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Vapor Locks

Allegheny Mountain Region, AACA

Official Publication



Gladys Guyer, Editor
11800 Guyer Rd.
Huntingdon, PA 16652



March - April 2022

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1926 Ford Model T Roadster
Owned by Elwood Homan

**Allegheny Mountain Region,
AACA**

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Hudson Hornet Twin-H Power Luxury Car or Performance? By Wayne Tuck AACA National President



Most early fifties race fans are familiar with the Hudson's record of performance on the track. The Twin-H flathead six record speaks for itself. Probably the Disney Pixar movie, "Cars" brought it back to life for the younger generation.

Most of the better-known race cars were two door coupes with standard transmissions. However, many preferred the 4-speed Hydramatic transmissions and four door sedans. Both versions performed well. The low center of gravity and suspension added to its performance. That same suspension and power also made the Hudson Hornet a very desirable luxury car. The price range and features made Hudson competitive with other manufacturers such as Buick and Cadillac.

I have owned a Hudson Hornet for many years and driven on numerous AACA tours. My Hudson after receiving an AACA first place Senior Award has been driven over 40,000 miles. This car is truly a joy to drive. Driving at modern highway speeds of 70 MPH+ for sustained periods makes you forget you are driving an old car. Even without power brakes, the car stops quickly and efficiently with four-wheel drum brakes.

The comfort and roominess of the interior gives you the feel of true luxury. The exterior stainless-steel trim and chrome are a thing of beauty. Of course, you quickly realize that it is not a modern car on a hot day with no air conditioning. Maneuvering in a tight parking lot is a challenge but great exercise for building arm strength. This is all part of the fun of owning and driving old cars.

To answer the question of Luxury or Performance, this car is both! If you are looking for a car to drive long distance at highway speeds, it's hard to top the Hudson Hornet.

ALLEGHENY MOUNTAIN REGION WEBSITE <http://local.aaca.org/allegHENY/>

AACA NATIONAL HEADQUARTERS HERSHEY, PA www.aaca.org
501 West Governor R. Hershey, PA 17031 – Phone 717-534-1910

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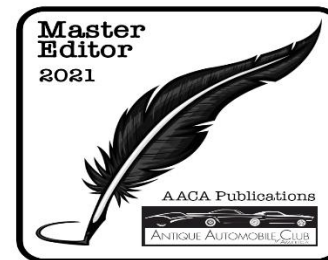
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Articles in this newsletter may be reprinted.



President's Message



I sure hope its Spring by the time you read this and get your favorite car out. During what I thought was Spring several weeks ago, I had our 1912 Rambler out for a drive and looked forward to getting more cars out in the following days. But the cold returned. I really need to get the 1926 Studebaker out for some mileage as it's headed for South Bend, Indiana for the Studebaker meet the first week of May. Bill Forsht and Pete Searer are my "accomplices in crime". Should be a great time.

Think about attending a region or national event. With so many clubs with national and regional shows and tours, it is hard to decide what to attend. Why not start with one of our region's events? The next local event is Cooks nite out at a great restaurant, Ole New York, near the Nittany Mall in State College (contact me, if you have any questions). Then May 14th (date still tentative) is a 1-day tour to Altoona touring Lenny's Car collection (I have missed this 2 times already – I'll be there or else!) and RR Museum (contact Bill Forsht). As far as national AACA events, the famous Glidden tour is nearby this year in Princeton, NJ the last week of September. Please register early (applications accepted after May 1) as this tour sometimes sells out. Contact me if you have any questions (Ellen and I are going).

And, of course, the Boalsburg Military Museum Show on Memorial Day. Mark your calendar! Erie Romanini, I and team of volunteers have working on a great show. Food vendors have been the biggest challenge, as many vendors are very busy or have too little help. Again, Erie is the "go to guy" the day of the show so contact Erie and be a show day volunteer. Please help make this "come back" show a great success.

More good news – Jeff Boring has used his "inside contacts" and put the Delgrosso's show back as a possible return for 2023. It appears Delgrosso's is so busy dealing with the pandemic backlog that they cancelled for 2022. Also, we are looking for an alternative site/show for Fall 2022. So, stay tuned to you Vapor Locks and emails.

Have a great time at Boalsburg, I will be wishing I was there.

Consider a friend or relative as new member you can sign-up!

Scott

The Nostalgia Machine

What's this scary-looking metal apparatus?



It looks a bit like a torture device, but many men use its modern version on a regular basis. If you guessed hair clippers, you are correct.

Manual clippers were invented **between 1850 and 1890** by Nikola Bizumić, a Serbian barber.

Trivia Answers

1. Nash Motors Company
2. Ford Thunderbird
3. 1902
4. 1967
5. She is the lady on top of Rolls Royce radiator
6. 1947 Packard line.
7. The Dodge Brothers

ALLEGHENY MOUNTAIN REGION AACAA

Board of Directors Meeting, Smithfield Firehall April 2, 2022

The meeting was called to order at 1:23 P.M. by President Deno.

Board members attending were, President Scott Deno, Vice President Randy Clemens, Secretary Pat Swigart, Treasurer and Vapor Locks Editor Gladys Guyer. Paula Clemens, Jeff Boring, Jim Burke, Zach Boring, Bill Guyer, Bill Forsht and member Ernie Romanini and Harry Whitman.

Absent: Loy Blattenberger and Jackie Forsht

The minutes of the January 16, 2022, Board Meeting were printed in the Vapor Locks. Upon motion of Jeff Boring, seconded by Randy Clemens the minutes were approved. Motion carried.

The Financial Report was given by Treasurer Guyer. Upon motion of Randy Clemens, seconded by Jeff Boring, the treasurer's report was received. It will be filed for audit.

Old Business

Membership

There was a discussion of our membership. Approximately 10% of last year's members have not renewed yet. Renewals are still coming in.

Del Grosso Car Show.

We have been told that Del Grosso's will not permit any car shows this year. Jeff spoke to someone at Del Grosso's and was told there is a possibility that we can go back in 2023.

It was suggested to look into Lakemont Park for a show for this year. The possibility of going together with another car club was discussed. September 18 would be the suggested date.

Boalsburg Show

Scott Deno and Ernie Romanini announced they have found a Bar-B-Que vendor for the show. Scott is checking on an ice cream truck. Volunteers are also needed for the show.

New Business

Photographer

Jeff Boring stated that Amber is interested in attending and taking pictures of our events.

Board of Directors Meeting, page 2

These could be used on our website, Facebook page and in Vapor Locks. Upon motion of Jeff, seconded by Paula Clemens

Amber will be asked to take this position.

Tour of May 7th

The tour that was scheduled for May 7th has been changed to May 14th.

Adjournment

The meeting was adjourned at 2:34 P.M. upon motion of Paula, seconded by Randy.

A dinner of Swiss Steak and "all the trimmings" followed, served by the Smithfield Fire Hall staff.

Respectfully submitted,

Patricia B. Swigart, Secretary

**One day, you are going
to hug your last hug,
kiss your last kiss and hear
someone's voice for the last
time, but you never
know when the last time will be,
*so live every day as if it were the
last time you will be*
with the person you love**



Free pictures

Allegheny Mountain Region Calendar of events

April 20	Cook's Nite – Ole New York
May 14	One day Altoona Area including Lenny's and the RR Museum
May 18	Cook's Nite – Paesano's
May 30	Car Show, Military Grounds, Boalsburg
June 15	Cook's Nite, Hosses
June 18	Picnic at the Forsht's
July 8	Collector Car Appreciation Cruise -in, Swigart Museum
July 20	Cook's Nite – Traditions, dessert at the "Blattenberger's)
August 5&6	Swigart Meet
August 17	Cook's Nite – Perkins
August 19-20-21	3-day tour, Bradford PA
September 21	Cook's Nite – Jethro's
October 15	One day tour, Mifflinburg
October 19	Cook's Nite – Prime Sirloin Buffett
November 16	Cook's Nite – Spruce Creek Tavern
December	Christmas Party

National Calendar and others close to PA

May 22-25 – Eastern Divisional Tour, Johnstown, PA – Flood City Region

June 16-18 – Eastern Spring Nationals – Beckley, WV – West Virginia Whitewater Region

August 5-7 – Macungie Memorial Park – three-day car show, flea market, car corral, crafts, and live entertainment. For additional information Contact Sue Manwiller at 610-823-5033 or email www.awkscht.com

September 10-16 – Sentimental Tour (1928-1958) – Gettysburg, PA – Buzzards Breath Region

September 25-30 – Revival AAA Glidden Tour (1942 & earlier) – Central New Jersey – New Jersey Region – AACA Sponsored

October 4-7 – Eastern Fall Nationals – Hershey, PA – Hershey Region



THE EDITOR'S DESK

Hi Everyone,

It is the beginning of April and activities have begun. We had a nice Spring Dinner; nice attendance and the food was excellent.

Are you ready to get the "old car" out for a drive? I sure am. There will be many opportunities to join fellow members at different events.

The Boalsburg car show is in a few weeks. President Deno and Ernie Romanini aka Show chairmen are arranging a super event. Bring your car and your lawn chairs. There is always a group of AMR members in the shade under the "Big White Tent" with space saved for YOU! Have a great day with fellow car club members. Let's set a record number of cars at the show!

By the time the Boalsburg show is over it will be June. It seems the older we get the busier we are, and the faster time goes by. Summer has not arrived, but it will go by very quickly.

There is so much to do in the region, check out the calendar of events. Get out as often as you can with the old car and friends. The quote "Never take life for granted tomorrow isn't guaranteed" gives us lots to think about.

Enjoy this issue of Vapor Locks and I'll meet you in the next, with plans for more cruising.

Don't forget to check out the color version of Vapor Locks on the Region's website. Our webmaster, Scott Deno, posts each issue as soon as it is printed.

Have a great day!

See you on the road in the "Old Car"!

Gladys



Just For Laughs

Free funnies

The New Bride

Monday: Now home from honeymoon and settled in our new home. It's fun to cook for Dan. Today I made angel food cake. The recipe said, "Beat 12 eggs separately." The neighbors were nice enough to loan me some extra bowls

Tuesday: Dan wanted fruit salad for dinner. The recipe said, "Serve without dressing." So, I didn't dress. What a surprise when Dan brought a friend home for dinner.

Wednesday: A good day for rice. Recipe said, "Wash thoroughly before steaming the rice." It seemed kind of silly, but I took a bath. I can't say it improved the rice any.

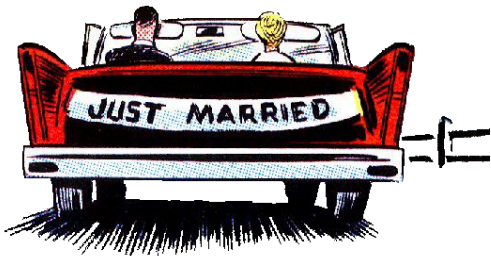
Thursday: Today Dan asked for salad again. I tried a new recipe. It said, "Prepare ingredients, then toss on a bed of lettuce one hour before serving." Which is what led up to Dan asking me why I was rolling around in the garden.

Friday: I found an easy recipe for cookies. It said, "Put all ingredients in bowl and beat it." There must have been something wrong with this recipe. When I got back, everything was the same as when I left.

Saturday: Dan did the shopping today and brought home a chicken. He asked me to dress it for Sunday. (oh boy) For some reason Dan keeps counting to ten.

Sunday: Dan's folks came to dinner. I wanted to serve roast but all I could find was hamburger. Suddenly I had a flash of genius. I put the hamburger in the oven and set the controls for roast. It still came out like hamburger, much to my disappointment.

This has been a very exciting week. I am eager for tomorrow to come so I can try out a new recipe on Dan. If we could just get a bigger oven, would like to surprise him with "Chocolate Moose."



COOK'S CORNER

Pat's Punch

1-46 oz. can pineapple juice
1-6 oz. can frozen orange juice (not diluted)
1-6 oz. can frozen lemonade (not diluted)
2 cups sugar
3-cups water
3 large firm bananas
1 – 2 L bottle 7UP

Bring sugar and water to a boil, let cool. Mix 2 cups sugar, water and diced bananas in a blender or mixer. In a gallon jug, put pineapple juice, orange juice, additional 1 2/3 cup of sugar water and mixture from the blender. Shake well and freeze (in cold weather allow 10 hours to thaw at room temperature). Just before serving, mix in the 7UP. Punch can be stretched by adding more 7UP.

Refreshing Strawberry Nonalcoholic Daiquiri

1 12 oz can frozen strawberry daiquiri concentrate thawed
1 pack of strawberry Kool-Aid
1 2-liter 7Up
1 1-liter strawberry sparkling water (If you can't find the strawberry sparkling water, just substitute with more Ginger Ale).
1 bag of frozen sliced strawberries

Before event, in a container, mix strawberry daiquiri concentrate and Kool-Aid. Pop mixture into fridge until ready for party. Also, put 7Up and strawberry sparkling water in fridge to keep cool.

1. When ready to prepare punch, pour concentrate mixture into punch bowl, pour in 7Up and sparkling water slowly.
2. Stir slowly to combine.
3. Add frozen strawberries on top to keep mixture cool and to make it look pretty.
4. Serve punch in glasses with ice.

**Is a box of raisins a tragic tale of grapes
that could have been wine?**

COOK'S NITE OUT

No cooking tonight!

Gladys Guyer



Cook's Nite is back on the calendar. A nice group attended the March nite at Marzonies.

April's cook's nite will be held in State at the Ole New York Restaurant. We will gather at 6:00 and order at 6:30

- April 20 – Ole New York Restaurant, State College—
Scott Deno, - 814-238-4031
- May 18 – Paesano's Alexandria, - Gladys Guyer, - 814-667-3796
- June 15 – Hosses, Valley View Blvd, Altoona – Jackie Forsht 814-943-8766
- July 20 – Traditions Restaurant, 5:00 Cindy Smith - 814-224-2242
Dessert at the Blattenberger's
- August 17 – Perkins Restaurant, Altoona – Paula Clemens 814-943-8626
- September 21, Jethro's, Altoona – Paula Clemens 814-943-8626
- October 19 – Prime Sirloin Buffet, Duncansville, Jim Burke 814-224-2242
- November 16 (weather depending) Spruce Creek Tavern, Jeff and
Zach Boring 814-942-3373

If you know ahead of time you will be attending, please contact the person listed on the schedule. If not, no worries you can simply join us.



Memorial Day Show

Hooray!!

We are returning for our annual car show on Memorial Day!

Military Museum Grounds, Boalsburg, PA

May 30, 2022

9:00 a.m. - 4:00 p.m.

Chairperson, Scott Deno and Ernie Romanini are working on details for our returning annual car show on Memorial Day. It will be held on the grounds of the PA Military Museum in Boalsburg, PA. Registration begins at 9:00.

If you get hot or hungry, there will be drink and food vendors on the show grounds.

Enjoy socializing at the show or walk across the highway to take in the town festivities. There will be food vendors by the show with a delicious variety of options.

There will be no pre-registrations for the Memorial Day Show. Registrations will be done on show day with a \$10 entry donation.

This is a **NON-JUDGED SHOW!!** There will NOT be trophies at the show! Some lucky participants by random drawing may receive a gift card or various items at the end of the day.

This will be a fun day with something for all ages to enjoy. Stay at the show and socialize or go over to the town and see all the sights and sounds. Whichever you choose to do, you will have a very enjoyable day.

- Registration begins at 9:00
- Dash plaques will be given to the first 100 participants.
- There will be food available
- Festivities in the village
- A random gift card drawing will be held at the end of the show.

Come and enjoy a great day with fellow antique car enthusiasts!

SPRING DINNER

Smithfield Firehall

Event planners Pat Swigart and Gladys Guyer

Saturday April 2nd was a cool but otherwise a nice day to be out with car club friends at the first event for 2022.

The Region held the annual spring dinner at the Smithfield Firehall with 29 in attendance. It was great to see and talk with everyone especially those we had not seen in a while. Thank you to everyone who attended.

The afternoon began with members arriving for the 2:00 social hour. Pat and Gladys supplied a variety of appetizers as well as "Pat's Punch". Everyone enjoyed the pre meal snacks.

At 3:00 President Deno called the group together welcoming everyone followed by a moment of silence. "The Smithfield Team" had prepared a delicious Swiss steak meal. There was Swiss steak in a rich broth, mashed potatoes, noodles, gravy, rolls, green beans, applesauce, drinks, and cake for dessert. Everything was DELICIOUS!!

I am not sure who was first at the buffet table, but I can tell you there was PLENTY of food.

After our meal, President Deno talked about several of the events on the Region's schedule for 2022. One event the President Deno and Board of directors are pleased to announce is the return of the car show at the Boalsburg Military Museum lawn on Memorial Day. More details will be posted in Vapor Locks

Everyone showed our appreciation to the Smithfield Team with a round of applause for the scrumptious meal.

Thank you to everyone who attended, and we look forward to seeing all of you again very soon.



PA car held the world's Land Speed Record (LSR)

By Stan Smith

During the early months of each year, we all get caught up in high-speed auto racing in the south. It's where we see our favorite driver and car go at speeds around 200 MPH at tracks like Daytona and Atlanta. Did you know that over 90 years ago we were mesmerized by similar activity? Not to see the machines go around a banked oval track at those speeds, but to be able to exceed 200 MPH over a measured mile on the sands of Ormond Beach near Daytona.

In the mid 1920's the English would bring their high-powered streamlined machines to the 14-mile flat beach in Florida to try their best to break into the 200 MPH speeds and keep the Land Speed Record title theirs. Powered with two large aircraft engines Henry Segrave got his 1000 HP Sunbeam to 203.8 MPH in 1927. The last time an American car held the LSR was when Fred Marriott drove the Stanley Steamer Rocket to 121.6 mph in January 1906.

The fact that America had not held the LSR for over 20 years must have stirred up a discussion between Mr. J.M. White, owner of a Philadelphia insulated wire manufacturing business, and a friend that he felt that all one needs is HP and a wedge-like nose to part the airstream to go fast. According to a 1928 magazine, THE KEYSTONE MOTORIST, Mr. White decided to prove his theory by having a car built with three aircraft engines and very little in the way of a streamlined body.

For 1928 there were two machines built for an attempt at getting the LSR title back to America. The first was a small 180 cu. in. 380 HP racer built in Indianapolis called the STUTZ BLACKHAWK. It was to be driven by Indy 500 winner Frank Lockhart who felt, after some testing, he could make it go well past 200 MPH.

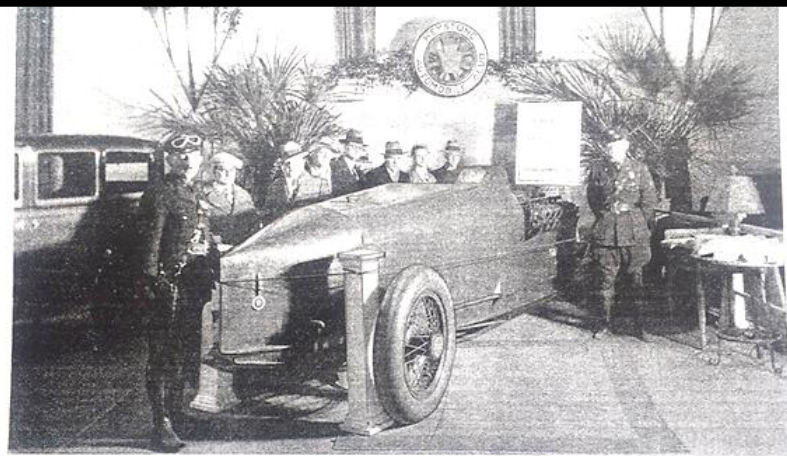
The 2nd machine was Mr. White's monster with three V-12 aircraft engines that was called the TRIPLEX. It was built on a truck frame that put under the upside-down front axle to lower the vehicle. The rear axle, which was solidly mounted to the frame had three ring gears hooked to each engine. One engine was in front of the driver with the other pair side by side behind him. No clutch or transmissions, it depended on a push start to get everything running. The body work consisted of a vertical wedge at the front with a minimal amount of cowl and windshield for the driver.

PA car held the world's Land Speed Record pg.2

Both machines failed to break the LSR on their first trip to Daytona early in 1928. They returned two months later to try again. The TRIPLEX was driven by a Mr. Ray Keech to 203.9, 210.5 and 213.9 MPH which gave him a mean speed of 207.5 MPH for the two-way average. The small STUTZ BLACKHAWK got up to 203.45 MPH on its first run and was doing 220 MPH during its return trip when a tire blew causing it to roll over three times flinging Lockhart out to his death. The TRIPLEX, built in Pennsylvania, was then awarded the Land Speed Record.

The English came back in 1929 with their GOLDEN ARROW to try to reclaim the LSR title. Mr. White took the TRIPLEX back to defend and hopefully raise the speed he so proudly held. Major Segrave first got the GOLDEN ARROW up to a speed of 231 MPH. That caused Mr. Keech to say he wasn't going to drive the TRIPLEX. The job was turned over to a race driver/mechanic who worked on Mr. White's machine. His first run was 183 MPH and, on his return, run he got up to 202 MPH but mistakenly he lifted off the gas too quickly which caused the TRIPLEX to skid. It tumbled over and over destroying itself along with the driver Lee Bible.

So, for at least one year we Penna. folk could claim we built the World's Fastest Vehicle.



World's Fastest Automobile Exhibited At Auto Show by Club

*White Triples Which Holds Record of 207.55 Miles Per Hour Shown in
Club Booth—Will Enter Daytona Beach Tests Next March*

HISTORY OF THE CAR RADIO

Via Tom Orr

Seems like cars have always had radios but they didn't. Here's the story:

One evening, in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corp. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard

Good idea, but it didn't work. Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea

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worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names. Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*



But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when B.F. Goodrich tire company decided to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie for the U. S. Army. A lot of the

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communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted came into being! ANDIt all started with a girlfriend's suggestion!!

Car Trivia

1. Which was the first automobile company to provide seat belts as an option?
2. Which car sold more than one million units in 1965 setting a record?
3. The world's first speeding ticket was issued in which year?
4. What year was the first Mercury Cougar made?
5. What car radiator did the Spirit of Ecstasy sit on?
6. What was the first car to use power operated seats?
7. What automaker's first logo incorporated the Star of David?

Annual Convention Success

By Stacy Zimmerman, Speedster Editor, szimmerman@aaca.org

Well, it was a bit of a wild ride to get there, but I think we were able to pull off a successful convention in Gettysburg earlier this month. For decades, the annual convention had been held in Philadelphia, PA. Well, the COVID-19 pandemic forced us to reevaluate the event including the location. In 2021, we adjusted and had a much smaller version of the event in Williamsburg, VA. As the planning went on for the 2022 event, the rules surrounding health and safety protocols continued to change on an almost daily basis. In early January 2022, the rules in Philadelphia changed dramatically and your AACA National Board of Directors labored over the decision facing them. A decision had to be made as soon as possible or we might not have an event at all. With the convention only one month away, the board held an emergency Zoom meeting and made the difficult decision to move the event out of Philadelphia to Gettysburg, PA.

As soon as the new event contract was signed with the Gettysburg hotel, the AACA staff, convention committee and several dedicated volunteers got to work. Phone calls were made to every single member who had already registered to attend convention – registrations were moved, and refunds were given. Details about the event relocation and new registration materials were emailed out to all members as soon as possible. Site visits to the new location confirmed that it was much smaller than the hotel in Philadelphia. We also learned that another group would be utilizing most of the meeting spaces on Friday, so we were going to have to get creative.

The number of seminars had to be reduced and speakers needed to be reconfirmed for the new location. Registration was located off the main lobby and shared space with the AACA Library and an AACA merchandise store. The trade show was staged in a large corridor outside the ballrooms and only had space for 10 vendors. The First Lady's Breakfast was held in a former pizzeria located in another building on the hotel's property. See what I mean about being creative!

Was the event perfect? Of course not. No event ever is – just ask literally anyone who has ever planned an event. But for the most part, most of the feedback we have heard so far is that convention was great. It just goes to show that no matter where convention ends up, if we are willing to improvise, embrace change and work hard to create a positive experience, members will come.

Please mark your calendars for next year's convention which will be held February 9-11, 2023, in a location yet to be determined. The planning for next year has already begun and the National Board of Directors has created a special committee to look at location options. As soon as a decision has been made, we will make an official announcement.

THE RUXTON

Did you ever hear of a Ruxton?
Wikipedia

The history of American automobiles is a landscape littered with dead automobile companies and discarded brands.

One of the obscure automobiles in this history is the Ruxton, which was produced for only four months at the beginning of the Great Depression.



While the Great Depression meant the death of many automobile manufacturers and brands, it did not stop visionaries from dreaming about what the automobile should be like. William Muller, who had been educated at the Brooklyn Polytechnic Institute, was employed in the engineering department of Budd Body Company in Philadelphia, Pennsylvania when he came up with the visionary idea for a front wheel drive passenger automobile. He then convinced his employer to build the prototype. Budd could then sell the rights to the car to an automobile company which would contract to have Budd do the body work. Budd built both rail cars and automobile bodies.

Muller had first encountered a front wheel drive racecar—the Gila Monster—at a race in Texas. He liked the way it handled and dreamed of producing a front wheel drive passenger car. The passenger car, unlike the racecar, had to deal with potholes, hills, and the need to steer in more than one direction.

Using engines provided by Continental Motors, Muller designed the drive train for the innovative front wheel drive vehicle and Joseph Ledwinka designed the body for the car. In 1928, the prototype was completed.

The new car was to be powered by a 100 horsepower, straight eight Continental engine.

By eliminating the drive shaft from the engine to the rear wheels, the new car was much lower than other cars of this era: it was only 53 inches high as compared with an average of 60 inches for other cars. In the body design, Ledwinka eliminated running boards which emphasized the car's lowness.

One of the members of the Budd Body Company's board of directors, Archie Andrews, also sat on the board of directors for Hupmobile. Andrews, who is often described as a flamboyant pitchman and stock manipulator, saw great possibility in the new car and made it possible to present the concept to Hupmobile. Hupmobile, however, said "no" to the concept.

THE RUXTON

Andrews, despite Hupmobile's refusal, felt that the concept was sound. Andrews and Muller then formed New Era Motors to market the car. To support the new company, Andrews hoped to recruit William V.C. Ruxton as

an investor and so he named the new car the Ruxton. Ruxton, however, decided not to support the project, but the car continued to carry his name.

Unhappy about the fact the car carried his name, Ruxton sued Andrews for the purpose of stating that he had nothing to do with Andrews or the car.

Moon Motors of St. Louis agreed to build the Ruxton in November 1929. Moon, however, had reached its peak production in 1925 and by 1929 was nearly out of business. Moon was hampered by outdated equipment and was unable to compete with other automobile manufacturers. To facilitate the production of the Ruxton, Andrews began buying up the company's stock and eventually assumed control of the company. It was not a friendly takeover and Moon's president, C. W. Burst, barricaded himself in the company headquarters in protest of the takeover. Andrews had to break in with the help of the police. There were lawsuits and counter lawsuits which were not finally settled until 1965.

With Moon failing, Andrews turned to Kissel Motors of Hartford, Wisconsin to produce the Ruxton. Kissel had already agreed to produce the car's transmission and running gear. The Ruxton went into regular production in 1930.

The Ruxton had both strengths and weaknesses. One of the car's shortcomings was the Woodlight headlights which looked much better than they performed. Ruxton owners with these headlights (not all came with them) quickly found that they had two choices: they could have the car retrofitted with normal headlights, or they could restrict their driving to the daylight hours.

Some of the Ruxton models featured broad bands of white intermixed with vivid colors which lengthened the appearance of the car. Joseph Urban, a noted state designer and architect, designed the paint scheme.

As with Moon Motors, Andrews grew impatient with Kissel and began buying up stock in preparation for another takeover. The Kissel brothers rebelled at the hostile takeover attempt and filed for receivership in November 1930. Production of the Ruxton was abruptly halted. Reports on the actual number of Ruxtons produced ranges from 96 to 400. Today, there are only 19 Ruxtons still known to be in existence.

A Classic Love Story:

Son finds classic car that brought his parents together

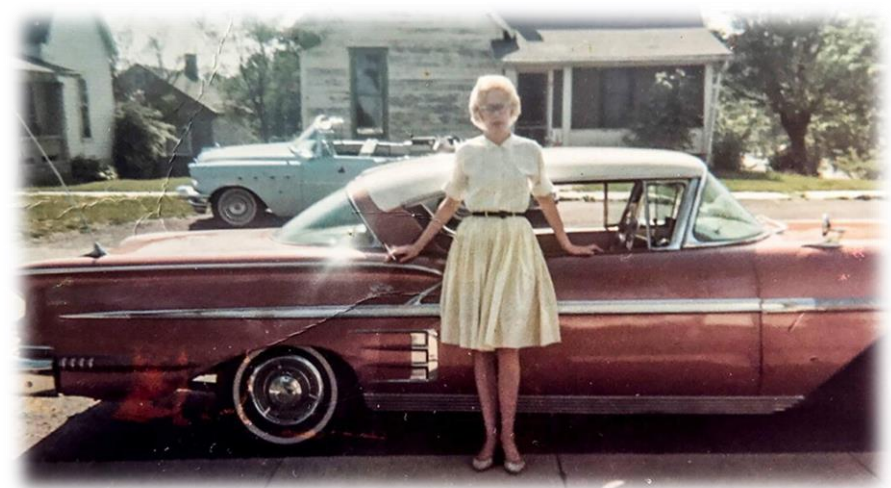
Story from "A Cottage"

"Can anyone really fall in love in seven days?" Rick Payton questioned when asked whether his parents, who married just one week after meeting, loved each other at the time. He sat in one of the red-and-chrome booths at his restaurant as he spoke, near the 1958 Chevrolet Impala he credits with their 45-year marriage and his existence. "I think they liked each other a lot. I think they learned to love each other."

Rick, a classic car collector and owner of the Classic Garage restaurant, loves old cars for their artful designs and for their stories. He has owned several hundred vehicles over his lifetime, and now keeps a small collection of old Cadillacs. It took a particularly special history for a Chevy to make the cut.

Rick's mother, Linda (Kinder) Payton, was at Leonard's Drive-in Restaurant in Bedford, Indiana in 1965 when her ride drew Ed Payton's attention. He commented on the Impala's color: a luminous shade called "Sienna Gold," and they were off to the races. The pair went for a cruise together that day, and again on Sunday, then on Monday. On Wednesday, Ed proposed to her, and on Saturday, May 8, the two were married. Two days later Ed, an Air Force man, returned to Vietnam.

"I think they liked each other a whole lot," Rick said. "I think they learned to love each other."



The arrangement suited them both. Linda moved into his house and lived by herself, working two jobs to save for their future. Ed received more pay and

A Classic Love Story page 2

The arrangement suited them both. Linda moved into his house and lived by herself, working two jobs to save for their future. Ed received more pay and had someone to write letters to while he was at war. They got to know each other after he returned from the war and shared their lives until Ed passed away in 2010.

Rick never saw the car that brought his parents together; they traded it for a Ford Fairlane GTA in 1966, before he was born. But he heard story after story about the classic from his parents, aunts, uncles, and friends of the family. His obsession grew over the years, and when his mother died in March 2017, nostalgia overcame him, and he decided it was time to add a 1958 Chevy Impala to his collection.

Help was close at hand for Rick. He reached out to the connections he had made over years of collecting and showing classic cars, and friends kept an eye out during their travels. The local newspaper in Bedford wrote a story about the car, as did Old Cars Weekly magazine.

On Sept. 11, his mother's birthday, in 2017, Rick found a 1958 Impala 348, and bought it to restore. But things got better just a few months later. He was in Germany for Christmas when a friend called to inform him there was an all-original Impala – same year, same color – for sale outside of New York City. The owner had set the price high, but Rick's friend assured him this was the vehicle.

"I called him, and I said, 'Hey look, I know you're asking a lot for this car, but let's get real,'" Rick said.

"What are you really going to sell the car for?" And the number that he said he would take was the highest number I was willing to pay." Rick guessed that since neither of them was happy with the price, it must be a fair deal.

Rick bought the Impala sight-unseen in December, and it arrived in February. The only time he's driven it was from his driveway to its current home: on display at the Classic Garage, under a painting of Linda based on a photo of her with the car in 1963. The twin of his mother's car already has a few "battle scars," from its lifetime. Rick walked around to the front right bumper and gestured at a scratch in the bronze paint. He imagines the driver must have been in a hurry on a trip to the grocery store and bumped into a shopping cart.

He can't wait for spring when he'll take it out on the road. The one Rick is restoring will be a "trailer queen," he says, carried from show to show, but he believes the best thing he can do with the original is drive it with his family, perhaps taking a trip back to Bedford, where the story began more than 50 years ago.

DATE:

Saturday
July 2, 2022
1PM-4PM

TELEGRAM

IMPORTANT BIRTHDAY INFORMATION
ENCLOSED



S. Elwood Homan is turning **100!**

You are cordially invited to stop by
for a birthday **open house** celebration on
Saturday July 2, 2022
from 1PM-4PM

5190 West Whitehall Road Pa Furnace, PA 16865
Farm Side

NO GIFTS CARDS ONLY!

PA Furnace

PA

We hope to celebrate with you



If you can not make it please send a card to:

S. Elwood Homan 5190 West Whitehall Road PA Furnace PA 16865

Friends aren't jumper cables.
You don't throw them into the trunk
and pull them out for emergencies

Charlie Krueger



Free pictures

MARK YOUR CALENDARS

FOR UPCOMING TOURS AND EVENTS!!

Saturday, May 14

One day Altoona Area Tour

Will include stops at Lenny's Classic Cars Museum and the RR Museum and of course a meal.

At Lenny's the first floor Showroom has the antique English wooden bar and canopy with granite tiles and space to display 19 cars. There is also a spacious lounge, a pool table and office space. An elevator leads to two work bays and a spray booth for furnishing and restoring the vintage cars and more areas.

More detailed information will be included in the next issue of VL.

The Railroaders Memorial Museum

The Railroaders Museum focuses on the history of railroad workers and railroad communities in central Pennsylvania, particularly Altoona, the Altoona Works, and the greater Pittsburgh area.

MARK YOUR CALENDARS

"Forsht's Picnic"



Members of the region have been invited to the Forsht's Event Center, **Saturday June 18th** for a picnic. Drive the old car and enjoy the day!!

Collector Car Appreciation Day 2



Friday, **July 8, 2022**, will be celebrate Collector Car Appreciation Day.

This holiday has been marked each year since 2010 by a U.S. Congressional Resolution recognizing that the "collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States."

Pat Swigart has invited the Allegheny Mountain Region to celebrate this special day at with an evening cruise in at the Swigart Museum

Complete details will be in the next issue of VL

Weekend Tour

August 19, 20, 21, 2022

Tour organizer Scott Deno

Our tour will lead us to the Bradford, PA area.

Complete information will be included in a future issue of VL.

**For additional information CONTACT SCOTT
814-238-4031 or email nsded@hotmail.com asap.**



YESTER YEARS NEWS

From a 1962 issue of Vapor Locks

Provided by Robert Struble and Stan Smith

Allegheny Mountain was chosen to host the Eastern AACA Spring Meet June 16, 1962.

At the first planning meeting in 1960 there were two possibilities of plans. It was decided to use the Altoona plan. The entire year of 1961 and continuing to June 1962, dedicated members spend countless hours working to make sure everything was ready for the Meet.

Friday evening, cars and Flea market Vendors began to arrive in Altoona as well as Television cameras which were in action throughout the weekend.

Saturday June 16, Official Meet Day, 309 Vehicles were registered and placed on the show field at the Jaffa Mosque. Cars ranged from an 1899 Locomobile to a 1940 Packard and Cadillac.

Something that I find very interesting is the fact that on Saturday, at 11:00 a.m. there was a "Ladies Style Show held in the Jaffa Lounge.

The rest of the day was filled with show and flea market activities. The banquet was served at 6:30. Immediately thereafter, the presentation of awards was at held in the Main Auditorium. This was also televised.

Sunday the Meet officially concluded after a breakfast run to the Famous Horseshoe Curve.

Just like today, 60 years ago,
AMR was a very active Region.



The "girls" on the West Virginia Tour.