THE ROAD MAP

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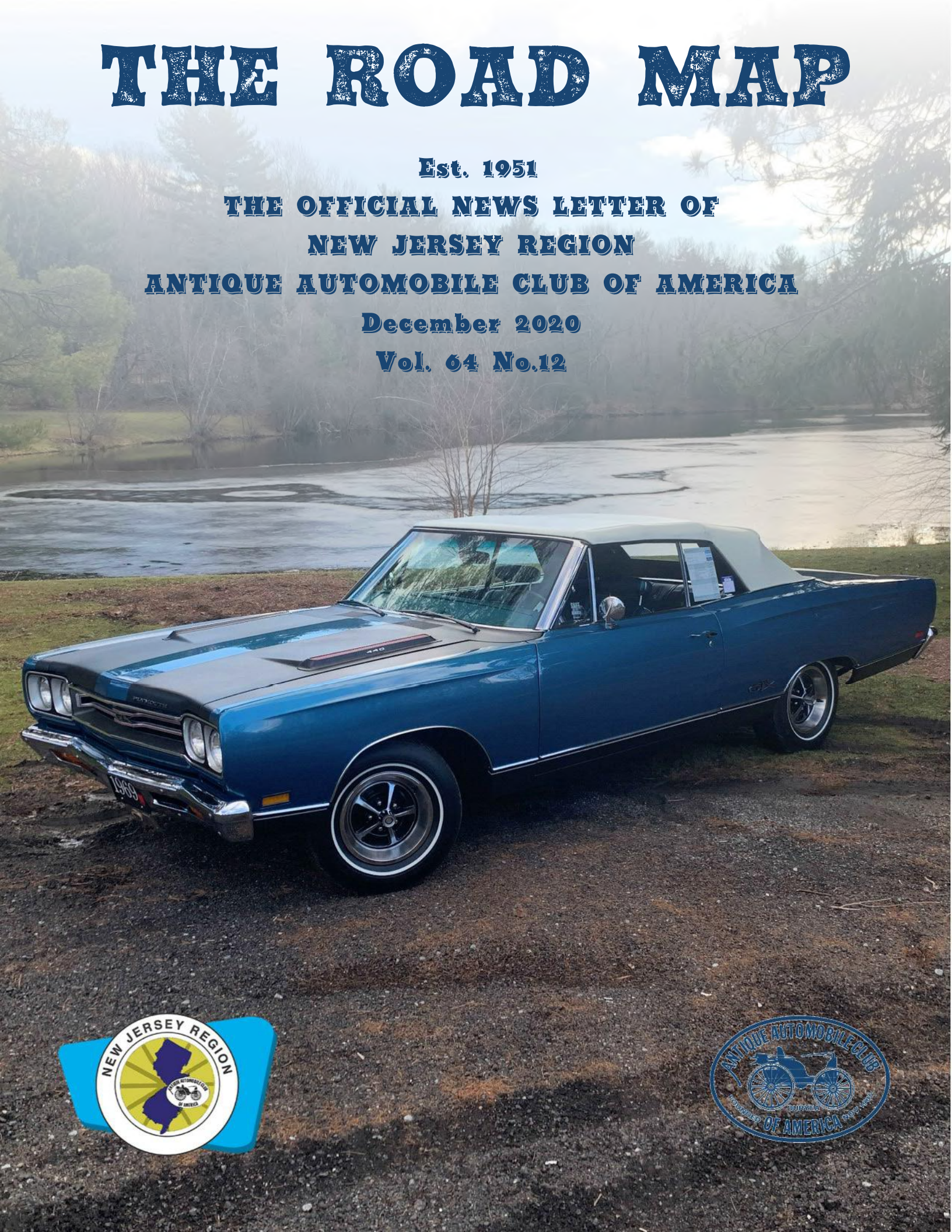

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The Road Map
The Official
Publication of the
New Jersey Region
Antique Automobile Club of America
Serving Northern New Jersey since 1951

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UNDER THE HOOD
Notes from the editor

December mark the last month of 2020. A year we would all like to forget for many reasons. But for this issue take the time to enjoy the stories included in it.

As a person who has undertaken a complete car restoration, I marveled at the story of Brian Kapral's 1969 Plymouth GTX. For those of you have not had this experience I can tell you it's both fun and horrible. The hours of work, the dollars spent seemingly endlessly, the busted knuckles and the endless nature of the project all add up to the ultimate joy of standing next to something of your own creation. In Brian's case his goal was AACA awards and recognition for a rare car that lives in MOPAR legends. The story of a restoration is one that we all love to read about. We like to feel the enthusiasm of the owner and the challenge of the work at hand. And we adore the final results as we wander through the car show fields of AACA and local clubs. It doesn't matter if you are a Packard or Plymouth fan, a Ford or Desoto aficionado, you love to look at clean cars that have been brought back to showroom conditions.

I don't know why this happens but it does. So as you read through this issue, enjoy the stories of the members cars. These are what makes our club the family that it is. We are one with our automobiles, we are a car family. Enjoy Brian's tale of restoration and Rick Weingarts Christmas tree shopping and remember to tell your own story. We all want to hear it.

Lastly I wanted to let you all know that the calendars are in and a hearty thank you to all who purchased them. They are a great way to support the club as well as those who put forth the effort to participate with the Roadmap.

To all of you I wish a very happy, healthy and joyous holiday season and a spectacular new year.

On My honor……..

Jay DeBoey (*#1540*)
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NJAACA Membership Booth at Carlisle Fall 2020

RummageBox
An Official Publication of the Antique Automobile Club of America Publications Committee

How is this possible?

By Jim Elliott
AACA President

I recently received a letter from a member questioning the judges' score for his car which was shown at a recent Grand Nationals. He had shown his car at the prior year Grand Nationals and earned a Second Place Grand National Award. Following our judging guidelines, he requested and received his scoring sheet and diligently corrected each noted deduction. Arriving on the show field, he honestly expected to receive his First Place Award and was devastated to take home a Third Place Award. He questioned, "how is this possible?" A review of our judging system will explain this situation. As to scoring, you compete not only against the 400 point standard but also against the competition in your class. In order to attain a Grand National First you must score over 380 points and be within 5 points of the highest scoring car in your class. For example, if the highest scoring car in your class scored 399 points, your car would be required to score 394 or above to obtain a tying first place award. A score of 393 would result in a second place trophy. If the second place car scored 393, a third place trophy would be awarded to a car scoring 387. If your car scored 375 at the earlier Grand National while the first place car scored 381, you would have received a second place trophy. As a result, it is possible to get a third place trophy with the higher score of 387 when you previously received a second place trophy with a score of 375. Finally, every owner who is able to compete for a Grand National Award should be very proud of his or her vehicle.

CHRISTMAS TREE HUNTING 2020

By Rick Weingart

This year we went out again into the wilds of New Jersey in the Model A looking for the perfect tree. There has been a big demand for live trees so good ones were hard to find. The first weekend we visited tree farms in Whitehouse Station and Tewksbury traveling on one lane roads, driving thru farmer's fields and taking pictures of cattle in pastures but the perfect tree could not be found.

So the weekend of Dec 4th we ventured out again on a cold and very windy day just the type of weather to go out looking for a tree. We were toasty warm with the heater cover on the manifold. Thanks to a helpful Elf we found a nice tree smaller than past years as growers were protecting their fields because of the big demand. After two weekends and 135 miles on the car we ended up with a tree that rested perfectly on top of the A. I had just put LED bulbs in the headlights and tail light so it made coming home in the dark a lot easier.

Mystery Tour, October 24, 2020

By Bill Pritchett

Our annual mystery tour was held as usual in the fall. However, with the different things thrown at all of us due to the pandemic, we were limited to a driving tour. Next year, hopefully, we can again go to a mystery destination. I do have one picked out that I do not think anyone has been to.

It was a beautiful fall day with the temperature in the low 70's. We took a leisurely tour through the colorful counties of Somerset and Hunterdon. Several of the roads had not been traveled by any of the participants. After our two-hour tour, we all had lunch at the Flemington-Raritan Diner. Dining outside was a pleasure. I would like to thank Steve John for helping me lay out the tour.

Respectfully submitted,

Bill Pritchett
NJAACA #963
Tour Chairman

Member	*Car*		*Member*	*Car*
Allen, Elizabeth	1976 Cadillac DeVille		Kapral, Robert D. (Patricia)	Modern
Bagley, Roger (Kathy)	1982 Buick Riviera		Kelly, Robert (Kathleen)	1986 Chevrolet Camaro
Bettle, Dick (Bobbi)	1930 Ford Model A		Murphy, Keith (Brenda)	Modern
Cullen, Peter J.	1985 Oldsmobile Cutlass		Papenfuhs, Arnold	1964 Chevrolet Impala
Danner, Al (Sue)	1986 Ford Mustang		Platt, Abraham (Ann)	1988 Mercury Cougar
Delisi, Vince (Debbie)	1966 Pontiac GTO		Pritchett, Brian (Sarah)	1994 Pontiac TransAm
Dulio, Kenneth (Sharon)	1940 Pontiac		Pritchett, William (Bette)	1957 Chevrolet Belair
Ehmann, Peter J. (Elsie)	1940 Packard		Roser, Gregory (June)	1976 Cadillac DeVille
Fischer, Raymond (Judy)	1993 Buick		Schaedel, William King (Peggy)	1990 Buick Reatta
Fontana, Tony (Linda)	Modern		Solomayer, Larry	1994 Pontiac TransAm
Hutchins, Ron (Nancy)	Modern		Zimmerman, Brenda	Modern
			Schaible, Jack - Guest	1974 Porsche

2020 PARTICIPATION POINTS REPORT

Below, please find the points listing for those members that achieved 100 points or more for the calendar year of January 1st thru November 30th 2020. If there is a need for adjustments or corrections please let me know.

As always feel free to contact me directly if you have any concerns or wish to have me include recognition for events you attended that were not otherwise accounted for.

Respectfully submitted,

Vince DeLisi (#1505)
908-803-1570
vincentdelisi@comcast.net

Region #	Name	Totals
1140	Cullen, Peter j.	930
1524	Platt, Abraham	895
1540	Deboey, Gerard	790
1614	Bettle, Dick	620
1469	Briggs, Art	575
1505	Delisi, Vince	575
1462	Peck, Jerry	555
1404	Pritchett, Brian	475
1398	Roser, Gregory	445
1434	Reina, Richard	435
1485	Matlaga, Nick	430
966	Bell, Joseph d. (duffy)	425
1238	Zimmerman, Brenda	360
1342 S	Fischer, Judy	340
1342	Fischer, Raymond	330
1272	Danner, Al	320
1494	Dulio, Kenneth	315
963	Pritchett, William	305
1471	Tuck, Wayne	295
420	Smith, Robert	290
1240 S	Hogan, Patricia	290
1614S	Bettle, Bobbi	290
1507	Cecala, Anthony	260
1471 S	Tuck, Denise	255
1404 S	Pritchett, Sarah	240
1551	Pieczynski, John	240
1282	Hedderick, Robert	235
1470	Hutchins, Ron	235
1530	Hudak, Bob	225
1477	Bagley, Roger	220
1582	Stroh, William	220
1535	Reddy, Sudhakar	210
1495	Papenfuhs, Arnold	195
1647	Rosenberg, Barry	195

Region #	name	Totals
1458	Kelly, Robert	180
1537	Yengst, Miles	180
1556	Murphy, Keith	180
1601	Garfield, Eddie	180
11	Singe, jr., Herbert J.	175
1247	Cooney, Bernard F.	175
1292	Symonds, Edward	160
1599	Cirrito, John	155
1524 S	Platt, Ann	150
1260	Terry, Walter	140
1582 S	Stroh, Gayle	140
1584	Koch, Edward	140
1270	Cavagnaro, David J.	135
1408	Daub, August	135
1525	Payne, Richard	135
963 S	Pritchett, Bette	130
1398 S	Roser, June	130
1477 S	Bagley, Kathy	130
1494S	Dulio, Sharon	130
1552	Rankin, Robert	130
1553	Reichert, Richard	130
1337	Copley, Duane G.	125
1443	Schimmel, Tim	125
795	Petrich, Bob	120
634	Schaedel, William King	115
1280	Solomayer, Larry	115
1485 S	Matlaga, Barbara	115
1598	Hardgrove, Roy	110
1629	Gibbon, Drew	110
1242	Ehmann, Peter J.	100
1335 S	Durna, Carole	100
1430	Abbott, Robert	100
1470 S	Hutchins, Nancy	100

Rich's Repair Ramblings,

DECEMBER 2020 : Brakes 201: The Hydraulic System and Pascal's Law

Our previous brake system articles have covered the componentry of both drum- and disc-brake systems. I will now turn our attention to the brake's hydraulic system. We drivers take it for granted that when we stomp on the brake pedal, this muscular force somehow transforms itself into braking action at all four wheel brakes. Most of us know that there is a brake master cylinder under the hood, and that it contains 'brake fluid', certainly different from motor oil or engine coolant. But how is it that pressure from our foot is able to bring our rolling trophies to a safe stop?

Above: Clear reservoir above master cylinder simplifies checking level and color of brake fluid.

The following may make some of you feel like you're back in high school physics class, which could be a good OR a bad memory! In our quest to learn all we can about a car's brakes, it is important that we familiarize ourselves with Pascal's Law. Simply put, Pascal's Law states:

Pressure applied to an enclosed fluid is transmitted equally to all points in the fluid.

By the way, Blaise Pascal was a French mathematician who published this law in 1663. Thanks, Blaise! In my Brakes 101 article published in the September 2020 edition of the ***Road Map***, the very first two sentences read: *The primary braking system (foot brakes or service brakes) on almost every road-going car built since the late 1930s is a hydraulic system. When the driver applies pressure to the brake pedal, hydraulic brake fluid is forced through the brake master cylinder, and distributed through pipes and hoses to the wheel brakes, one at each wheel.* The entire engineering methodology of a motor vehicle's hydraulic braking system depends on Pascal's Law for consistent, repeatable, and safe braking operation.

Let's take this Law, one word or phrase at a time, and examine how it makes the vehicular braking system operate, whether you're driving a '49 Plymouth or an '89 Porsche. The first word, "pressure", specifically refers to the pressure the driver exerts on the brake pedal. The brake pedal is connected, through rods and levers, to a piston inside the brake master cylinder. Your muscular pressure is transmitted through these rods and levers to pressure against the piston. As the piston moves inside the master cylinder, it applies pressure to the brake fluid on the other side of it.

The next phrase in Pascal's Law is "enclosed fluid". On our jalopies (even on our 2020 Fords), the fluid must remain "enclosed" for the brakes to work. The simplest way to restate this is to say "the system cannot have a leak". If the brake fluid does not remain enclosed, that means it can travel to somewhere other than its intended destination, which is the same thing as saying that the pressure goes somewhere else. What is the intended destination? The wheel brakes at each corner. And an unintended destination is the ground.

Pascal concludes by telling us that the pressure "is transmitted equally to all points". There are two reasons why this is important. First, the amount of pressure applied by your leg is directly proportional to the pressure applied to the fluid. Light pressure from the driver means less pressure against the brake fluid. Stronger muscle effort from the driver means greater pressure against the fluid (and more forceful braking action).

Second, think for a moment about your car's plumbing. With the master cylinder under the hood on the driver's (left) side on most cars, and with pipes and hoses distributing fluid to all four wheel brakes,

Above: rust is a primary cause of brake fluid 'not remaining enclosed'.

the closest brake is at the left front wheel, and the furthest one is at the right rear. Does this mean that the left front brake receives the most brake pressure, and the right rear gets the least? Not according to our new friend Blaise. If that were true, our cars would have seriously uneven and unbalanced braking indeed. Since the Law states that pressure is equal at all points in the fluid, we can be assured that (everything else being equal) each of the four wheel brakes gets the same braking force.

Pascal's Law relies on the fact that liquid is not compressible. For our purposes, that is a true statement. (Physicists argue about the "compressibility of fluids", and any such discussion is immaterial to our cars and is beyond our scope.) If fluid were compressible, Pascal's Law would fail: a portion of the force applied to one end of an enclosed fluid would compress the fluid rather than extend equally to the other end of the fluid. You know this intuitively! You can't 'squeeze' more gasoline into a 5-gallon jerry can by pushing down on the fuel; nor can you force more water into a 20 oz. travel thermos by rotating the faucet lever to exert higher water pressure.

Well, you may ask, since Pascal's Law applies equally to gasoline and water, then why can't we use one of those fluids in our braking system? Why must we use pricey DOT 3 or DOT 4 brake fluid which, if spilled on my fender, destroys the gorgeous paint job on my '67 Mustang?

Let's again revisit some of my earlier braking system articles. (It is always my intention to 'connect the dots' for you as much as possible, as these systems and sub-systems are very much connected.) In Brakes 101, I stated "Tremendous heat is created every time you brake, which affects other components, such as rubber hoses and the brake fluid itself." The following month in Brakes 102, the discussion about disc brake rotors included this: "The larger and thicker the rotor, the better job the rotor will do to dissipate the heat created from friction…." Then in Brakes 103, this was noted about brake drums: "Some drums are plain on the outside, and some are finned; finned drums provide greater surface area to dissipate heat."

Above: majority of rotor's surface always exposed, allowing heat to be shed

Above: brake drum covers shoes, making heat dissipation more difficult, even with fins

The point of these references is that the friction of a shoe or pad against a drum or disc creates tremendous heat, and the braking system must shed that heat to remain efficient. In one Internet article I read, the temperature of a spinning rotor with brakes applied was measured as 280 degrees F. This heat can and will easily travel to the brake fluid. So back

to the theoretical proposal to use water or fuel in a braking system: water boils at 212 degrees F, meaning (we're back to high school physics) it changes to a gaseous state. Is gas compressible? It certainly is, and there goes Pascal's Law. If our "brake fluid" changes from a liquid state to a gaseous state, it is compressible, and the driver's muscular pressure will not be fully utilized as braking pressure at the four wheel brakes. And gasoline? I don't need to tell you that liquid gasoline which is heated and becomes a vapor will lead to disastrous results for your car and you.

Brake fluid is specifically designed to have certain properties, among them, a high boiling point. That is not to say that brake fluid never boils! You may have experienced this real-life drama: you were driving your car down a long mountain hill, riding the brake pedal most of the way, and as you got near the bottom, the brake pedal sank to the floor and you lost most of the car's braking ability. What happened? The brake fluid boiled, creating small vapor bubbles which compressed, which then allowed the brake pedal to be pushed further than usual. Why did that happen, even if brake fluid is designed to have a high boiling point? Stay tuned to find out.

Next month in Rich's Repair Ramblings: Brakes 202: We connect the (brake fluid) DOTs….

CELEBRATIONS

BY BRENDA ZIMMERMAN, NJ AACA REGION #1238

DECEMBER BIRTHDAYS

6 ..... LEROY GEARHART
6 ..... EVIE ERNST
7 ..... TRISHA COPLEY
19 ..... HAILEY KAPRAL
21 ..... BETTE PRITCHETT
21 ..... BARBARA YOUNG
27 ..... WILLIAM DELORENZO
31 ..... NANCY HUTCHINS

Happy Anniversary!

DECEMBER ANNIVERSARIES

10 ..... FRANK & LIA FIGOROTTA 64
20 ..... ROBERT & MARY REYNOLDS ... 59
23 ..... LOU & ANN HOLZBERGER 28

FEATURED COVER CAR
1969 PLYMOUTH GTX

Owned by Brian Kapral
West Milford New Jersey
Story & Photos by Brian Kapral

It all started in December of 2016. Brian sold his 1969 Dodge Charger after owning it for 17 years and having fully restored it, he was ready to look for a new challenge and project to work on. Having won AACA awards and other prestigious awards with that Charger, Brian had gotten bored with it and wanted something different. Since his car was always the "red headed step child" in the family fleet since both parents have convertibles, Brian decided to go with the flow and look for a convertible. Brian's vision was narrowed to a 1968-1970 B body convertible. He found a few candidates but they either needed too much work or was not exactly what he wanted. His charger had a color change, and while period correct drive train, was not numbers matching. So all of these were things he was looking for in the new car. Back when Brian's father got his 1969 Plymouth GTX convertible, Brian started a registry for those cars since there were only 700 produced and as of 2002, there were 47 left known to exist. Brian was at work on Christmas Day night shift and his Dad had sent an email with a link to a blue, numbers matching, 1969 Plymouth GTX convertible with a 440 - 4 speed with 53,000 original miles in Louisville, KY. There were only 178 GTX convertibles produced in 1969 with that engine and trans combination. After clicking on the link Brian remembered the car from contacting the owner to get information on it for the registry from when it was for sale. The problem was, the link was from 2016, now 2 years old ! As luck would have it, the link was still active and Brian was able to open it up and get the information for the owner of the car. Brian contacted him the following day and asked if the car was still for sale. The owner was kind of shocked as he thought he removed all of the ads but yes, the car was still for sale. Figuring he would have to fly down there to inspect the car, Brian decided to see if he had any Mopar friends who lived in the area that might be able to check it out for him to save the flight down there for no

Finished Engine Bay at the GTX debut at Hershey 2019

Dad helping to remove the old paint with a DA sander

not seen Bill in a few years since he sold his business and not been out to Carlisle Chrysler show in a while, Brian figured it would be nice to fly down there and check out the car with him and catch up with him. Mom and Dad said they would go as well and they were able to secure a flight down to Cincinnati airport and drive down to Louisville. The next day they met up with Bill and his wife and went to check out the GTX. The cars owner wife was nice enough to entertain anyone not outside checking out the GTX. After looking over the car, the owner, Bill, and Brian decided to take it for a road test. The GTX had plenty of power and the 4 speed shifted very smooth. Returning to the owners house they asked if there was any place close by to go grab a bite to eat since it was now going on around 1 pm. Bill, his wife, Brian and his parents, all went out to eat and discuss the car. The car was a nice 10 footer as they say with it having its quarter panels reskinned at some point as well as the trunk floor being replaced. Bill had mentioned that when he had gotten the car, the convertible roof was almost completely gone, the upholstery was pretty dried out and falling apart, and while he owned the car, it would burn a quart of oil every 100 miles or so and couldn't find out where it was going to. There was no visible leaks or anything and since he had owned the car, someone had put an Edelbrock

reason. As luck would have it, Brian's friend Bill Allphin who used to own A & M High Tech Auto and sold Mopar restoration parts was about an hour or so away from Louisville and had owned a variety of GTX's in the past. Bill was gracious and agreed to go check out the car, he asked me if Brian had a picture of the fender tag in which he did. Brian sent him a text picture of the fender tag and a few seconds later he called back. He said he was familiar with the car and that he actually had owned the car as its 3rd owner and knew the history of the car. Having

Both Quarters getting done to remove shoddy workmanship

Greg Newell helping to remove parts, yet keep it mobile.

1976 Lincoln Mark IV Desert Sand Luxury Group					
DIMENSIONS		**POWERTRAIN**		**OVERVIEW**	
Weight	lbs.	Engine(s)	426 cu in Hemi V8 440 cu in. V8	Manufacturer	Plymouth
Wheelbase	116.0 in.			Production 1969	Total 15,602 Convertible : 700
Length	202.7 in.	Transmission(s)	4 Spd Manual 3 Spd Automatic	Body Style(s)	2 dr Hardtop 2dr Convertible
Width	76.4 in.			Assembly	

aluminum intake manifold on it along with the electric choke Edelbrock carburetor. He assumed it was sucking up oil from the valley pan and getting into the intake and burning off. However, there was no evidence of oil being burned off through the exhaust when they checked out the car. The body had some dings and the quarter panels its was apparent that they had been repainted and blended poorly. The top had some wear but was still in decent driver shape. The interior was in nice condition with the exception of some stains on the driver side front and back floor board and the upper dash pad had some small cracks at the ends by the A post and the tachometer was not working. A list of all the pros and cons was made up while having lunch and once that was done, it was back to the owners house to discuss the car. A price was agreed upon and about two weeks later, the car was picked up and was on its way in an enclosed trailer up to NJ.

Reproduction sedan quarters in place with removed C pillar for convertible

Now that the car home was, Brian had to decide what the best approach to tackle it would be. Figuring it would be eventually totally restored, Brian enjoyed the car as it was with no worries if it got caught in bad weather at a show. Safety items were addressed first, brakes, fuel systems and an oil change. Brian found that the brake line at the rubber flex line at the rear axle had a clog in it and was shocked to learn the previous owner had been driving the car around with only having the front brakes (11" drum brakes) ! The more he went over the car the more he found wrong. Nothing that was a deal breaker but they were items that were quite alarming. When it comes to safety It was at this time that Brian named the car "Pandora's Box". One time before the restoration, as Brian was leaving a show, he started hearing some sloshing inside the car. Apparently the seams around the read window had the stitching dry rot over the years and was allowing water to drip down into the convertible top well liner which was holding the water quite well. During this time, Brian's list of stuff that needed attention was growing as well as the parts needed to improve the car were piling up in the garage.

New B7 Blue base coat and clear coat before the cut & buff.

Fast forward to September 30th, 2018 to the fall Fred Beans Mopar car show. A 2 hour drive for Brian each way from Northern NJ. The car ran like clock work aside from the quart of oil being burned every hour. As it turned out, this would be the cars final show for that year as starting Oct. 1, the car would start to be disassembled for its restoration. Coincidentally, at that show, there were 3 of the 700 1969 GTX Convertibles in attendance. Brian's B7 blue 4 speed one, his Dad's T3 bronze automatic, and Paul's Y2 yellow automatic. From the beginning of the restoration, both of Brian's parents were there to help and he considers himself very fortunate to have had their extra set of hands during the entire restoration. The first steps were to take as much of the car apart with keeping it drive-able to pull on and off of a 4 post lift. After all of the ex-

Assembly of the Engine Transmission and K member ready to go

terior trim was removed, it came time to take get the car down to bare metal to see what they were working with. Some of the issues that were found once the body was stripped were dings and rust holes on the door skins and poorly replaced quarter panels that showed bad welding skills.

Once all the paint was removed as much as possible, the convertible top and framework was then unbolted and removed along with the rest of the glass in the car and the window mechanisms. The dash was removed piece by piece with everything being bagged and tagged accordingly. It then came time to remove the engine. Having the engine and transmission removed from the car, Brian was able to remove and inspect the clutch. The clutch plate as almost worn down to the rivets and there were 3 discolored, burn marks not only in the pressure plate but also on the fly wheel. Luckily, the original factory

The freshly rebuilt 440, painted just like teh factory did it, manifolds and all.

The new convertible top being installed

pistons, timing chain and gears, stainless valves with hardened seats, and the works including balancing and blue printing went into rebuilding the engine so it would be a perfect running machine. The engine was painted back to the correct factory street hemi orange color. Paint was applied just as the factory would have done with the exhaust manifolds, fuel pump, spark plug wire brackets, bell housing for the trans, and anything else that would have been on there prior to having the engine painted. Once that was dry, factory markings were applied to the valve covers to designate what engine code and trans option it was for. The trans was restored by stripping the incorrect paint off of the casing and getting the case back to its correct bare cast iron finish. The trans was gone over with a visual inspection and everything seemed to be in good order so new gaskets were installed and factory ink stampings and paint daubs were reapplied and the entire case was

installed fly wheel had enough meat on it to have it machined and the burn marks were removed during the machining process. The body and the engine were brought down to my friend Tom Rightler down in South Jersey to his shop called Mid Atlantic Muscle Cars. After inspecting the quarter panels and the warping that had been done to it from whoever welded the panels on, it was decided it would be cheaper in the long run to just replace the metal with new full quarter panels and not the skins. This would eliminate a lot of the time it would take for block sanding and also remove the unsightly seam on the underside of the quarter panel inside the trunk. Tom also took the engine to a friend of his who was amazed that the engine actually ran at all with all the mistakes that were inside the engine on a previous rebuild. In order to save the factory installed block, it had to be bored .60 over standard. Everything was checked to make sure that this was safe to do and then the block was decked and align honing done to get all back to the way it should be. New, correct

Putting the engine and trans in like it should be done, from the bottom. With the help of Robert Kapral and Greg Newell.

treated in RPM (Rust Prevention Magic) to prevent it from rusting and oxidizing. The rebuilt and replated factory Hurst shifter mechanism was installed and the linkage aligned and bolted in place. The K-frame was media blasted and repainted in the correct shade paint while the engine was sitting on the engine stand. Original hardware was sent out and replated and reinstalled in the correct positions. Prior to installing the bell housing, a new RAM brand Borg-Warner style clutch assembly was installed with a new pressure plate, clutch plate, and release bearing. Brian opted for going for a slightly better than stock clutch assembly so as not to worry about any slipping of the drive train assembly. The trans was then mated to the bellhousing and the engine and trans assembly was ready to go back in. While Brian was waiting for the body to come back, he restored the front suspension assembly with the lower and upper control arms being chemically paint stripped and then soaked in Evapo-rust to bring them back to their new, bare steel appearance. Once that was done, the upper control arms had correct upper ball joints installed and treated to more RPM. The lower control arms were completely reconditioned and coated with Cosmoline as they had been done at the factory, once the lower control arms were dry, they were installed into the K-frame as well as the rebuilt power steering box. The torsion bars were also chemically stripped and where the paint drips were on the torsion bars, the drips were left as best as they would so as to replicate the factory process. Remember, not everything was sprayed when it was made. Somethings were dipped in paint. Similar detailed treatment was given to the disc brake assemblies with attention being on the plating and coatings of the items

Completed Interior.

Fast forward to July of 2018. Tom reached out to me and said the big day was coming up. The car was finished being painted with fresh coats of epoxy primer, then high build primer was applied that was painstakingly block sanded down to give it a perfectly straight as an arrow finish, and then finally three coats of B7 Jamaica Blue paint was applied and then 3 more coats of

Re-chromed bumpers, NOS grill and NOS "Wide Fluted" GE headlights

Restored undercarriage with correct factory inspection marks

clear were applied and then wet sanded and then machine polished. Brian and his friend Blair along with Blair's son made the trip to south Jersey to pick up the body of the GTX. Brian immediately fell in love with the stunning newly painted body. The color, while initially the acceptable shade of blue, had now grown on Brian after seeing more and more cars with the B7 color and how it would change shades depending on the angle and the lighting. The car just was amazing to look at. When the car was pushed outside into the direct sunlight it just kept looking better and better. The body was rolled up into the enclosed trailer and then headed home. Once back at the house, the GTX was unloaded from the trailer and pushed into the garage. Now came the time to start assembling all of the various parts and sub assemblies that had been collected and restored. While waiting for the cars return. All new reproduction wiring had been purchased to prevent any electrical gremlins from popping up and were ready to go in. It is shocking to see at fast the car started going back together. There is a reason why the factory has these sub assemblies ready to go and the time savings can be huge ! In no time, everything was ready for the drive train assembly to get installed and Brian chose to do that the same way most MOPAR fans do, by dropping the body onto the engine like the factory did.

The completed and totally restored dash assembly ready for installation

Brian's ultimate goal for this build was to have it ready to debut at the Hershey, PA Antique Automobile Club of America show the Saturday of Columbus Day weekend. Time was ticking away. and Brian was still working a full time job, going to his daughters sporting events, renovation work on the house, and trying to finish up the car. Slowly, with the parents help, Brian kept plugging away at the GTX. On October 3, 2019 the final part was installed on the car ! From start to finish on the restoration was exactly ONE YEAR and TWO DAYS ! For a restoration of this quality, most people will tell you that is an incredible time frame for that type of detailed to be done. The GTX was trailered out to the Hershey AACA show and was debuted in its class. The feedback that was given by the on lookers was very welcoming. When it came time for the judges to come around, they as well as some high end collectors who stopped by were impressed with the car. Brian ended up coming home with an AACA First Junior National award. In 2020, the plans were to go to Charlotte and get a Senior so that the GTX could go to Allentown for the Grand National and attempt a First Junior Grand National award. We all know how the best laid plans go.... COVID happens and the majority of the National meets get cancelled. Fortunately, Brian was able to get his Senior Award at the rescheduled "Hershey" meet in Gettysburg.

Editors Note : This article was started back in 2019 when Brian was in the midst of his build. It took some time but the article and pictures are sooooo worth it. The finished product is amazing and I am sure will be the talk of the MOPAR community for sometime to come. The GTX is not a common car, and the convertibles are even more rare. Lasting from 1967 to 1971, always with either a 440 C.I V8 or a 426 C.I. Hemi and only producing 57,347 over the 5 years of production making these classic Plymouths hard to find in any shape. I truly appreciate the story Brian has shared with us here. His dedication to a classic and his family's dedication to the marque are truly the stuff of real car fanatics.

The finished GTX, Junior and Senior AACA Award winner in it's class, soon to be a Grand National winner for sure.

FABIO's BISTRO CAR SHOW and FUND-RAISER / FOOD-DRIVE

Sunday morning, October 11, 2020 saw car hobbyists and enthusiasts from central New Jersey and Staten Island New York wending their way along city streets and local highways to the NJ Transit Train Staten in Fanwood, New Jersey for a car show. This was not any ordinary car show, this was the third Fund-Raiser/Food-Drive sponsored by Fabio's Bistro Italian Restaurant. As for the previous two Fund-Raiser/Food-Drive Car Shows,

Fabio's owners, Gregory Kowalczyk and Ronnie Vojka, funded this event by obtaining the necessary permits and liability insurance as well as the thirty or so trophies given out at the end of the event. These two gentlemen have for this past year put themselves out for Fanwood and the surrounding communities by collecting donations of cash and food products that they and their staff would use to create meals that

were and are still being donated to the hospitals, to the nursing homes and to the assisted living facilities, and to the health care workers and emergency responders in the area. Several the members of the car clubs that participated in today's car show used the same show cars to assist in the delivery of these hot meals on several occasions these past months. In addition to everything else that Fabio's Bistro provided this day, every registered vehicle owner received a buy one slice get one slice free coupon.

Car owners participated in this event by submitting a $20.00 registration donation and by dropping off bags or cases of non-perishable foods. The cash and food donations and the proceeds of an all-day 50/50 were collected for the local food pantries run by Saint Bartholomew and Immaculate Heart of Mary. Thanks go out again to Fanwood Mayor Colleen Mahr

and to the Borough Council for supporting and promoting this event.

To help support the day's Fund-Raiser/Food-Drive, members of the following car clubs came out with their beautiful antiques, classics, customs, modifies, hot rods, rat rods and even modern vehicles: Galloping Hill Cruisers Car Club; Club 3; NJ Region AACA; Car Nutz Car Club; Street Dreams Car Club, Raritan Bay Cruisers; Staten Island Kar Klub; and a number of unaffiliated car enthusiast. This event drew approximately 85 beautiful vehicles in the display area. Social distancing guidelines and wearing of face masks were observed by participants and by the many spectators that enjoyed our car display. The fabulous selection of music for this event was

provided by our good friend DJ "Hot Rod" Mike.

NJ Region AACA Members included: Greg

Roser with his 1996 Oldsmobile 88 LS; June Roser with her 1992 Mercedes 500 SL; Pat and John Quattrocchi with their 1977 Cadillac Sedan DeVille; Tabor Vargas and Diane Roy with Tee's 1968 Mercury Cougar Std; John Cirrito with his 1948 Pontiac Deluxe Silver Streak; Barry and Mike Rosenberg with their 1967 Imperial Crown Sedan; and Abraham Platt with Ann's 1988 Mercury Cougar LS Special Edition.

As a member of the NJ Region AACA and of the Galloping Hill Cruisers, I was very happy and proud to participate in this event. These events bring out the best people and I get to say hello to a growing group of old friends and soon to be new friends in the car hobby community. One of my best experience of the day came while I was having a nice conversation with John Cirrito when I noticed a young father with his daughter looking under the hood of John's 1948 Pontiac. This gentleman was explaining spark plugs, wiring, and mechanical functions to this eleven-year old young lady, and she was absorbing everything he said. I went over to talk to them and found out that she has an keen interest in cars as does her father who indicated he would like to own a classic someday. I asked what kind of classic car was in his future. His response floored me as he indicated he wanted a second generation Camaro, which led to a nice conversation about my first two brand new cars, a 1967 Camaro with a 250 cu in straight six and a 1970 Camaro with a 350 cu in V-8. I told this duo to not be shy about speaking to car owners as they will tell you whatever you want to know about their vehicles and more. About an hour later as I was conversing with Tee and Diane, this same father/daughter duo stopped to admire Tee's beautiful Cougar. I now had a second opportunity to speak to them and point out the differences of Tee's first generation Cougar and Ann's sixth generation Cougar, which were parked trunk to trunk. How much more fun could you ask for?

As I have said previously, I cannot think of a better way to spend part of an afternoon than to be with great people, see some very interesting and beautiful cars, and help the local food pantries. This event raised more than $2,200.00 in cash and filled up two large pick-up trucks with food. The winner of the all-day 50/50 took home a little over $500.

For additional Photos:

NJAACA : https://njregionaaca.com/news-photos/.

NJAACA Facebook :https://www.facebook.com/NewJerseyRegionAACA.

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Article and pictures submitted by,

Abraham "Abe" Platt
NJAACA #1524

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Lost Model A—Looking to find the 1930 Model A coupe I sold 35 year ago in Cranford NJ. Have no record of who I sold it to. Car was Blk w/Blk fenders, red wheels had tail light on each rear fender and dealer decal on gas tank. Rumble seat converted from trunk. Bought the car in High School and would love to get it back. If anyone has a 1930 Model A coupe or knows someone who owns a 1930 Ford Coupe it may be the one Rweingart@comcast.net Cell 908 418 1980 Office 908 276 6984

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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

He Loves it.....You hate it
Time to Sell It

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