

RM AH A

F  
W F RGGJCJAN QFI V NFWFU RG  
QFI LFUVto UFHJRO  
AQWTYF AYWRO RBJNF CNYB RG AO FUJCA

Ls s  
a Q







# Contents

## January 2021



### Features :

- 4 ---- Rich's December Repair Ramblings by Rich Reina
- 5 ---- Avoiding Scams by Steve Moskowitz
- 9 ---- Feature Cover Car by Rich Nalavany

### Columns :

- 3 ---- The presidents message
- 6 ---- Celebrations

### Departments :

- 3 ---- Rummage Box
- 11 --- Boys & Girls Club Car Show
- 12 --- Classifieds
- 13 --- Club Officers
- 22 --- Classifieds

### 2021 AACA National Activities Calendar

**Apr 8-10** Southeastern Spring Nationals  
Concord, NC

**Apr 15-16\*** AACA Annual Convention  
Philadelphia, PA

**Apr 20-22\*** Southeastern Divisional Tour Howey in the Hills, FL

**May 6-8** Central Spring Nationals Auburn, IN

**May 20-25** Founders Tour Davis, WV

**Jun 2-5** Eastern Divisional Tour  
Eastern Shore of MD

**Jun 17-19** Eastern Spring Nationals Saratoga Springs, NY

**Jul 11-16** Vintage Tour Lock Haven/Wellsboro, PA

**Jul 22-24** Grand Nationals New Ulm, MN

**Aug 13-14\*** Western Fall Nationals Loveland, CO

**Sep 9-11** Southeastern Fall Nationals Greenville, SC

**Sep 12-17** Revival AAA Glidden Tour Saratoga Springs, NY

**Oct 6-9** Eastern Fall Nationals Hershey, PA

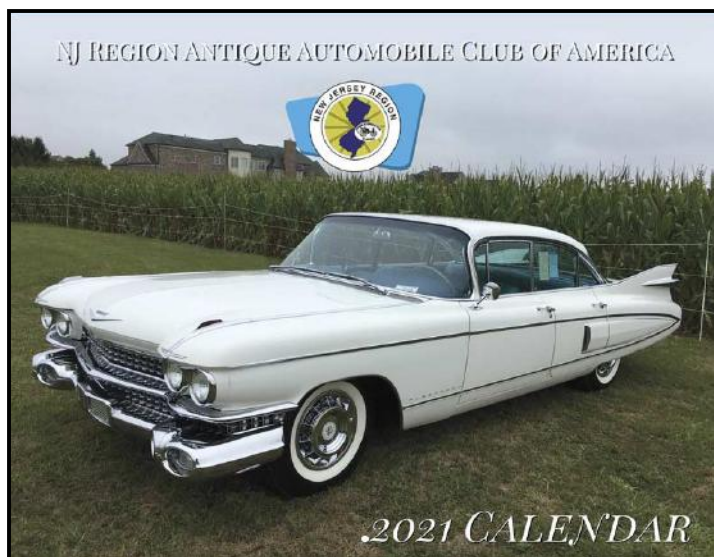
**Oct 11-16** Southeastern Divisional Tour  
Mount Airey, NC

**Oct 18-22** Central Divisional Tour Broken Arrow, OK

**Nov 4-6** Special Western Nationals Phoenix, AZ

**Nov 7-11** Western Divisional Tour Phoenix, AZ

**\* Note the change in dates for this activity**



If you have not received your 2021 Calendar, Contact [Jay DeBoey](mailto:Jay.DeBoey@comcast.net) ASAP



**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  
(908) 963-5985  
[J.deboey@comcast.net](mailto:J.deboey@comcast.net)



## *A Message from the President*

*January 2021*



**T**he New Jersey Region of the AACAA will be holding a Zoom meeting of the membership on Thursday, January 7, 2021 at 8:00 PM. You will be getting an email from Bill Pritchett with the link to the meeting. Simply make sure your sound is on and click on the link and you will be in the meeting. If you have any difficulty, call Rich Reina or Bill Pritchett while you are trying to log in and they will help you.

Due to the fact that we were forced to cancel most of our meetings in 2020, we do need to at least try to get back on track. Please attend the meeting as we have several important issues to discuss. I expect go through the normal Committee Chair reports, then when it comes to new business, I will be bringing up two new matters.

**First:** I intend to put forth a question for consideration by the membership regarding soliciting donations sufficient to create a new National Award in honor of one of the founding members and the first Director (the title of the President at that time), Herb Singe, Region Number 11 (1 through 10 were never assigned). The Award would most likely pertain to a brass era car as that's what Herb was mostly involved in.

In round numbers we would have to drum up \$5,000 minimum to make this happen. This will not cost the region anything, as the Region will simply spearhead obtaining contributions.

I will be one of those contributors. Herb singe gave me my first ride in an antique car, his 1904 Curved Dash Oldsmobile, when I was 10 years old, and the Region was holding their Spring Meet in Burnham Park in Morristown. Herb was followed that same year by Tommy Wiss, who gave me a ride in his Stanley Steamer when I was decorating the window of a store for Halloween next to his Dodge dealership. And that is where my love for antique automobiles started.

Did you know that Herb Singe, along with Franklin Tucker, who was a President of AACAA National and also a founding member of the Region and Harold Becker, lobbied for and got the Historic QQ license plate rules passed in New Jersey? Prior to QQ license plates, the New Jersey DMV required sealed beam headlights and that antique cars registered in New Jersey pass the Motor Vehicle "safety" inspection in place at that time.

**Second:** Mark McAlpine, AACAA VP of National Activities, has requested that the New Jersey Region consider hosting the 2022 Glidden Tour.

We have several people who are capable of running

successful tours. AACAA will help us every step of the way. Therefore, time permitting, I will also bring this subject up in the meeting.

If we run out of time to discuss this matter, we will bring it up in the February meeting, which will be held on February 4th at 8:00 PM, most likely on Zoom again.

*Respectfully submitted,*  
*Art Briggs, President*  
NJAACA #1469



## **Surprises Kids find in Old Cars**

By Wayne Tuck  
Executive Vice President



**F**eatures we find in old cars can be a new discovery for kids. I still laugh to myself every time I think about the time my youngest grandson came out to the garage for a visit with grandad. I was working on my 1952 Hudson at the time and put him in the front seat. The first thing he noticed was the size of the steering wheel. I'm sure he had never seen a car without power steering. This was a new discovery for him. He was even more surprised with the window crank handles. How many kids today have never seen crank down windows? Not only a crank down window, but crank open vent windows. Most of today's youth have never seen a vent window. He spent the next half hour working his way around the interior cranking windows up and down.

We found an entire new world of things he never knew existed. A cigar lighter? That is known as a power outlet today. You mean you need to push down the buttons individually to lock the car? You need a key to unlock it? Ash trays? Turn the knobs to change the radio station? Where are the seat belts? What is that button on the floor? No padding on the dashboard?

Now let's take a look at an even older car. A tassel on the string that pulls the shade down over the back window? You mean you need to put your arm out the window to signal a turn? That lever on the left controls the spark advance? What is a spark advance anyway? Step on a floor pedal to start it?

All you need to do to get their attention is show it to them. Kids are even more thrilled if you take them for a ride. Let's all do something to pique their interest. The future of the old car hobby depends on it!





## Rich's Repair Ramblings, JANUARY 2021 : Brakes 202: Connecting the (brake fluid) DOTS

In last month's edition of Rich's Repair Ramblings, I introduced you to the basics of a vehicle's hydraulic braking system, including Pascal's Law. That article explained ever so briefly that we cannot use just any old fluid (such as water or gasoline) as the hydraulic component, and that we must use a product specifically labeled as "brake fluid". This month, I will explain brake fluid in more detail.

Brake fluid must have certain properties for it to function as designed: besides being non-compressible, it must have a low freezing point (so it doesn't turn to ice on cold days), a high boiling point (so that it doesn't become a vapor when the brakes get hot), consistent viscosity (so that it easily flows through the brake pipes and hoses), and be non-corrosive to metal and rubber brake system components. In other word, we're asking a lot of our brake fluid.

The vast majority of car makers have long specified the use of brake fluids based on glycol-ether compounds. Such brake fluids meet all the requirements specified above; however, one downside is that glycol-ether compounds are "hygroscopic", meaning that they absorb water, which I'll address below. (Some French cars use mineral oil fluids in their braking systems, a discussion which is beyond the scope of this article.)

In the U.S., the NHTSA (National Highway Traffic Safety Administration), a division of the Department of Transportation, specifies brake fluid engineering properties as part of FMVSS (Federal Motor Vehi-

cle Safety Standard) #116. Brake fluid is labeled according to the extent to which it meets those properties. You have very likely seen or owned a can of brake fluid, perhaps labeled "DOT 3", or "DOT 4", or "DOT 5". Have you ever wondered if "DOT" stood for something? It does! It stands for "Department of Transportation". Now you know. (Common usage has led to the pronunciation of "DOT" the same as the word "dot", rather than "DEE OH TEE".)

**DOT 3** is the oldest glycol-ether based brake fluid. Following it numerically, formula improvements have given us DOT 4, DOT 4+, DOT 5, and DOT 5.1 brake fluids. For EACH grade, a specified standard is set for "dry boiling point" and "wet boiling point". Dry boiling point is for new virgin fluid. Wet boiling point is for brake fluid which has absorbed up to 3.7% of water by volume. These boiling points are important because brake fluid cannot be allowed to boil, no matter how hot the brakes become.

I had previously mentioned that many brake fluids are hygroscopic, meaning they absorb water. If you've been following along with previous articles, then you can imagine what happens once some water is absorbed. The boiling point drops, which increases the risk of high fluid temperature turning that water to vapor, which is compressible – you would lose your brakes.



A can of DOT 4 Brake fluid with important info attached.



To put real numbers to this, here are the “dry boiling points” and “wet boiling points” for DOT 3, DOT 4, and DOT 4+ brake fluids (all temperatures are in Fahrenheit):

**DOT 3: 401 degrees dry; 284 degrees wet**

**DOT 4: 446 degrees dry; 311 degrees wet**

**DOT 4+: 446 degrees dry; 311 degrees wet**

Note two things: one, in all cases, the wet boiling point is lower than the dry. And two, there is no difference between DOT 4 and DOT 4+; the only improvement offered by DOT 4+ is better viscosity (flow).

I have included a photo of a can of DOT 4 brake fluid which I own. Metal cans protect against moisture better than plastic cans or bottles. I have also labeled the purchase date and whether the can has been opened or not. In general, I discard opened cans of brake fluid once they are more than two years old.

DOT 5 brake fluid is a different animal altogether, as instead of using glycol-ether, it's silicone-based. The big advantage of silicone is that it is NOT hygroscopic, that is, it does not absorb water. Twenty-five years ago, I recall reading that the collector car hobby was embracing DOT 5 brake fluid for that reason, as it does not require regular flushing and replacing. However, those who have used it have faced a few challenges. First, since it is completely incompatible with DOT 3 or DOT 4 fluid, changing an existing vehicle over to DOT 5 requires that a car's hydraulic brake system be completely disassembled and cleaned to remove any trace of old brake fluid. Second, there were reports that DOT 5 might be harmful to rubber components such as seals, and could cause them to swell. Third, some users reported spongy brake pedals with DOT 5 installed.

Following this trend as I have, it seems that car collectors have moved away from DOT 5 brake fluid, deciding to stick with tried-and-true DOT 3 or DOT 4. DOT 5 brake fluid is generally used by the military whose vehicles face much harsher conditions than most of us do on a day-to-day basis.

To add to the confusion, brake fluid manufacturers then introduced “DOT 5.1” brake fluid. Many presumed that it too was silicone-based like DOT 5, but it's not! It is glycol-ether based, but has dry and wet boiling points which are superior to any DOT 3 or DOT 4 fluids:

**DOT 5.1: 500 degrees dry; 356 degrees wet**

There is a very important bottom line to this discussion, and it's this: ALL glycol-ether based brake fluids (DOT 3, DOT 4, DOT 4+ and DOT 5.1) are hygroscopic. From the moment you open that brand-

new bottle, or remove the cap on the car's master cylinder, the brake fluid begins to absorb some of the moisture in the air. According to my copy of the Bosch Automotive Handbook (6th Edition), “Brake fluid absorbs moisture, mostly by diffusion through brake-system hoses”. If that's true, then ALL of our vehicles, new and old, daily driver and trailer queen, are absorbing moisture into the brake fluid, reducing the effective boiling point. This is why it is critically important to replace the brake fluid on our cars with a “flush and fill” every few years.

**Next month in Rich's Repair Ramblings: Brakes 203: How to Perform a Brake Fluid Flush**

**NJ REGION CLOTHING EMPORIUM**  
**Show your Club Support in our regalia!!**  
**T-Shirts, Jackets, Sweatshirts.**  
**Sizes for All**

**Call for more information**  
**Roger Bagley (908) 337-4976**  
[roger\\_m\\_bagley@yahoo.com](mailto:roger_m_bagley@yahoo.com)



## Avoiding Scams

By Steve Moskowitz, CEO, AACA National,  
[aaca1@aaca.org](mailto:aaca1@aaca.org)

Just another reminder to everyone to be extra diligent and avoid scams. There are many different scams going on lately, so make sure you do your homework. If you get an email from a region officer stating he/she needs a wire transfer or gift cards immediately, call him/her and verify. Most likely it is a scam. Any request for a wire transfer for parts or car sales, etc. needs to be vetted out completely. If a buyer wants to overpay you for something and asks you to send back the difference, be very wary. Unfortunately, there are way too many scammers out there and you need to make sure you know who you are dealing with. The old adage usually fits... "If it seems to be too good to be true, it is!!" Click [here](#) to read about a scam experience that recently happened to AACA member Larry Irwin. Special thanks to Larry for sharing his experience and to Linda McFarland for sharing the article from the [South Jersey Region AACA](#) newsletter with us.

# CELEBRATIONS

BY BRENDA ZIMMERMAN, NJ AACA REGION #1238

## JANUARY BIRTHDAYS



1. .... RON HUTCHINS
2. .... HELEN JANE SWAN
3. .... GREG NEWELL
4. .... JOHN KEFALONITIS
5. .... DUFFY BELL
7. .... BRENDAN HOGAN
8. .... MARY ANN GRIFFITH
9. .... KIRK JUDKINS
- 12 ..... DICK BETTLE
- 16 ..... MARY REYNOLDS
- 16 ..... BOB JEPHSON
- 25 ..... KATHY OLEXA
- 27 ..... JOAN HAGAMAN
- 28 ..... JOSEPH DURNA
- 31 ..... GREGORY ROSER

*Happy Anniversary!*

## JANUARY ANNIVERSARIES

- 15 ..... RAY & JUDY FISCHER ..... 54  
 31 ..... RON & NANCY HUTCHINS ..... 60

### Judging Admin Volunteers

Judging Administration is looking for individuals who would like to contribute to AACA National judging. Knowledge of judging is important, therefore anyone wishing to join the Admin Team must complete Judging School, Apprentice Training Certified Judging Education (CJE), Apprentice Field Judging and the Judges Administration CJE. It is important that all judges in Admin be physically mobile, able to add and subtract (basic math) and familiar with basic computer data entry. Interested or want more information?

Please send Dollie Flechler, Chairman Judging Administration, an email at [Flechlerd@yahoo.com](mailto:Flechlerd@yahoo.com).



**Richard N. Payne**  
 CERTIFIED AGENT

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



**Auto Appraisal Group Inc.**

Toll Free 800-848-2886 Fax 888-575-9319 [www.autoappraisal.com](http://www.autoappraisal.com)



## FEATURED COVER CAR 1938 LaSalle Model 5011 5 Passenger Touring Coupe.



*Owned by Rich Nalavany'*

*Watchung New Jersey*

*Story by Rich Nalavany with Photos by Rich Nalavany and Abe Platt*

*This article previously appeared in the October 2020 issue of Caddy Corner, the official publication of the Raritan River Region Cadillac & LaSalle Club. It is reprinted here with permission of the editor Jay Raskin [jayr@rrrcalc.org](mailto:jayr@rrrcalc.org)*

I thought it might be of interest to our club members to hear the decades-long story of my acquisition and restoration of my 1938 LaSalle Model 5011 5-Passenger Touring Coupe.

In August, 1983, a relative of mine was traveling through Long Valley, NJ and noticed the LaSalle with a for-sale sign, and knowing of my interest in Cadillacs and LaSalles, he passed on the phone number of the owner to me. I called the owner and made arrangements to see the car, and upon seeing it, I noticed that it was forlorn, to say the least!

All of the pieces were scattered in different areas; everything was there, but it was like a puzzle. The owner had sand-blasted the car with the windows up and uncovered, so you couldn't see out of them, so I knew that I had to replace all of the windows. Also, I realized that the engine was apparently not the correct original, because it looked like a military engine, the block having 90-degree corners on it.



*The 90 degree L-Head V8 is nicely detailed*

The original interior material was also a mess, but I decided to purchase this project car, and proceeded to store it, untouched, for the next five years. I had a name for it, "Le Miserable," because every time I took it out to drive around the block, I had to tow it back. So, during those first five years, I focused on restoring a couple of Fords instead. I continued to ignore the La Salle to the point that

I forgot to put anti-freeze in it, and one winter, the ice expanded in the engine, destroying it!

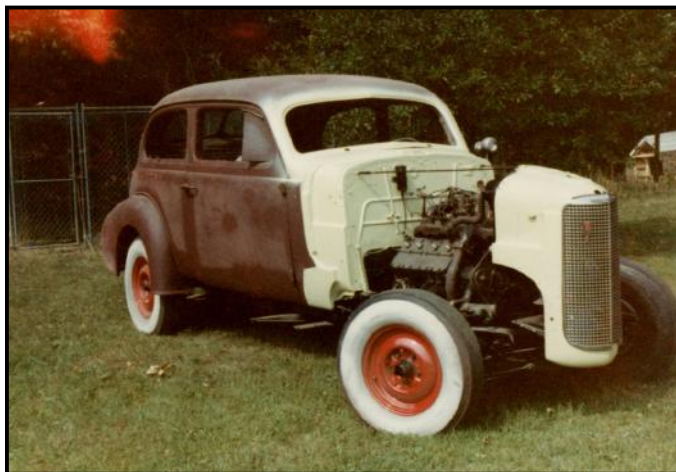


Sometime after I purchased the LaSalle, I met a fellow in Englishtown, who brought along a '38 La Salle, and he showed me his car's engine, which was a small-block Chevy. I asked where the original engine was, and he said he had it stored away, and



*There's only one way to restore a car frame.*

was willing to sell it to me. I got his phone number, and traveled to his home in Union, and picked up not only his original, correct engine, but also a steering column, a great steering wheel, and transmission.



*The reassembly is nearing completion.*

Five years after my initial purchase of the car, I decided it was time to return to the restoration



*The new Interior came out sharp!!*

process. The LaSalle was painted prime and yellow when I purchased it, however, the plaque on the fire-wall indicated that the car was originally painted green, but I initially chose to paint the La Salle tan, not really favoring the green. I didn't like the way it came out in tan, so I decided to paint it Antoinette Blue, which was a classic Cadillac color.



*Rich did all the dash work himself, except the clock*

During the course of the next year-and-a-half, I took the body off the chassis and sand-blasted the chassis. I installed the engine I had purchased and rebuilt, and replaced virtually all of

#### 1938 LaSalle Model 5011 5-Passenger Touring Coupe.

DIMENSIONS		POWERTRAIN		OVERVIEW	
Weight	3830 lbs.	Engine(s)	125 BHP @ 3400 rpm 90 deg L head V8	Manufacturer	Cadillac LaSalle
Wheelbase	124 in.			Production	700
Length	202.5 in.	Transmission(s)	3 Spd Manual with Syncro	Body Style(s)	2 and 4 dr Coupes, sedans, convertibles
Width	in.			Assembly	





*The finished interior and dash are beautiful.*

the mechanics. After putting the body back onto the chassis, I realized that the pads between the body and the chassis were very significant, because if you don't do it right, your doors won't open! So, trial and error finally resulted in a proper fit.

I did not attempt any body or interior work, preferring to leave those tasks to professionals. I was able to buff out the original stainless steel trim pieces, and sent out the two bumpers and the hood ornament for re-chroming. Although, these were pre-internet days, I was successful in tracking down parts that I needed. For instance, Gately in Massa-

chusetts had a lot of parts, and I bought a beautiful grill for \$100 in Hershey.

I sent the clock out for repair, but I did the dash myself, including the replacement of all the instruments, and a new wiring harness. I bought a rough-cast aluminum dash and grill, and restored them to original.

I used a gentleman named Charles for the interior restoration. I believe Charles still has his shop on Morris Avenue in Summit. The complete



*Even the Trunk is remarkably detailed.*



*The LaSalle and it's trademark rounded Grill. The remarkable styling of a LaSalle is evident in this picture.*



cloth interior was replaced, including the headliner and carpeting.

Cut to the chase, and by around 1998, the approximately 15-year restoration was finally finished. Since restored, the car has been shown in MA, and two years ago, was driven to Chantilly, VA. I



also drove the LaSalle to shows such as the 2014 CLC Grand National in Lake George, 2002 GN in Detroit, and the car has won too many trophies to count. The most recent trophy was First Junior Prize at the 2019 AACA Eastern Spring National at the Parsippany Hilton.

**Rich's Car:** The 1938 Model 5011 was the lowest-priced LaSalle on the market at that time, FOB \$1,345. Only around 700 cars were produced in that model in 1938, vs. 9,765 of the 4-door Model 5019. LaSalle was an American brand of luxury automobiles manufactured and marketed, as a separate brand, by General Motors' Cadillac division from 1927 through 1940. Alfred P. Sloan, GM's Chairman of the Board, developed the concept for four new GM

marques brands - LaSalle, Marquette, Viking and Pontiac - paired with already established brands to fill price gaps he perceived in the General Motors product portfolio. Sloan created LaSalle as a companion marque for Cadillac. LaSalle automobiles were manufactured by Cadillac, but were priced lower than Cadillac-branded automobiles, were smaller, and were marketed as the second-most prestigious marque in the General Motors portfolio. LaSalle's were titled as LaSalle's, and not as Cadillacs.

Like Cadillac, named after Antoine de la Mothe Cadillac, the LaSalle brand name was based on that of another French explorer, René-Robert Cavelier, Sieur de La Salle.

The final 1940 LaSalle's were introduced in October 1939 with a full array of semi-custom body styles, as it had in its first year, including a convertible sedan. Harley Earl oversaw this redesign. The LaSalle emerged with a smooth-flowing design, its thin radiator flanked by a series of thin chrome slots. In its final year, sales of the LaSalle reached the second-highest level ever at 24,133. In addition to the Series 50, there was also the lower, wider Special Series 52 using General Motors' new "Torpedo" style body.

LaSalle sales had consistently exceeded Cadillac's since 1933, but since its introduction in 1935 the medium-priced Packard One-Twenty had consistently outsold the LaSalle by an average of 72 percent over the six-year period 1935-40 inclusively. It was decided to fold the LaSalle into the more prestigious Cadillac marque. LaSalle did not have the time to develop a prestigious name before the onset of the great depression and did not have the opportunity afterward.



*With their stunning body lines, dependability and unique features, it's easy to see why the LaSalle's were popular, even if it was for a short time.*





# North Jersey Classic Cruisers 2021




**BOYS & GIRLS CLUB  
OF CLIFTON**

**January Warm Up**

## Car Show Fundraiser & Rally

Help Support  
the Kids & Programs

Bring a  
Mask!



Indoor /  
Outdoor Event

plus DJ Nick at Nite



Open to all Years & Models



### Sunday Jan. 17<sup>th</sup> 2021

11am – 3 pm (rain/snow date 1/24/21)



**Adm. Only \$10** per car



**Trophies \* Contest \* Prizes**  
**50/50's Great Food & Specials**

**Maple Valley Diner** 1116 Rt.46-w Clifton NJ

(Formally....The Hearth)

**Info call 201-303-3218**

Sponsored by North Jersey Classic Cruisers





NEW JERSEY REGION ANTIQUE AUTOMOBILE CLUB

# Classifieds

For Sale    Wanted    Trade



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

**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](mailto:Rweingart@comcast.net) Cell 908 418 1980 Office 908 276 6984

**mid-state**  
EQUIPMENT CO., INC.

**Wayne Tuck**  
Cell 609-240-1561  
[rwtuck@comcast.net](mailto:rwtuck@comcast.net)

Office 609-737-7400 Fax 609-737-6790  
1462 River Road Titusville, NJ 08560



Curious about Judging? Read *The Judge* Newsletter from the National Judging team. It's printed seasonally and offers great insight to the world of Judging.

[Click HERE](#)

 **The Judge**   
July 2019 - Number 156

**HERB SINGE #11 \* 63 YEAR MEMBER NJ REGION AACA**

**Dealer in Mailing Equipment**

ADDRESSERS  
ENVELOPE INSERTERS  
PAPER FOLDERS \* TABBERS  
STRAPPING & TYING MACHINES  
POSTAGE METERS \* PAPER CUTTERS  
PAPER SHREDDERS  
BUY \* SELL \* LEASE \* RENT \* TRADE  
Discounts for & lead fees paid  
**908-289-7900 office**

**Active buyer & collector of**

1896-1915 AUTOMOBILES  
MOTORCYCLES & RELATED  
MEMORABILIA \* AUTOMOBILIA  
1896-1961 AUTO RACING  
MEMORABILIA WANTED  
Do you have or know someone who has a Brass Era car, motorcycles or automobilia for sale???

**908-868-4008 cell**

**NJ REGION CLOTHING EMPORIUM**  
Show your Club Support in our regalia!!  
T-Shirts, Jackets, Sweatshirts.  
Sizes for All

Call for more information  
**Roger Bagley (908) 337-4976**  
[roger\\_m\\_bagley@yahoo.com](mailto:roger_m_bagley@yahoo.com)



**YOUR AD CAN BE HERE  
ACCEPTING ADVERTISING  
FOR THE CALENDAR YEAR  
2020**

**SEE TIM SCHIMMEL OR JAY  
DEBOEY FOR COST INFOR-  
MATION**





**NJ REGION CLOTHING EMPORIUM**  
**Show your Club Support in our regalia!!**  
**T-Shirts, Jackets, Sweatshirts.**  
**Sizes for All**  
**Call for more information**  
[roger\\_m\\_bagley@yahoo.com](mailto:roger_m_bagley@yahoo.com)  
**Roger Bagley (908) 337-4976**



### OFFICERS

President:.....Art Briggs  
 Vice Pres:.....Suds Reddy  
 Secretary:.....Greg Roser  
 Treasurer: .....Tim Schimmel  
 Membership: .....Bill Pritchett

### WATCHUNG MTN CHAPTER

President:.....George Ernst  
 Vice Pres:.....Robert Cacchio  
 Secretary:.....Evelyn Ernst

### BOARD OF DIRECTORS

Ed Geller  
 Ray Fischer  
 Wayne Tuck  
 Jerry Peck  
 Jay DeBoey

### COMMITTEES

AACA Liaison.....Bob Hedderick  
 Accessories.....Duffy Bell  
 Annual Banquet .....Pat Hogan  
 Archivist .....Matt Verzi  
 Awards .....Jerry Peck  
 Celebrations.....Brenda Zimmerman  
 Chief Judge.....Ed Geller  
 Clothing .....Roger & Kathy Bagley  
 By Laws .....Art Briggs  
 Roadmap .....Jay DeBoey  
 Equipment.....Rich Reina  
 50/50 .....Bob Smith  
 Parliamentarian.....Tex Sorrell  
 Participation Points .....Vince DeLisi  
 Refreshments.....John Pieczynski  
 Region Picnic.....Peter Cullen Jr.  
 Roster Chairman.....Art Briggs  
 Sergeant At Arms .....Herb Singe Jr.  
 Social Media .....Leif Mangulson  
 Spring Fling.....Bill Pritchett  
 Spring Meet .....Peter Cullen Jr.  
 Sunshine .....Sarah Fehley  
 Tour Fall Foliage .....Peter Cullen Jr.  
 Tour Fall Mystery.....Bill Pritchett  
 Welcoming .....Ray & Judy Fischer

**EASTERN SPRING NATIONALS**  
 "HORSES TO HORSEPOWER"  
 17-19 JUNE 2021




**SARATOGA SPRINGS  
NEW YORK**



**ANTIQUE AUTOMOBILE CLUB  
OF AMERICA**



**MARK FORTE CRS, GRI, SFR**  
 Broker/Sales Associate

CENTURY 21 Cedarcrest Realty, Inc.  
 NJ 0336270  
 973.228.1050  
 973.809.6157

markforte@century21.com  
<http://www.MarkForteRealtor.com>

© 2020 Century 21 Real Estate LLC. CENTURY 21® and the CENTURY 21 Logo are registered service marks owned by Century 21 Real Estate LLC. Equal Housing Opportunity. Each office is independently owned and operated.

**CENTURY 21**  
 Cedarcrest Realty, Inc.



CENTURY 21 Cedarcrest Realty, Inc. | 460 Bloomfield Ave. | Caldwell | NJ | 07006

### NEXT MEETING

The next meeting of the New Jersey Region AACA will be held January 7th, 2021 8pm

Please check your email for the virtual Zoom meeting link and information.

Contact [Bill Pritchett](#) or [Rich Reina](#)

For details on connecting



**Symonds Vintage Auto Repair LLC**  
 edsymonds57@gmail.com 908-637-8989



**Ed Symonds**  
 Auto Restoration General Maintenance

486 US Highway 46  
 Great Meadows, NJ 07838

**ASHLEY'S AUTO BODY**  
 EXPERT REPAIRS & REFINISHING SINCE 1952

Tel: (973) 584-7184  
 Fax: (973) 584-5731

**Larry Ashley**  
**Donna Ashley**



274 Hillside Avenue  
 Flanders, NJ 07836  
 NJ License #03804A


**Antique and Classic Auto Repair and Restoration**



**Mike Manganelli**  
 NJ Region #943  
 BCA #13469  
 VCCA #42127

973-277-3467  
 mike.manganelli@icloud.com

**TC**



*Town & Country Pool Services*  
 SERVICE • RENOVATIONS • EQUIPMENT  
**RICHARD A. (DICK) MOWBRAY**

40 Millbrook Road  
 New Vernon, NJ 07976

(973) 993-1621  
 Fax (973) 993-1456

**LEVER SHOCKS REBUILT  
 BRAKES SLEEVED AND REBUILT**

EXCHANGE OR YOURS REBUILT  
 BRAKES: SLEEVE ONLY OR  
 COMPLETE REBUILDING  
 FAST SERVICE



**Apple Hydraulics**  
 1610 Middle Road  
 Calverton, NY 11933

**1-800-882-7753**  
 (631)369-9515

<http://www.AppleHydraulics.com>

APR09

**FISHER AUTO TRANSMISSION INC.**  
 TRANSMISSIONS SINCE 1956



PETE  
 or  
 STEVE  
 (973) 227-3452

81 Rt. 46  
 Fairfield, N.J. 07004

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



**Our Mailing Address**  
 NJ Region AACA  
 P.O. Box 890  
 Morris Plains, NJ 07950



The Road Map is the newsletter published monthly by the New Jersey Region AACA Inc. Reprinting articles and other items is permitted providing due credit is given to this publication and the author.

All items for publication must be submitted by the 12th day of the prior month to the editor, Jay DeBoey, either by email to [j.deboey@comcast.net](mailto:j.deboey@comcast.net) or via USPS to The Road Map, 67 Fairmount Road, Long Valley, N.J. 07853



THIS YEAR GIVE HER A

# New LaSalle for Christmas

For the merriest Christmas you've ever enjoyed—give your wife and family a new LaSalle! The fleetest glance will convince you LaSalle is the leader in style and luxury—the shortest ride will thrill you with LaSalle's quiet, but brilliant performance. Owners will tell you of LaSalle's amazing economy of operation. Your old car will probably cover the down payment, making any outlay of cash unnecessary. We'll gladly arrange for delivery at your home Christmas morning. Call us today!

