, Lillian Kunz Anderson. She eventually turned the car over to her nephew, Craig. And so began the Kunz antique car collection.

Yvonne started going to AACA events with Craig and it wasn't long before the classic car bug bit and Yvonne soon wanted an antique car of her own. But what to get? She absolutely adores Chevy Bel Airs. And then there's T birds, Mustangs and vintage muscle cars. The catch was Yvonne wanted a daily driver. The decision was put on hold until she attended a presentation at one of the national conventions. A young man talked about how much fun he was

having buying cars that were expensive in his youth, restoring them and driving them around. That got her thinking. How about a Miata or, better yet, a Fiero. Yvonne had one when she was younger and had loved it. She made the mistake of telling Craig and he started looking. After all, here was an opportunity to bring her over to the dark side.



The low-slung Fiero's interior was a sporty place to be

Craig found one at the Classic Auto Mall in Morgantown, PA. and they drove out to look at it. The car was in excellent shape however, under the fluorescent lights, it wasn't very impressive. Yvonne was ready to walk away when Craig asked if they could bring the car outside. Once in the bright sunlight, Yvonne said *"I think I heard the angels sing – what a beauty!"* Yvonne and Craig took turns driving it. The car was just as she had remembered it.

After a quick lunch to talk it over, Yvonne made an

offer and the Fiero was hers. They made arrangements to have her flat-bedded home. She had on original, thirty year old Goodyear GT+4 tires. Not something she wanted to drive home on. Today she has driver tags and she corners like she's on rails!

1988 became the year when GM management finally listened to the original designers and the various complaints and got the car right. Sadly, it was also the Fiero's last year. The Pontiac Fiero was an innovative idea, but making that conceptual dream a production reality meant compromising along the way. Later models provided many enhancements including a V6 engine that roughly matched its persona. However, quality problems scorched the Fiero and ultimately contributed to its demise. And while more than 400,000 Fieros were built during their five-year run, only ten percent were fastback GTs; 17,660 were built in 1986, 15,968 in 1987 and a mere 6,848 emerged in 1988.



The V-6's power is rated at 135hp at 4,500 rpm and 165-lbs.ft. of torque at 3,600 rpm



Front storage area contained radiator, spare tire and jack, brake booster, washer reservoir and precious little else.

Exterior

Pop up headlights, black trim races the length of the side panels, small black venting in front of the rear tires, a rear deck with black venting and a red center, a red spoiler on the back of the car, pop-up sunroof, offset cross lace wheels, with 15 x 6 inch tires up front and 15 x 7 inch tires on the rear.

Interior

The low-slung Fiero's interior was a sporty place to be; the GT's reclining bucket seats were cov-

ered with cloth, unless the optional leather coverings (1988) were chosen. Seat bottoms and seat-bottom upholstery can be interchanged from side to side by swapping the tracks, and the seat-back covers are interchangeable, but only by removing the material from the frame. This car is equipped with a Gray interior, bucket seats, instrument panel includes volt meter, oil pressure gauge and the Formula option 120MPH speedometer.



The wide low stance of the Fiero GT is unmistakable

1988 Pontiac Fiero GT					
DIMENSIONS		POWERTRAIN		OVERVIEW	
Weight	2,712 lbs.	Engine(s)	98hp 2.5L 4 135 hp 2.8L V6*	Manufacturer	Pontiac
Wheelbase	93.4.4 in.			Production 1988	26,401Total 6,848 GT
Length	164.9 in.	Transmission(s)	5 Spd Manual (Muncie) 3 Spd Turbo Hydra Matic	Body Style(s)	Coupe
Width	68.9 in.			Assembly	Wixom Michigan



This great detail shot is perfect for showing off all of the Fiero's features.

Drivetrain

2.8-liter V6 mid-engine, 5-speed manual transmission, tri link rear suspension and axle. New for 1988, the upgraded front suspension included control arms and knuckles which reduced steering effort (no power steering). For this final year of production, new vented disc brakes on all 4 corners were standard on the GT model.

Improvements to suspension, brakes, steering, and improvements to both the four-cylinder and V6 engines took the car to a level far beyond the 1984 model that had received much criticism. 1988 was also the only year a yellow exterior color was available as a factory option. On August 16, 1988 the last Fiero rolled off the Pontiac, Michigan plant line



ACTIVITY REPORT

2020 Region Fall Foliage Tour to Lukans's October 16-18, 2020

For the 10th consecutive year, the Region toured the Poconos, with the destination for two nights being Lukans Family Farm Resort in Hawley, PA. The legendary food and service at Lukens cannot be beat! With the global presence of COVID-19 resulting in the cancellation of all other AACA tours in 2020, this was likely the only car club tour that safely stayed on its schedule! But with understandable health concerns from some of the regular tourists, we had only nine cars on the full tour, with two additional members joining in on the Friday route.

The first day of this year's tour started with a nice indoor breakfast at the Mt. Bethel Diner on Friday morning. After welcoming everyone and reviewing the day's tour schedule, the group left for the short drive to the tiny town of Delaware Water Gap,, PA, for a guided tour of the historic Castle Inn hotel and learned the history of the region and ties to a musical past. Another short scenic drive along River Road took the group to the next destination, the Pocono Indian Museum for a 40 minute guided presentation of the displays on Native American local history. They also had a huge gift shop and retail store, which many tourists supported! Another quick drive on local roads took us to our lunch destination, at the Shawnee Resort. Unfortunately, the weather was less than ideal for the planned photo opportunity at the hotel grounds, but wasn't so bad for driving, which we did for the rest of the tour's route through Delaware Water Gap National Park, to arrive at



Your Tour Master blending in with the locals.

Lukans in time to check in, unpack and enjoy a home style steak dinner.

On Saturday, after the famous Lukans Triple Breakfast (now, the first timers understand), the group headed into town to visit a private collection



The 2020 Lukans Tour begins!!!!

which included antique clocks, musical instruments, and what is billed as the largest collection of 'depression glass' (glows under UV light) in the world! Then a short return ride back to Lukans for their famous "Thanksgiving Lunch". After huge lunch, but before the tryptophan kicked in, the tourists caravanned for the final stop on this weekend's tour, a 45 scenic drive over to Bethel Woods, NY, to visit the Woodstock Museum, to see and learn about their 50th Anniversary displays. A nice drive back got the tourists back to Lukans to... eat again!

We again took full advantage of Lukens enclosed pavilion for post-dinner wine & cheese gatherings and a roaring fire on both evenings! "Thank You" to those who contributed to food or drink for the group's hospitality table.

Sunday wrapped up with a farewell breakfast



Max is ready for a Woodstock Tour



The best part of a tour is the fellowship.....B'fast anyone?

for all. Three families added a scenic 30 mile ride along Lake Wallenpaupack to Ritter's Apple Cider Mill, where they bought some pumpkins, apples and donuts, before joining me and Anthony at the Lukans Sunday Roast Beef Supper – which was delicious!

The following members joined in the fun: Greg & June Roser, 1990 Cadillac Brougham; Brian & Sarah Pritchett, 1993 Pontiac Firebird; Dick and Bobbie Bettel, 1930 Ford Model A; Ken & Sharon Dulio, 1940 Pontiac; Duane & Trish Copley, 1991 Chrysler LeBaron; Art Briggs & Max Altenburg, 1991 Mazda Miata; Duffy Bell, 1967 Buick; and Pete Cullen and Anthony Cecala, 1985 Olds Cutlass. Also, Bob & Pat Kapral toured in their modern vehicle. Bill & Bette Pritchett and Nick & Barbara Matlaga joined on the Friday tours in their modern vehicles.

Hershey 2021 falls earlier in October, leaving the 'following weekend' we usually tour, as the 3 day Columbus holiday weekend, and Lukans already has the majority of their 24 rooms booked. So I'm exploring either the 'next' weekend, October 22-24, 2021, or either of the two weekends in September after Labor Day, for the next Fall Foliage Tour. I do have some ideas for the 2021 tour, but am open for any ideas for new stops!

Pete Cullen
NJAACA #1140
Fall Foliage Tour Master



The fall foliage was cooperative for the tour.



The 6th Annual Califon Classic Car Show

On a beautiful sunny and pleasantly cool Saturday, September 19, 2020, twenty-two members and spouses of the NJ Region AACA presented eighteen antique vehicles for participant/spectator selection of best in class and best in show. Participants received a sheet of pre-

The following NJ Region members participated: Tom Finn with his 1940 Ford Deluxe Coupe; John Cirrito with his 1948 Pontiac Deluxe Streamliner; Bob Smith with his 1950 Ford Custom coupe; Walt Terry with his 1953 Mercury Monterey; Albert Gaal with his 1953 Ford; Miles Yengst with his 1957 Ford Thunderbird; Tim Mahon with his 1957 Chevrolet 150; Ed Kock with his 1961 Nash Metropolitan; Keith & Brenda Murphy with their 1962 Ford Thunderbird convertible; Arnold "Pappy" Papenfuhs with his friend in his 1963 Chevrolet Corvette; Jay DeBoey with his 1966 Ford Mustang; Ron Hutchins with his 1966 Chevrolet Corvette; Mark and Karen O'Dell with their 1967 Chevrolet Chevelle SS; Barry & Mike Rosenberg with their 1967 Chrysler Imperial Crown Sedan; Brian Pritchett with his 1968 Ford Mustang Fastback GT and passenger Steven John; Rich Sheola with his 1974 Dodge Challenger; Greg Roser with his 1976 Cadillac DeVille; and Abe Platt with Ann's 1988 Mercury Cougar LS Special Edition. In addition to NJ Region vehicles, there were several other AACA cars on the show field, specifically the 1952 Terrace Green Metallic Buick Roadmaster Model 76-C convertible stood out as it reminds me of Brendan Hogan's 1950 Buick of the same or similar



Keith & Brenda Murphy's 1962 Ford Thunderbird Convertible

printed perforated tickets in their registration packet and spectators were able to make a donation to receive a sheet of tickets. Participants and spectators alike placed these into envelopes that were placed on the vehicles, which were used to collect the tickets (votes).

The Classic Car Show took place at Califon Island Park, which is a beautiful venue for a car show or almost any other event. The event is hosted by the Friends of Califon Island Park (F.O.C.I.P.). The show benefits the Califon Veterans Memorial. Late morning, I spoke to Bruce Morrow, the organizer of this even, and he told me that there were around 225 vehicles present as at that time, more cars were still coming onto the show field. The final estimate was over 250 beautiful examples of automotive creativity and design.

color.

At least three of these vehicles took home the best in



Jay DeBoey's 1966 Ford Mustang Coupe

6th ANNUAL CALIFON CLASSIC CAR SHOW
(continued)

class awards. These included Mark & Karen's 1967 Chevelle (two years in a row), John Cirrito's 1948 Pontiac Deluxe Streamliner, and Keith & Brenda Murphy's 1962 Thunderbird convertible. Not photographed was Al Gaal's 1953 Ford. Somehow, I missed it as I was obtaining everyone's signature on the NJ Region event sign-in sheet. Two of my friends also won class awards: John Mele with his 1937 Ford



Pappy's 63 Corvette, Brians 68 Mustang, and Greg's 76 Cadillac

Hot Rod and Rich Hammer with his 1978 MGB convertible.

Strong participation by our membership at Car Shows, Assisted Living/Senior Living facilities, Veterans' Homes, Fund-Raisers, Food-Drives, Parades at Senior Communities, and similar events enhances our recognition and reputation to the outside community as well as with members of other car clubs. A very big thank you goes out to the NJ Region members that attended this very successful event. I had a very good time, as I hope we all did, visiting with friends



John Cirrito's 1948 Pontic Deluxe Streamliner

and making new one like Lisa and Wayne, the owners of the 1956 Sage Green Ford Thunderbird and the 1968 Cardinal Red Mercury Cougar, respectively.



Walt & Bob discussing the finer points early Fords



Ann Platt's 88 Cougar LS & Wayne's 68 Cougar Standard

Please go to the News & Photos section of the NJ Region's website to see additional pictures of this event <https://njregionaaca.com/news-photos/>. Our Face Book page for a pictorial essay on this event; <https://njregionaaca.com/news-photos/>. Or to go directly to my photo album for this event: <https://photos.app.goo.gl/6jg2Em8TNAJcGDjS9>.

Article and Photographs respectfully submitted by;
Abraham "Abe" Platt
NJ Region AACA #1524





**Rich's Repair Ramblings,
NOVEMBER 2020 : Brakes 103: Identifying &
Inspecting Drum Brake System Components**

Last issue, in Brakes 102, I described how to identify and inspect the components of a disc brake system. This month, I will do the same for a drum brake system, naming each component and describing how to inspect for wear. A vehicle with drum brakes typically has the following at each wheel: a brake drum; a wheel cylinder; a pair of drum brake shoes; an adjuster wheel; and various springs to hold the shoes in place. The vast majority of American cars built from the 1930s, when hydraulic brake systems were introduced, through much of the decade of the 1960s, have four-wheel drum brakes. Disc brakes in the front were slowly phased in during the '50s and '60s, and by the early '70s, most domestic product had drum brakes only at the rear. Drum brakes are simple in concept, with few moving parts, but are subject to greater heat build-up compared to disc brakes.

The brake drum slides over the wheel studs, covers the wheel cylinder and shoes, and rotates with the vehicle wheel and tire assembly. The inner surface of the drum provides the contact surface for the shoes. Some drums are plain on the outside, and some are finned; finned drums provide greater surface area to dissipate heat.

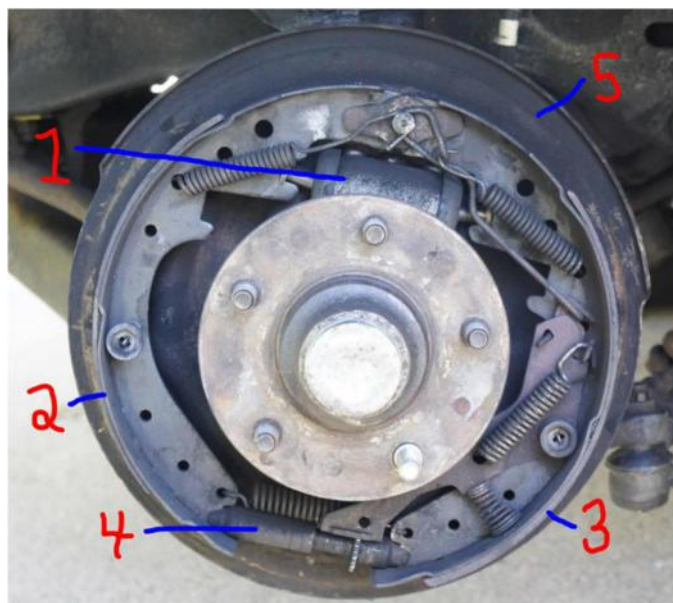
Removing the drum exposes the remainder of the brake mechanism. The wheel cylinder, mounted at the top, is the interface between the hydraulic and mechanical parts of the braking system. Inside the wheel cylinder are two opposing pistons. The brake



(Above) Brake drum is exposed once wheel is removed. Note finned surface

shoes, which have friction material bonded or riveted to a metal plate, are mounted along the circumference of the brake backing plate, with the wheel cylinder between them at the top, and an adjuster wheel between the shoes at the bottom. Springs pull the shoes inward, away from the brake drum inner contact surface.

When the driver depresses the brake pedal, hydraulic pressure at the wheel cylinder pushes the two pistons outward, away from each other. The pistons in turn push against the edges of the brake shoes, overcoming



(Above): 1. Wheel cylinder; 2. Front (leading) brake shoe; 3. Rear (trailing) brake shoe; 4. Brake adjuster (star wheel); 5. Brake backing plate.



ing spring pressure to push the shoes against the inner drum surface. The friction of the shoes on the rotating drum slows or stops the vehicle. Releasing the brake pedal allows the springs to pull the shoes away from the drum. Unlike disc brakes with 'zero' clearance between pads and rotor, drum brake shoes always have some minimal clearance, and the driver's initial brake application must overcome that clearance. Other factors which influence the effectiveness of a drum brake system include drum



(Above) This wheel cylinder closeup shows pins extending from it, contacting the shoes. As the pistons within move outward, they push the shoes outward against the drum.

size (diameter), shoe size (length and width), friction material, and heat dissipation, which can be somewhat controlled by drum and friction material.

When servicing a drum brake system, the primary wear components are the brake shoes and the drum's inner contact area. Checking shoe mate-



(Above) A view of a brake shoe installed in place, showing the friction material mounted to its plate.

rial thickness requires removing the wheels and the drums. At the same time, the drum's contact surface

can be inspected for grooves, uneven wear, or signs of overheating. Similar to a brake rotor, a brake drum is stamped with its original diameter and its "service limit" diameter. Note, though, that while rotors become thinner with wear, a worn drum's diameter increases, which is why the service limit number is higher than the original diameter number.

Wheel cylinders do not wear like shoes and drums, but they should be checked for signs of hydraulic leaks at every brake service. Brake springs usually last a long time, but since they must be re-



(Above) Drum is stamped "O.E. DIA. 11.00 DISCARD DIA. 11.060" – Original equipment diameter = 11.00", discard diameter = 11.060".

moved when performing a brake service, many drum brake repair kits include new springs and other attachment hardware. Just like the "metal-to-metal" condition that was described for disc brakes, friction material which completely wears away results in metal-to-metal contact with the drum, likely ruining it. Brake drums can be resurfaced, meaning, a very fine layer is removed on a special lathe. As long as



(Above) This drum's inner contact surface shows somewhat normal wear patterns.

the service limit diameter is not exceeded, the drum can continue to be used in service.

Disc brake systems never require adjustment. Drum brake systems do, but there are automatic adjustments and manual adjustments. Many American cars with drum brakes use “self-adjusters”: if the brake pedal feels low, repair manuals suggest driving the car in reverse, then forward, then reverse again, a number of times, with a firm application of the brake pedal each time. This should raise the brake pedal and bring them back into adjustment. For vehicles with manually-adjustable brakes, the brake adjuster at the bottom, between



Above) Closeup of brake adjuster, aka star wheel. Visible under threaded portion is access hole which can be used from rear, does not require wheel/tire removal.

the two shoes, can be rotated. This device, also known as a star wheel, can usually be accessed from the rear, so that the tire does not need to be removed. Using a flat -blade screwdriver, the star wheel is turned until a drag is felt on the spinning tire, then the adjuster is backed off a slight bit.

On our old jalopies, one of the biggest problems with drum brakes comes from disuse. Wheel cylinder pistons stick, seals dry out, adjusting mechanisms rust or freeze up, and in severe cases, the shoes stick to the drum, preventing removal of the drum. Regular exercise is as good for the cars as it is for us!

Let's sum up by comparing the different terms used for disc brake systems compared to drum brake systems, as the terminology is important:

COMPONENT	DISC BRAKES	DRUM BRAKES
Spins with wheel	Rotor	Drum
Holds friction material	Pad	Shoe
Interface with hydraulics	Caliper	Wheel cylinder
Pistons are contained in	Caliper	Wheel cylinder
Has 'new' and 'service limit' #s	Rotor	Drum
Can be resurfaced	Rotor	Drum

(Special thanks to AACA NJ Region member Jerry Peck for use of his 1964 Pontiac for these photographs.)


Next month in Rich's Repair Ramblings, Brakes 201: Care & Feeding of the Hydraulic System

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