

THE ROAD MAP

Est. 1951

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

March 2021

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March 2021



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Please See Page 5 for information on the establishment of a National Award in the Name of Herb Singe Jr.

2021 AACA National Activities Calendar

Apr 8-10 Southeastern Spring Nationals
Concord, NC

Apr 15-17* (CANCELLED) AACA Annual Convention Philadelphia, PA

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

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

July 1-3 Central Spring Nationals Auburn, IN

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 11-13 Special Western Nationals Phoenix, AZ

Nov 14-17 Western Divisional Tour Phoenix, AZ

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



**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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*A Message from the
President
March 2021*



Here we are at the end of February and COVID-19 is still hanging around continuing to make life difficult. It actually was around at this time last year, we just didn't know it.

As you must know by now, the AACA Annual Convention in Philadelphia has been postponed again. A new date

has not yet been set.

The Charlotte Auto Fair held annually on the Charlotte Speedway has been cancelled.

The 2021 New Jersey Region Spring Meet has been cancelled. (That makes two years in a row!)

And it's anybody's guess what else will be cancelled this year!

Fortunately, Mel Carson and the Hornet's Nest Region have been able to salvage the Charlotte National by relocating it at the host hotel. However, it will only be the AACA car show; no car corral or flea market.

We will again be having our monthly meeting Thursday March 4th at 8 PM on Zoom. Bill Pritchett will again be distributing the link provided by Paul Wolfmier (Thank you, Paul) to everyone via email.

Please attend this meeting. You can attend on your computer, laptop, iPad or smart phone. And if you don't have any of these, you can dial in and still be a part of the meeting.

I'll "see" you on Thursday!

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



Check out Rich Sheola's 74 Challenger on page 9



UNDER THE HOOD

Notes from the editor



I have never been on a proper "Tour". I bet lots of club members can say that. By Tour I mean something like a reliability tour or the Glidden tour. Of course our club type tours are fun and provide great camaraderie. And we are thankful for our members who take the lead in planning and running them.

From what I have heard though is that the regional tours, and likewise national ones, are a bit different. With all the talk of the Glidden tour being hosted in our region I am more determined than ever to see what these are all about. We have some veterans of these tours. People like Ray & Judy Fischer, PJ & Elsie Ehmman, Duane & Trisha Copley and Wayne & Denise Tuck have all been on national tours. And Rich Reina has been on some pretty high end tours with people driving cars most of can't afford. With this much experience in the region why haven't we all been doing it?

Well, the first reason I can come up with is the vehicle. All grand tours require some type of vehicle that is outlined in the tour definition. The reliability tour for example is for brass era cars made in 1915 and prior. The Glidden tour is for cars 1943 and prior, as built, with only safety modifications. And the Glidden Chrome Tour is for cars between 1935 and 1996. And if you go looking, it's not hard to find tours all over the country that range anywhere from 2 to 5 days. I have to admit, this is a whole new aspect of classic car ownership I have been awakened too.

I want to drive my car, I'm not fond of sitting in parking lot with it. I get a large amount of joy driving on back roads with the windows down and the tunes playing. Warm spring days, hot summer ones, and the occasional cold winter ones are the days I need to be out cruising. And tours sound like the fun I am searching for. Now, I admit to knowing absolutely nothing about how to do this right, or reliably. But I can learn and everyone is the new guy at least once. So I'm diving in. I have been searching the country for a car between 1939 and 1942. Tough years I do admit but, they are plentiful and relatively inexpensive in good driving condition. My goal is to be ready next year to take my 19XX Buick/Chevy/Ford out on a tour and see what this is all about.

How many of you are willing to join me? Lets get moving and drive our cars as often as we can for days on end.

*On My honor.....
Jay DeBoey Editor
NJAACA #1540
908-963-5985*

NJ REGION AACA

Minutes – February 4, 2021 #738



The 738th Region Meeting via zoom was called to order at 8:11PM by President **Art Briggs**.

All members present were asked to rise for recital of the Pledge of Allegiance.

Opening Comments and President's Report:

Art Briggs – Before we attended to general region business, Art introduced our two guests from AACA National, Don Barlup, AACA 2015 President and Vice President of National Headquarters and Library, and Mark McAlpine, AACA Vice President of National Activities. Mark and Don attended our meeting to discuss with the region our consideration of hosting the 2022 Glidden Tour, which is a tour jointly shared with the VMCCA and AACA. This tour is for 1942 vehicles and older and is normally run in September or October. Don and Mark explained the basics of what needs to be done to run this tour, and opened the floor to the members for questions. The following was noted; 100 miles or less per day on secondary roads, tour costs should not exceed \$350 per person (not including lodging), cars attending are approx. 100 to 200, and many volunteers are needed. These volunteers need not be region members, but can be from neighboring regions, or from service groups such as the Boy Scouts. A motion was made, seconded, and approved to form an "Exploratory Committee" to examine the feasibility of the region handling this tour. Ultimately a poll will be e-mailed to all members to solicit their **yes or no** responses. Mark suggested a response by February 25th would be ideal.

Don and Mark then exited the meeting and we proceeded with region business.

There were no guests or new members to introduce.

Meeting Minutes: A motion to approve the minutes of the January 2021 zoom Region Meeting (as e-mailed to the members) was made, seconded and approved. The minutes for the January meeting will stand as reported.

Correspondence: None

Treasurer's Report: **Tim Schimmel** reported the monthly income and expenses. A motion to approve the report was made, seconded and approved by all members present. There was no discussion. The Treasurer's report will stand as reported. Member PJ Ehmann who audits our books free of charge stated that the region experienced a net loss of \$6668.00 for 2020. Income producing activities such as the Spring Meet, parades, and Assisted Living Home visits were all absent from the calendar.

Region Activities: Vice-President **Suds Reddy** presented a detailed listing of all upcoming Regional and National activities for the upcoming months with input from the various chairs. The April 24th Dairy Queen event was noted. Bill Pritchett stated that the Spring Fling tour will be day trips only due to the unknown nature of restrictions we will face in May. Abe Platt has a car show scheduled for June 5th at Somerset Run. All Regional and National events are displayed in *The Road Map*.

Awards Chairman: **Jerry Peck** - A ballot will be prepared for the Outstanding Service Award. Voting will be done by e-mail. Jerry has ordered some awards for members for past achievements.

The Road Map Editor: **Jay DeBoey** – Jay requests cover car articles and photos for upcoming issues.

Membership: **Bill Pritchett** – Bill reported that we welcomed two new members since the last meeting.

Welcoming Committee: **Denise Tuck** – Our new Welcoming Committee chairperson is Denise Tuck. This was on the agenda, but was not mentioned in the meeting.

Sunshine: **Sarah Pritchett** – Bill Pritchett noted June Roser's father Stanley is in Overlook Hospital and is in serious condition. Bernie Cooney is home from rehab.

Participation Points: **Vince DeLisi** – No report

Spring Meet: **Pete Cullen** - Pete Cullen had previously presented the BOD with an estimate of what we could gain or lose by scheduling the Spring Meet in May. Given this information, a poll of the Executive Committee and the Board of Directors was held. All agreed that the chance of having a loss is not worth the risk. Some members discussed holding the Spring Meet later in the year, but the calendar for September and October is already full with other events in the area. The membership agreed to cancel the Spring Meet for 2021.

AACA National Award in Herb Singe's memory: **Rich Reina** – Rich stated that 19 pledges have been received totaling \$3020.00 towards the goal of \$5000.00. The Horseless Carriage Club of America (HCCA) expressed interest in contributing.

Old Business: None

New Business: A member inquired when the 2021 roster will be available. The concern was that we have no way to contact our many new members. A firm schedule was not announced. Due to the lack of time, there were no other committee reports.

The next meeting will be March 4, 2021.

The meeting was adjourned at 9:31PM

Respectfully submitted,
Gregory Roser #1398
Region Secretary

YOUR PLEDGE IS NEEDED
TO ESTABLISH AN AACA NATIONAL AWARD
HONORING THE MEMORY OF OUR NJ REGION
FIRST PRESIDENT AND FOUNDING MEMBER
HERBERT J. SINGE JR.



We are close to reaching our goal of \$5000 in pledges to establish an annual AACA National Award in memory of our New Jersey Region first President and Founding Member, Herbert J. Singe Jr

ORIGINAL GOAL \$5,000.00
PLEDGES RECEIVED: \$3,170.00
NEEDED TO REACH GOAL.... \$1,870.00

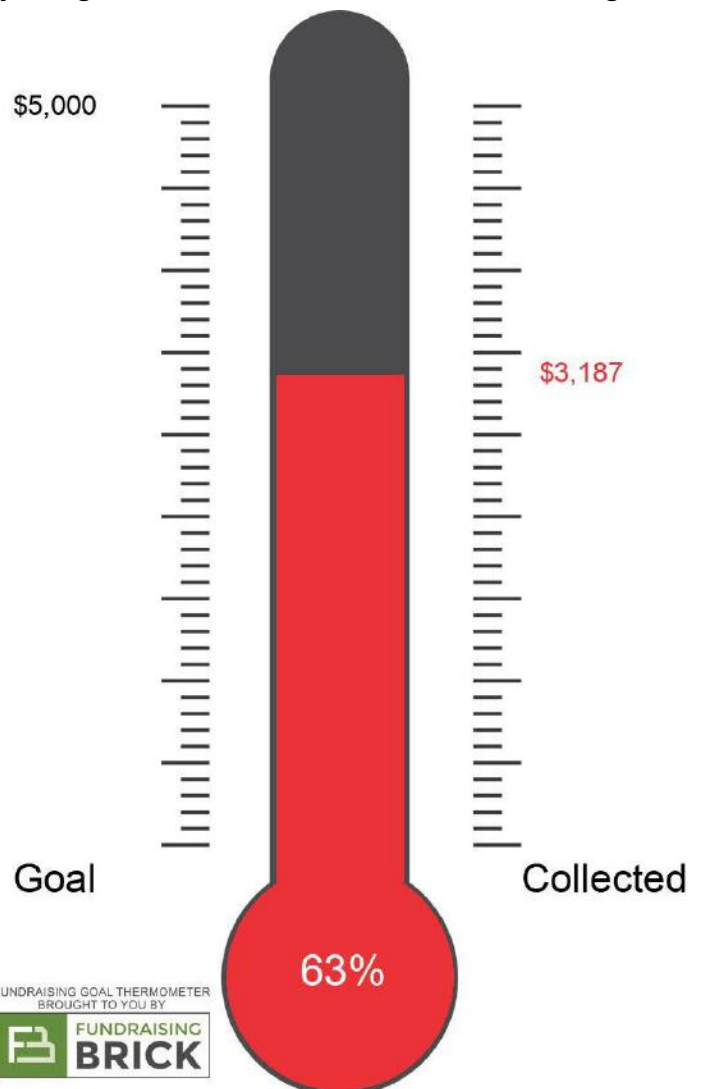
The committee is not accepting money at this time. We are only accepting pledges until the goal is met and the annual award is approved by the AACA National Board of Directors.

If you wish to donate to this effort (any amount is welcome, there is no minimum) please contact:

Richard Reina:

Phone or Text..... (908) 894-3267

E-mail: r_reina@msn.com





The Journey of a 1959 Hillman Minx

By Jan Eyerman NJAACA #1459

This is the story of a funny little car that belonged to several members of the New Jersey Region. The story actually started for me back in the 1990's when I was contacted by Doug Bragg of Baltimore, Maryland. His first car had been a 1959 Hillman Minx "Special" back when he was high school and he was looking for another one. I gave him some possible sources and suggested that he subscribe to Hemmings Motor News. A few years

dealer in Montreal, Canada. The Canadian fellow even had all of the original decals installed on the car.

Doug was instrumental in founding the "Hillman List" on the internet and built a garage to house his growing collection of Hillmans. Then sadly, tragedy struck. Doug was diagnosed with Stage 4 lung cancer and only given a short time to live. Even though he had good medical coverage, he still needed some money. As the 1959 Minx Special was his favorite car, he offered it to me for \$1,000. I had recently sold my 1973 Plymouth Cricket (which was the American version of the Hillman Avenger) so I had an empty spot in my old car garage. I bought the car and trailered it back to New Jersey. Unfortunately, although Doug had done much work on the car it still needed many things done to it. The most vital being new front and rear window rubber. I was able to source new (recently made) rubber from Scott's Old Rubber in Australia. Unfortunately Doug had worn through the paint in trying polish the car so a local paint shop did a respray for me in the original black color. As a side note, I arranged for Doug to sell the 1959 DeLuxe sedan to another friend of mine (and Hillman nut) Craig Burlingame of Seattle.



The Hillman being delivered to Doug Bragg

later Doug located a car being sold out of a large car collection in Hamptons of Long Island. Given the timing and location, I always wondered if it had been part of Henry Austin Clark's old museum.

Doug told me that when he got the car it was covered with tree sap and required extensive cleaning to get through the sticky goo. He also said that the car had originally come from West Virginia. Doug did a great deal of work on the car, even going to England to obtain a complete, new brake system. This included wheel cylinders, a master cylinder, lines and re-lined brake shoes. Not content with one Hillman, Doug purchased a 1962 Minx "1600" sedan and then a 1960 Minx convertible (but with a 1958 engine), a 1958 sedan for parts and finally an immaculately restored 1959 Hillman Minx Deluxe sedan. Finally he bought a 1959 DeLuxe Minx from a retired Hillman



The Hillman in Doug Bragg's driveway

I took the car to a number of British car meets and noticed that the oil pressure fell off once the car

was warm. This was not an un-common problem in Hillmans (and Sunbeam Alpines) and was caused by a worn out spring in oil pressure relief valve. An afternoon's work allowed me to convert the oil pressure valve to an adjustable one and the oil pressure was



The Hillman in front of my house

back to where it should be.

In 2011 I joined the New Jersey region and quickly became friends with both Earle Genges and Mat Varzi. Earle was the old fellow who looked like



Earle and I in front of Earle's garage

Santa Claus and had a number of very collectable old cars. He had a rather beat up MG Magnette sedan, a very nice Triumph TR6, a restored Willys Jeepster, a Triumph 2000 roadster and an unrestored Jowett Jupiter. He and I ran into each other at the various British car shows throughout northern New Jersey, including the New Jersey Triumph club's show in Hillsborough, just down the road from Earle's house. Earle fell in love with my 1959 Minx and offered to buy it from me many times. Finally I succumbed as he

really liked the car. I sold it to him for \$2,000 which represented a loss to me because I had put much more than that into it (the paint alone cost that much).

Earle enjoyed taking the car to local shows and it was even at the last Automatic Switch Company show of the New Jersey Region. Unfortunately I did not know that Earle, like Doug before him also had terminal cancer. Earle had pancreatic cancer and died about a year after I sold him the car.

Earle's estate was handled by New Jersey Region member Matt Varzi. Matt sold off Earle's house, cars etc. and donated the money to charities that Earle had named. The Minx went to a buyer in Connecticut. This fellow quickly flipped the car to a buyer in California. Unfortunately I do not know what happened to the car after that.

Respectfully Submitted
Jan Eyerman
NJAACA #1459



DQ Car Display (11-2:00), Saturday April 24 (Rain Date 4/25)

I know the number one thing on your thoughts this winter has been ice cream, or perhaps an ice cream sundae with a topping of nice cool whipped cream, or a nice cool shaved ice. For you dreamers, you are in luck. Once again, Region members Grace and Marc Bernstein have invited us to hold a car display at their Dairy Queen, 231 NJ-31 S, Washington, NJ 07882. They have offered free hot dogs and ice cream to Region members.

The meet up will be held from 11-2:00 on Saturday, April 24. If the weather is questionable or for any questions, please call me on my cell phone at 908-581-0411. A rain date of Sunday, April 25 will be used if needed.

Respectfully Submitted
Bill Pritchett
NJAACA #963



CELEBRATIONS

BY BRENDA ZIMMERMAN, NJ AACA REGION #1238

MARCH BIRTHDAYS



1AMY LEONARD
 6ANGELA DELORENZA
 17.....PETER CULLEN
 17.....PAT MANGANELLI
 17.....RICHARD RUSSELL
 24.....RICHARD KLINE
 27.....LARRY ASHLEY JR.
 27.....PEGGY SCHAEDEL

MARCH ANNIVERSARIES

12 ALLEN & SUE DANNER.....53
 29 WAYNE & DENISE TUCK51

Happy Anniversary!

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.



Richard N. Payne
 CERTIFIED AGENT

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Auto Appraisal Group Inc.

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FEATURED COVER CAR 1974 Dodge Challenger



*Owned by Richard Sheola
Long Valley New Jersey
Story by Richard Sheola NJAACA #
Photos by Tyler Haas*

Introduced in fall 1969 for the 1970 model year, the Challenger was one of two Chrysler E-body cars, the other being the slightly smaller Plymouth Barracuda. Positioned to compete against the Mercury Cougar and Pontiac Firebird in the upper end of the pony car market segment. Chrysler intended the new Challenger as the most potent pony car ever, and like the less expensive Barracuda, it was available in a staggering number of trim and option levels, and with virtually every engine in Chrysler's inventory.

The Challenger's longer wheelbase, larger dimensions, and more luxurious interior were prompted by the launch of the 1967 Mercury Cougar, likewise a bigger, more luxurious and more expensive pony car aimed at affluent young American buyers. The 110 in (2,800 mm) wheelbase was 2 in (51 mm) longer than the Barracuda's, and the

Dodge differed substantially in its Sheet metal. Air conditioning and a rear window defogger were optional.

The exterior design was penned by Carl Cameron, who was also responsible for the exterior designs of the 1966 Dodge Charger. Cameron based the 1970 Challenger grille on an older sketch of a still-born 1966 Charger prototype that was to have a turbine engine. Sales fell dramatically after 1970, and though sales rose for the 1973 model year with over 27,800 cars being sold, Challenger production ceased midway through the 1974 model year. A total of 165,437 first-



Bucket seats, deep-pile carpeting & simulated wood-grain door inserts for 1974

generation Challengers were sold. At Dodge Main, the Challengers were built on two dedicated lines, the R/T models, and convertibles would be built on line 1, along with any big block specialty cars. Line

Two would see any Challenger (non-R/T, 383 engine and smaller) that didn't have a big motor or no top built alongside six cylinder Darts, 318 Chargers, and Coronet sedans. A quick check of a fender tag will annotate that by a "LN1 or LN2" on the fender tag.

This example was dated 6:00PM on December 7, 1973 at the Hamtramck Assembly plant. Although the car appears to be a Rallye option (A57 code) car, it was ordered to resemble one which makes it a rarity. In fact, Galen Govier (*considered the acknowledged authority on the decoding of VIN, fender tag, and Broadcast Sheet*



The Challengers design is aggressive and refined at the same time

with the only major adjustment being the paint, which is a 30-year-old edition of the original FE5 Bright Red. The interior is stock as is the entire drive train from the 360 HP engine to the 8 ¾ rear with 3:23's. The car boasts 2 fender tags and a good portion of the production strip is still evident. Only wear items – tires, oil changes and the like are not production line items.

The car came to me after a 34-year gap in Challengers. I previously owned a 1972 Challenger



360 CID V8 producing 245 hp was the best Engine offered for 74

Information for all Mopar's) has certified the car to be a one of one known to exist with the chances of finding another to be about 10%.

The Challenger is a bit of a mystery car – the fender tag calls for the FE5 red, white vinyl roof, white interior, white strobe stripes and white-wall tires – however they are all black. From what we can tell, the roof material is factory and the interior most definitely is. What makes this all the more interesting is when I spoke with noted MOPAR expert Dave Wise about this, he couldn't decipher the rear seat tags as being a Challenger, much less an E body.

The car is basically a cosmetic restoration



The Rallye editions got body side louvers & tape stripes

1974 Dodge Challenger.					
DIMENSIONS		POWERTRAIN		OVERVIEW	
Weight	4,830 lbs.	Engine	360 cu in (5.9L) 245 hp 320 ft lbs. Torque	Manufacturer	Dodge
Wheelbase	110 in.			Production	Hard to Say
Length	191.3 in.	Transmission	3 Spd Torque Flite Automatic 3 or 4Spd Manual	Body Style(s)	2 dr Hardtop, Coupe, & Convertibles
Width	76.1 in.			Assembly	Hamtramck MI Los Angeles, CA



A key indicator between Cuda's and Challengers is 4 headlights



The Challenger view most seen by Camaro drivers.

Rallye in Gun Metal with a 340 and auto. After owning it for four years and wanting a car with air conditioning (getting a job out of college that required a suit and tie forced the issue with black vinyl interior), I sold it and immediately had seller's remorse. Over the years, the typical life expenses entered in to the picture – marriage, house, children, dance lessons, hockey equipment, college tuition and the like making another Challenger less likely by the year. Only after my Dad passed did I learn his desire for me to get another. See, Dad had to move it every Saturday and Sunday morning while college age Rich was enjoying life and not interested in moving the car from the single width driveway. Dad grumbled about the car being too low, too loud, eating gas (at 65 cents per gallon – hey it was the mid-70's) etc. What I didn't realize at the time was Dad was taking it for spin every chance he could get. I learned this from my Mom before she passed when she told me Dad wanted me to get "a toy" – what?! You know, a car. Dad had a good sense of humor but c'mon. No, he knew I missed the Challenger and wanted me to find another.

So, the hunt begins. Low and behold, my adult son, Dan, was trolling Hemmings one day when he mentions a '74 Challenger – nope, want a '72, But it has a 360 – tell me more. It's in Michigan – ugh! It's red – oh, please pull me over. But it's numbers matching. Okay, I'm interested. Soon thereafter, a deal was struck with Mark Lieberman – he of Tucker fame - car inspected by MOPAR photographer Mark Rosman, Reliable Transport contracted, and the old girl came to Jersey. thinking about it, there are three generations of Sheola's somehow involved with this car.

The car has earned its share of awards and recognition. I was very pleased when it earned a First Junior in 2019 at the Parsippany Regional Meet. At the local shows it has won Best MOPAR on a couple of occasions, Class winner several times and was invited to and participated at the Hemming's Concours at Lake George in 2019 – most surely the least expensive car on the show field (the Tucker to the left that was also owned by Mark Lieberman and shown by Preston Tucker's grand-



The Challenger had enough options, trim packages, and colors (18, including the Hi-Impact colors) for the most discerning consumer.



The Rallye Hood with its contrast Stripping is a stand out feature.

sons – took Best in Show)

Over the ten plus years it's been in my custodianship, I've relied on a few great people – John Rogers at Long Valley Service (a real MOPAR guy), Central Jersey Auto Parts (Jack Koziol) for those hard to find NOS parts, Bill Rolik Enterprises and AMS Obsolete. A special shout out to the folks at Cops & Rodders of North Jersey (Hackettstown) and my posse in Long Valley. And a very special note of acknowledgement to my wife, Kathy, for letting me indulge in this hobby and our son, Dan, for finding the car (and letting me garage it at his house).



The 1974 Dodge Challenger.....the last of the Pony Cars.

I found out a couple of years ago that Chrysler was about a week behind in production from the date on the door stickers and they were never changed from the original build date – turns out the possible build date was Dad's birthday. Someone was watching.....

In its short life, the Challenger turned out to be one of the best-looking cars produced in the muscle era, and is today highly sought after.

Options include:

Options

360 HP V-8 w/ Carter ThermoQuad 4bbl.

Torque Flight automatic 3 speed

Bucket seats w/ console & SlapStik automatic

Rallye Dash with 140mph speedometer and 7,000 rpm tach

AM/FM stereo w/ three front speakers and two in rear with fader

Air Conditioning w/ tinted glass

3 Speed Wipers with electric washer

Power Steering

Power Brakes – disc front

Light Package

Vinyl Roof

HD Suspension

HD Cooling w/ trans cooler

HD Electric

Body color external racing mirrors

Magnum 500 road wheels

Paint Code/Name

E5 Bright Red

Challenger

ONE YEAR LATER

By Stacy Zimmerman, *Speedster* editor,
szimmerman@aaca.org

Last year at this time, the renovation of our new home was just in the beginning stages. One year later, we are all moved in and the construction crews are finishing up the last few projects. It's amazing to see how far the building has come and all of the changes that have been made, especially in a year where not much else happened because of the coronavirus pandemic.

The transformation of this building has been nothing short of incredible. It went from the remnant left behind by the Pennsylvania American Water Company to the grander-than-grand National Headquarters of the best car club in the world. The finishes are stunning. The details impeccable. This building makes a statement. It shouts to everyone who passes by that we are here to stay -- AACA isn't going anywhere any time soon. Our future is as bright as the lights that shine down on the beautiful cars that fill the building's atrium.

As you can image, we are still settling in and there are still a ton of boxes to be unpacked, photos to be hung on walls, memorabilia and National trophies to be properly displayed on shelves, merchandise to be organized and, oh yeah, a rather large sized library to be arranged.

While we are not quite ready to be open to the public yet, we are excitedly counting down the days until we can officially welcome all of you into your new home...



BE SOCIAL WITH US

AACA hosts online forums! AACA hosts a massive [online forum area](#) on our website that you can read and/or join in on the conversations on all sorts of topics. People post some really interesting material and pictures on an everyday basis. If you haven't used the forums before, just use the sign-up button in the upper right corner to create your user account. Anyone can join the online forums and it's completely free.



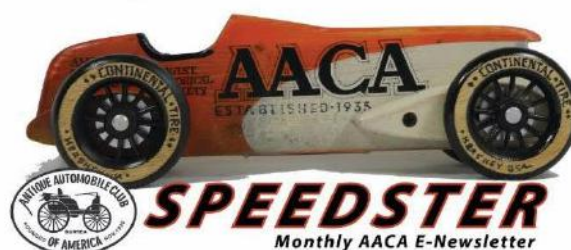
AACA has Facebook! What better way to connect with each other during these times than through social media? AACA has an official Facebook page for club information and events. We also have an extremely active Facebook group, where group members post, asks questions and discuss everything and anything car-related. [LIKE our Facebook page](#) and ask to [JOIN our Facebook group](#). Don't forget to connect with the [AACA Library](#) on their official Facebook page as well.

AACA is on Instagram!
[@antiqueautomobileclubofamerica](https://www.instagram.com/antiqueautomobileclubofamerica).



Be sure to use these hashtags: #DrivingHistory, #AACA, #AntiqueAutomobileClubofAmerica, #Hershey, #AACA Hershey, #AACAproud, #AACASTrong

The articles on this page are brought to you by the AACA National Monthly E-Newsletter *Speedster*. You should automatically be receiving this newsletter in your as part of your AACA membership. If you are not please check your spam folder or contact Stacy Zimmerman, *Speedster* editor, szimmerman@aaca.org



"Mountain Fun in 2021!"
2021 AACA Founders Tour

Canaan Valley Resort
Davis, West Virginia
May 20-25, 2021

1936-1996 vehicles welcome

Tour Chairman:
Franklin Gage
f.gage@hotmail.com
703-869-8434

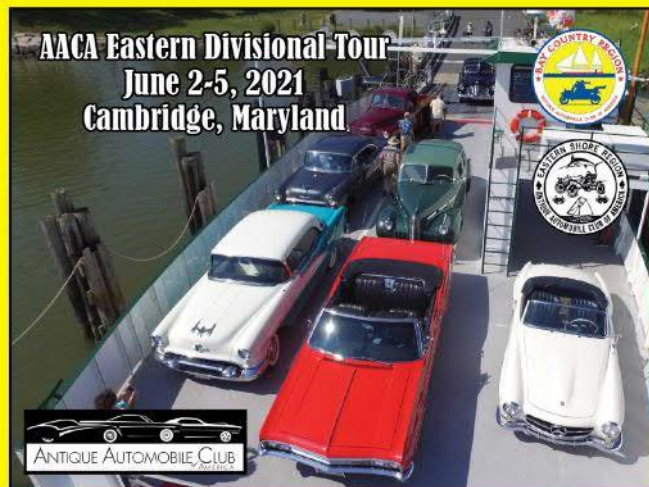
Registration Deadline: March 20
(contact Tour Chairman for availability if past deadline)



Tour Highlights Include:

- Blackwater Falls & Seneca Rocks
- Dominion Power's Mt. Storm Power Station
- Windmills on Backbone Mountain
- Grant County Mulch Plant

*Hosted by the Mountain State Classics Region AACA
 venues & schedule subject to change*



TOUR HIGHLIGHTS: Opening Strawberry Extravaganza & Reception
 • Seafood Processing Plant & Shipyard • Harriet Tubman Visitor Center & Blackwater Wildlife Refuge • Old Salty's Eastern Shore Buffet • Dorchester Historical Society • St. Michaels Classic Motor Museum • Lunch by Union United Methodist Church, St. Michaels, MD • Oxford Bellevue Ferry • Scottish Highlands Creamery • Adkins Arboretum Tour
 • Luncheon at Suicide Bridge Restaurant

HOST HOTEL:

Holiday Inn Express, 410-221-9900
 2715 Ocean Gateway (Rt. 50)
 Cambridge, MD 21613
 Rate: \$119/night plus tax

TOUR CHAIRMAN:

Charles Emery
 charlescemeryms@gmail.com
 443-877-7750
(contact to be put on wait list)

*Open to All AACA Eligible Vehicles
 Hosted by Eastern Shore Region AACA & Bay Country Region AACA*

THERE ARE MEETS, THEN THERE ARE NATIONALS.

THERE ARE TOWNS, THEN THERE IS SARATOGA!

DON'T MISS THIS ONE!

EASTERN SPRING NATIONALS

"HORSES TO HORSEPOWER"

17-19
 JUNE
 2021



SARATOGA SPRINGS
 NEW YORK



Registration: Marsha Mackey

billmarsha8@gmail.com

518-863-4987/cell: 518-424-6866

Chairman: Tom Walsh

thomaswalsh393@gmail.com

585-474-2406

Learn more about the area by visiting www.saratoga.com/

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AACA Grand Nationals



July 22-24, 2021 • New Ulm, MN
 Hosted by Minnesota Region AACA

**Registration
 Deadline:
 July 8, 2021**

Show Field:

Brown County Fairgrounds

Host Hotel:

Best Western Hotel Plus
 2101 South Broadway
 New Ulm, MN 56073
 507-359-2941

Ask for the AACA Rate

Meet Chair:

Linda Rempfer
 320-290-4285
 lindarempfer
 @hotmail.com

Registration Chair:

Kim Gardner
 717-507-8842
 rmmusic
 @comcast.net

Chief Judge:

Stan Kulikowski
 717-715-9744
 Stan.kulikowski9
 @gmail.com

REGISTRATION

To enter a vehicle in this Nationals you must be an AACA member and register your vehicle(s) with the meet registrar no later than **May 22nd, 2021**. To register visit: <http://members.aaca.org/login.asp>.

Packet pick-up for registered entries will be available Wednesday **June 16th**, thru Friday, **June 18th**, at the Gideon Putnam Hotel, 24 Gideon Putnam Road, Saratoga Springs, NY 12866. Saturday, **June 19th**, pick-up will be at the entrance to the show field.

Transportation Vehicle Information

Trailer and RV parking available

Host Hotel

Gideon Putnam
24 Gideon Putnam Rd.
Saratoga Springs, NY 12866
(866) 746-1077 Code: 9NE73Z

Alternative Hotel

Marriott Courtyard
11 Excelsior Ave,
Saratoga Springs, NY 12866
(866) 210-9325

Mention:

"Part of 2021 AACA NE Spring Nationals"

Visit: discoversaratoga.org

Or: www.Saratoga.org

For a list of area hotels

DAILY SCHEDULES

Wednesday June 16th, 2021

10AM – 5 PM Registration Open
Hospitality Open
AACA Merchandise Sales
*Raffle Open thru Fri. *

10 AM – 5 PM Discover Saratoga

Thursday June 17th, 2021

9 AM – 5 PM Registration Open
Hospitality Open
AACA Merchandise Sales

9:30 AM – 4 PM Lake George Lunch Cruise
8:30 AM – 1 PM Jim Taylor Car Collection

6 PM Social Event

Friday June 18th, 2021

9 AM – 4 PM Registration Open
Hospitality Open
AACA Merchandise Sales

8 AM – 4:30 PM Cooperstown Tour

8:30 AM – 1 PM Jim Taylor Car Collection

1 PM – 2 PM Member Roundtable

2 PM – 4 PM National Judging School

4 PM – 6 PM Saratoga Auto Museum

Open House

6 PM - BBQ Dinner/Raffle Drawing*

Saturday June 19th, 2021

8:30 - 10:30 AM Registration

8 AM – 9 AM Judges Breakfast/Meeting
(Gideon Putnam)

11 AM – 3 PM Show Field Judging

6 PM – 7 PM Social Hour (cash bar)

7 PM - Awards Banquet

**Check at registration for
Saturday tour specials.**

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Rich's Repair Ramblings

March 2021 : Talking Tires: A Brief History

We car owners tend to take our car's tires for granted. Our modern vehicles with their tubeless, low profile radial-construction tires barely need to have their air pressure checked. If we do anything at all, perhaps we remember to rotate them every 20,000 miles or so. It is not unusual for a late-model car or truck to get 40,000, 50,000 or more miles from a set of rubber before it is due for replacement.

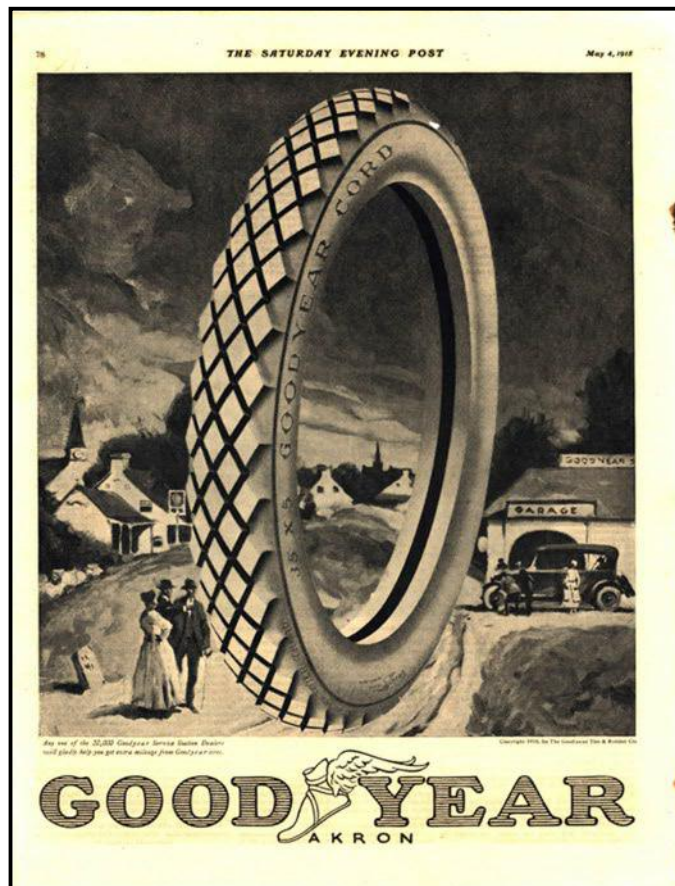
On our collector automobiles, we might spend some time and effort on the tires, but it's just as likely to be about the correct whitewall width or the amount of shine on the black wall as it is about their tread depth, wear pattern, or age. Yes, we often take them for granted. Yet tire health is very important for all our vehicles, young and old alike.

Before we dive any further into the care and feeding of tires, a little history is in order. Like every other facet of our beloved cars, improvements occurred incrementally over many decades. The first automotive tires were not able to support much weight or rotate at high speeds for very long. Original "horseless carriage" tires evolved, literally from what was used on horse-drawn wagons and bicycles, to the tire designs we have today, with many steps along the way. Let's look at that journey which will give us a greater appreciation for what we have.

Before automobiles, rolling conveyances used wooden or metal wheels; solid rubber was then added for rudimentary cushioning, which was

little comfort to passengers. While that style of construction meant that it wasn't possible to have a flat, the ride was jarring to say the least. It helped that speeds were kept quite low.

The start of the modern tire can be traced back to 1844, when American Charles Goodyear (recognize the name?) invented a process for vulcanizing rubber. The vulcanization of rubber enabled it for the first time to be pliable, moldable, and resistant to water. In other words, vulcanizing gave



Goodyear ad from 1918, Note the Goodyear Garage & tread pattern.

rubber the necessary properties to make it possible to mold it into tires.

Although history continues to debate exactly who invented the first air-filled, or pneumatic tire, it was Scotsman Dr. John Dunlop (recognize the name?) who is credited with inventing the first practical pneumatic tire. It was 1888, and he sought the more compliant ride that pneumatic tires would bring not for motor vehicles, but for his young son's bicycle, as its solid tires were giving the lad headaches.

As automobile production picked up speed in the first decade of the 20th century, engineers were faced with many challenges when designing

and manufacturing tires. Despite their efforts, these first tire fitments did not tolerate the rough and rocky roads of the day. Blowouts were frequent, and the earliest motorists became adept at making roadside repairs, dismounting and remounting tires themselves. Cars carried unmounted tires, or multiple spares, to minimize travel delays should a tire need replacing. The thin rubber did not tolerate high speeds, wore out quickly, and could not support much weight. Ineffective tires were holding back cars from being faster, safer, and more reliable.

A revolution in tire manufacturing occurred in 1922 when Harvey Firestone's (recognize the name?) company introduced the balloon tire. Engineers discovered a way to 'dip' the tire carcass in rubber, giving it stronger yet lighter construction. The tire ran on lower pressure, aiding ride comfort, and used a smaller mounting bead, improving reliability. Combined, these features gave balloon tires better handling, greater weight capacity, a smoother ride, and longer tread life. Soon after this, Bayer in Germany invented synthetic rubber, which was attractive to the tire industry as an alternative to natural rubber, which was rising in cost due to increased demand.

The next big development in tire technology came about in 1946 when the French tire company Michelin developed radial tire construction. Michelin owned the Citroen automobile company at that time and was able to promote the radial tire by installing it on new Citroens. Experience with it showed marked improvement in fuel economy and handling, and the technology caught on throughout Europe. The radial, though, was much less known in the U.S. which stayed with tried-and-true bias-ply construction.

In 1952, the B.F. Goodrich Tire Company was granted a patent for its tubeless tire, a design that relied on synthetic butyl rubber in the tire's makeup. Tubeless tires proved to be so popular that by the mid-1950s, most American cars installed them as factory equipment.

High-performance muscle cars in the 1960s gravitated toward lower-profile, wider tread tires, the better to "put down the rubber", but were still bias-ply construction. American car makers finally got around to adopting radial tires starting in the late '60s, just in time for their fuel economy advantages to play a part in the first fuel crisis of 1973.

Run-flat tires are a concept that actually goes back to the 1930s, although it took many decades for designs to improve. By the 1980s, car makers considered them not only for their advantages to drivers, but also as a way to eliminate the spare tire. Today, a small number of high-end vehicles offer run-flats. The disadvantages include high replacement cost and a harsher ride.

The last two decades have seen tire sizing taken to an extreme, as some factory fitments run 22" diameter tires and sidewalls so narrow they're nicknamed "rubber bands", a far cry from the balloon tires of one hundred years ago! Much has changed in those 100 years, yet our cars and trucks still rely on four tires, constructed mainly of a combination of natural and synthetic rubber, which must provide a combination of



Firestone ad from 1922. Note "Firestone Cord" in white sidewall, and "Gum-Dipped Cord" in text.

traction, ride comfort, load capacity, and long life. I hope that this brief overview of automotive tire history has provided an appreciation for the advancements of the modern car tire.

(Special thanks to Chris Ritter, Library Director at the AACA Library & Research Center, for permission to reproduce these ads from the Library's online collection.)

Next month in Rich's Repair Ramblings: Talking Tires - Sizing Them Up

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& RESEARCH CENTER** 



Editor's Note
Matt Hinson
Rummage Box Editor



Welcome to my 20th issue as Editor of the Rummage Box. For the last three years, I have typically posted an update on my 1938 Buick Century restoration in my Editor's Column. I have had the car substantially complete for a few months, while still waiting on a local upholstery shop to complete a few small items for the car before I can call it complete. Hopefully it will soon be 100% complete and hopefully, sold. I did not really intend to sell it as soon as I was done with the restoration but I am out of room in the garage. I saw a 1937 Buick Roadmaster Model 80C, four door convertible phaeton, for sale in Hemmings Motor News. I have owned a 1937 Century Model 61 four door sedan, for 6 years, and have recently done the 1938 Buick Century restoration. I never thought that I would have an opportunity to purchase an 80C due to their rarity. In 1937 Buick produced a total of 1,040 for domestic sale and 115 for export. The car was about a 4 hour drive from my home. I called and made an appointment to see the car. After seeing the car, I did not initially purchase it. About a week later, the seller called me and offered the car at a price that I could not refuse. I am enjoying my new purchase. If you want to know more about this car, and its interesting history, you can read more about it on the AACA Discussion Forum in the Me and My Buick forum at: <https://forums.aaca.org/topic/354448-my-1937-roadmaster-80c-four-door-convertible-phaeton/>



It seems that during the time spent at home during the pandemic, many members have been restoring cars and buying more cars. My local chapter newsletter editor is doing a series on "Cars of Covid" stories, where she is featuring cover photos of new acquisitions during the pandemic and feature stories about these cars that have been purchased by members during the pandemic. Perhaps other editors might want to consider something similar

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**Spring Fling (Driving Only) – Friday, May 21 –
 Sunday, May 23**

With the current COVID-19 pandemic, I have decided to have a driving tour each day for those three days. You will be in your bed each night. However, as I stated, this will be a driving tour each day. We will start from a different place each day. Details are being finalized. I do know that we will have a mystery tour on Saturday to a place new to almost all of you. As usual, I will give you a clue as to where it will be. The clue is formal.

More details to follow in the next Road Map.

Respectfully Submitted
 Bill Pritchett
 NJAACA #963

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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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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.

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The Judge

July 2019 - Number 156



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Stanley Charles Boho

April 25, 1929 – February 16, 2021

Stanley Charles Boho died February 16, 2021 at Center for Hope Hospice in Scotch Plains, NJ after a recent hospitalization. Stanley was born April 25, 1929 in Newark, NJ and lived in Newark and Irvington before purchasing his first and only family home in Union in 1965. He attended Ann Street School and graduated from East Side Commercial and Technical High School in Newark in 1946, where he played the violin for two years in the Symphony Orchestra. He immediately went to work for Western Electric (later AT&T) in Kearny, NJ. Stanley spent his entire 43 year career at Western Electric and advanced to the level of Senior Draftsman and Associate Engineer. Stanley attended night school from 1949-1950 at Essex County Vo-Tech, receiving a certificate in Mechanical Drafting/Elementary Drawing I. He retired in 1989 at age 60. Dad jokingly said he never went to “Kinnygarden” as he called it, and was still a success. Stanley and Martha (Hodulich) were married in 1955, and were together almost 52 years until Martha’s death in 2007. Stanley was at one time an accomplished target shooter and enjoyed playing pinochle with his wife Martha and their friends. He and Martha loved to go out polka dancing, often wherever Walter Lesniak and his Orchestra were playing. Stanley bravely served his country in the US Naval Reserve.

Stanley was pre-deceased by his parents Anthony “Anton” and Frances (Wolcz) Boho, and his beloved wife Martha. He is survived by his three children; June (Boho) Roser and her husband Gregory who was Stanley’s primary caregiver for 5 years before his death, and their daughters Christine and Victoria, Steven Boho and his wife Isabel and their sons Andrew and Jason, Stanley “Stash” Boho and his companion Ada Funes and his sons Nicholas and Matthew.

Stanley was also pre-deceased by his older brother Walter, and nieces Barbara (Boho) Creighton and Linda (Boho) Eorio. He is also survived by his nephew Joseph Boho and his niece Nancy (Boho) Raimondi.

In lieu of flowers, donations are encouraged in Stanley’s memory to NJ Institute for Disabilities,
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NEXT MEETING

The next meeting of the New Jersey Region AACA will be held
 March 4th, 2021 8pm

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

Contact [Bill Pritchett](#) or [Rich Reina](#)
 For details on connecting

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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 or via USPS to The Road Map, 67 Fairmount Road, Long Valley, N.J. 07853



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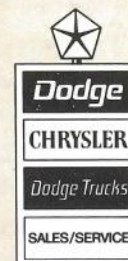
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